



*Working together to plan for the future*

# **COMPASS BOARD OF DIRECTORS' MEETING PACKET**

## **OCTOBER 15, 2018**



# Working together to plan for the future

## Community Planning Association of Southwest Idaho 2018 COMPASS Board of Directors

GENERAL MEMBERS	SPECIAL MEMBERS	EX-OFFICIO MEMBERS
<b>Ada County:</b> Commissioner Dave Case Commissioner Jim Tibbs Commissioner Rick Visser	<b>Boise State University:</b> Corey Cook, Dean School of Public Service	<b>Governor's Office:</b> David Hensley, Chief of Staff
<b>Ada County Highway District:</b> Commissioner Rebecca Arnold Commissioner Sara Baker Commissioner Paul Woods	<b>Capital City Development Corporation:</b> John Brunelle, Executive Director	<b>Greater Boise Auditorium District:</b> Pat Rice, Executive Director
<b>Canyon County:</b> Commissioner Tom Dale Commissioner Steve Rule Commissioner Pam White	<b>Idaho Department of Environmental Quality:</b> Aaron Scheff, Regional Administrator	<b>Southwest District Health Department:</b> Nikole Zogg, Director
<b>Canyon Highway District No. 4:</b> Commissioner Jay Gibbons	<b>Idaho Transportation Department:</b> Amy Revis, District 3 Engineer	
<b>City of Boise:</b> Mayor Dave Bieter Councilmember Elaine Clegg Councilmember Holli Woodings	<b>Valley Regional Transit:</b> Kelli Badesheim, Executive Director	
<b>City of Caldwell:</b> Mayor Garret Nancolas Brent Orton, Public Works Director		
<b>City of Eagle:</b> Mayor Stan Ridgeway Nichoel Baird Spencer, Planner III		
<b>City of Garden City:</b> Mayor John Evans		
<b>City of Greenleaf:</b> Councilmember Kurt Kopadt		
<b>City of Kuna:</b> Mayor Joe Stear		
<b>City of Melba:</b> Councilmember Parkie Stapleton		
<b>City of Meridian:</b> Councilmember Treg Bernt Mayor Tammy de Weerd Charlie Rountree		
<b>City of Middleton:</b> Mayor Darin Taylor		
<b>City of Nampa:</b> Mayor Debbie Kling Councilmember Victor Rodriguez		
<b>City of Notus:</b> Mayor David Porterfield		
<b>City of Parma:</b> Mayor Nathan Leigh		
<b>City of Star:</b> Mayor Chad Bell		
<b>City of Wilder:</b> De Enrico, Public Works Superintendent		
<b>Golden Gate Highway District No. 3:</b> Commissioner David Lincoln		

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# Working together to plan for the future

## 2018 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
<p>December 17, 2018 12:00 pm Holiday Luncheon</p> <p>1:30 pm Board Meeting</p>	<p>Nampa Civic Center 311 Street South Nampa, Idaho</p>	<ul style="list-style-type: none"> <li>• Adopt Resolution Approving the <i>Communities in Motion 2040 2.0</i> Plan</li> <li>• Adopt Resolution Approving Revision 1 of the FY2019 Unified Planning Work Program and Budget</li> <li>• Approve 2019 Federal Transportation Policy Positions</li> <li>• Approve 2019 Idaho Legislative Session Position Statements</li> <li>• Confirm 2019 Board Officers: Chair, Chair Elect, Vice Chair, Immediate Past Chair. Elect Secretary-Treasurer</li> <li>• Confirm 2019 Executive Committee Representatives for Cities under 25,000 in Population</li> <li>• Confirm 2019 Executive Committee Representative from Highway Districts in Canyon County</li> <li>• Confirm Regional Transportation Advisory Committee Membership</li> <li>• Appoint COMPASS Staff Member to the Board of Trustees for the Boise Municipal Health Care Trust</li> </ul>

**MAKING A MOTION:**

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

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

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

**TABLE OF RULES RELATING TO MOTIONS:**

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



COMPASS BOARD OF DIRECTORS' MEETING
OCTOBER 15, 2018 – 1:30 P.M.
COMPASS – 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, IDAHO

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

\*\* AGENDA \*\*

I. CALL TO ORDER (1:30)

II. PLEDGE OF ALLEGIANCE

III. AGENDA ADDITIONS/CHANGES

IV. OPEN DISCUSSION/ANNOUNCEMENTS

V. CONSENT AGENDA

- Page 3 \*A. Approve August 20, 2018, COMPASS Board Meeting Minutes
Page 8 \*B. Receive Approved July 10 and August 14, 2018, Executive Committee Meeting Minutes
Page 13 \*C. Receive Approved July 19, 2018, Finance Committee Meeting Minutes
Page 15 \*D. Establish 2019 COMPASS Board and Executive Committee Meeting Dates and Location. Provide 30 Day Notice of Annual Meeting
Page 16 \*E. Adopt Resolution 01-2019 Approving Rural Project Priorities

VI. SPECIAL ITEM

- 1:35 \*A. Receive COMPASS Federal Certification Review Final Report Pete Hartman
Page 19 Pete Hartman, FHWA Division Administrator will present the final report and outcomes of the COMPASS Federal Certification Review.

VII. ACTION ITEMS

- 2:05 \*A. Adopt Resolution 02-2019 Amending Communities in Motion Liisa Itkonen
Page 70 2040 to Add Performance Targets and a Funded Project
Liisa Itkonen will seek COMPASS Board of Directors' adoption of Resolution 02-2019 approving an amendment to CIM 2040 to add performance targets and an environmental study for SH-55 in Canyon County.

2:25 \*B. Adopt Resolution 03-2019 Approving the FY2019-2023 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration Toni Tisdale  
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*Toni Tisdale will seek COMPASS Board of Directors' adoption of Resolution 03-2019 approving the FY2019-2023 TIP and associated air quality conformity demonstration, after review of public comments.*

**VIII. INFORMATION/DISCUSSION ITEM**

2:45 A. Status Report – Finance Committee

Garret Nancolas

*The Finance Committee Chair will provide a status report on the August 23, 2018, Finance Committee meeting.*

**IX. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY) (2:50)**

Page 99 \*A. Staff Activity Reports

Page 112 \*B. Status Report – Current Air Quality Efforts

Page 117 \*C. Status Report – Regional Transportation Advisory Committee Attendance

Page 118 \*D. Administrative Modifications

Page 122 \*E. Milestone Report

**X. ADJOURNMENT (3:00)**

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

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

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**COMPASS BOARD OF DIRECTORS' MEETING  
AUGUST 20, 2018  
COMPASS, 1<sup>ST</sup> FLOOR BOARD ROOM  
700 NE 2<sup>ND</sup> STREET, MERIDIAN, IDAHO**

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

**ATTENDEES:** Rebecca Arnold, Commissioner, Ada County Highway District  
Kelli Badesheim, Valley Regional Transit  
Nichoel Baird Spencer, City of Eagle  
Sara Baker, Commissioner, Ada County Highway District  
Richard Beck for Rick Visser, Commissioner, Ada County  
Treg Bernt, Councilmember, City of Meridian  
Elaine Clegg, Councilmember, City of Boise, **Vice Chair**  
Cory Cook, Boise State University, via telephone  
Tom Dale, Commissioner, Canyon County, **Chair Elect**  
Tammy de Weerd, Mayor, City of Meridian  
Matt Edmond for John Brunelle, Capital City Development Corporation  
John Evans, Mayor, Garden City  
Jay Gibbons, Commissioner, Canyon Highway District No. 4  
Debbie Kling, Mayor, City of Nampa  
Kurt Kopadt, Councilmember, City of Greenleaf  
Meg Leatherman for Dave Case, Commissioner, Ada County, **Chair**  
Nathan Leigh, Mayor, City of Parma  
David Lincoln, Commissioner, Golden Gate Highway District No. 3  
Larry Maneely for Jim Tibbs, Commissioner, Ada County  
Garret Nancolas, Mayor, City of Caldwell, **Secretary-Treasurer**  
Brent Orton, City of Caldwell  
Amy Revis, Idaho Transportation Department – District 3  
Stan Ridgeway, Mayor, City of Eagle  
Victor Rodriguez, Councilmember, City of Nampa  
Charlie Rountree, City of Meridian  
Steven Rule, Commissioner, Canyon County, **Immediate Past Chair**  
Aaron Scheff, Department of Environmental Quality  
Joe Stear, Mayor, City of Kuna  
Matt Stoll, Executive Director, Community Planning Association, Ex officio  
Darin Taylor, Mayor, City of Middleton  
Pam White, Commissioner, Canyon County  
Holli Woodings, Councilmember, City of Boise  
Paul Woods, Commissioner, Ada County Highway District  
Nikole Zogg, Southwest District Health, Ex officio

**MEMBERS** Chad Bell, Mayor, City of Star  
**ABSENT:** Dave Bieter, Mayor, City of Boise  
De Enrico, City of Wilder  
David Hensley, Governor's Office, Ex officio  
David Porterfield, Mayor, City of Notus  
Patrick Rice, Greater Boise Auditorium District, Ex officio  
Parkie Stapleton, Councilmember, City of Melba

**OTHERS:** Nancy Brecks, Community Planning Association  
Ken Burgess, Veritas Advisors  
John Franden, Citizens for Better Transportation  
Megan Larsen, Community Planning Association  
Amy Luft, Community Planning Association  
Carl Miller, Community Planning Association  
Hunter Mulhall, Community Planning Association  
Liisa Itkonen, Community Planning Association  
Kathy Parker, Community Planning Association  
Tom Points, City of Nampa  
Craig Quintana, Citizens for Better Transportation  
Toni Tisdale, Community Planning Association  
David Wallace, Ada County Highway District

**CALL TO ORDER:**

Chair Elect Tom Dale called the meeting to order at 1:30 p.m.

**AGENDA ADDITIONS/CHANGES**

None.

**OPEN DISCUSSION/ANNOUNCEMENTS**

General announcements were made.

**CONSENT AGENDA**

- A. Approve June 18, 2018, COMPASS Board Meeting Minutes**
- B. Receive Approved May 8, 2018, Executive Committee Meeting Minutes Meeting Minutes**
- C. Receive Approved March 22, 2018, Finance Committee Meeting Minutes**
- D. Approve Appointment of Robert Simison, City of Meridian, to the Regional Transportation Advisory Committee**
- E. Adopt Resolution 10-2018 Approving the Updated *COMPASS Integrated Communication Plan/Public Participation Plan***

Garret Nancolas moved and Elaine Clegg seconded approval of the Consent Agenda as presented. Motion passed unanimously.



## **ACTION ITEMS**

### **A. Adopt Resolution 11-2018 Endorsing Ada County Highway District's Proposed Vehicle Registration Fee**

John Franden, Co-Chair of Citizens for Better Transportation presented a request for adoption of Resolution 11-2018 endorsing Ada County Highway District's proposed vehicle registration fee ballot measure for the November 2018 election.

After discussion, **Garret Nancolas moved and Stan Ridgeway seconded adoption of Resolution 11-2018 endorsing Ada County Highway District's proposed vehicle registration fee as presented. Motion passed.**

### **B. Adopt Resolution 12-2018 Approving the FY2019 Unified Planning Work Program and Budget**

Megan Larsen presented the FY2019 Unified Planning Work Program and Budget for approval as recommended by the COMPASS Finance Committee.

After discussion, **Jay Gibbons moved and Sara Baker seconded adoption of Resolution 12-2018 approving the FY2019 Unified Planning Work Program and Budget as presented. Motion passed unanimously.**

### **C. Approve FY2019 COMPASS Workgroup Charters**

Megan Larsen presented the FY2019 COMPASS Workgroup Charters for approval as recommended by the COMPASS Executive Committee.

After discussion, **Elaine Clegg moved and Charlie Rountree seconded approval of the FY2019 COMPASS Workgroup Charters as presented. Motion passed unanimously.**

### **D. Approve FY2019 *Communities in Motion* (CIM) Implementation Grants and Project Development Program Projects**

Kathy Parker presented requests for FY2019 CIM Implementation Grants from the Cities of Wilder, Middleton (two grants), Notus, and Eagle (partial funding) and Project Development Program projects in Ada County, the City of Eagle, and the City of Nampa (pending sufficient funds) for approval as recommended by the Regional Transportation Advisory Committee.

After discussion, **Darin Taylor moved and Nathan Leigh seconded approval of the FY2019 CIM Implementation Grants and Project Development Program projects as presented. Motion passed unanimously.**

### **E. Approve Pavement and Bridge Targets, System Performance Targets, and Accept Regional Transit Asset Management Federal Performance Measure Targets**

Carl Miller presented Idaho Transportation Department (ITD) targets to meet COMPASS' metropolitan planning organization requirements for system performance, bridge, and pavement targets. COMPASS does not have its own regional targets, but will work with ITD to support statewide efforts and targets.

Carl also presented Valley Regional Transit's regional transit asset management targets for COMPASS Board acceptance, as approved by the Valley Regional Transit Board of Directors, to meet federal performance requirements.

After discussion, **Elaine Clegg moved and Darin Taylor seconded supporting the ITD system performance, bridge, and pavement targets and acceptance of Valley Regional Transit asset management targets as presented. Motion passed unanimously.**

**F. Accept 2018 *Change in Motion Scorecard***

Hunter Mulhall presented the 2018 *Change in Motion Scorecard*, reporting on progress toward meeting performance targets established in *Communities in Motion 2040* as recommended by the Regional Transportation Advisory Committee.

After discussion, **Darin Taylor moved and Treg Bernt seconded to accept the 2018 *Change in Motion Scorecard* as presented, and directed that in the future where possible, measures be reported by percentage, per capita, or rate for clarity. Motion passed unanimously.**

**G. Accept *Communities in Motion 2040 2.0* Performance Measures**

Hunter Mulhall presented performance measures for *Communities in Motion 2040 2.0*. The measures are based on measures originally established for *Communities in Motion 2040*, with changes to add new federally required measures and to remove measures that cannot be reported reliably or do not provide data that can be used to evaluate trends.

After discussion, **Elaine Clegg moved and Kelli Badesheim seconded to accept the *Communities in Motion 2040 2.0* performance measures as presented. Motion passed unanimously.**

**H. Approve Updates to the FY2020-2024 COMPASS Funding Application Guide**

Toni Tisdale presented updates to the FY2020-2040 COMPASS Funding Application Guide, which provides guidance to member agencies to assist in applying for funding through COMPASS programs, as recommended by the Regional Transportation Advisory Committee.

After discussion, **Sara Baker moved and Nathan Leigh seconded approval of the updates to the FY2020-2024 COMPASS Funding Application Guide as presented. Motion passed unanimously.**

**INFORMATION/DISCUSSION ITEMS**

**A. Review Draft *Communities in Motion 2040 2.0* Plan**

Amy Luft and Liisa Itkonen reviewed the format of the plan, changes to lists of funded transportation projects and unfunded priorities, and the financial outlook for the plan, including total financial needs, funding, and shortfall.

**B. Status Report - Finance Committee**

Finance Committee Chair Garret Nancolas presented a status report on action taken at the July 19, 2018, COMPASS Finance Committee meeting.

**ADJOURNMENT**

**Chair Elect Dale adjourned the meeting at 3:06 p.m.**

**Approved this 15th day of October 2018.**

**By: \_\_\_\_\_**  
**David L. Case, 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  
JULY 10, 2018  
COMPASS, 2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM  
MERIDIAN, IDAHO**

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

**ATTENDEES:** Sara Baker, Commissioner, Ada County Highway District  
Dave Case, Commissioner, Ada County, **Chair**  
Elaine Clegg, Councilmember, City of Boise, **Vice Chair**  
Tammy de Weerd, Mayor, City of Meridian  
Jay Gibbons, Commissioner, Canyon Highway District #4  
Nathan Leigh, Mayor, City of Parma  
Garret Nancolas, Mayor, City of Caldwell, **Secretary-Treasurer**  
Stan Ridgeway, Mayor, City of Eagle, via telephone  
Steve Rule, Commissioner, Canyon County, **Immediate Past Chair**  
Joe Stear, Mayor, City of Kuna

**MEMBERS ABSENT:** Tom Dale, Commissioner, Canyon County, **Chair Elect**  
Debbie Kling, Mayor, City of Nampa

**OTHERS PRESENT:** Nancy Brecks, Community Planning Association  
Ken Burgess, Veritas Advisors  
Megan Larsen, Community Planning Association  
Amy Luft, Community Planning Association  
Matt Stoll, Executive Director, Community Planning Association

**CALL TO ORDER:**

Chair Dave Case called the meeting to order at 1:30 p.m.

**AGENDA ADDITIONS/CHANGES**

None.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Matt Stoll provided a reminder that as part of the July 18, 2018, Idaho Transportation Board tour of District 3, the Idaho Transportation Board will be having lunch with the COMPASS Executive Committee at COMPASS in the 1<sup>st</sup> Floor Board Room.

## **CONSENT AGENDA**

### **A. Approve May 8, 2018, Executive Committee Meeting Minutes**

**Nathan Leigh moved and Joe Stear seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

## **ACTION ITEMS**

### **A. Establish August 20, 2018, COMPASS Board Meeting Agenda**

Matt Stoll presented staff proposed Agenda Items 1-18 for the August 20, 2018, COMPASS Board meeting agenda. Matt requested to add Agenda Item 19, Adopt Resolution Endorsing Ada County Highway District's Proposed Vehicle Registration Fee Ballot Measure.

After discussion, **Garret Nancolas moved and Joe Stear seconded to approve Agenda Items 1-19 for the August 20, 2018, COMPASS Board meeting as presented. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

### **B. Recommend FY2019 COMPASS Workgroup Charters for COMPASS Board Approval**

Megan Larsen presented the FY2019 COMPASS workgroup charters for COMPASS Board approval at the August 20, 2018, Board meeting.

After discussion, **Sara Baker moved and Elaine Clegg seconded to recommend COMPASS Board approval of the FY2019 COMPASS workgroup charters as presented. Motion passed unanimously.**

## **INFORMATION/DISCUSSION ITEMS**

### **A. Update - Proposed ACHD Vehicle Registration Fee Ballot Measure**

Sara Baker reviewed Ada County Highway District's proposed vehicle registration fee ballot measure for the November 2018 election.

### **B. Status Report - FY2018 COMPASS Workgroup Tasks (memo only)**

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

## **ADJOURNMENT**

**Garret Nancolas moved and Elaine Clegg seconded adjournment at 1:57 p.m. Motion passed unanimously.**

Approved this 14th day of August 2018.

By: \_\_\_\_\_  
David L. Case, 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  
AUGUST 14, 2018  
COMPASS, 2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM  
MERIDIAN, IDAHO**

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

**ATTENDEES:**

Sara Baker, Commissioner, Ada County Highway District, via telephone  
Dave Case, Commissioner, Ada County, **Chair**  
Elaine Clegg, Councilmember, City of Boise, **Vice Chair**, via telephone  
Tom Dale, Commissioner, Canyon County, **Chair Elect**, via telephone  
Tammy de Weerd, Mayor, City of Meridian  
Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone  
Debbie Kling, Mayor, City of Nampa, via telephone  
Nathan Leigh, Mayor, City of Parma  
Garret Nancolas, Mayor, City of Caldwell, **Secretary-Treasurer**, via telephone  
Stan Ridgeway, Mayor, City of Eagle, via telephone  
Steve Rule, Commissioner, Canyon County, **Immediate Past Chair**  
Joe Stear, Mayor, City of Kuna

**OTHERS PRESENT:**

Nancy Brecks, Community Planning Association  
Amy Luft, Community Planning Association  
Matt Stoll, Executive Director, Community Planning Association

**CALL TO ORDER:**

Chair Dave Case called the meeting to order at 1:30 p.m.

**AGENDA ADDITIONS/CHANGES**

None.

**OPEN DISCUSSION/ANNOUNCEMENTS**

General announcements were made by COMPASS staff and committee members.

**CONSENT AGENDA**

**A. Approve July 10, 2018, Executive Committee Meeting Minutes**

**Joe Stear moved and Nathan Leigh seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

## **ACTION ITEM**

### **A. Approve COMPASS Board Member Travel Requests**

Matt Stoll presented travel requests for Garret Nancolas to attend the National Association of Regional Councils (NARC) Board of Directors' retreat October 2-4, 2018, in Cleveland, Ohio, and for Elaine Clegg to attend the Association of Metropolitan Planning Organizations (AMPO) annual meeting September 24-28, 2018, in San Antonio, Texas.

After discussion, **Steve Rule moved and Nathan Leigh seconded approval of the travel requests as presented. Motion passed unanimously.**

## **INFORMATION/DISCUSSION ITEMS**

### **A. Review FY2019 Education Series Proposed Topics**

Amy Luft reviewed proposed topics for the FY2019 COMPASS education series.

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

## **ADJOURNMENT**

**Chair Case adjourned the meeting at 1:43 p.m.**

**Approved this 11th day of September 2018.**

By: \_\_\_\_\_  
**David L. Case, Chair  
Community Planning Association of  
Southwest Idaho**

**Attest:**

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



**FINANCE COMMITTEE MEETING  
JULY 19, 2018  
COMPASS, 2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM  
MERIDIAN, IDAHO**

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

- ATTENDEES:** John Evans, Mayor, City of Garden City, **Vice Chair**  
Jay Gibbons, Commissioner, Canyon Highway District #4  
Garret Nancolas, Mayor, City of Caldwell, **Chair**  
Jim Tibbs, Commissioner, Ada County  
Pam White, Commissioner, Canyon County
- MEMBERS ABSENT:** Rebecca Arnold, Commissioner, Ada County Highway District  
Debbie Kling, Mayor, City of Nampa
- OTHERS PRESENT:** Nancy Brecks, Community Planning Association  
Keith Holmes, Community Planning Association  
Megan Larsen, Community Planning Association  
Amy Luft, Community Planning Association  
Matt Stoll, Community Planning Association

**CALL TO ORDER:**

Chair Garret Nancolas called the meeting to order at 12:01 p.m.

**AGENDA ADDITIONS/CHANGES**

None.

**OPEN DISCUSSION/ANNOUNCEMENTS**

None.

**CONSENT AGENDA**

- A. Approve March 22, 2018, Finance Committee Meeting Minutes**

Jim Tibbs moved and Jay Gibbons seconded approval of the Consent Agenda as presented. Motion passed unanimously.

## **INFORMATION/DISCUSSION ITEM**

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

Megan Larsen noted the Report of Disbursements made in the reporting period March 6, 2018 to June 5, 2018, is provided in the packet for information.

## **ACTION ITEMS**

### **A. Approve Variance Report: October 1, 2017 – March 31, 2018**

Megan Larsen reviewed the Variance Report for October 1, 2017 - March 31, 2018.

After discussion, **John Evans moved and Pam White seconded approval of the Variance Report for October 1, 2017 – March 31, 2018, as presented. Motion passed unanimously.**

### **B. Recommend COMPASS Board of Directors' Approval of the FY2019 Unified Planning Work Program and Budget**

Megan Larsen reviewed the FY2019 Unified Planning Work Program and Budget.

Chair Nancolas asked staff to send a letter to City of Boise expressing the Finance Committee's appreciation that COMPASS was allowed to join the Boise Municipal Health Care Trust.

After discussion, **John Evans moved and Jay Gibbons seconded to recommend COMPASS Board of Directors' approval of the FY2019 Unified Planning Work Program and Budget as presented. Motion passed unanimously.**

## **ADJOURNMENT**

**John Evans moved and Pam White seconded adjournment at 12:28 p.m. Motion passed unanimously.**

**Approved this 23rd day of August 2018.**

**By: \_\_\_\_\_  
Garret L. Nancolas, Chair**

**Attest:**

**By: \_\_\_\_\_  
John Evans, Vice Chair**

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**ITEM V-D**

**2019 COMPASS Board of Directors' Meeting Dates  
COMPASS, 1<sup>st</sup> Floor Board Room  
1:30-3:30 p.m.**

<b>February 25, 2019</b>
<b>April 15, 2019</b>
<b>June 17, 2019</b>
<b>August 26, 2019</b>
<b>October 21, 2019</b>
<b>December 16, 2019 (Nampa Civic Center)</b>

**2019 COMPASS Executive Committee Meeting Dates  
COMPASS, 2<sup>nd</sup> Floor Large Conference Room  
1:30-2:30 p.m.**

<b>January 8, 2019</b>
<b>February 5, 2019</b>
<b>March 12, 2019</b>
<b>April 9, 2019</b>
<b>May 14, 2019</b>
<b>June 4, 2019</b>
<b>July 9, 2019</b>
<b>August 13, 2019</b>
<b>September 10, 2019</b>
<b>October 8, 2019</b>
<b>November 12, 2019</b>
<b>December 10, 2019</b>

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## COMPASS BOARD AGENDA ITEM V-E

Date: October 15, 2018

### Topic: Rural Project Priorities

#### Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 01-2019 (Attachment 1) approving priorities for rural applications, as recommended by the Rural Prioritization Workgroup on September 5, 2018, and the Regional Transportation Advisory Committee on September 26, 2018.

#### Background/Summary:

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

The Rural Prioritization Workgroup met on September 5, 2018, and recommended the following rural regional priorities for projects managed by the Local Highway Technical Assistance Council:

#### Surface Transportation Program – Rural

1. Ada County Highway District
  - a. Railroad crossing on Kuna-Mora Road 1.6 miles west of I-84
2. Notus-Parma Highway District No. 2
  - a. Galloway Road – widen and overlay from Stafford Road to I-84

#### Local Rural Highway Investment Program – Construction

1. City of Parma
  - a. Rebuild 5<sup>th</sup> Street from McConnell Avenue to Grove Avenue
2. Canyon Highway District No. 4
  - a. Rural intersection improvements
3. Nampa Highway District No. 1
  - a. Surrey Lane full depth rehabilitation from Skyline Road to Sky Ranch Road

#### Local Rural Highway Investment Program – Signs

1. Notus-Parma Highway District No. 2
  - a. District-wide signage

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

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

#### More Information:

- 1) Attachment 1 – Resolution 01-2019
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at (208) 475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).



**RESOLUTION NO. 01-2019**

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

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

**WHEREAS**, the COMPASS Board of Directors' recognized the need to prioritize rural project applications in Ada and Canyon Counties;

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

**WHEREAS**, representatives of rural transportation jurisdictions in Ada and Canyon Counties met on September 5, 2018, in the City of Greenleaf, Idaho, to determine the highest priority rural projects in the region; and

**WHEREAS**, representatives of each rural transportation jurisdiction in Ada and Canyon Counties signed the attached rural prioritization recommendations, dated September 5, 2018, as support for these projects and the priorities.

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

**DATED** this 15<sup>th</sup> day of October 2018.

**APPROVED:**

By: \_\_\_\_\_  
**David L. Case, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

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

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Recommendations from the  
Seventh Annual Rural Prioritization Work Group  
September 5, 2018

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

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

The Seventh Annual Rural Prioritization Work Group meeting was held on September 5, 2018, in the City of Greenleaf. After negotiations, the following priorities are recommended for consideration in the LHTAC application process:

**Surface Transportation Program – Rural**

1. Ada County Highway District
  - a. Railroad crossing on Kuna-Mora Road 1.6 miles west of I-84
2. Notus-Parma Highway District No. 2
  - a. Galloway Road – widen and overlay from Stafford Road to I-84.

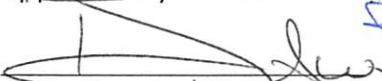


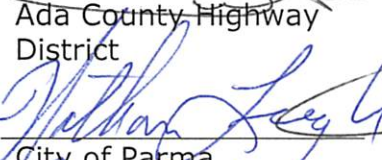
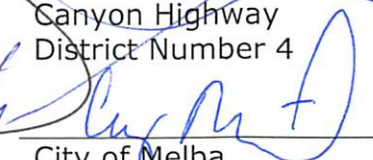
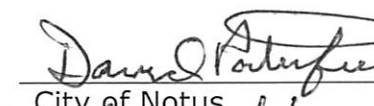
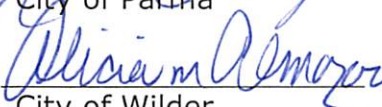

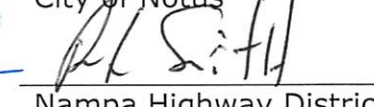
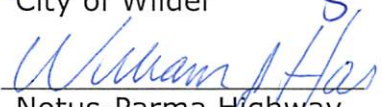
**Local Rural Highway Investment Program – Construction**

1. City of Parma
  - a. Rebuild 5<sup>th</sup> Street from McConnell Avenue to Baits Avenue
2. Canyon Highway District No. 4
  - a. Rural Intersection Improvements
3. Nampa Highway District No. 1
  - a. Surrey Lane full depth rehabilitation Skyline Road to Sky Ranch Road

**Local Rural Highway Investment Program – Signs**

1. Notus-Parma Highway District
  - a. District-wide signage project

The following agencies support and recommend the programs, as described, for approval by the COMPASS Board.

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



## U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration  
The Idaho Division  
3050 Lakeharbor Lane, Suite 126  
Boise, Idaho 83703  
208-334-1843

Federal Transit Administration  
Region 10  
915 Second Avenue, Room 3142  
Seattle, Washington 98174-1002  
206-220-7954

Sept 28, 2018

IN REPLY REFER TO

HPR-ID

Mr. David Case, Chairman  
Community Planning Association of Southwest Idaho  
700 NE 2nd Street, Suite 200  
Meridian, Idaho 83642

Subject: Federal Certification of the COMPASS Transportation Management Area (TMA)  
Planning Process

Dear Mr. Case:

Enclosed for your consideration and follow up is the Final Report for the federal certification review of the Community Planning Association of Southwest Idaho's (COMPASS') transportation planning program.

This certification review, which was conducted by a team of Federal Highway Administration and the Federal Transit Administration planning specialists, reflects both the examination of documents and other work products by COMPASS over the past four years and a field review meeting with COMPASS staff and members this past May.

This final report identifies specific findings, commendations, recommendations, and, where judged necessary, corrective actions for COMPASS transportation planning program. The overall assessment of COMPASS's program is favorable with no major deficiencies, however, as is commonly the case, there are some elements of the program which will require follow up actions.

Based on this review, the overall assessment by FHWA and FTA of COMPASS' transportation planning program is that it be *Certified with Conditions* for a period of four years per 23 CFR 450.336(b)(1)(ii).

In follow up to this letter, a representative from FHWA-Idaho Division Office will make a formal presentation of the enclosed report to your Board at a date of your convenience. In addition, staff representatives from the FHWA Idaho Division and the FTA Region 10 Offices will be working with the COMPASS Director and his staff to guide them in addressing the specific corrective actions noted in the report.

If you have any questions regarding the Certification Review process and/or the *Transportation Planning Certification Review Report*, please contact Mr. Scott Frey, of the FHWA Idaho Division

Office (208/334-9180 extension 115) or Mr. Ned Conroy of the FTA Region 10 Office (206/220-4318).

Sincerely,

---

Peter J. Hartman  
FHWA Division Administrator  
Federal Highway Administration

---

Linda Gehrke  
FTA Regional Administrator  
Federal Transit Administration

Enclosures

cc:

COMPASS (Matt Stoll)  
FTA (Ned Conroy, Region 10)  
FHWA (Scott Frey, ID Div)  
ITD (Ken Kanownik, Planning Services Manager)





**Transportation Planning Certification Review**  
**COMPASS Planning Area**  
(Ada and Canyon Counties, Idaho)  
**May 23-24, 2018**

**Final Report**  
September 27, 2018

Prepared by  
Federal Highway Administration  
Federal Transit Administration

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## **EXECUTIVE SUMMARY**

This final report documents the Federal certification review of the Community Planning Association of Southwest Idaho's (COMPASS') transportation planning program.

The purposes for this review were; first, to fulfill the Federal requirement to review and evaluate the planning programs of each transportation management area (TMA) no less than once every four years and, second, to serve as an opportunity for Federal, State, and local partners to discuss ways in which to improve the effectiveness of each metropolitan planning organization's (MPO's) planning process.

The review, which was conducted by a team of representatives from Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), consisted of an examination of the MPO's documented practices, procedures, guidelines and activities; a field review which included meetings with the MPO management, staff, and members as well as the general public; a follow up assessment and report on the findings, commendations, corrective actions (as needed), and recommendations of the Review Team; and, finally, a joint statement of certification by FHWA and FTA on COMPASS' transportation planning program. At the time of the review, the 2018 update of the COMPASS Metropolitan Transportation Plan (MTP), Communities In Motion 2040 was underway but not complete. Therefore, it is expected that many recommendations and corrective actions included in this report will be addressed and resolved once the 2018 MTP is complete.

In February, 2018 the Federal review team began its planning and preparations for the COMPASS certification review. Integral to these preparations was a discussion with the COMPASS MPO Director and his staff on the roles, responsibilities, and scheduling of the review; the areas of focus for the review; and any information requests and presentations necessary to support the review process.

On May 23<sup>rd</sup> and 24<sup>th</sup>, 2018 the Review Team conducted the on-site visit portion of the review. Participating in the various field activities were the MPO staff and management, the local transit provider, and State and local government staff. Included in this site visit were several scheduled meetings with the MPO management and staff as well as a formal presentation to the MPO's Technical Advisory Committee; and a closeout session in which the review team presented to the MPO its general impressions of the MPO's program along with the citing of any elements deserving of recognition or follow up.

This final report documents the findings, commendations, recommendations, and corrective actions, made by the review team concerning COMPASS' transportation planning program. In the context of this review, "**Findings**" are statements of the conditions found on a given subject area during the course of the review; "**Commendations**" highlight elements of the MPO's program that demonstrate innovative, highly effective, well-thought-out practices and procedures for implementing the planning requirement; "**Recommendations**" are suggestions based on agency initiatives or best practices that the MPO should consider to enhance their planning processes; and "**Corrective Actions**" address specific areas or elements of the program in which the MPO currently fails to fully meet the intent of the Federal requirements and, if left

unaddressed, could result in restrictions being imposed on the MPO’s program. Table 1, below, provides a summary of commendations, recommendations, and corrective actions.

<p><b>Table 1:</b>  <b>Commendations, Recommendations, and Corrective Actions</b>  2018 COMPASS Certification Review</p>
<p><b>METROPOLITAN TRANSPORTATION PLAN (MTP)</b></p> <p><b>Corrective Actions:</b>  The following improvements are necessary to address MTP compliance with the Federal regulations:</p> <ul style="list-style-type: none"> <li>• Demonstrate clear integration among the modes to address regional transportation (Per 23 CFR 450.324(b)).</li> <li>• Include an explanation in of how the CMP is used for the development of the plan (23 CFR 450.322(b) (See “Congestion Management Process”).</li> <li>• Identify and address bike and pedestrian transportation as unique and separate transportation modes. [Carryover From 2014 Certification Review]</li> <li>• Include an analysis of the consequences of significant unfunded long-term needs including assessing the impacts on a variety of travel modes (e.g., bike, pedestrian, transit) and potential impacts on employers, low-income, people with disabilities, and other vulnerable populations (Per 23 CFR 450.324(f)(11)(iii), 23 CFR 450.324 (f)(4)(ii)). [Carryover From 2014 Certification Review]</li> </ul>
<p><b>TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</b></p> <p><b>Commendation:</b>  The Review Team finds the TIP Achievement Section of the TIP to be an excellent tool for addressing the Federal requirement for reporting how the TIP is serving to achieve the MPO’s performance targets.</p> <p><b>Corrective Actions:</b></p> <ul style="list-style-type: none"> <li>• Financial analysis of future needs and the costs of those needs must be balanced against available and anticipated revenues. (Per 23 CFR 450.326(a)). [Carryover From 2014 Certification Review]</li> <li>• The financial element of the TIP needs further refinement. Specifically, the TIP must identify the system level operations and maintenance costs, for all modes, and the funding available to meet these costs (Per 23 CFR 450.326(j)).</li> <li>• The TIP must include an explanation of what the CMP is and how it is used in the development of the TIP (Per 23 CFR 450.322(b)).</li> </ul>
<p><b>PERFORMANCE MANAGEMENT</b></p> <p><b>Commendation:</b>  COMPASS is commended for its leadership in utilizing performance management in its transportation planning program and, specifically, for its TIP Achievement section in the TIP and</p>

**Table 1:  
Commendations, Recommendations, and Corrective Actions  
2018 COMPASS Certification Review**

its incorporation of the Federal performance data and measures into its CMP.

**CONGESTION MANAGEMENT PROCESS (CMP)**

**Recommendation:**

COMPASS should continue with its initial efforts at incorporating the System Performance element of the new (Federal) Performance Management requirements into the existing CMP.

**Corrective Actions:**

The COMPASS CMP needs to be revised and updated to include:

- Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies including multi-modal strategies (Per 23 CFR 450.322 (d)(1)).
- Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy proposed for implementation (Per 23 CFR 450.322(d)(5)).
- Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area’s established performance measures (Per 23 CFR 450.322 (d)(6)).
- Provide an explanation and documented process for how the CMP is used to support the TIP and MTP development processes in the identification and selection of projects (Per 23 CFR 450.322 (b)).

**PUBLIC TRANSPORTATION**

**Recommendations:**

- The MTP and TIP should more fully assess long-term public transportation funding needs that would support a more significant shift (than currently planned) to transit and non-motorized travel to better align with COMPASS’s long-range transportation planning goals. The analysis should include a discussion of long-term unfunded needs and identify potential strategies and proposed schedule for building broad public support for future implementation.
- The MTP should take a more detailed look at transit-supportive infrastructure and the transportation-land use nexus in the Boise and Nampa urbanized areas. Serving multimodal travel needs will depend heavily on establishing a better operating environment – both land use and infrastructure -- for public transit, walking, and biking.
- The TIP project selection criteria should consider giving extra weight to expanding the underdeveloped multimodal network of alternative travel modes to better serve the travel needs of youth, elderly, low-income, disabled, and other transportation disadvantaged

<p><b>Table 1:</b>  <b>Commendations, Recommendations, and Corrective Actions</b>  2018 COMPASS Certification Review</p>
<p>populations.</p>
<p><b>BICYCLE AND PEDESTRIAN TRANSPORTATION</b></p>
<p><b>Commendation:</b>  COMPASS is commended for its significant strides in considering bicycle and pedestrian transportation in all facets of the MPO’s planning process. In particular, COMPASS’ identification of bicycle and pedestrian transportation as one of four major transportation systems (along with roadways, freight, and public transit) is reflective of the MPO’s increased attention to these alternative modes of transportation.</p>
<p><b>FREIGHT TRANSPORTATION</b></p>
<p><b>Commendation:</b>  COMPASS is commended for its increased emphasis on freight planning through recent planning studies conducted on the subject and its recognition of freight as one of the four transportation system components in the ongoing MTP update.</p>

Based on the findings of this review and, in consideration for the above noted corrective actions, the Federal Highway Administration and the Federal Transit Administration have determined that:

***The Community Planning Association of Southwest Idaho’s transportation planning program substantially meets the Federal planning requirements of 23 CFR Part 450 and, therefore, is Certified With Conditions for a period of four years per Section 450.334(b)(1)(ii).***

## **INTRODUCTION**

A Transportation Management Area (TMA) is a designation assigned by the Secretary of Transportation for metropolitan areas having an urbanized population of over 200,000 persons. In Idaho, the urbanized portions of the Treasure Valley along with the surrounding lands included in their established metropolitan planning area constitute a TMA, and the organization designated by the State's Governor to carry out the Federally funded transportation planning activities for this TMA is the Community Planning Association of Southwest Idaho (COMPASS).

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to jointly review and evaluate the transportation planning processes for each TMA no less than every four years to determine if those processes meet the requirements of *23 CFR Part 450, Subpart C - Metropolitan Transportation Planning and Programming*. In addition, for TMAs which are non-attainment or maintenance areas for transportation related pollutants, the review must also evaluate the metropolitan planning organization's (MPO) processes to ensure that they are adequate to ensure conformity of plans and programs in accordance with procedures contained in *40 CFR Part 51- Air Quality: Transportation Plans, Programs, and Projects*.

Upon completion of the review and evaluation, FHWA and FTA must take one of the following actions:

1. Jointly certify that the transportation planning process meets or substantially meets the requirements of *23 CFR 450 Subpart C*;
2. Jointly certify the transportation planning process subject to certain specified corrective actions being taken;
3. Jointly certify the transportation planning process as the basis for approval of only certain categories of programs and projects or;
4. Withhold certification and the approval of certain apportionments and projects.

All Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) projects funded under *Title 23, U.S.C. (Highways) or Chapter 53 of Title 49 U.S.C. (Transportation)* must be selected from the Statewide Transportation Improvement Program (STIP) produced by the State Department of Transportation. In order for projects located within MPO boundaries to be included in the STIP, they must be consistent with the MPO's Metropolitan Transportation Plan (MTP) and be included in the MPO's Transportation Improvement Program (TIP).

In all cases, FHWA and FTA must jointly certify that the transportation planning process in a TMA meets or substantially meets Federal planning regulations before recognizing

the RTP and TIP. Thus, failure to certify is significant as it can result in the withholding of USDOT funding.



**FOLLOW UP TO 2014 CERTIFICATION REVIEW**

In the 2014 Certification Review, the COMPASS program was determined to be substantially meeting the Federal requirements and was certified at that time subject to several corrective actions. A summary of follow up activities and current status for each of the 2014 corrective actions is provided in Table 2, below.

<b>Table 2: Corrective Actions Update From 2014 Certification Review</b>	
<b>CORRECTIVE ACTION:</b>	<b>FOLLOW UP STATUS:</b>
<p><b>Public Participation:</b> The MPO needs to develop an overarching Public Participation Plan covering its entire planning program.</p>	<p>COMPASS adopted an Integrated Communication Plan, which includes the COMPASS Public Participation Plan, in June 2015. During the public comment for this plan, COMPASS solicited and received comments from FHWA and FTA. A further update to the Plan is currently under way with an anticipated adoption date of August 2018.</p>
<p><b>Transportation Improvement Program:</b> The final TIP document must include any significant public comments along with the MPO’s response and follow up action, where appropriate.</p>	<p>Beginning with the FY2016-2020 TIP, all public comments, with responses, are included in the TIP document and are also posted separately on the COMPASS web site.</p>
<p><b>Metropolitan Transportation Plan Development:</b> The plan should identify and address bike and pedestrian transportation as unique and separate transportation modes.</p>	<p>COMPASS indicated that the MTP 2018 update (for which finalization and adoption is projected to take place in December 2018) bicycle and pedestrian (active) transportation will be addressed as one of four transportation components that integrate to comprise a complete transportation system (with the other three components being roadways, freight, and public transportation); it will also include a proposed regional bikeway/pathway system and rail/trail pathway; and the MTP will identify sidewalk, bike lane, and pathway projects. In support of the above new features, the MPO has established an Active Transportation Workgroup to</p>

<b>Table 2: Corrective Actions Update From 2014 Certification Review</b>	
<b>CORRECTIVE ACTION:</b>	<b>FOLLOW UP STATUS:</b>
	provide feedback on infrastructure and level of service maps, bicycle/pedestrian demand, connectivity to public transportation, and freight conflicts. Also, the MPO has purchased 12 permanent and 41 portable bicycle and pedestrian counters to collect data and bicycle and pedestrian use and has produced an interactive map displaying existing and planned bicycle and pedestrian infrastructure.

**Finding:**

Based upon COMPASS’ input and the review team’s verification the review team has determined that the Corrective Actions specified in the 2014 TMA Certification Review of the COMPASS MPO are largely satisfactorily addressed subject to the recommendations and corrective actions identified in this report.

## **METROPOLITAN TRANSPORTATION PLAN (MTP)**

### **Regulatory Basis:**

Federal regulations require the development of a MTP as a key product of the metropolitan planning process:

*The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon. ... the transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.*  
[23 CFR 450.324]

The MTP is to be updated every four years in nonattainment and maintenance areas and every five years in attainment areas to ensure its consistency with changes in land-use, demographic, and transportation characteristics (See Appendix D for further details on the MTP scope and content requirements).

### **Findings:**

Since the 2014 TMA Certification Review, the following actions have occurred or are under way and, consequently, warrant further assessment of COMPASS' MTP:

1. The 2014 finalization and adoption of Communities In Motion 2040.
2. The 2016 Final Rule updating the FHWA/FTA planning regulations reflecting the planning program changes enacted by MAP-21.
3. The 2016 and 2017 Final Rules establishing new regulations reflecting the performance management changes enacted by MAP-21.
4. The updating of CIM 2040 is currently under way with a projected adoption in December 2018.

COMPASS staff indicated the 2018 update to the MTP will address the following:

- The new plan will identify and address bike and pedestrian transportation as unique and separate transportation modes as called for in the 2014 Certification Review. Specifically, COMPASS has stated that bicycle and pedestrian transportation will constitute one of four major transportation systems in COMPASS' MTP and their overall planning process.
- The transit section of the MTP separates out transit as its own mode, separate from the transportation system as a whole. Little information is provided about the future needs to address transportation in the region and there is no analysis of

potential revenue to address the needs and the impact to the transportation system as a whole if transit funding is not met.

- The Financial Plan element of the MTP will include:
  1. Documentation of the estimated costs and revenues specific to the operation and maintenance of the existing transportation systems.
  2. Analysis and discussion on the future needs and potential resources for the region's transportation system and the impacts to the consequences to the region in the event that funding for one or more elements of the system (e.g. public transit) is not met.

**Commendations:**

N/A [MTP update is not yet available for review]

**Recommendations:**

N/A

**Corrective Actions:**

The following improvements are necessary to address MTP compliance with the Federal regulations:

- Demonstrate clear integration among the modes to address regional transportation (Per 23 CFR 450.324(b)).
- Include an explanation in of how the CMP is used for the development of the plan (23 CFR 450.322(b) (See "Congestion Management Process").
- Identify and address bike and pedestrian transportation as unique and separate transportation modes. [Carryover From 2014 Certification Review]
- Include an analysis of the consequences of significant unfunded long-term needs. This, in turn, could serve as a basis for exploring potential new revenues. This additional information should include assessing the impacts on a variety of travel modes (e.g., bike, pedestrian, transit). It should also report on potential impacts on employers, as well as low-income, people with disabilities, and other vulnerable populations (Per 23 CFR 450.324(f)(11)(iii) and 23 CFR 450.324 (f)(4)(ii)). [Carryover From 2014 Certification Review]
- Financial analysis of future needs and the costs of those needs must be balanced against available and anticipated revenues. In addition, the impacts of shortfalls to the transportation system must be analyzed and addressed. A more formal approach for prioritizing investment needs to make the process more transparent to the public and other participants. Also, once a process is developed the region can more easily assess and reassess priorities as situations change in the future, including potential additional funding or a reduction in funding anticipated (Per 23 CFR 450.326(a)). [Carryover From 2014 Certification Review]

## **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

### **Regulatory Basis:**

Federal regulations call for the MPO to develop a TIP in cooperation with the State and public transit operators. Specific scope, content, and process requirements include:

- The TIP should cover a period of at least four years;
- The TIP should identify all eligible TCM's included in the STIP and give priority to eligible TCM's and projects included for the first two years which have funds available and committed;
- The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements; Federal Lands Highway projects and safety projects included in the State's Strategic Highway Safety Plan.
- The TIP and STIP must include all regionally significant projects for which an FHWA or the FTA approval is required, regardless of whether the projects are to be funded with Title 23 or Title 49 funds.
- In addition, all federal and non-federally funded, regionally significant projects must be included in the TIP and STIP and consistent with the Metropolitan Transportation Plan (MTP) for information purposes and air quality analysis in nonattainment and maintenance areas;
- The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.
- For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.

### **Findings:**

- The COMPASS TIP is updated annually. The procedures, criteria, and other requirements associated with these updates and amendments thereto are detailed in COMPASS' TIP guidance document entitled, "Policy and Procedures Guide for the TIP".
- Collaboration between the State, the MPO, and the transit authority occurs at several points during the TIP update process. The State provides a schedule for the STIP, after which COMPASS prepares a coordinated TIP schedule to ensure State deadlines are met. The State provides COMPASS an initial list of projects to insure coordination with development of the preliminary TIP project list and the air quality conformity analysis. The transit operator, Valley Regional Transit, also provides their project list to COMPASS to ensure its inclusion in the preliminary TIP. Both the State and Valley Regional Transit participate in the

7

public review of the proposed TIP. The Idaho Transportation Department (ITD) Office of Transportation Investment provides COMPASS with program funding estimates to ensure that TIP development is fiscally constrained.

- ITD incorporates, without modification, directly or by reference, the “final” approved TIP into the STIP.
- The TIP includes a chapter entitled “Financial Constraint” which provides descriptions of existing funding sources, as well as summary tables containing system-level estimates of costs and revenues. This chapter includes a demonstration of fiscal constraint by year; it shows all project and program costs and revenues in a Year of Expenditure (future worth) convention; and it shows both phase and total costs for all projects. However, the chapter does not adequately address the operations and maintenance cost aspects of the program due to the content and/or presentation of this information.
- The TIP includes a “TIP Achievement” section which explains and quantifies the effectiveness of the TIP in meeting the MPO’s performance targets. It is noted, however, that neither this section nor the balance of the TIP addresses how the CMP is used in conjunction with the development of the TIP.

**Commendation:**

The Review Team finds the TIP Achievement Section of the TIP to be an excellent tool for addressing the Federal requirement for reporting how the TIP is serving to achieve the MPO’s performance targets.

**Recommendation:**

None

**Corrective Actions:**

- The financial element of the TIP needs further refinement. Specifically, the TIP must identify the system level operations and maintenance costs, for all modes, and the funding available to meet these costs (Per 23 CFR 450.326(j)).
- The TIP must include an explanation of what the CMP is and how it is used in the development of the TIP (Per 23 CFR 450.322(b)).

## **PERFORMANCE MANAGEMENT**

Performance management is a strategic approach that uses system information to make investment and policy decisions to achieve performance goals. Performance management typically includes both the management of the transportation system and management of the organizations with responsibility for the transportation system. Performance-based planning and programming is a system-level, data-driven process to identify the strategies and investments.

### **Regulatory Basis:**

With respect to the MPO's planning process, 23 CFR 450.306 directs that it provides for the establishment and use of a performance-based approach to transportation decision-making to support the national (performance) goals.

In addition, FHWA's planning regulations call for the MPOs' Plan and TIP to address and reflect performance management as follows:

- The metropolitan transportation plan shall, at a minimum, include:
  - A description of the performance measures and performance targets used in assessing the performance of the transportation system.
  - A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets.
- The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d).
- The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

(See Appendix F for further details on performance management planning requirements)

### **Findings:**

COMPASS has been using performance management principles in its planning program since well before the enactment of MAP-21. Included in COMPASS program are identified performance measures, the annual tracking and reporting of its program status for these measures, and a TIP Achievements write up, demonstrating the extent to which the TIP is serving to achieve the MPO's performance targets.

With respect to the Federal Transportation Performance Program, COMPASS has incorporated the Federal measures into their existing program and is currently in the process of determining targets for these measures (or, alternatively, electing to support the State's targets) as directed in the Federal regulations.

In addition, COMPASS has a documented process in place, defining the respective roles and responsibilities of ITD and the MPO with respect to collection and sharing of data and the determination and reporting of performance targets and conditions.

COMPASS has also incorporated NHS performance data their Congestion Management Process (CMP).

**Commendations:**

COMPASS is commended for its leadership in utilizing performance management in its transportation planning program and, specifically, for its TIP Achievement section in the TIP and its incorporation of the Federal performance data and measures into its CMP.

**Recommendations:**

None

**Corrective Actions:**

None



## **CONGESTION MANAGEMENT PROCESS**

### **Regulatory Basis:**

23 CFR 450.322 calls for TMAs to address congestion management through a multimodal process and based on performance measures and strategies. The congestion management process (CMP) is to be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities.

The CMP is to include:

(1) Methods to monitor and evaluate the performance of the multimodal transportation system, identify the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;

(2) Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area, including providers of public transportation;

(3) Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area;

(4) Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area:

- (i) Demand management measures;
- (ii) Traffic operational improvements;
- (iii) Public transportation improvements;
- (iv) ITS technologies as related to the regional ITS architecture; and

(v) Where necessary, additional system capacity.

(5) Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and

(6) Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.

(See Appendix G for further details on CMP requirements)

**Findings:**

- COMPASS' current Congestion Management Process (CMP) is substantially the same process as that first developed in 2005.
- Because of COMPASS's air quality attainment area with an approved limited maintenance plan for the CO NAAQS. status, the CMP is currently not required to address the analysis provisions of 23 CFR 450.322(e) and (f) in conjunction with the addition of general purpose lanes.
- COMPASS' CMP does generally fulfill the first three content requirements of 23 CFR 450.322(d), however, it does not clearly and/or completely address the remaining three elements described as follows:
  - Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies.
  - Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy proposed for implementation.
  - Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures.
- COMPASS provided information about planned activities to update and implement their CMP including:
  - Purchase of new NPMRDS data sets
  - Updating their TMSO
  - Document achievements
  - Expand transit data collection and integration into the CMP analysis
  - Use the data and reporting to better inform the MTP and TIP process.

**Commendations:**

None

**Recommendations:**

COMPASS should continue with its initial efforts at incorporating the System Performance element of the new (Federal) Performance Management requirements into the existing CMP requirements.

**Corrective Actions:**

The COMPASS CMP needs to be revised and updated to include:

- Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies including multi-modal strategies (Per 23 CFR 450.322 (d)(1)).
- Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy proposed for implementation (Per 23 CFR 450.322(d)(5)).
- Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures (Per 23 CFR 450.322 (d)(6)).
- Provide an explanation and documented process for how the CMP is used to support the TIP and MTP development processes in the identification and selection of projects (Per 23 CFR 450.322 (b)).

## **PUBLIC TRANSPORTATION**

### **Regulatory Basis:**

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

### **Findings:**

COMPASS serves in a partnership support role with the regional transit authority, Valley Regional Transit (VRT). In this capacity, the MPO supports a number of activities such as the development of the “Mobility Management Development Guide”, the related “Mobility Management Strategies: Accessibility Options Report”, and periodic program reporting activities such as for the Transit Service Plan. In addition, COMPASS provides planning administration support, technical assistance and coordination with VRT on numerous other transit planning activities.

COMPASS continues to demonstrate a close level of coordination with VRT through its planning program. It is apparent, however that there are now critical financial challenges facing public transit in the COMPASS area and it is expected that COMPASS will be able to play a greater outreach and advocacy role by further emphasizing the importance of public transit to the overall transportation system in the Treasure Valley and identifying and assessing possible strategies for addressing the current situation.

### **Commendations:**

None

### **Recommendations:**

- The MTP and TIP should more fully assess long-term public transportation funding needs that would support a more significant shift (than currently planned) to transit and non-motorized travel to better align with COMPASS’s long-range transportation planning goals. The analysis should include a discussion of long-term unfunded needs and identify potential strategies and proposed schedule for building broad public support for future implementation.
- The MTP should take a more detailed look at transit-supportive infrastructure and the transportation-land use nexus in the Boise and Nampa urbanized areas. Serving multimodal travel needs will depend heavily on establishing a better operating environment – both land use and infrastructure -- for public transit, walking, and biking.

- The TIP project selection criteria should consider giving extra weight to expanding the underdeveloped multimodal network of alternative travel modes to better serve the travel needs of youth, elderly, low-income, disabled, and other transportation disadvantaged populations.

**Corrective Actions:**

None

## **BICYCLE AND PEDESTRIAN**

It is the national policy per 23 USC 134 that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.

### **Regulatory Basis:**

23 CFR 450.324 provides the following with respect to consideration and reflection of bicycle and pedestrian transportation in MPO's transportation plan:

(f) The metropolitan transportation plan shall, at a minimum, include:

....

(2) Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.

### **Findings:**

COMPASS has heightened its consideration for and emphasis on bicycle and pedestrian transportation since the 2014 TMA Certification Review. Examples of recent progress in this area include:

1. Establishment of the MPO's "Active Transportation Work Group".
2. Establishment of and continuing support for a bike and pedestrian counter program for the area.
3. Annual collection and reporting of bicycle and pedestrian use data.
4. Development of a regional bike plan and interactive bike map.
5. Rails-to-Trails study of the Boise Spur rail line.
6. Integration of bike/ped consideration into the project programming process.
7. The inclusion of bicycle and pedestrian transportation as one of the four "transportation system components" to be reflected in the MTP update (CIM 2040 v2).

### **Commendations:**

COMPASS is commended for its significant strides in considering bicycle and pedestrian transportation in all facets of the MPO's planning process. In particular, COMPASS' identification of bicycle and pedestrian transportation as one of four major transportation systems (along with roadways, freight, and public transit) is reflective of the MPO's increased attention to these alternative modes of transportation.

**Recommendations:**

None

**Corrective Actions:**

None

## **FREIGHT**

### **Regulatory Basis:**

23 CFR 450.306 specifies that the metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address prescribed list of factors including:

- Increasing accessibility and mobility of people and freight, and
- Enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight;

In addition, this section specifies that an MPO integrate in the metropolitan transportation planning process, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans required as part of a performance-based program including appropriate (metropolitan) portions of the State Freight Plan.

Finally, with respect to the Metropolitan Transportation Plan, 23 CFR 450.324 adds that, “In formulating the transportation plan, the MPO(s) shall consider factors described in §450.306 as the factors relate to a minimum 20-year forecast period.”

### **Findings:**

COMPASS is making a concerted effort to expand its level of understanding for freight transportation in its transportation planning program as evidenced by the following:

1. Establishment of a Freight Advisory Group,
2. Completion of a “Truck Freight Data Collection Project”, and
3. Completion of the 2018 “COMPASS Freight Study”
4. Identification of freight as one of the four transportation system components in the current MTP update.

### **Commendations:**

COMPASS is commended for its increased emphasis on freight planning through recent planning studies conducted on the subject and its recognition of freight as one of the four transportation system components in the ongoing MTP update.

### **Recommendations:**

None

**Corrective Actions:** None



## APPENDIX A

### ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
AQ	Air Quality
CAAA	Clean Air Act Amendments of 1990
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
DBE	Disadvantaged Business Enterprises
DOT	Department of Transportation
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information system
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
L RTP	Long-Range Transportation Plan
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area Boundary
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHS	National Highway System

PEA	Planning Emphasis Area
PL	Metropolitan Planning Funds
PPP	Public Participation Plan
RTP	Regional Transportation Plan
SHA	State Highway Administration
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAZ	Transportation Analysis Zone
TCM	Transportation Control Measure
TIP	Transportation Improvement Program
Title VI	Title VI of the 1964 Civil Rights Act
TMA	Transportation Management Area
TMIP	Travel Model Improvement Program
U.S.C.	United States Code
UAB	Urban Area Boundary
UPWP	Unified Planning Work Program
UZA	Urbanized Area
VMT	Vehicle Miles of Travel

## APPENDIX B

### FIELD REVIEW AGENDA

<b>Wednesday, 5/23/18</b>	<b>TOPIC:</b>	<b>LEAD:</b>
8:30 a.m.	<b>R-TAC Meeting</b> <ul style="list-style-type: none"> <li>• Presentation on Federal Cert. Review</li> <li>• Q's/A's on Metro Planning Process</li> </ul>	Scott Frey, FHWA Ned Conroy, FTA
10:30	<b>Review Team Pre-Meeting</b> (DOT Team members only)	DOT Team
12:00	<b>Lunch</b>	
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1:00	<b>Field Review Meeting “Kick-Off”</b> Purpose of Review, Format & Schedule	Scott Frey, FHWA
1:15	<b>COMPASS Overview</b> <ul style="list-style-type: none"> <li>• Mission, Vision, and Goals</li> <li>• COMPASS' Roles and Priorities</li> <li>• Emerging Transportation Issues</li> </ul>	Matt Stoll, COMPASS
1:30	<b>Follow Up to 2014 TMA Review</b>	Matt Stoll, COMPASS Scott Frey, FHWA
2:00	<b>Transportation Plan Update:</b> <ul style="list-style-type: none"> <li>• Update Process: CIM 2040 2.0</li> <li>• Amendments to CIM 2040</li> </ul>	Liisa Itkonen, COMPASS
2:30	<b>Transportation Improvement Program (TIP):</b> <ul style="list-style-type: none"> <li>• Development Process</li> <li>• Performance Reporting</li> <li>• Fiscal Constraint</li> </ul>	Toni Tisdale, COMPASS
3:00	<b>Break</b>	
3:15	<b>Transportation Performance Management (TPM):</b> <ul style="list-style-type: none"> <li>• COMPASS Progress – Measures and Targets</li> <li>• PM Framework Tool (SHRP2 Grant)</li> <li>• Application to Plan and TIP</li> </ul>	Carl Miller, COMPASS
4:00	<b>Congestion Management Process (CMP)</b> Past, Present, and Future of CMP for COMPASS	Mary Ann Waldinger,

4:30	<b>Adjourn</b>	COMPASS
<b>Thursday, 5/24</b>	<b>TOPIC:</b>	<b>LEAD:</b>
9:00 a.m.	<b>Public Transportation:</b> <ul style="list-style-type: none"> <li>• Transit</li> <li>• Vanpool/Carpool</li> </ul>	Liisa Itkonen, COMPASS Toni Tisdale, COMPASS Ned Conroy, FTA
9:45	<b>Bike/Ped Transportation</b>	Liisa Itkonen, COMPASS Lori Porreca, FHWA
10:15	<b>Freight</b>	Liisa Itkonen, COMPASS Lori Porreca, FHWA
10:45	<b>Break</b>	
11:00	<b>Challenges and Opportunities:</b> <ul style="list-style-type: none"> <li>• Funding</li> <li>• ITD-COMPASS Cooperation</li> <li>• Planning Area Boundary</li> <li>• Member Support Strategies</li> </ul>	Matt Stoll, COMPASS
12:00	<b>Lunch</b>	
1:00	<b>USDOT Team Work Session</b> Prepare Draft Findings	DOT Team
3:00	<b>Closeout Session:</b> Comments and Initial Findings	DOT Team
3:30	<b>Adjourn</b>	

## APPENDIX C

### FEDERAL REVIEW TEAM

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## APPENDIX D

### METROPOLITAN TRANSPORTATION PLAN

#### 23 CFR 450.324 Development and content of the metropolitan transportation plan.

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO(s) shall consider factors described in §450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO(s).

(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

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(f) The metropolitan transportation plan shall, at a minimum, include:

(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;

(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.

(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d).

(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including—

(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and

(ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the

transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

(5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;

(6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.

(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.

(8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate;

(9) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;

(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO(s) shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO(s) may establish reasonable timeframes for performing this consultation;

(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new

funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

(iv) In developing the financial plan, the MPO(s) shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO(s), State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (*i.e.*, beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (*i.e.*, by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).



**APPENDIX E**  
**FEDERAL REGULATORY COMPLIANCE ASSESSMENT:**  
**COMMUNITIES IN MOTION 2040 PLAN**

**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:**

**REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.324)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
Demand Analysis [450.324(f)(1)]	The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan	<p>The transportation plan both identifies and reflects the projected transportation demand of persons and goods throughout the plan. With respect to person and vehicle trips, COMPASS’ travel demand model develops projections of travel demand. The model has also been used to present summary information such current and future transportation network characteristics (Tables 5.1 and 6.1). Additionally, Chapter 5 identifies current demand for and/or characteristics for other modes and system uses such as transit, bike/ped, and freight (truck, rail, and air) usage, principally in Chapters 5.</p> <p>In summary, CIM 2040 does an appropriate job of developing, using, and presenting transportation demand of persons and goods in the metropolitan area.</p>
Congestion Management Strategies [450.324(f)(5), (6), and (7)]	<p>(5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;</p> <p>(6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in</p>	<p>The development of CIM 2040 and the resultant TIPs to implement it are based on COMPASS’ Congestion Management Process developed in 2005 and used since then to guide the decision making process for identifying and programming projects. Included as part of the Treasure Valley Congestion Management System Plan (Report No. 6-2005) is both a monitoring and tracking system for evaluating the congestion levels for the planning areas and methodology, criteria, and decision making process for identifying and rating prospective projects including in terms of their capacity to reduce the amount of single occupant vehicles on the roadway system. With respect to the particular requirements of paragraph (4) which</p>

**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:**

**REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.324)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
	<p>TMA's that are nonattainment for ozone or carbon monoxide;</p> <p>(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system;</p>	<p>are applicable to TMA's in nonattainment for ozone or carbon monoxide, it is noteworthy that Idaho has no MPO's falling into this category and, therefore, is not subject to the requirements of this particular section (ref. 23 CFR 450.322(e) and (d)).</p> <p>In summary, CIM 2040 does an appropriate job of addressing and reflecting congestion management strategies. The coverage of the CMP might be further enhanced by adding some explanation in CIM 2040 on how the CMP is used to develop the plan and TIP.</p>
<p>Pedestrian Walkway and Bicycle Facilities [450.324(f)(12)]</p>	<p>(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g);</p> <p>(g) Planning and Design.—(of 23 USC 217)                      (1) In general.--Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State in accordance with sections 134 and 135, respectively. Bicycle transportation</p>	<p>CIM 2040 includes a summary discussion of existing pathway (bike and ped) systems within the planning area. It also cites the total number and cost of pathway projects in the current TIP.</p> <p>The Plan also includes links to various existing bike and ped plans and programs of its member agencies, however, not all members have such plans and they are not in any way combined or coordinated into a comprehensive network or system for the metropolitan area. Moreover, there is no MPO-wide process or program for discussing, coordinating, and planning bike and ped projects. Rather it a piecemeal assemblage of information from various jurisdictions and which has not, to this point, been organized or coordinated to any real extent.</p>

**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:**

**REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.324)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
	<p>facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.</p> <p>(2) Safety considerations.--Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings.</p>	<p>In summary, it appears that bike and pedestrian considerations are not treated as separate transportation modes at the long range plan level and, instead, are only given passing mention and reference. While it has been explained that bike and ped are given more focused attention at the corridor and project levels, it is not clear from CIM that such might be the case, and, in any case, there does not appear to be any concerted effort or intent to coordinate and facilitate the discussion on bike and ped transportation issues at the regional (planning area) level. Given this limited role by the MPO, it is difficult to imagine how the plan can give serious consideration to bicyclists and pedestrians and, in particular, the important issues of safety and contiguous routes.</p>
<p>System Preservation [450.324(f)(7)]</p>	<p>(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system;</p>	<p>The focus of CIM 2040 is, in fact, fundamentally that of system preservation. In consideration of the limited resources projected to be available to COMPASS members through the Federal-aid program for the foreseeable future, it was concluded that all Federal funds would be directed to system preservation needs.</p> <p>While CIM does still identify and assess system needs beyond preservation of the existing network, it does so with the clear caveat that projects of this nature are currently without funding and therefore are for illustrative purposes only. In summary, the approach taken in CIM 2040 of dedicating all Federal-aid funds to system preservation with most other capital improvement projects being for illustration purposes only is a rational and</p>

**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:**

**REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.324)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
		appropriate approach given the current funding constraints placed upon transportation programs by the State and Federal governments controlling the transportation funds.
Design Concept and Scope [450.324(f)(9)]	(9) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity rule (40 CFR part 93). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;	<p>The project descriptions (concept and scope) provided in CIM 2040 consist of the route name and termini, an outline of the improvement (e.g., widen from two lanes to five), the estimated cost, expenditure years, and identifier numbers, all presented in tabular form. Once projects graduate from the Plan to the TIP and a formal concept report (charter) has been developed, additional details on the project are provided. The level of detail of the project descriptions is regularly scrutinized to ensure adequacy both for assessing fiscal constraint and for conducting conformity determinations.</p> <p>In summary, the design concept and scope descriptions of projects programmed in CIM 2040 are of appropriate detail to satisfy Federal requirements and expectations.</p>
Environmental Mitigation [450.324(f)(10)]	(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion	<p>An entire chapter is dedicated to the subject of environmental considerations in CIM 2040. The plan explains the process embarked on by COMPASS to identify the pertinent environmental resources to transportation planning in this area as well as the mitigation strategies identified for addressing these resources. Further details on the MPO's process and program are detailed in a supplement to the plan entitled, "COMPASS Environmental Review Process, 2008-2013).</p> <p>In addition, CIM 2040 includes performance measures and associated</p>

**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:**

**REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.324)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
	shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;	targets specific to environmental resources protection and preservation.  In summary, CIM 2040 does an exemplary job of addressing environmental mitigation.
Consultation with State and Local Agencies [450.324(g)(1) and (2)]	(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate: (1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available.	Through the course of developing CIM 2040, COMPASS has actively sought out the involvement by and input of state and local agencies including not only its member agencies (of the MPO) but also the larger universe of agencies, organizations, and groups. To this end COMPASS has developed a Communities in Motion 2040 Planning Team and Communities in Motion 2040 Leadership Team to include a broad representation of interests, including cities, counties, highway districts, economic development, environmental protection, housing, agriculture, developers, transit dependent populations, utilities, alternative transportation advocates, and more. In addition, COMPASS invited an extensive list of stakeholder, including those listed above, as well as representatives from the Boise Airport, Gowen Field, local law enforcement, school districts, and more, to participate in scenario planning workshops to develop a preferred growth scenario for Communities in Motion 2040. For further details, see: <ul style="list-style-type: none"><li>• Planning Team membership list at: <a href="http://www.compassidaho.org/documents/people/planningteam/members.pdf">www.compassidaho.org/documents/people/planningteam/members.pdf</a></li></ul>

**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:**

**REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.324)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
		<ul style="list-style-type: none"> <li>• Leadership Team membership list at: www.compassidaho.org/documents/people/leadershipteam/CIM%202040%20Leadership%20Team.pdf</li> </ul> <p>In summary, COMPASS appears to be doing a good job of coordinating and consulting with State and local agencies.</p>
Transportation and Transit Enhancements [450.324(f)(8)]	(8) Transportation and transit enhancement activities, as appropriate;	<p>CIM 2040 does not explicitly identify or discuss any program, process, projects, or activities to enhance transportation and transit systems. At the same time it should be recognized that COMPASS has developed and implemented its own program for identifying, programming, and implementing enhancement projects using FHWA’s Transportation Alternatives Program (TAP). In addition, it has created a CIM 2040 Grants Implementation Program designed to provide funding opportunities to member agencies for the purpose helping implement the following plan priorities:</p> <ol style="list-style-type: none"> <li>1. Provide better access to transit, bike, and pedestrian facilities to offset congestion.</li> <li>2. Invest in town centers, main streets, and existing infrastructure as identified in CIM 2040.</li> <li>3. Develop specific area plans for activity centers consistent with CIM 2040 and the planned integration of alternative transportation systems.</li> </ol> <p>(See link for further details: <a href="http://www.compassidaho.org/documents/prodserv/CIM2040/CIM2040-GrantProgram-GuidanceFY2014.pdf">http://www.compassidaho.org/documents/prodserv/CIM2040/CIM2040-GrantProgram-GuidanceFY2014.pdf</a>)</p> <p>In summary, while COMPASS has not explicitly listed or described its enhancement programs, processes, etc. in CIM 2040, it is apparent that the</p>

**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:**

**REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.324)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
		<p>MPO is placing a priority on this subject with the implementation of their Transportation Alternatives Program (TAP) process being the centerpiece of that effort.</p>
<p>Financial Plan [450.324(f)(11)]</p>	<p>(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.</p> <p>(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).</p> <p>(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to</p>	<p>CIM 2040 includes both an entire chapter on transportation revenues (chapter 4) and an extensive coverage of project costs (Chapter 6). The foundation of the revenues discussion is a 2012 study, entitled “Financial Forecast for the Funding of Transportation Facilities and Services 2012-2040” which provides an in-depth analysis of the funds available from all sources for the operation, preservation, and expansion needs of all public, surface transportation modes within the COMPASS planning area. The funding conclusions from Chapter 4 were then superimposed on the list of project needs in Chapter 6 to determine which of the projects would be classified and funded and unfunded (illustrative) in CIM 2040 with the estimated funding shortfall over the duration of the 2040 plan projected to be \$3.5B. In consideration for this significant gap between projected resources and needs, Chapter 4 includes a section discussing potential sources of new or additional transportation revenue.</p> <p>In summary, CIM 2040 provides a good coverage of transportation revenues and costs, including the identification of the gap between the two and possible sources and strategies for finding additional revenues.</p>



**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:**

**REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.324)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
	<p>carry out the transportation plan shall be identified.</p> <p>(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.</p> <p>(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).</p> <p>(v) For the outer years of the metropolitan transportation plan (<i>i.e.</i>, beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.</p>	

**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:**

**REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.324)**

<b>Element:</b> <b>[CFR Ref.]</b>	<b>Requirement:</b> <i>The metropolitan transportation plan shall, at a minimum, include:</i>	<b>CIM 2040 Coverage:</b> <i>How does CIM address this element?</i>
	<p>(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.</p> <p>(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.</p> <p>(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (<i>i.e.</i>, by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.</p>	
Public Input Process [450.324(j)]	<p>(j) The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services,</p>	<p>At the outset of developing CIM 2040, a public involvement plan was drafted. Including in this was the COMPASS public involvement policy, the public involvement goals for CIM 2040, and the outreach objectives and specific strategies proposed to accomplish these objectives. A</p>

**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:  
REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.324)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
	<p>private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a).</p>	<p>particularly noteworthy tool developed for furthering the public involvement and participation process was Stakeholder Outreach Matrix, identifying types of stakeholders and the corresponding media and methods suitable for reaching these various stakeholder groups. Through the course of the development process for CIM 2040, multiple opportunities for providing public involvement and the following links were created at the COMPASS website for listing and commenting on these comments:</p> <ul style="list-style-type: none"> <li>• Public comment on the full draft CIM 2040 plan (March/April 2014) <ul style="list-style-type: none"> <li>○ <a href="#">Link to PDF of comment form</a></li> <li>○ <a href="#">Link to full draft plan</a></li> <li>○ <a href="#">Link to comments received</a></li> <li>○ <a href="#">Link to discussion group notes</a></li> <li>○ <a href="#">Link to virtual open house summary report</a></li> </ul> </li> </ul> <p>In summary, the CIM 2040 process clearly provided citizens, affected public agencies, representatives of public transportation employees, users and providers of public transportation, and other interested parties with a reasonable opportunity to comment on the transportation plan as is was being developed.</p>

**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:**

**REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.324)**

<b>Element:</b> <b>[CFR Ref.]</b>	<b>Requirement:</b> <i>The metropolitan transportation plan shall, at a minimum, include:</i>	<b>CIM 2040 Coverage:</b> <i>How does CIM address this element?</i>
Air Quality Conformity [450.324(m)]	<p>(m) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93). During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.</p>	<p>The complete conformity demonstration for CIM 2040 is included as an appendix to the plan and its contents and development have been coordinated with COMPASS' Interagency Consultation Committee (ICC) and its member agencies including FHWA and FTA. The procedures and assumptions on which the conformity demonstration is based have been reviewed and agreed to by the ICC and the results of the demonstration show the program to be conforming to the State Implementation Plan SIP for this area.</p> <p>In summary, the conformity demonstration requirements applicable to CIM 2040 have been properly addressed and it is evident that outcome of this analysis will be a Federal determination that the proposed program is conforming to the SIP.</p>

## APPENDIX F

### PERFORMANCE MANAGEMENT PLANNING REQUIREMENTS

#### §450.306 Scope of the metropolitan transportation planning process.

(a) To accomplish the objectives in §450.300 and §450.306(b), metropolitan planning organizations designated under §450.310, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

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(d) *Performance-based approach.* (1) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).

(2) *Establishment of performance targets by metropolitan planning organizations.* (i) Each metropolitan planning organization shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization.

(ii) The selection of targets that address performance measures described in 23 U.S.C. 150(c) shall be in accordance with the appropriate target setting framework established at 23 CFR part 490, and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable.

(iii) The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).

(3) Each MPO shall establish the performance targets under paragraph (d)(2) of this section not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(4) An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:

(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;

- (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;
- (iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);
- (iv) Other safety and security planning and review processes, plans, and programs, as appropriate;
- (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;
- (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
- (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and
- (viii) Other State transportation plans and transportation processes required as part of a performance-based program.

**§450.324 Development and content of the metropolitan transportation plan.**

(f) The metropolitan transportation plan shall, at a minimum, include:

- .
- .
- .

(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d).

(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including—

(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and

(ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets

**§450.326 Development and content of the transportation improvement program (TIP).**

(c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d).

(d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

## APPENDIX G

### CONGESTION MANAGEMENT PROCESS

#### **§450.322 Congestion management process in transportation management areas.**

(a) The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction (including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), job access projects, and operational management strategies.

(b) The development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP.

(c) The level of system performance deemed acceptable by State and local transportation officials may vary by type of transportation facility, geographic location (metropolitan area or subarea), and/or time of day. In addition, consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, improve transportation system management and operations, and improve efficient service integration within and across modes, including highway, transit, passenger and freight rail operations, and non-motorized transport. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity and safety of those lanes.

(d) The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities. The congestion management process shall include:

(1) Methods to monitor and evaluate the performance of the multimodal transportation system, identify the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;

(2) Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area, including providers of public transportation;

(3) Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources

(including archived operational/ITS data) and coordinated with operations managers in the metropolitan area;

(4) Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area:

(i) Demand management measures, including growth management, and congestion pricing;

(ii) Traffic operational improvements;

(iii) Public transportation improvements;

(iv) ITS technologies as related to the regional ITS architecture; and

(v) Where necessary, additional system capacity.

(5) Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and

(6) Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.

(e) [NOT APPLICABLE TO COMPASS] In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (*i.e.*, a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.

(f) [NOT APPLICABLE TO COMPASS] In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (as described in paragraph (d) of this section) is proposed to be advanced with Federal funds. If the analysis demonstrates that travel demand reduction and operational management strategies cannot fully satisfy the need for additional capacity in the corridor and additional SOV capacity is warranted, then the congestion management process shall identify all reasonable strategies to manage the SOV facility safely and effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies appropriate for the corridor, but not appropriate for incorporation into the SOV facility itself, shall also be identified through the congestion management process. All identified reasonable travel demand reduction and operational management strategies shall be incorporated into the SOV project or committed to by the State and MPO for implementation.

(g) [NOT APPLICABLE TO COMPASS] State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process, if the FHWA and the FTA find that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of 23 U.S.C. 134 and 49 U.S.C. 5303.

(h) *Congestion management plan.* A MPO serving a TMA may develop a plan that includes projects and strategies that will be considered in the TIP of such MPO.

(1) Such plan shall:



(i) Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;

(ii) Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and

(iii) Identify proposed projects and programs to reduce congestion and increase job access opportunities.

(2) In developing the congestion management plan, an MPO shall consult with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals.

## COMPASS BOARD AGENDA ITEM VII-A

Date: October 15, 2018

### Topic: *Communities in Motion 2040* Amendment

#### Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 02-2019 (Attachment 1) amending *Communities in Motion 2040* (CIM 2040), as recommended by the Regional Transportation Advisory Committee on September 26, 2018.

#### Background/Summary:

Long-range transportation plans, such as CIM 2040, can only include projects that have funding identified to pay for them. When funding is identified to pay for previously unfunded projects, the long-range transportation plan must be amended to add these projects. COMPASS is proposing a sixth amendment to CIM 2040 to add a study to evaluate the environmental impacts of widening State Highway 55 from two lanes to five lanes in Canyon County, from Pride Lane to Middleton Road. This study is currently unfunded in CIM 2040 and comprises a first step toward completing unfunded priority #4, widening State Highway 55 in Canyon County.

A public comment period on the amendment to CIM 2040 regarding adding the study for State Highway 55, as well as the draft FY2019-FY2023 Regional Transportation Improvement Program (TIP), the associated air quality conformity demonstration for Northern Ada County for the FY2019-2023 TIP, and Valley Regional Transit's FY2019 proposed federal Program of Projects was held August 1 through 30, 2018.

A total of 78 comments were received; 17 of those were in response to the proposed CIM 2040 amendment (Attachment 2). Most comments supported improvements to State Highway 55, while some questioned the need for an environmental study before doing so. COMPASS staff does not recommend any changes based on comments received.

The proposed amendment also includes adding federally required performance measures and targets in CIM 2040. The COMPASS Board of Directors has approved these performance measures for CIM 2040 2.0, supporting statewide targets established by the Idaho Transportation Department and accepting regional transit asset management targets established by Valley Regional Transit.

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

An amendment to *Communities in Motion 2040* is needed to enable work to begin on funded projects, and to incorporate federally required performance measures and targets in the current long-range plan.

#### More Information:

- 1) Attachment 1 – Resolution 02-2019
- 2) Attachment 2 – Verbatim public comments
- 3) For detailed information contact: Liisa Itkonen, Principal Planner, at 208/475-2241 or [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org).

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RESOLUTION NO. 02-2019
FOR THE PURPOSE OF AMENDING COMMUNITIES IN MOTION 2040

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

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

WHEREAS, the Idaho Transportation Department requested an amendment to Communities in Motion 2040 to add a study to evaluate the environmental impacts of widening State Highway 55 from two lanes to five lanes in Canyon County, from Pride Lane to Middleton Road;

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

WHEREAS, the Idaho Transportation Department has funds available for the project;

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

WHEREAS, a public comment period was held between August 1 and August 30, 2018, and comments were shared with the COMPASS Board of Directors for consideration; and

WHEREAS, COMPASS also requested an amendment to Communities in Motion 2040 to add federally required performance measures and targets (details are attached).

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

ADOPTED this 15th day of October 2018.

By: David L. Case, Chair
Community Planning Association
of Southwest Idaho

ATTEST:

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

## **Performance Measures added to *Communities in Motion 2040***

The federally required performance measures defined in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) are grouped into four performance measure groups (PM I, PM II, PM III, and Transit Asset Management) addressing different aspects of transportation performance. COMPASS supports the statewide targets as established by the Idaho Transportation Department, and accepts the regional transit asset management targets as established by Valley Regional Transit.

### **Transportation: Safety (PM I)**

1. Number of fatalities: fewer than 188 fatalities statewide, annually
2. Rate of fatalities: fewer than 1.14 fatalities per 100 million vehicle miles traveled, annually
3. Number of serious injuries: fewer than 1,239 serious injuries statewide, annually
4. Rate of serious injuries: fewer than 7.49 serious injuries per 100 million vehicle miles traveled, annually
5. Number of non-motorized fatalities and non-motorized serious injuries: fewer than 120 non-motorized fatalities and non-motorized serious injuries statewide, annually

### **Transportation: Pavement and Bridge (PM II)**

6. Pavement Conditions
  - a. Pavement in "good" condition—Interstate: at least 50%
  - b. Pavement in "poor" condition—Interstate: less than 4%
  - c. Pavement in "good" condition—Non-Interstate National Highway System (NHS): at least 50%
  - d. Pavement in "poor" condition—Non-Interstate NHS: less than 8%
7. Bridge Conditions
  - a. Bridges in "good" condition: at least 19%
  - b. Bridges in "poor" condition: less than 3%

### **Transportation: System Performance (PM III)**

8. System Reliability
  - a. Level of Travel Time Reliability—Interstate (percent of network miles less than 50% longer in the peak hour): at least 90%
  - b. Level of Travel Time Reliability—Non-Interstate NHS (percent of network miles less than 50% longer in the peak hour): at least 70%
  - c. Truck Travel Time Reliability—Interstate (as a ratio of peak travel vs. median travel): less than 1.3
  - d. Congestion Mitigation Air Quality (CMAQ) emissions reductions: 0

### **Regional Transit Asset Management**

9. State of Good Repair
  - a. Rolling Stock (percent of revenue vehicles that have met or exceeded their Useful Life Benchmark [ULB])—less than 27.59%
  - b. Equipment (percent of support vehicles and equipment that have met or exceeded their ULB)—less than 15.38%
  - c. Facilities (percent of facilities with a condition rating below 3.0)—less than 46%

## Public Comments Received (Verbatim)

### • Proposed Change to *Communities in Motion 2040*

Public Comment Period: August 1 – August 30, 2018

Total number of comments received by COMPASS: 17

Email: 0

Online Comment Form: 16

Hard Copy Comment Form: 0

Letter: 1

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code Name Affiliation</b>	<b>Format</b>
<b>Proposed Change to <i>Communities in Motion 2040</i>: Environmental Study on State Highway 55 in Canyon County</b>			
Do you have to do these in order to do a project?	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>Yes. Agencies are [ITD is] required to consider the environmental effects of their proposed project that would include federal funds. Before proceeding with final design, right-of-way acquisition, and construction, the environmental assessment will identify any environmental consequences and evaluate alternatives to lessen or avoid the project's impacts.</p>	83687	Online comment form
Development on Meridian Road and Eagle Road south of I-84 appears to be similar to the development north of I-84 on Eagle Road. Appears no one has learned from the horrible mess Eagle Road has become. Fore planning and common sense appears to be short supply.	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	83709	Online comment form

<p>This is long overdue. You allowed ITD to drop \$111 on HWY 16 and only 12,885 cars a day passed by the counter. Not the 22,000 that Mrs. Schroder briefed you agency on. Now you want to do engineering adding another \$6 million. However, we had over 15,000 on hwy 55. The counter is at Indiana and we have subdivisions at Florida, Lake, and Midway being built. How is this being treated fairly by your organization? We have more cars and we can barely get an environmental impact study while you prioritize a road with millions of extra cash with less traffic.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Craig Allison 83607</p>	<p>Online comment form</p>
<p>Letter submitted by the Idaho Conservation League and received by COMPASS. Document is attached at the end of this document.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Austin Hopkins Idaho Conservation League Crystal Rain Conservation Voters for Idaho 83702</p>	<p>Letter</p>
<p>This road needs to be widened ASAP, no need for a study. Talk to families of lost loved ones who have died. Also this road is heavily used by all travelers going and coming from California and I think it's embarrassingly sad after all these 55 yrs of my life that it's still the same. 20\26 s the same as well. More people will die until these roads get improved. In the mean time I think there needs to be at each major right turn lane a section of 100ft of pavement to prevent traffic from stopping and rear end collisions.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Silvia Garcia</p>	<p>Online comment form</p>
<p>I fail to see the need for an IES for the widening of SH-55. This road section has been under designed since before the Midland IC was constructed. After complaining to the Transportation Board, recent improvements to several intersections has provided some relief. I drive this route regularly to work at Deer Flat NWR. As a major north-south route serving interstate travel and the heaviest populated cities in our region, widening SH55 is long overdue. Its major impacts would include piping or relocation of irrigation and minor loss of agricultural land; otherwise, not worth mentioning.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>

<p>Why don't we consider a light train to connect the communities instead of adding more lanes to the highway? Let's step out of the last decade and into the future. Think of the reduction in pollution by elimination of commuter cars!</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>A train, or similar "high capacity" public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future "high capacity" public transportation to be ready when that time comes.</p>		<p>Online comment form</p>
<p>Better control on growth. Make the developers foot more of the bill for the problems they are creating.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>My concerns that we as a community don't look at the big picture or ignore it in planning. Traffic studies don't look at "downstream" impact from one community to the next. Like FEMA and flood control cities look at each subdivision's impact but not the total sum of future run off. What I have seen is "if you approve it or build it the rest will come". Grow needs to slow down and keep up with current structure. Roads, schools, tax base. Cities like Star ignore COMPASS and other agencies recommendations so why plan if city leaders don't follow?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Gary Smith Star Community Updates 83669</p>	<p>Online comment form</p>
<p>I think it is a good idea to move forward with an environmental study even if eventual construction had to be delayed.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Jearmy Avery 83605</p>	<p>Online comment form</p>
<p>You have way too many project consultants and technical writers on this project it is plain to see!</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>

<p>Who establishes I84 laws- like not driv9ng in the left passing lane? Why are people not ticked for driving well below the posted speed limit? Or for not moving over if someone is trying to pass?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>The Idaho Legislature is responsible for regulating I84 laws. HB 471 was passed in the 2018 legislative session, stating:</p> <p>"Amending Section 49-655, Idaho Code, to provide that notwithstanding any minimum speed that may be authorized and posted, no person shall operate a vehicle in the extreme left-hand lane of a controlled-access highway for a period of time that impedes the flow of other traffic traveling at a lawful rate of speed."</p> <p><a href="https://legislature.idaho.gov/sessioninfo/billbookmark/?yr=2018&amp;bn=H0471">https://legislature.idaho.gov/sessioninfo/billbookmark/?yr=2018&amp;bn=H0471</a></p>	<p>83646</p>	<p>Online comment form</p>
<p>Yes this is needed</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Jim Reed 83646</p>	<p>Online comment form</p>
<p>Highway 44 State St and Highway 20/26 Chinden should be a top priority in widening from Caldwell to Boise. The growth in this area is tremendous and the traffic is getting really bad. Please put Hwy 16 expansion on the back burner</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>Agree w/ the proposed change.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Kyle Ross 83716</p>	<p>Online comment form</p>
<p>Where's the link?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>The description for the proposed change to <i>Communities in Motion 2040</i> is provided in the hyperlinked portion of this question (click on the blue "<i>Communities in Motion 2040</i>") and is also provided on the COMPASS website under "Comments and Questions." Here is a link: <a href="http://www.compassidaho.org/comm/comments.htm">http://www.compassidaho.org/comm/comments.htm</a></p>	<p>83709</p>	<p>Online comment form</p>
<p>It is not nearly as important to widen SH 55 in this area as it is to complete SH 16. This money should be redirected to the completion of SH 16.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>





208.345.6933 • PO Box 844, Boise, ID 83702 • [www.idahoconservation.org](http://www.idahoconservation.org)

August 29, 2018

Community Planning Association of Southwest Idaho  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, Idaho 83642

**Submitted via e-mail: [info@compassidaho.org](mailto:info@compassidaho.org)**

RE: COMPASS Comment period on Regional Transportation Improvement Program, proposed change to Communities in Motion 2040, Air Quality Conformity Demonstration, and FY2019 Federal Program of Projects

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Dear COMPASS Staff:

Thank you for the opportunity to provide comments on transportation plans and projects for Ada and Canyon Counties. Below are comments submitted on behalf of the Idaho Conservation League and Conservation Voters for Idaho. We look forward to seeing these plans and projects implemented, and we appreciate COMPASS' work to reduce traffic, maintain good air quality, and preserve the quality of life in the Treasure Valley.

Should you have any questions, please don't hesitate to contact any of the undersigned.

Thank you,

A handwritten signature in black ink that reads "Austin Hopkins".

Austin Hopkins  
Idaho Conservation League  
[ahopkins@idahoconservation.org](mailto:ahopkins@idahoconservation.org)  
208.345.6933 x23

A handwritten signature in black ink that reads "Crystal Rain".

Crystal Rain  
Conservation Voters for Idaho  
[crystal@cvidaho.org](mailto:crystal@cvidaho.org)  
208.342.1264 x103

*RE: ICL and CVI comments on Regional Transportation Plans and Projects August 1 - August 30, 2018*

Page 1 of 3

## **Regional Transportation Improvement Program**

At this time we do not have detailed comments for any specific project included in the TIP. However, we wish to share our appreciation for COMPASS' consideration of environmental justice as part of developing the TIP.

### **Proposed change to Communities in Motion 2040 – Canyon County SH 55 Project**

According to the U.S. Fish & Wildlife Service's (USFW) Information for Planning and Consultation (IPaC) online database, the project area along SH 55 includes a number of threatened or endangered species as well as the presence of wetlands (Appendix A). The proposed study should consider the impact from widening this section of SH 55 on each of these species. This list is not exhaustive though, and we would encourage the study authors to also consult with Idaho Fish and Game to ensure all potentially affected species are considered as part of the study.

We appreciate seeing discussion around public transportation and walking/biking as well. In the coming years, this region is likely to see significant development occur. We would encourage the study to research and develop programs aimed at educating and communicating with new residents on alternative forms of transportation. Increasing utilization of alternative transportation would cut down on traffic, prolong working conditions of roadways, and help to improve air quality.

### **Air Quality Conformity Demonstration**

Tables 2, 4, 6, and 9 in COMPASS' Air Quality Conformity Demonstration (AQCD) show vehicle emission estimates based on MOVES modeling. Appendix B of the AQCD describes the assumptions made when calculating these estimates. With regards to fuel supply and formulation, Appendix B states, "national default fuel supply inputs were used for all source types."

We request that COMPASS clarify what the national default standards are (i.e. – provide a numeric value that was utilized, if possible). Further, we are curious if COMPASS included consideration of our current administration's efforts to roll back fuel economy standards, known as CAFE standards. The fuel economy of vehicles is directly related to their emissions of numerous harmful pollutants, including PM<sub>10</sub>, NO<sub>x</sub>, VOCs, and CO. Our concern is that the MOVES modeling performed for this demonstration may no longer be accurate if input assumptions were based on previous projections of increasing fuel economy standards.

In addition, earlier this year we saw efforts by the Idaho Legislature to significantly reduce vehicle emission testing in the Treasure Valley. While this effort ultimately was unsuccessful, we are curious if COMPASS has performed any modeling or analysis of air quality conformity based on a scenario where vehicle emission testing was reduced.

*RE: ICL and CVI comments on Regional Transportation Plans and Projects August 1 – August 30, 2018*

## **Appendix A**

*RE: ICL and CVI comments on Regional Transportation Plans and Projects August 1 = August 30, 2018*

*Page 3 of 3*

# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

## Location

Canyon and Owyhee counties, Idaho



## Local office

Idaho Fish And Wildlife Office

☎ (208) 378-5243

📅 (208) 378-5262

1387 South Vinnell Way, Suite 368  
Boise, ID 83709-1657

# Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species<sup>1</sup> and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries<sup>2</sup>).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Snails

NAME	STATUS
Snake River Physa Snail <i>Physa natricina</i> No critical habitat has been designated for this species. <a href="https://ecos.fws.gov/ecp/species/305">https://ecos.fws.gov/ecp/species/305</a>	Endangered

## Flowering Plants

NAME	STATUS
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Slickspot Peppergrass *Lepidium papilliferum*

Threatened

There is **proposed** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/4027>

## Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

## Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME)

SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

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<b>Bald Eagle</b> <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Dec 1 to Aug 31
<b>Brewer's Sparrow</b> <i>Spizella breweri</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/9291">https://ecos.fws.gov/ecp/species/9291</a>	Breeds May 15 to Aug 10
<b>Clark's Grebe</b> <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Dec 31
<b>Golden Eagle</b> <i>Aquila chrysaetos</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/1680">https://ecos.fws.gov/ecp/species/1680</a>	Breeds Dec 1 to Aug 31
<b>Lesser Yellowlegs</b> <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9679">https://ecos.fws.gov/ecp/species/9679</a>	Breeds elsewhere
<b>Lewis's Woodpecker</b> <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9408">https://ecos.fws.gov/ecp/species/9408</a>	Breeds Apr 20 to Sep 30
<b>Long-billed Curlew</b> <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/5511">https://ecos.fws.gov/ecp/species/5511</a>	Breeds Apr 1 to Jul 31
<b>Marbled Godwit</b> <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9481">https://ecos.fws.gov/ecp/species/9481</a>	Breeds elsewhere
<b>Olive-sided Flycatcher</b> <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/3914">https://ecos.fws.gov/ecp/species/3914</a>	Breeds May 20 to Aug 31

Sage Thrasher *Oreoscoptes montanus*

Breeds Apr 15 to Aug 10

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9433>

Willet *Tringa semipalmata*

Breeds Apr 20 to Aug 5

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Willow Flycatcher *Empidonax traillii*

Breeds May 20 to Aug 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/3482>

## Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

### Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

### Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

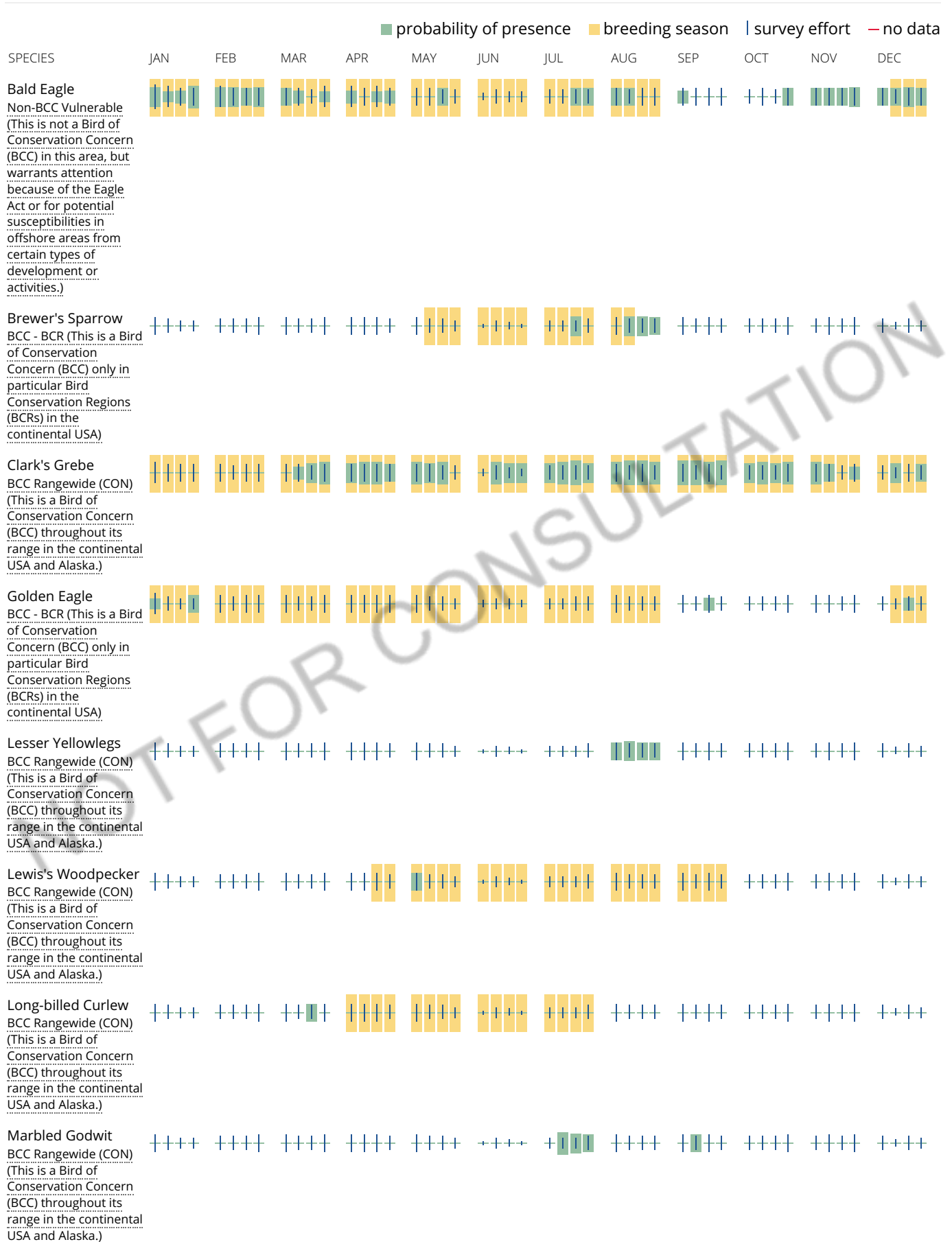
### No Data (—)

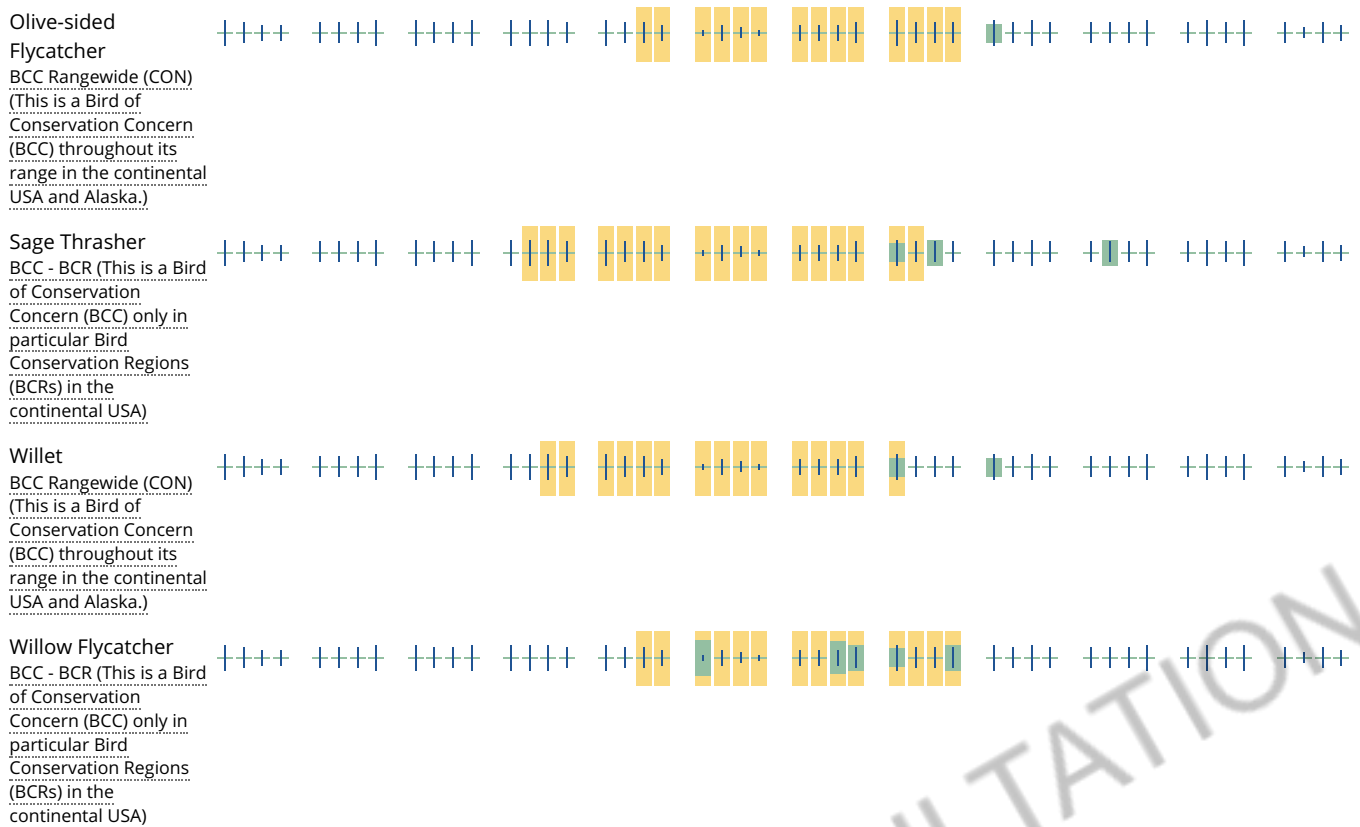
A week is marked as having no data if there were no survey events for that week.

### Survey Timeframe



Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [E-bird Explore Data Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Facilities

### Wildlife refuges and fish hatcheries

# Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

## FRESHWATER EMERGENT WETLAND

[PEM1Cx](#)  
[PEM1C](#)  
[PEM1F](#)  
[PEM1/USC](#)  
[PEM1A](#)

## FRESHWATER FORESTED/SHRUB WETLAND

[PSS1A](#)  
[PFO1Ah](#)  
[PFO1Ch](#)  
[PSS1C](#)  
[PSS1Cx](#)  
[PFO1A](#)

## FRESHWATER POND

[PUBHh](#)  
[PAB4/UBHr](#)  
[PUBHr](#)  
[PUBH](#)  
[PUBHx](#)  
[PUBFh](#)

## LAKE

[L2EM2Fh](#)

## RIVERINE

[R3UBH](#)  
[R4SBCx](#)  
[R4SBCr](#)  
[R5UBFx](#)  
[R5UBH](#)  
[R4SBC](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

## Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus,

detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

#### **Data exclusions**

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

#### **Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

## COMPASS BOARD AGENDA ITEM VII-B

DATE: October 15, 2018

### **Topic: FY2019-2023 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration**

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

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 03-2019 (Attachment 1) approving the FY2019-2023 Regional Transportation Improvement Program (TIP) and associated air quality conformity demonstration for Northern Ada County, as recommended by the Regional Transportation Advisory Committee on September 26, 2018.

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

The TIP is updated annually. The "Major Changes List" (Attachment 2) provides a summary of new or removed projects, projects with advanced or delayed construction, or projects with a major scope change, compared to the FY2018-2022 TIP. The full FY2019-2023 project list can be found at the link below. The proposed project list conforms to air quality budgets approved for Northern Ada County.

A public comment period on the draft FY2019-FY2022 TIP, as well as an amendment to *Communities in Motion 2040*, Valley Regional Transit's FY2019 proposed federal Program of Projects, and the required air quality conformity demonstration for Northern Ada County was held from August 1 through August 30, 2018. In total, 78 people commented; 70 comments were related to the draft FY2019-2023 TIP and 11 to the air quality conformity demonstration.

No major changes are recommended by staff based on public comment; however, one comment prompted staff to add information in the project description on the 10<sup>th</sup> Avenue bridge project in the City of Caldwell.

The following documents are available on the COMPASS website under "supplemental information" <http://www.compassidaho.org/people/boardmeetings.htm>:

- FY2019-2023 TIP document, which includes:
  - Performance measure analysis
  - Project list in Appendix A (note this version reflects inflated costs)
  - Public comments (verbatim) and responses in Appendix B
- Air quality conformity demonstration for the FY2019-2023 TIP
- Public comments received by the Idaho Transportation Department

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

The FY2019-2023 TIP is not official until adopted by the COMPASS and Idaho Transportation Boards of Directors and approved by Federal Highway Administration and Federal Transit Administration. The current FY2018-2022 TIP remains in effect until final approval of the FY2019-2023 TIP, anticipated by December 31, 2018. Changes to projects in early FY2019 occur via amendments to the FY2018-2022 TIP.

**More Information:**

- 1) Attachment 1 – Resolution 03-2019
- 2) Attachment 2 – Major Changes List
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at (208) 475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**RESOLUTION NO. 03-2019**

**FOR THE PURPOSE OF APPROVING THE  
FY2019-2023 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND  
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

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

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

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

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

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

**WHEREAS**, a public comment period was held between August 1 and August 30, 2018, for people to review and comment on proposed projects in the program;

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

**WHEREAS**, the Community Planning Association of Southwest Idaho has developed the FY2019-2023 Regional Transportation Improvement Program for Ada and Canyon Counties, and corresponding air quality conformity demonstration for Northern Ada County, in compliance with all applicable state and federal regulations.



**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors' approves the FY2019-2023 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

**Adopted** this 15<sup>th</sup> day of October 2018.

**By:** \_\_\_\_\_  
**David L. Case, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

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

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## Major Changes List

### Draft FY2019-2023 Regional Transportation Improvement Program (TIP)

For the purpose of this report, "major changes" are defined as new or removed projects, advanced or delayed construction, or the scope changed significantly as compared to the FY2018-2022 TIP. Projects are listed in alphabetical order of project name by funding program.

#### Bridge Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN21968	Study, Mores Creek Bridge Asset Plan, Ada County	FY2019-2020	\$280,000
<b>Advanced</b>			
13494	Old Highway 30, Plymouth Street Bridge, Caldwell (includes Local Highway Urban funds)	PD to FY2023	\$8,493,000

#### Federal Railroad

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN22034	Railroad Crossing, Midland Boulevard, Nampa	FY2019	\$50,000
<b>Advanced</b>			
20606	Railroad Crossing, Old Fort Boise Road, Canyon County	PD to FY2023	\$250,000

#### Freight

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN22103	3 <sup>rd</sup> Avenue and West Industrial Road Intersection Improvements, Nampa	FY2022	\$5,671,000
ORN22102	Franklin Boulevard and Karcher Road, Interchange Improvements	FY2022	\$1,615,000
ORN22100	ITS, Advanced Signalization, Ada County, ACHD (includes Local Partnership funds)	FY2020	\$1,790,000
ORN22101	Peckham Road Intersections, Canyon County	FY2022	\$392,000

#### Grant Anticipation Revenue Vehicle (GARVEE) 2017

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
*22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County (includes Restoration funds)	FY2019	\$15,500,000

\*Breakout of GARVEE corridor project

#### Highway Local Partnerships

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN21902	Capital Maintenance, Local Boise Area – FY2025	PD	\$355,000
20842	Cloverdale Road, Camas Drive to Trutina Avenue and Overpass Replacement, Boise (includes Strategic Initiative/State funds)	FY2019	\$15,056,000
ORN22100	ITS, Advanced Signalization, Ada County, ACHD (includes Freight funds)	FY2020	\$1,790,000
RD202-17	Linder Road, Cayuse Creek Drive to US 20/26 (Chinden Boulevard), Meridian	FY2019	\$480,000

Key Number	Project	Year of Funding	Total Programmed Cost
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	FY2021	\$6,100,000
NEW	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa (includes Local Highway Urban funds)	PD	\$401,000
<b>Advanced</b>			
20080	Capital Maintenance, Local, Boise Area – FY2023	PD to FY2023	\$350,000
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	FY2021 to FY2020	\$4,465,000
<b>Delayed</b>			
20174	SH-55 (Karcher) and Florida Avenue, Intersection Improvements, Caldwell (includes Safety funds)	FY2021 to PD	\$1,315,000
<b>Changed Significantly</b>			
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna (includes State Highway Alternatives and Local Highway Alternatives TMA funds)	FY2020-2021	\$1,187,000

### Local Highway Alternatives Transportation Management Area (TMA)

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN21913	Bicycle Parking, Covered Bicycle Facility, Boise State	FY2019	\$30,000
ORN21910	SR2S, VRT, Ada County – PD	PD	\$172,000
<b>Removed</b>			
19979	Bicycle Parking, Downtown Bicycle Facilities, Boise State	PD	\$104,000
<b>Advanced</b>			
20639	Pathway, Fairview Avenue Greenbelt Ramp, Boise	FY2021 to FY2020	\$147,000
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43 <sup>rd</sup> Street, Garden City	PD to FY2023	\$212,000
20493	SR2S, VRT, Ada County – FY2023	PD to FY2023	\$162,000
<b>Changed Significantly</b>			
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna (includes State Highway Alternatives and Local Partnership funds)	FY2020-2021	\$1,187,000

### Local Highway Safety

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN21999	Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa	FY2021	\$1,121,000

### Local Highway Transportation Management Area (TMA)

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN21896	Capital Maintenance, Phase 1, Boise Area – FY2025	PD	\$5,546,000
ORN21898	Capital Maintenance, Phase 2, Boise Area – FY2025	PD	\$2,378,000
ORN21903	Capital Maintenance, VRT, Boise Area – FY2025	PD	\$1,420,000
ORN22015	Commuteride, ACHD (FY2023)	PD	\$220,000
15914	Commuteride, ACHD (PD)	PD	\$220,000
ORN21889	Planning, COMPASS (PD)	PD	\$232,000
<b>Advanced</b>			
20259	Capital Maintenance, Phase 1, Boise Area – FY2023	PD to FY2023	\$5,693,000
19993	Capital Maintenance, Phase 2, Boise Area – FY2023	PD to FY2023	\$2,440,000
19950	Capital Maintenance, VRT, Boise Area – FY2023	PD to FY2023	\$1,449,000
20271	Planning, Communities in Motion Update, COMPASS	Partial PD to FY2023	\$309,000
20560	Planning, COMPASS (FY2023)	PD to FY2023	\$232,000

Key Number	Project	Year of Funding	Total Programmed Cost
<b>Changed Significantly</b>			
20091	Capital Maintenance, Local Phase 3, Boise Area – FY2019 (was funded with local funds)	FY2019	\$300,000
15001	Cost Increase Set-Aside	FY2019-FY2022	\$182,000
<b>Changed Significantly</b>			
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna (includes State Highway Alternatives and Local Partnership funds)	FY2020-2021	\$1,187,000

### Local Highway Urban

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN22017	Cherry Lane, Franklin Boulevard to 11 <sup>th</sup> Avenue North, Rebuild, Nampa	PD	\$1,325,000
20729	Commuteride, ACHD (FY2022)	FY2022	\$55,000
ORN22015	Commuteride, ACHD (FY2023)	FY2023	\$55,000
15914	Commuteride, ACHD (PD)	PD	\$55,000
ORN22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	PD	\$1,279,000
ORN22018	Pedestrian Improvements and Widening, Montana Avenue, Caldwell	PD	\$598,000
19920	Planning, COMPASS (FY2022)	FY2022	\$99,000
20560	Planning, COMPASS (FY2023)	FY2023	\$99,000
ORN21889	Planning, COMPASS (PD)	PD	\$99,000
ORN22020	Study, Pavement Management Inventory and Plan, Canyon County	PD	\$150,000
NEW	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa (includes Local Partnership funds)	PD	\$401,000
<b>Advanced</b>			
13484	Centennial Way Roundabout, Caldwell	PD to FY2023	\$2,784,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell (includes Bridge funds)	PD to FY2023	\$8,493,000
13900	Planning, COMPASS	*FY2019 to FY2018	\$99,000

\*Advanced through End-of-Year program 2018

### Metropolitan Planning

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN22108	Planning, Metropolitan Planning Funds, COMPASS (includes FTA 5303 funds)	FY2023	\$1,493,000

### Pavement Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
*22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County (includes GARVEE funds)	FY2019	\$15,500,000
ORN21848	I-84B, Blaine/Cleveland Avenue to 10 <sup>th</sup> Avenue, Caldwell	PD	\$1,169,000
ORN21863	Intersection Improvements, District 3	FY2023	\$510,000
ORN21849	SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties	PD	\$2,311,000
<b>Advanced</b>			
20203	I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore	FY2021 to FY2020	\$2,167,000

Key Number	Project	Year of Funding	Total Programmed Cost
18950	SH-44, Canyon Canal Bridge, Middleton	Partial FY2019 to FY2018	\$750,000
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	PD to FY2023	\$11,067,000
<b>Delayed</b>			
20738	I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise	FY2020 to FY2021	\$1,785,000
19696	I-84, Farmers Sebree Canal (near Parma Exit) to Franklin Road, Caldwell	FY2020 to PD	\$3,213,000

\*Breakout of GARVEE corridor project

\*\*Partially advanced in the End-of-Year program 2018 2023

### Public Transportation \*

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New FTA 5303</b>			
ORN22108	Planning, Metropolitan Planning Funds, COMPASS (includes Metropolitan Planning funds)	FY2023	\$1,493,000
<b>New FTA 5310 Rural</b>			
19981a	Transit – Purchase of Service, Rural Areas, TVT	FY2019-2020	\$268,000
19981b	Transit – Purchase of Service, Rural Areas, VRT	FY2019-2020	\$94,000
<b>New FTA 5311</b>			
19983	Transit – Demand Response Service, Rural Areas, TVT	FY2019-2020	\$3,946,000
<b>NEW FTA 5339 Rural</b>			
20136a	Commuteride, Van Replacements, Rural Areas - FY2019	FY2019	\$192,000
20136b	Transit – Vehicle Replacements, Rural Areas, TVT	FY2019-2020	\$627,000
20136c	Transit – Technology, TVT	FY2019	\$25,000

\*FY2023 funds were also added to existing public transportation projects for required fixed route, demand response, and administrative services. With direction from Federal Transit Administration staff, Valley Regional Transit combined many similar projects to allow more flexibility of these programs. Details of these changes are available on the program worksheets, upon request.

### State Early Development

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN21906	Study, SH-55 Environmental Assessment, Canyon County	FY2019	\$750,000
<b>Removed</b>			
20603	US 20/26 (Chinden), SH-16 to Linder Road, Ada County and Meridian (replaced with KN ORN21864 and KN ORN21858, see STAR Financing)	PD	\$16,650,000

### State Highway Alternatives

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN22076	Pathway, Grimes Pathway, Nampa	FY2020	\$264,000
ORN22070	Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa	FY2021	\$539,000
ORN22050	Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa	FY2020	\$533,000
ORN22029	SR2S, VRT, Canyon County – FY2019	FY2019	\$65,000
ORN22030	SR2S, VRT, Canyon County – FY2020	FY2020	\$65,000
ORN22031	SR2S, VRT, Canyon County – FY2021	FY2021	\$65,000
<b>Changed Significantly</b>			
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna (includes Local Highway Alternatives TMA and Local Partnership funds)	FY2020-2021	\$1,187,000

## State Highway Safety

Key Number	Project	Year of Funding	Total Programmed Cost
<b>Advanced</b>			
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	PD to FY2023	\$9,250,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	PD to FY2023	\$7,500,000
<b>Delayed</b>			
18833	ITS, SH-55 (Eagle Road) Signal Equipment Upgrades, Ada County (partial delay)	FY2018 to FY2019	\$60,000
20174	SH-55 (Karcher) and Florida Avenue, Intersection Improvements, Caldwell (includes Local Participating)	FY2021 to PD	\$1,315,000

## State Tax Anticipated Revenue (STAR) Financing

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN21864	US 20/26 (Chinden Boulevard), SH-16 to Tree Farm Way, Ada County (includes Strategic Initiatives funds) (replaced KN 20603, see State Early Development)	FY2021	\$6,510,000
ORN21858	US 20/26 (Chinden Boulevard), Tree Farm Way to Linder Road, Ada County (includes Strategic Initiatives funds) (replaced KN 20603, see State Early Development)	FY2019	\$6,510,000

## Strategic Initiatives/State Forces

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
20842	Cloverdale Road, Camas Drive to Trutina Avenue and Overpass Replacement, Boise (includes Local Partnership funds)	FY2019	\$15,056,000
ORN21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	PD	\$6,210,000
ORN21864	US 20/26 (Chinden Boulevard), SH-16 to Tree Farm Way, Ada County (includes STAR Financing funds)	FY2019	\$6,510,000
ORN21858	US 20/26 (Chinden Boulevard), Tree Farm Way to Linder Road, Ada County (includes STAR Financing funds)	FY2019	\$6,510,000
<b>Delayed</b>			
20788	SH-16, I-84 to US 20/26, Ada and Canyon Counties	FY2018 to FY2019	\$6,000,000

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## AUGUST 2018 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p data-bbox="298 212 1398 281"><b>UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</b></p> <p data-bbox="1273 281 1537 312" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="318 317 1507 562" style="list-style-type: none"> <li>• Presented FY2019 UPWP to COMPASS Board for approval.</li> <li>• Processed and tracked revenues and expenditures associated with Revision 1 of the FY2018 UPWP.</li> <li>• Tracked changes and announcements in the Federal Register and the Daily Digest.</li> <li>• Completed COMPASS' annual Title VI report and submitted it to the Idaho Transportation Department.</li> </ul>
620	<p data-bbox="298 562 1045 594"><b>DEMOGRAPHICS AND GROWTH MONITORING</b></p> <p data-bbox="1305 594 1537 625" style="text-align: right;"><b>CARL MILLER</b></p> <ul data-bbox="318 630 1468 743" style="list-style-type: none"> <li>• Completed ten development checklists for the Cities of Boise, Garden City, Meridian, Nampa, and Canyon County.</li> <li>• Continued work on the 2018 Development Monitoring Report.</li> </ul>
653	<p data-bbox="298 743 883 774"><b>COMMUNICATION AND EDUCATION</b></p> <p data-bbox="1370 774 1537 806" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="318 810 1533 1236" style="list-style-type: none"> <li>• Assisted the Idaho Transportation Department with a news conference held on August 29, 2018, regarding the award of the INFRA Grant.</li> <li>• Posted 28 Facebook messages, 48 Tweets, and 14 Instagram messages; live Tweeted from INFRA Grant news conference.</li> <li>• Prepared and distributed the monthly Keeping Up With COMPASS newsletter.</li> <li>• Tracked issues related to COMPASS and transportation in the news media; issued two news releases and facilitated one interview.</li> <li>• Updated the COMPASS website.</li> <li>• Opened nominations for the 2018 Leadership in Motion awards on August 8, 2018. Nominations will remain open through September 28, 2018.</li> <li>• Received COMPASS Board of Directors' approval of the updated COMPASS <i>Integrated Communication Plan</i>; posted the final plan online.</li> </ul>

PROGRAM NO.	
661	<p style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul style="list-style-type: none"> <li>• Continued to work on technical documentation for <i>Communities in Motion 2040 2.0</i>.</li> <li>• Continued work with consultant to develop website content and navigation for an online, interactive <i>Communities in Motion 2040 2.0</i> "document."</li> <li>• Finalized a draft <i>Communities in Motion 2040 2.0</i> brochure.</li> <li>• Continued preparations to solicit public comment on the draft <i>Communities in Motion 2040 2.0</i> plan. Public comment is scheduled for September 21 – October 21, 2018.</li> <li>• Attended Idaho Transportation Department's Long-Range Transportation Plan Steering Committee meeting on August 2, 2018.</li> <li>• Attended Ada County Highway District's Bicycle Advisory Committee meeting on August 6, 2018.</li> <li>• Attended Ada County Highway District's Commission meeting regarding "Lime Bikes" on August 8, 2018.</li> <li>• Hosted "Association for Bicycle and Pedestrian Professionals (APBP)" webinar on August 15, 2018.</li> <li>• Hosted Active Transportation Workgroup meeting August 23, 2018.</li> <li>• Attended Idaho Transportation Department's Public Transportation Summit, August 21- 23, 2018, in Boise.</li> <li>• Received training from Remix staff on August 23, 2018.</li> <li>• Attended Valley Regional Transit's Open House on proposed service changes on August 29, 2018.</li> <li>• Participated in Federal Transit Administration webinar on the Public Transportation Agency Safety Plan final rule on August 30, 2018.</li> <li>• Installed nine portable tube bicycle counters in the City of Boise (Ecocounter and Jamar).</li> <li>• Installed four portable pyro-box infrared counters during Kuna Days in the City of Kuna.</li> <li>• Processed video footage for pedestrian and bicycle counts.</li> <li>• Started discussions between COMPASS, Valley Regional Transit, and Public Transportation Division of the Idaho Transportation Department regarding an agreement for public transportation federal performance measures. The agreement is due by October 1, 2018.</li> <li>• Received COMPASS Board adoption of Idaho Transportation Department bridge, pavement, and system performance targets and acceptance of Valley Regional Transit's transit asset management targets to meet Federal Transit Administration requirements.</li> </ul>
685	<p style="text-align: right;"><b>TONI TISDALE</b></p> <ul style="list-style-type: none"> <li>• Solicited public comment on the draft FY2019-2023 Regional Transportation Improvement Program (TIP) from August 1 - August 30, 2018; hosted an open house on the draft TIP on August 14, 2018.</li> <li>• Met with Ada County Highway District (ACHD) staff to discuss federal funding details on August 1, 2018.</li> <li>• Prepared materials for the Rural Prioritization Workgroup meeting scheduled September 5, 2018, and forwarded the materials to workgroup members on August 7, 2018.</li> <li>• Met with Idaho Transportation Department (ITD) staff regarding upcoming</li> </ul>



PROGRAM NO.	
	<p>projects ready to close in the Surface Transportation Program and Transportation Alternatives Program on August 10, 2018.</p> <ul style="list-style-type: none"> <li>• Met with Local Highway Technical Assistance Council (LHTAC) staff to discuss procedures for processing projects on August 13, 2018. ITD staff recently transferred management of most local projects to LHTAC.</li> <li>• Started conversations with the City of Kuna on August 17, 2018. The City's downtown revitalization project is not represented correctly in the draft FY2019-2023 TIP.</li> <li>• Obtained COMPASS Board of Directors' approval of the <i>Communities in Motion</i> Implementation Grant and Project Development Program project selections for FY2019 on August 20, 2018.</li> <li>• Obtained COMPASS Board of Directors' approval of the FY2020-2024 COMPASS Funding Application Guide on August 20, 2018.</li> <li>• Met with Ada County staff on August 24, 2018, regarding the Plantation Island Bridge and Pathway Replacement project selected for the FY2019 Project Development Program.</li> <li>• Participated in an awards ceremony announcing the awarding of the \$90,240,000 Infrastructure for Rebuilding America (INFRA) grant for improvements to Interstate 84 and interchanges from Franklin Boulevard to Karcher Road on August 29, 2018.</li> <li>• Requested FY2019 State/Local Agreements from ITD for all local projects on August 31, 2018.</li> <li>• Processed two administrative modifications to the FY2018-2022 TIP.</li> <li>• Continued developing the details for the draft FY2019-2023 TIP, including specific information for each federal performance measure.</li> <li>• Continued to track all member-agency projects to assure obligations will be approved in the appropriate fiscal year, including specific follow-up on newly approved projects that need quick approvals on state/local agreements.</li> <li>• Developed weekly educational staff emails called "TIP Talk."</li> <li>• Hosted the Southwest Idaho Grants Group (SWIGG) meeting featuring presentations from Diane Damarest, Jannus, regarding being grant ready, and Tammy Tilzey, GrantHub, on Grant Professionals Association chapter conferences and trainings on September 5, 2018.</li> <li>• Began development of the FY2020 online funding application process within SurveyMonkey's apply program.</li> <li>• Informed the Regional Transportation Advisory Committee and member agency staff of potential funding opportunities for member projects, including: Idaho Department of Environmental Quality Electric Vehicle Supply Equipment, KaBOOM!, Idaho Women's Charitable Foundation, and National Flood Insurance Program Flood Mitigation Assistance.</li> <li>• Notified Valley Regional Transit of one-time funding through the Idaho Public Transportation Office for federal 5311, 5311(f), 5310, and 5339 funding sources.</li> <li>• Prepared a presentation for COMPASS outreach meetings to familiarize member agencies' elected officials about COMPASS' roles and goals, and to provide information on the upcoming Call for Projects for FY2020-2024 funding. Began scheduling meetings with all member agencies.</li> <li>• Evaluated Tool for Operations Benefit Cost Analysis (TOPS-BC) as a predictive model for quantifying the benefits of reliability for Regional Transportation Improvement Program projects.</li> </ul>

PROGRAM NO.	
701	<p data-bbox="297 180 862 212"><b>GENERAL MEMBERSHIP SERVICES</b></p> <p data-bbox="1268 216 1528 247" style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul data-bbox="321 254 1528 663" style="list-style-type: none"> <li>• Met with staff from the Idaho Transportation Department’s Office of Highway Safety on August 7, 2018, regarding ways the two agencies could partner to share safety messages.</li> <li>• Attended Valley Regional Transit’s Public Transportation Provider Group meeting on August 10, 2018.</li> <li>• Provided list of possible training materials for new engineering staff at the City of Nampa on August 15, 2018.</li> <li>• Met with asset managers at City of Nampa, Canyon Highway District, and Golden Gate Highway District to determine needs and gaps in current asset management data collection.</li> <li>• Evaluated pavement condition methodologies to determine correlation between data quality.</li> </ul>
702	<p data-bbox="297 676 711 707"><b>AIR QUALITY OUTREACH</b></p> <p data-bbox="1370 711 1528 743" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="321 749 1479 842" style="list-style-type: none"> <li>• Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board.</li> <li>• Continued airing “summer” air quality radio and television messages.</li> </ul>
703	<p data-bbox="297 854 760 886"><b>GENERAL PUBLIC SERVICES</b></p> <p data-bbox="1370 890 1528 921" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="321 928 1479 957" style="list-style-type: none"> <li>• Responded to questions from the public concerning transportation projects.</li> </ul>

PROGRAM NO.	
705	<p data-bbox="300 178 933 210"><b>TRANSPORTATION LIAISON SERVICES</b></p> <p data-bbox="1328 216 1534 247" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="321 254 1534 1480" style="list-style-type: none"> <li>• Attended the Meridian Transportation Commission meeting on August 6, 2018. Topics included: continued discussion on pass-through issues at Balata Court subdivision, report from the school zone subcommittee, and an update on the Ada County Highway District initial draft of the FY2019-2023 Integrated Five-Year Work Program.</li> <li>• Presented information regarding upcoming funding opportunities at the Caldwell Chamber of Commerce Transportation Committee meeting on August 6, 2018.</li> <li>• Attended VRT Executive Board meeting on August 6, 2018.</li> <li>• Met with Councilmember Clegg to discuss various issues of relevance for COMPASS and City of Boise on August 8, 2018.</li> <li>• Participated in quarterly meeting between ACHD and COMPASS staff regarding various transportation issues on August 9, 2018.</li> <li>• Met with ITD District 3 Engineer Revis regarding transportation issues on August 15, 2018.</li> <li>• Met with VRT Executive Director Badesheim regarding public transportation issues on August 15, 2018.</li> <li>• Hosted lunch for the Idaho Transportation Board tour of District 3 on August 15, 2018, and attended the Idaho Transportation Board meeting on August 16, 2018.</li> <li>• Attended the Boise Metro Chamber of Commerce Transportation Committee meeting on August 16, 2018.</li> <li>• Participated in Idaho State Transportation Innovation Council meeting on August 21, 2018.</li> <li>• Attended the Autonomous and Connected Vehicle Testing and Deployment Committee meeting on August 21, 2018.</li> <li>• Met with Chris Zeigler, Community Transportation Association of America, to discuss COMPASS' outreach activities.</li> <li>• Attended Women in Transportation Seminar Lunch and Learn on August 23, 2018. The topic was "What's Up on State Street?"</li> <li>• Met with VRT Executive Director Badesheim, ITD District 3 Engineer Revis and ACHD Deputy Director Wallace regarding State Street/SH-44 on August 27, 2018.</li> <li>• Attended the Idaho Environmental Forum on August 28, 2018. The speaker was Rocky Barker, recently retired from the Idaho Statesman.</li> </ul>
720	<p data-bbox="300 1495 727 1526"><b>STATE STREET CORRIDOR</b></p> <p data-bbox="1263 1528 1526 1560" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="321 1566 1469 1726" style="list-style-type: none"> <li>• Attended bi-weekly project team conference calls.</li> <li>• Participated with the Project Management Team. The Project Management Team worked on the following tasks: planning a meeting to reconvene the State Street partners, planning a meeting of the technical group in September, and traffic analysis review.</li> </ul>

PROGRAM NO.	
760	<p data-bbox="298 176 691 207"><b>LEGISLATIVE SERVICES</b></p> <p data-bbox="1321 212 1528 243" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="321 249 1503 522" style="list-style-type: none"> <li>• Participated in relevant activities in support of Board legislative position statements.</li> <li>• Tracked and reported significant activity in federal and state transportation-related legislative issues.</li> <li>• Monitored proposed rule-making to determine implications to COMPASS and its membership.</li> <li>• Continued reviewing <i>Fixing America's Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its' membership.</li> </ul>
761	<p data-bbox="298 533 667 564"><b>GROWTH INCENTIVES</b></p> <p data-bbox="1276 569 1536 600" style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul data-bbox="321 606 862 638" style="list-style-type: none"> <li>• No significant activity this month.</li> </ul>
801	<p data-bbox="298 644 656 676"><b>STAFF DEVELOPMENT</b></p> <p data-bbox="1268 680 1528 711" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="321 718 1528 1409" style="list-style-type: none"> <li>• Attended a National Association of Regional Councils briefing on Federal Transportation legislation on August 1, 2018.</li> <li>• Participated in a National Center for Rural Road Safety webinar on safety funding for locals on August 1, 2018.</li> <li>• Attended the Executive Facilitator Academy in Boise, August 1–3, 2018.</li> <li>• Attended Innovative Finance Essentials for Local Governments webinar sponsored by FHWA on August 2, 2018.</li> <li>• Attended the Idaho Transportation Department 2018 Public Transportation Summit in Boise on August 21-23, 2018.</li> <li>• Attended the Planning for Reliability Pilot Workshop in Washington DC, August 22-24, 2018.</li> <li>• Attended Transportation Research Board Tools of the Trade in Kansas City, MO, August 23-24, 2018. Presented a session regarding the COMPASS Resource Development Program.</li> <li>• Attended the Idaho Environmental Forum in Boise on August 28, 2018.</li> <li>• Attended People and Economies webinar sponsored by Consortium for Scenario Planning on August 29, 2018.</li> <li>• Attended Community Development Block Grant administrator training sponsored by the Idaho Department of Commerce in Boise on August 29-30, 2018.</li> </ul>
820	<p data-bbox="298 1421 662 1453"><b>COMMITTEE SUPPORT</b></p> <p data-bbox="1273 1457 1536 1488" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="321 1495 1422 1556" style="list-style-type: none"> <li>• Provided staff support to the COMPASS Board of Directors and standing committees.</li> </ul>
836	<p data-bbox="298 1568 889 1600"><b>REGIONAL TRAVEL DEMAND MODEL</b></p> <p data-bbox="1149 1604 1536 1635" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="321 1642 1495 1841" style="list-style-type: none"> <li>• Continued to provide modeling assistance to member agencies.</li> <li>• Completed two area of influence model runs for proposed developments one located in in the City of Meridian and one located north of the City of Star.</li> <li>• Completed special model runs for Idaho Transportation Department for the State Highway 16 Preliminary Engineering Study.</li> <li>• Provided data to Canyon County agencies for an impact fee feasibility study.</li> </ul>

PROGRAM NO.	
842	<p data-bbox="298 176 927 205"><b>CONGESTION MANAGEMENT PROCESS</b></p> <p data-bbox="1149 212 1536 241" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="321 247 1511 451" style="list-style-type: none"> <li>• Continued to create a new 2018 Congestion Management report and format.</li> <li>• Began preparing draft request for qualification/proposal for the update of the Treasure Valley Transportation System: Operations, Management and ITS plan.</li> <li>• Assisted Ada County Highway District with review and scoring of received submittal for the Travel Time Reader project.</li> </ul>
860	<p data-bbox="298 464 1167 493"><b>GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE</b></p> <p data-bbox="1263 499 1536 529" style="text-align: right;"><b>ERIC ADOLFSON</b></p> <ul data-bbox="321 535 1523 1197" style="list-style-type: none"> <li>• Maintained and created regional geographic data layers and map documents for member agencies and the public.</li> <li>• Created maps for the Boise Chamber.</li> <li>• Created a map for City of Parma.</li> <li>• Residential Units/Jobs analysis around the Village in Meridian.</li> <li>• Updated the entitlements data.</li> <li>• Created zip code map for the Eagle Post Office.</li> <li>• Conducted lane miles analysis for the two county area.</li> <li>• Revised cost estimates per participant for the 2019 orthophotography project.</li> <li>• Continued work on <i>Communities in Motion 2040 2.0</i> and online mapping.</li> <li>• Produced digital map images for <i>Communities in Motion 2040 2.0</i> for inclusion in the online document.</li> <li>• Conducted data quality control and editing of LUCA submittal.</li> <li>• Supplied data for a Canyon Highway District project.</li> <li>• Reviewed Regional Data Center server usage.</li> <li>• Updated Transportation Improvement Program map with data and changes.</li> <li>• Created City of Wilder zoning map.</li> <li>• Updated one workstation to ArcGIS 10.6.1.</li> <li>• Updated regional building permits dataset.</li> </ul>
991	<p data-bbox="298 1209 751 1239"><b>SUPPORT SERVICES LABOR</b></p> <p data-bbox="1273 1245 1536 1274" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="321 1281 1516 1333" style="list-style-type: none"> <li>• Provided general accounting, human resources, and administrative support to the agency.</li> </ul>

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**SEPTEMBER 2018 - STAFF ACTIVITY REPORT**

**ITEM VIII-A**

<b>PROGRAM NO.</b>	
<b>601</b>	<p data-bbox="300 216 1396 279"><b>UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</b></p> <p data-bbox="1274 285 1534 315" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="316 321 1526 451" style="list-style-type: none"> <li>• Processed and tracked revenues and expenditures associated with the FY2018 UPWP.</li> <li>• Tracked changes and announcements in the Federal Register and the Daily Digest.</li> </ul>
<b>620</b>	<p data-bbox="300 464 1047 493"><b>DEMOGRAPHICS AND GROWTH MONITORING</b></p> <p data-bbox="1307 499 1534 529" style="text-align: right;"><b>CARL MILLER</b></p> <ul data-bbox="316 535 1526 665" style="list-style-type: none"> <li>• Completed six development checklists for Cities of Boise, Kuna, Meridian, and Canyon County.</li> <li>• Continued work on the 2018 Development Monitoring Report.</li> <li>• Updated entitled developments and preliminary plat records.</li> </ul>
<b>653</b>	<p data-bbox="300 674 885 703"><b>COMMUNICATION AND EDUCATION</b></p> <p data-bbox="1372 709 1534 739" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="316 745 1526 951" style="list-style-type: none"> <li>• Posted 10 Facebook messages, 13 Tweets, and 7 Instagram messages.</li> <li>• Tracked issues related to COMPASS and transportation in the news media; issued one news release and facilitated one interview.</li> <li>• Updated the COMPASS website.</li> <li>• Closed nominations for the 2018 Leadership in Motion awards on September 28, 2018.</li> </ul>

PROGRAM NO.	
661	<p style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul style="list-style-type: none"> <li>• Attended Ada County Highway District (ACHD) Bicycle Advisory Committee on September 10, 2018.</li> <li>• Presented <i>Communities in Motion 2040 2.0</i> draft plan at the American Council of Engineering Companies (ACEC) Idaho Chapter's monthly meeting on September 10, 2018.</li> <li>• Presented the COMPASS freight study at the Institute of Transportation Engineers (ITE) Idaho conference on September 11, 2018.</li> <li>• Attended City of Boise City Council meeting on September 11, 2018.</li> <li>• Attended Nampa Bike/Ped Advisory Committee on September 13, 2018.</li> <li>• Attended Valley Regional Transit (VRT) Executive Board Special meeting on September 17, 2018.</li> <li>• Attended VRT Regional Coordination Council meeting on September 18, 2018.</li> <li>• Presented <i>Communities in Motion 2040 2.0</i> draft plan at the Boise Chamber Transportation Committee monthly meeting on September 20, 2018.</li> <li>• Prepared for and opened a public comment period on the draft <i>Communities in Motion 2040 2.0</i> plan on September 21, 2018; hosted one public comment open house on September 27, 2018. The public comment period is scheduled to run through October 21, 2018.</li> <li>• Attended VRT Executive Board and Board meetings on September 24, 2018.</li> <li>• Attended Federal Highway Administration/Idaho Transportation Department Transportation Performance Management meeting on September 25, 2018.</li> <li>• Attended VRT Open House on proposed service changes to ValleyRide system on September 25, 2018.</li> <li>• Presented Vision Zero work plan to RTAC on September 26, 2018.</li> <li>• Hosted the Foundation for Ada/Canyon Trail Systems (F.A.C.T.S.) meeting on September 26, 2018.</li> <li>• Finalized the draft <i>Communities in Motion 2040 2.0</i> plan for public comment, including an online, interactive "document," technical documentation, and a summary brochure.</li> <li>• Installed eight time lapse cameras for ACHD.</li> <li>• Installed one portable pyro-box infrared counters in the City of Nampa.</li> <li>• Processed video footage for pedestrian and cycle counts.</li> <li>• Took down five portable bicycle counters in the City of Boise (installed last month).</li> <li>• Took down seven time lapse cameras for ACHD.</li> </ul>
685	<p style="text-align: right;"><b>TONI TISDALE</b></p> <ul style="list-style-type: none"> <li>• Finalized three-year agreements with eleven consulting firms for on-call services for the Project Development Program.</li> <li>• Held outreach meetings with elected officials and staff of member agencies to provide an overview of COMPASS services and information on how to apply for project funding and assistance. Meetings were held with: <ul style="list-style-type: none"> <li>○ Capital City Development Corporation on September 5, 2018</li> <li>○ Ada County Development Services on September 6, 2018</li> <li>○ Idaho Department of Environmental Quality on September 7, 2018</li> </ul> </li> </ul>

PROGRAM NO.	
	<ul style="list-style-type: none"> <li>○ City of Parma on September 10, 2018</li> <li>○ City of Star on September 11, 2018</li> <li>○ City of Wilder on September 11, 2018</li> <li>○ City of Kuna on September 13, 2018</li> <li>○ Golden Gate Highway District on September 13, 2018</li> <li>○ City of Caldwell on September 17, 2018</li> <li>○ City of Notus on September 17, 2018</li> <li>○ Ada County Highway District on September 19, 2018</li> <li>○ City of Middleton on September 19, 2018</li> <li>○ Idaho Transportation Department District 3 on September 20, 2018</li> <li>○ City of Garden City on September 24, 2018</li> <li>○ City of Eagle on September 25, 2018</li> <li>○ Valley Regional Transit on September 27, 2018</li> <li>● Hosted a Southwest Idaho Grants Group (SWIGG) meeting for grant professionals at COMPASS on September 5, 2018. Featured presenter was Tina Elayer of the Idaho Department of Environmental Quality who discussed what their organization does and provided specifics on accessing Brownfield grants.</li> <li>● Facilitated completion of Project Development Program activities for the Orchard Avenue and Indiana Avenue Shared Roadway project.</li> <li>● Informed Valley Regional Transit of potential funding opportunities: Access and Mobility Partnership Grants, Innovative Coordinated Access and Mobility Pilot Program, and Human Services Coordination Research Program, Increasing Social Connectedness for Older Adults, Tackling Senior Food Insecurity, and Access and Mobility Partnership Grants, Human Services Coordination Research.</li> <li>● Informed City of Boise of potential funding opportunity through the Federal Transit Administration's pilot program for expedited project delivery.</li> <li>● Sent requests for information to five consulting firms under consideration for the FY2019 Project Development Program.</li> <li>● Instituted a survey to collect information from Southwest Idaho Grants Group members regarding their suggestions for professional development opportunities.</li> <li>● Visited site of City of Wilder's CIM Implementation Grant project for Avenue B and C Sidewalks on September 11, 2018.</li> <li>● Met with Nichoel Baird Spencer on September 12, 2018, to discuss setup of Project Development Program activities for the City of Eagle's Grade Separated Bicycle/Pedestrian Crossing of SH-44 between Palmetto Avenue Extension and Eagle Road project.</li> <li>● Met with Ada County Development Services on September 25, 2018, to determine scope and consultant selection for the Plantation Island Bridge/Path Replacement Project Development Program activities.</li> <li>● Consulted with City of Notus on preparation for fall grant applications.</li> <li>● Coordinated with COMPASS staff to submit a Federal Highway Administration T2 grant application for a data bike that records pavement condition of pathways and bike lanes.</li> <li>● Consulted with the Idaho Department of Commerce on potential funding</li> </ul>



PROGRAM NO.	
	<p>sources for member projects.</p> <ul style="list-style-type: none"> <li>Finalized FY2018 CIM Implementation Grant project with the City of Kuna for their Downtown Parking Lot Plan.</li> </ul>
701	<p><b>GENERAL MEMBERSHIP SERVICES</b></p> <p style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul style="list-style-type: none"> <li>Attended the City of Meridian comprehensive plan steering committee meeting on September 12, 2018.</li> <li>Processed/reviewed traffic data for "winery patronage" project.</li> </ul>
702	<p><b>AIR QUALITY OUTREACH</b></p> <p style="text-align: right;"><b>AMY LUFT</b></p> <ul style="list-style-type: none"> <li>Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board.</li> <li>Completed airing "summer" air quality radio and television messages on September 28, 2018.</li> </ul>
703	<p><b>GENERAL PUBLIC SERVICES</b></p> <p style="text-align: right;"><b>AMY LUFT</b></p> <ul style="list-style-type: none"> <li>Responded to questions from the public concerning transportation projects.</li> </ul>
705	<p><b>TRANSPORTATION LIAISON SERVICES</b></p> <p style="text-align: right;"><b>MATT STOLL</b></p> <ul style="list-style-type: none"> <li>Attended VRT Executive Committee and Board meetings on September 24, 2018.</li> <li>Met with VRT Executive Director Badesheim on September 25, 2018 to review and discuss public transportation issues.</li> <li>Met with Councilmember Elaine Clegg on September 20, 2018 to coordinate on AMPO, COMPASS and City of Boise issues.</li> <li>Met with ITD District 3 Engineer Revis regarding transportation issues on September 20, 2018.</li> <li>Met with Dave Wallace, ACHD, on September 27, 2018 to review and discuss transportation issues.</li> <li>Attended a Women's Transportation Seminar (WTS) reception for the International WTS conference on September 12, 2018.</li> <li>Attended the Boise Metro Chamber of Commerce Transportation Committee meeting on September 20, 2018.</li> <li>Attended the Caldwell Chamber of Commerce Government Affairs Committee meeting on September 20, 2018.</li> <li>Attended the Urban Land Institute Idaho Women's Leadership Initiative "Urban Brain Bites" event on September 25, 2018.</li> </ul>
720	<p><b>STATE STREET CORRIDOR</b></p> <p style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul style="list-style-type: none"> <li>Participated in bi-weekly project team conference calls.</li> <li>Attended the State Street Citizen Advisory Group meeting on September 19, 2018.</li> </ul>

PROGRAM NO.	
760	<p data-bbox="298 176 691 205"><b>LEGISLATIVE SERVICES</b></p> <p data-bbox="1321 212 1528 241" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="321 247 1503 520" style="list-style-type: none"> <li>• Participated in relevant activities in support of Board legislative position statements.</li> <li>• Tracked and reported significant activity in federal and state transportation-related legislative issues.</li> <li>• Monitored proposed rule-making to determine implications to COMPASS and its membership.</li> <li>• Continued reviewing <i>Fixing America's Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its' membership.</li> </ul>
761	<p data-bbox="298 533 667 562"><b>GROWTH INCENTIVES</b></p> <p data-bbox="1276 569 1536 598" style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul data-bbox="321 604 862 634" style="list-style-type: none"> <li>• No significant activity this month.</li> </ul>
801	<p data-bbox="298 644 656 674"><b>STAFF DEVELOPMENT</b></p> <p data-bbox="1268 680 1528 709" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="321 716 1523 1234" style="list-style-type: none"> <li>• Attended the Census Transportation Planning Products oversight annual board meeting on September 5–6, 2018, in Philadelphia.</li> <li>• Attended webinar, "Communication Performance Measures," sponsored by Association of Metropolitan Planning Organizations on September 17, 2018.</li> <li>• Attended a Federal Highway Administration webinar, "Every Day Counts: Virtual Public Involvement," on September 18, 2018.</li> <li>• Attended webinar, "Evaluating freight and TSMO strategies," on September 19, 2018.</li> <li>• Attended and presented on the regional freight study at the 2018 Association of Metropolitan Planning Organizations' annual conference on September 25 – 27, 2018.</li> <li>• Attended transportation planning courses hosted by the National Transit Institute September 25-28, 2018.</li> <li>• Attended the Andrus Center's Women and Leadership Conference on September 26 - 27, 2018.</li> </ul>
820	<p data-bbox="298 1247 662 1276"><b>COMMITTEE SUPPORT</b></p> <p data-bbox="1273 1283 1536 1312" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="321 1318 1422 1373" style="list-style-type: none"> <li>• Provided staff support to the COMPASS Board of Directors and standing committees.</li> </ul>
836	<p data-bbox="298 1388 889 1417"><b>REGIONAL TRAVEL DEMAND MODEL</b></p> <p data-bbox="1149 1423 1536 1453" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="321 1459 1528 1696" style="list-style-type: none"> <li>• Continued to provide modeling assistance to member agencies.</li> <li>• Completed two area of influence model runs for proposed developments – one located near the City of Kuna and one located in the City of Eagle.</li> <li>• Completed additional special model runs for a proposed development located in City of Nampa.</li> <li>• Completed thirteen special model runs for the SH 16 Preliminary Engineering study.</li> </ul>

PROGRAM NO.	
842	<p data-bbox="298 176 927 205"><b>CONGESTION MANAGEMENT PROCESS</b></p> <p data-bbox="1149 212 1536 241" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="321 247 1523 451" style="list-style-type: none"> <li>• Prepared draft annual 2018 Congestion Management report.</li> <li>• Prepared draft Request for Proposals for the Updates to the <i>Treasure Valley Transportation System: Operations, Management and ITS</i> and the Congestion Management Process.</li> <li>• Provided travel time data to Idaho Transportation Department's consultant working on three corridor studies in Canyon County.</li> </ul>
860	<p data-bbox="298 464 1268 493"><b>GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE</b></p> <p data-bbox="1263 499 1536 529" style="text-align: right;"><b>ERIC ADOLFSON</b></p> <ul data-bbox="321 535 1495 982" style="list-style-type: none"> <li>• Maintained and created regional geographic data layers and map documents for member agencies and the public.</li> <li>• Updated Functional Class 2040 dataset to include newly constructed roads.</li> <li>• Continued work on <i>Communities in Motion 2040 2.0</i> online maps and data services.</li> <li>• Conducted quality control and update of bicycle and pedestrian network/dataset.</li> <li>• Updated bike shop information in online mapping application, Bike/Walk COMPASS.</li> <li>• Created draft RFQ for the 2019 Orthophotography/Lidar flight planned for spring 2019.</li> <li>• Hosted orthophotography/regional GIS meeting to discuss next steps in project.</li> </ul>
991	<p data-bbox="298 995 748 1024"><b>SUPPORT SERVICES LABOR</b></p> <p data-bbox="1273 1031 1536 1060" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="321 1066 1516 1161" style="list-style-type: none"> <li>• Provided general accounting, human resources, and administrative support to the agency.</li> <li>• Began work with auditors on field work for FY2018 financial audit.</li> </ul>

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## COMPASS BOARD AGENDA ITEM IX-B

Date: October 15, 2018

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

#### Background/Summary:

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

#### August Air Quality Monitoring:

The Idaho Department of Environmental Quality reported thirteen days in the moderate air quality category and seven in the unhealthy for sensitive group category in the Treasure Valley during the month of August 2018.

##### Moderate Category

- Seven days were attributable to Ozone (O<sub>3</sub>) in Ada County and fine particulate matter (PM<sub>2.5</sub>) recorded in both counties.
- One day was attributable to Ozone (O<sub>3</sub>) in Ada County and fine particulate matter (PM<sub>2.5</sub>) and coarse particulate matter (PM<sub>10</sub>) recorded in both counties.
- One day was attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in both counties and coarse particulate matter (PM<sub>10</sub>) recorded in Canyon County.
- One day was attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in both counties.
- One day was attributable to Ozone (O<sub>3</sub>) in Ada County, fine particulate matter (PM<sub>2.5</sub>) recorded in both counties and coarse particulate matter (PM<sub>10</sub>) recorded in Ada County.
- One day was attributable to Ozone (O<sub>3</sub>) recorded in Ada County.
- One day was attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in Canyon County.

##### Unhealthy for Sensitive Group Category

- Four days were attributable to Ozone (O<sub>3</sub>) in Ada County and fine particulate matter (PM<sub>2.5</sub>) and coarse particulate matter (PM<sub>10</sub>) recorded in both counties.
- One day was attributable to Ozone (O<sub>3</sub>) and coarse particulate matter (PM<sub>10</sub>) in Ada County and fine particulate matter (PM<sub>2.5</sub>) recorded in both counties.
- One day was attributable to Ozone (O<sub>3</sub>) in Ada County, fine particulate matter (PM<sub>2.5</sub>) recorded in both counties and coarse particulate matter (PM<sub>10</sub>) recorded in Canyon County.
- One day was attributable to Ozone (O<sub>3</sub>) in Ada County and fine particulate matter (PM<sub>2.5</sub>) recorded in both counties.

### YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate, and unhealthy to hazardous days recorded since January 1, 2008.

Year	Good	Moderate	Unhealthy to Hazardous	Total
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

Year	Good	Moderate	Unhealthy to Hazardous	Total
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	174	60	8	242

Notes: 2008, 2012 and 2016 were Leap Years hence the extra day.

**Air Quality Categories:**

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

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

None.

**More Information:**

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

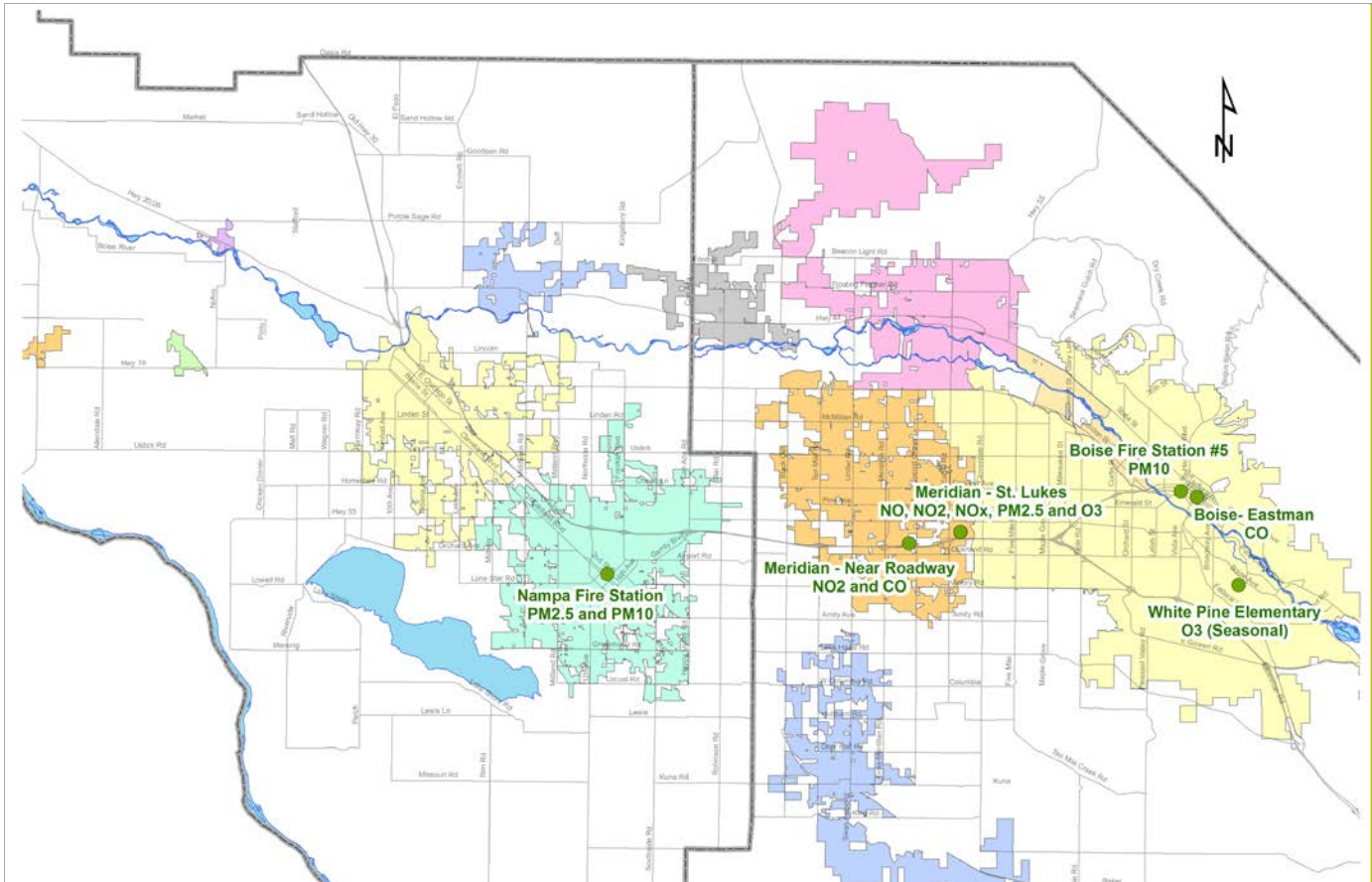


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

<b>Carbon Monoxide (CO)</b>	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.
<b>Oxides of nitrogen (NOx)</b>	Oxides of nitrogen; a precursor (building block) of ozone. NOx is a generic term for mono-nitrogen oxides NO and NO <sub>2</sub> (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures
<b>Ozone (O3)</b>	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 <a href="#">NOx</a> 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.
<b>PM2.5</b>	Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
<b>PM10</b>	Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

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## COMPASS BOARD AGENDA ITEM IX-B

Date: October 15, 2018

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

#### Background/Summary:

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

#### September Air Quality Monitoring:

The Idaho Department of Environmental Quality reported five days in the moderate air quality category in the Treasure Valley during the month of September 2018.

- One day was attributable to Ozone (O<sub>3</sub>) recorded in Ada County.
- One day was attributable to Ozone (O<sub>3</sub>) in Ada County and fine particulate matter (PM<sub>2.5</sub>) recorded in both counties and coarse particulate matter (PM<sub>10</sub>) recorded in Canyon County.
- One day was attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in both counties.
- One day was attributable to coarse particulate matter (PM<sub>10</sub>) recorded in Canyon County and fine particulate matter (PM<sub>2.5</sub>) recorded in both counties.
- One day was attributable to coarse particulate matter (PM<sub>10</sub>) 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, 2008.

Year	Good	Moderate	Unhealthy to Hazardous	Total
2008	266	99	1	366
2009	277	83	5	365
2010	321	44	0	365
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	199	65	8	272

Notes: 2008, 2012 and 2016 were Leap Years hence the extra day.

#### Air Quality Categories:

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



## Implication (policy and/or financial):

None.

## More Information:

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

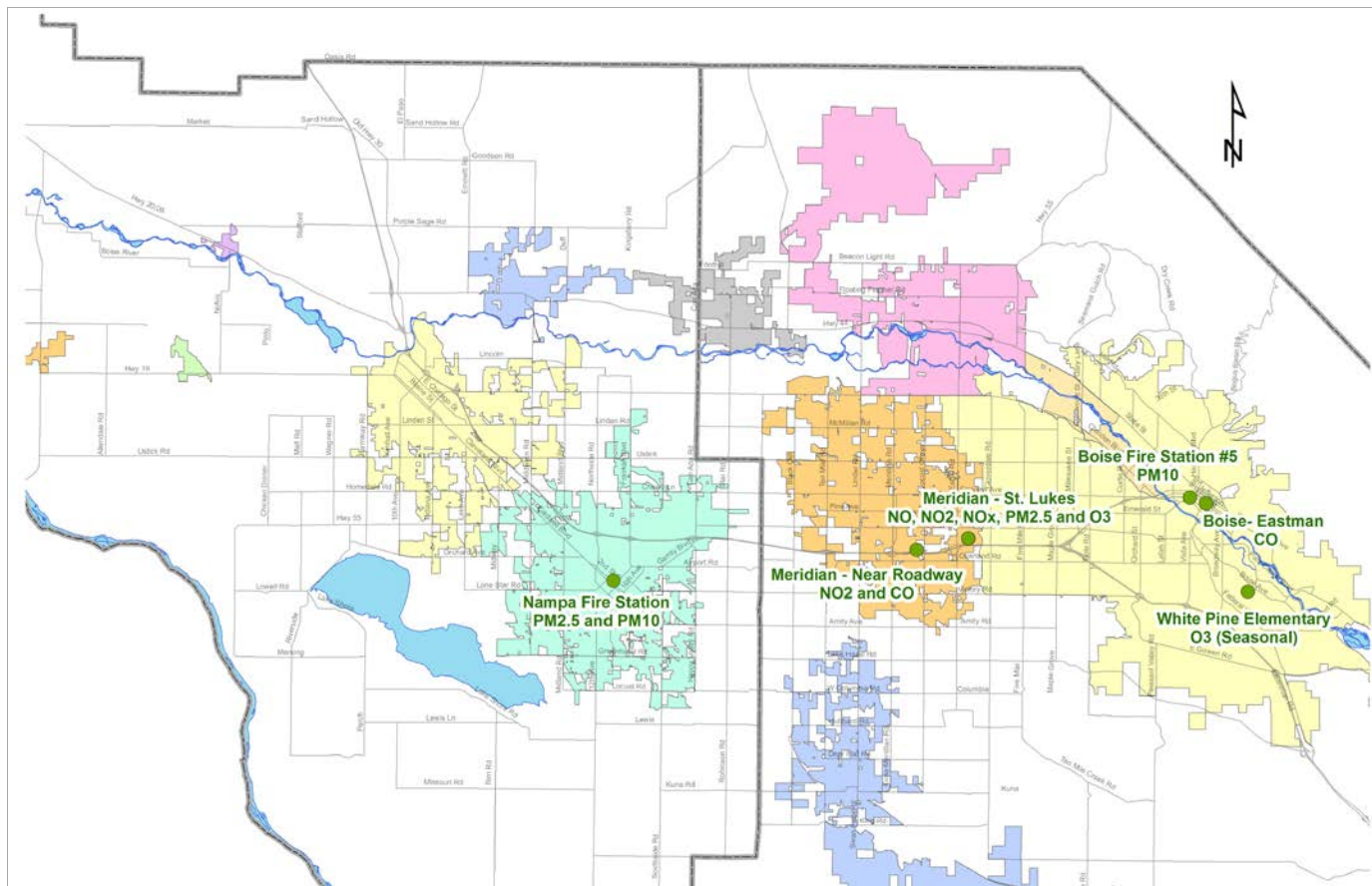


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

### **Carbon Monoxide (CO)**

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

### **Oxides of nitrogen (NOx)**

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

### **Ozone (O3)**

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

### **PM2.5**

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

### **PM10**

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



REGIONAL TRANSPORTATION ADVISORY COMMITTEE

IX-C

Attendance List

Member Agency/Name	Jan '18	Feb '18	Mar '18	Apr '18	May '18	June '18	July '18	Aug '18 Canceled	Sept '18	Oct '18	Nov '18	Dec '18	TOTAL
<i>ACHD/T.Ferch/ R.Head/J. Lucas</i>	1	1	1	1	1	1	1		1				8
<i>Ada County/C. Daly/M. Leatherman/M. Mehta-Cooper</i>	1	1	1	1	1	1	1						7
<i>Boise State/D. Alexander</i>	1	1	1		1	1	1		1				7
<i>Canyon County/K. McCormick/P. Nilsson</i>	1	1	1	1	1		1			1			7
<i>Canyon Highway District #4/C. Hopper</i>	1		1	1	1	1							5
<i>City of Boise/D. Fluke/K. Gallagher/Z. Piepmeyer</i>	1	1	1	1	1		1			1			7
<i>City of Caldwell/R. MacDonald/ S. Tipuric</i>	1	1	1	1		1				1			6
<i>City of Eagle/N. Baird Spencer/B. Vaughan</i>	1	1	1	1	1	1							6
<i>City of Garden City/J. Thornborrow</i>	1												1
<i>City of Greenleaf/ L. Belt</i>	1	1	1	1	1	1	1			1			8
<i>City of Kuna/W. Howell</i>	1	1	1	1	1	1	1			1			8
<i>City of Melba/H. Forsgren</i>													0
<i>City of Meridian/C. Hood/B. McClure/R.Simison</i>	1	1	1	1	1	1	1			1			8
<i>City of Middleton/R. Falkner</i>	1	1		1	1		1			1			6
<i>City of Nampa/J. Barnes/C. Bowman</i>	1	1	1	1	1	1	1			1			8
<i>City of Notus/R. Wallace</i>		1											1
<i>City of Parma/N. Leigh</i>	1	1	1	1	1	1	1			1			8
<i>City of Star/C. Bell</i>													0
<i>City of Wilder/D. Enrico</i>	1		1				1			1			2
<i>Golden Gate Highway District. # 3/G. Bates</i>	1	1	1		1	1				1			6
<i>IDEQ/M. Toole</i>							1			1			2
<i>ITD/Caleb Lakey</i>	1	1	1	1	1					1			6
<i>Public Participation Committee/D. Smith</i>			1	1			1			1			4
<i>Valley Regional Transit/R. Jalbert</i>	1	1	1	1	1	1	1			1			8
<i>Central District Health/R. Howarth</i>		1				1				1			3
<i>Governor's Office/D. Hensley</i>													0



**Community Planning Association (COMPASS)  
Administrative Modification #14 for FY2018-2022 Regional Transportation Improvement Program**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Program Year	Revision	Offset	Brief Explanation
			*Current Total	*Revised Total						
11582	Five Mile Road, Franklin Road to Fairview Avenue, Boise	ACHD	\$11,340,419	\$11,344,328	0.03%	Non-Participating	FY2018	Increase CN by \$3,909 to cover non-participating expenses.	Local funds	Project is in closeout. The materials review reported additional non-participating funds are needed to cover expenses not eligible for federal-aid.
12062	Franklin Road, Touchmark Way to Five Mile Road	ACHD	\$4,975,009	\$5,013,695	0.78%	Non-Participating	FY2018	Increase CN by \$38,686 to cover non-participating expenses.	Local funds	Project is in closeout. The materials review reported additional non-participating funds are needed to cover expenses not eligible for federal-aid.

\* Includes federal and local portions.

\*\* Amendment needed if project total increases 30% or more or \$2,000,000.

ACHD = Ada County Highway District

CN = Construction

FY = Fiscal Year

Staff Recommendation:

Toni G. Tisdale, Principal Planner  
COMPASS

Approval:

Matthew J. Stoll, Executive Director  
COMPASS

Date:



**Community Planning Association (COMPASS)  
Administrative Modification #15 for FY2018-2022 Regional Transportation Improvement Program**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Program Year	Revision	Offset	Brief Explanation
			*Current Total	*Revised Total						
13481	State Street and Collister Drive Intersection, Boise	ACHD	\$12,215,000	\$13,481,601	10.37%	Local Participating	FY2018	Increase CN by \$238,376.	End-of-Year	ITD obligated an additional \$472,275 in local funds for a non-participating bridge that was not approved by FHWA. Part of these local funds will be added to the original project. ITD's action will be different from the COMPASS action.  To cover difference between the engineer's estimate and the bid. Overall increase of 10.37%.
						STP-TMA	FY2018	Increase CE by \$35,432, CC by \$503,449, and CN by \$489,708.		
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Eagle	\$1,299,000	\$1,299,000	0.00%	Local Participating	2019	Decrease PEC by \$114,000.	End-of-Year	Advance remaining design funds from FY2019 to FY2018 and convert from local funds to federal-aid. No change to overall total.
						STP-TMA	2018	Increase PEC by \$59,153.		
						TAP-TMA	2018	Increase PEC by \$54,847		
19847	Capital Maintenance, Local, Boise Area - FY2020	ACHD	\$362,000	\$362,000	0.00%	Local Participating	FY2018	Decrease PE by \$5,000 and PEC by \$57,000.	End-of-Year	Convert local funds to federal-aid. No change to overall total.
						STP-TMA	FY2018	Increase PE by \$5,000 and PEC by \$57,000.		
CPA1 (13900)	Planning, COMPASS	COMPASS	\$331,000	\$331,000	0.00%	STP-U	FY2018	Increase PEC by \$99,000.	End-of-Year	Advance funds from FY2019 to FY2018, as funds are available through the End-of-Year program. (Canyon County funds only, Ada County funds are unable to advance at this time.)
						STP-U	FY2019	Decrease PEC by \$99,000.		
13964	Peckham Road, US-95 to Notus Road, Canyon County	Golden Gate Highway District	\$3,672,000	\$3,719,000	1.28%	STP-R	FY2018	Increase PEC by \$47,000.	End-of-Year	Increase design funds to cover a supplemental to the contract.
22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County	ITD	\$0	\$15,500,000	100.00%	Restoration	FY2019	Increase PE by \$100,000 and PEC by \$1,200,000.	20351, Statewide Balancing	Add new key number to break out construction projects from the environmental and design project (KN 20351). No change to overall total of the corridor project.
						GARVEE 2017	FY2019	Increase CC by \$1,200,000 and CN by \$13,000,000.		
20351	I-84, Karcher Road Interchange in the City of Nampa to the City of Caldwell	ITD	\$193,297,000	\$177,897,000	-7.97%	GARVEE 2017	FY2019	Decrease CC by \$8,000,000 and CN by \$85,000,000.	22154	Adjust funds within project and move \$15,400,000 to a "break out" project for design and construction of the Middleton Road and Ustick Road overpasses (KN 22154). No change to the overall total of the corridor project.
						GARVEE 2017	FY2020	Increase CC by \$800,000 and CN by \$11,000,000.		
						GARVEE 2017	FY2021	Increase CC by \$6,000,000 and CN by \$61,000,000.		
						Restoration	FY2018	Decrease PEC by \$500,000.		
						Restoration	FY2019	Decrease PEC by \$1,200,000.		
						Restoration	FY2020	Increase PEC by \$500,000.		

Key	Project	Sponsor	*Current Total	*Revised Total	**Percent Change	Program/ Funding Source	Program Year	Revision	Offset	Brief Explanation
18950	SH-44, Canyon Canal Bridge, Middleton	ITD	\$2,460,000	\$2,216,000	-9.92%	Bridge Restoration	FY2018	Decrease PE by \$109,000 and PEC by \$183,000. Increase CE by \$84,001, CC by \$98,000 and CN by \$865,999.	End-of-Year	Match previous actions by ITD to deobligate funds from design to close out the phase and obligate \$48,000 in CC. Partially advance construction (total of \$1,000,000) from FY2019 to FY2018.
						Bridge Restoration	FY2019	Decrease CE by \$104,001 and CN by \$895,999.		

\* Includes federal and local portions.

\*\* Amendment needed if project total increases 30% or more or \$2,000,000.

ACHD = Ada County Highway District

CN = Construction

PE = Preliminary Engineering ITD

STP = Surface Transportation Program

CC = Construction Contract for Inspections

FY = Fiscal Year

PC = Preliminary Engineering Consultant

TMA = Transportation Management Area (Boise Urbanized Area)

CE = Construction Engineering

GARVEE = Grant Anticipated Revenue Vehicle

R = Rural

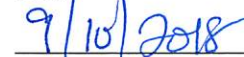
U = Urban

Staff Recommendation:

Approval:

Date:





Toni G. Tisdale, Principal Planner  
COMPASS

Matthew J. Stoll, Executive Director  
COMPASS



**Community Planning Association (COMPASS)  
Administrative Modification #16 for FY2018-2022 Regional Transportation Improvement Program**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Program Year	Revision	Offset	Brief Explanation
			*Current Total	*Revised Total						
19627	Railroad Crossing, SH-19 and Roedel Avenue, Caldwell	Caldwell	\$388,000	\$633,000	63.14%	Fed RRX	FY2018	Increase CE by \$9,000 and UT by \$611,000. Decrease CN by \$375,000.	End-of-Year	Adjust and increase funding for final cost estimate. Move construction funds to utilities phase. 63.41% increase.
19951	Highway 30, Goodson Road to Oasis Road, Canyon County	Canyon Highway District	\$2,434,000	\$2,434,000	0.00%	STP-R	FY2018	Increase PE by \$8,000, PC by \$243,000, and PL by \$73,000.	End-of-Year	Advance design from FY2019 to FY2018. No change to overall total.
							FY2019	Decrease PE by \$8,000, PC by \$243,000, and PL by \$73,000.		

\* Includes federal and local portions.

\*\* Amendment needed if project total increases 30% or more or \$2,000,000. (Waived due to time constraints.)

CE = Construction Engineering  
CN = Construction  
Fed RRX = Federal Railroad

FY = Fiscal Year  
LHTAC = Local Highway Technical Assistance Council  
PE = Preliminary Engineering ITD

PC = Preliminary Engineering Consultant  
PL = Preliminary Engineering LHTAC  
R = Rural

STP = Surface Transportation Program  
UT = Utilities

Staff Recommendation:

Toni G. Tisdale, Principal Planner  
COMPASS

Approval:

Matthew J. Stoll, Executive Director  
COMPASS

Date:



## COMPASS BOARD AGENDA ITEM IX-E

Date: October 15, 2018

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

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

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

A summary of airport and alternative transportation usage statistics is provided in Attachment 2, including historical ridership data. This section includes all services with reporting data available.

The next report will be in the February 2019 Board meeting packet. If you have questions about a specific project, please call for more information.

#### **More Information:**

- 1) Attachment 1 – Project Milestone Report
- 2) Attachment 2a – Trip Report
- 3) Attachment 2b – Yearly Alternative Transportation Trip Report
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**Project Milestone Report**

As of 10/3/18

Green cell = obligation already occurred or is scheduled this fiscal year.

Pink cell = funds programmed in current fiscal year but not yet obligated.

Blank cell = obligation is scheduled for a future fiscal year.

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Bogus Basin Road Safety, Maintenance and Trailhead, Boise County (KN 19783)</b>	ACHD	2016	\$5,378,000	2017-2019	N/A	2018-2019	Road construction is complete. Trailhead construction is expected to be complete by the end of October 2018.
Complete safety improvements and pavement rehabilitation on Bogus Basin Road in Boise County from milepost 9 to Bogus Basin Mountain Recreation area (milepost 16.2) and add a trailhead. ACHD has an agreement with Boise County to maintain this segment of roadway due to limited access. This is a Federal Land Access Program (FLAP) project managed by Western Federal Lands. <i>Funding source - Federal Lands Access Program</i>		\$5,378,000		2017 Obligated	N/A	2018 Obligated	
<b>Capital Maintenance, Local, Boise Area - FY2019 (KN 20091)</b>	ACHD	2016	\$350,000	2017	N/A	2019	Funded with local funds that could convert to federal if funding is available in order to keep goals for maintenance projects. In final design.
Support the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available. <i>Funding source - Non Participating Local</i>		\$320,000		Obligated	N/A		
<b>Capital Maintenance, Local, Boise Area - FY2020 (KN 19847)</b>	ACHD	2017	\$362,000	2018	N/A	2020	Funded with local funds that could convert to federal if funding is available in order to keep goals for maintenance projects. Conducting design Scope of Work.
Support the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available. <i>Funding source - Non Participating Local</i>		\$320,000		Obligated	N/A		
<b>Capital Maintenance, Phase 1, Boise Area - FY2017 (KN 13479)</b>	ACHD	2012	\$7,064,080	2015	N/A	2017	Project is complete.
Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$660,000		Obligated	N/A	Obligated	
<b>Capital Maintenance, Phase 1, Boise Area - FY2019 (KN 13903)</b>	ACHD	2014	\$5,541,000	2017	N/A	2019	In final design phase.
Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$5,921,000		Obligated	N/A		
<b>Capital Maintenance, Phase 1, Boise Area - FY2020 (KN 18728)</b>	ACHD	2015	\$5,804,000	2018	N/A	2020	Design is underway.
Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$6,259,000		Obligated	N/A		
<b>Capital Maintenance, Phase 2, Boise Area - FY2019 (KN 20003)</b>	ACHD	2017	\$2,383,000	2017	N/A	2019	In final design phase.
Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$2,383,000		Obligated	N/A		
<b>Capital Maintenance, Phase 2, Boise Area - FY2020 (KN 19887)</b>	ACHD	2017	\$2,489,000	2018	N/A	2020	Design is underway.
Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$2,489,000		Obligated	N/A		
<b>Commuteride, Rideshare Program, Boise and Nampa Areas (CPA3)</b>	ACHD	2018	\$1,540,000	N/A	N/A	2018-PD	Project funds \$220,000 each year in the Boise Urbanized Area and \$55,000 each year in the Nampa Urbanized Area.
Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise Urbanized Area and Nampa Urbanized Area. These projects tied to ITD key numbers 13899, 18821, 15914, 19521, 13483, 13904, 20260, and 20729. <i>Funding source - STP-TMA and STP-U</i>		\$1,540,000		N/A	N/A	2018 Obligated	
<b>Commuteride, Van Replacements, Boise Area - FY2017 (20173)</b>	ACHD	2016	\$315,130	N/A	N/A	2017	Federal agreements approved by ACHD Commission on February 14, 2018.
Replace vans used in the Commuteride system in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$315,000		N/A	N/A	Funds Transferred to FTA (Obligated)	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Commuteride, Van Replacements, Nampa Area - FY2018 (KN 20153)</b>	ACHD	2017	\$271,000	N/A	N/A	2018	Federal agreement approved by ACHD Commission on June 6, 2018. FY2018 funds will carry over to FY2019.
Replace vans used in the Commuteride system in the Boise Urbanized Area. <i>Funding source - FTA 5307 SU</i>		\$759,000		N/A	N/A		
<b>Commuteride, Van Replacements, Nampa Area - FY2017 (KN 20136)</b>	ACHD	2017	\$1,740,000	N/A	N/A	2017-2021	Project provides funding for van replacements each year between FY2017 and FY2021.
Replace Commuteride vehicles that are beyond their useful life in the Nampa Urbanized Area. Project uses funds from FY2016 through FY2021. <i>Funding source - FTA 5339 SU</i>		\$1,740,000		N/A	N/A	2017 and 2018 Obligated	
<b>ITS, Smart Arterial Management, Ada County (KN 20782)</b>	ACHD	2018	\$4,337,000	N/A	N/A	2018-2019	Cooperative agreement with ITD on ACHD Commission Consent Agenda for October 3, 2018.
Replace or enhance existing intelligent transportation systems (ITS) to curb traffic congestion and increase safety and freight mobility along key priority corridors in the Boise area. The project is partially funded through a federal grant from Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD). KN 18833 (\$450,000 in state funds) in associated with this project and will county toward the local match. <i>Funding source - Local and Discretionary</i>		\$4,337,000		N/A	N/A	2018 Obligated	
<b>Linder Road and Deer Flat Road Intersection, Kuna (KN 13492)</b>	ACHD	2013	\$3,751,000	2015	2018	2020	Right-of-way acquisition is in process. Construction is currently scheduled for FY2020.
Improve the intersection at Linder Road and Deer Flat Road in the City of Kuna, including the addition of curb, gutter, sidewalk, and bike lanes. <i>Funding source - STP-U</i>		\$1,936,000		Obligated	Obligated		
<b>Railroad Crossing, South Black Cat Road, Ada County (KN 20014)</b>	ACHD / ITD	2016	\$315,000	2017	N/A	2018	ITD is the lead on this project. Design is underway.
Install crossing gates and signals at the railroad crossing on south Black Cat Road in Ada County. <i>Funding source - Federal Rail</i>		\$425,000		Obligated	N/A	Obligated	
<b>State Street and Collister Drive Intersection, Boise (KN 13481)</b>	ACHD	2012	\$11,724,450	2015	2017	2018	Construction will start in November 2018.
Intersection improvements at State Street and Callister Drive in the City of Boise. <i>Funding source - STP-TMA</i>		\$5,000,000		Obligated	Obligated	Obligated	
<b>State Street Lighting, 16th Street to 23rd Street, Boise (KN 20275)</b>	ACHD	2017	\$360,000	2018	N/A	2019	Design work is underway.
Install street lighting on State Street between 16th Street and 23rd Street in the City of Boise. <i>Funding source - HSIP Local</i>		\$360,000		Obligated	N/A		
<b>Study, Intersection at SH-44 (State Street) and Glenwood Street, Boise (KN 20049)</b>	ACHD / ITD	2016	\$266,500	2017	N/A	N/A	Joint ITD/ACHD project. ITD is lead. The project team is scheduled to send ACHD Commission a recommendation in October 2018.
Study the intersection at the intersection of SH-44 (State Street) and Glenwood Street in the City of Boise to recommend possible future improvements. <i>Funding source - Systems Planning / Local Participating</i>		\$200,000		Obligated	N/A	N/A	
<b>Pedestrian Improvements, Fairview Avenue Greenbelt Ramp, Boise (KN 20639)</b>	Boise	2018	\$106,000	2018	N/A	2021	City is working with LHTAC on design consultant selection. Anticipate design services starting in early fall 2018 and being completed in early 2019.
Design and construct an Americans with Disabilities Act-compliant, concrete, multi-use pathway ramp connecting the south side of the Greenbelt to the existing bike lane on Fairview Avenue in the City of Boise. A small section of block retaining wall construction is anticipated. <i>Funding source - TAP-TMA</i>		\$81,000		Obligated	N/A		
<b>Bicycle Parking, Covered Bicycle Facilities, Boise State (KN 20095)</b>	Boise State	2017	\$110,000	2018	N/A	N/A	Categorical exclusion was granted and Boise State University's Office of Sponsored Programs is working through final questions with ITD. Project is expected to begin in September or October 2018.
Construct a bike barn/secured bike parking area for student and public access on the edge of the Boise State University campus. <i>Funding source - TAP-TMA</i>		\$72,000		Obligated	N/A	N/A	
<b>10<sup>th</sup> Avenue Bridge, Caldwell (KN 13055)</b>	Caldwell	2011	\$1,903,000	2013	N/A	2019	
Replace bridge on 10th Avenue over Indian Creek in the City of Caldwell. <i>Funding source - Bridge (Local)</i>		\$595,000		Obligated	N/A		



Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>10th Avenue ITS and Overlay, Caldwell (KN 13905)</b>	Caldwell	2014	\$1,357,000	2018	N/A	PD	Design is underway.
Overlay a one-half mile section of 10th Avenue in downtown Caldwell from the railroad overpass to I-84 to replace surface in poor condition. Install intelligent transportation system (ITS) components and bring pedestrian facilities to current standards. <i>Funding source - STP-U</i>		\$1,196,000		Obligated	N/A		
<b>ADA Ramps, Caldwell (KN 19885)</b>	Caldwell	2017	\$59,500	N/A	N/A	2018	
Construct various Americans with Disabilities act (ADA) ramps along I-84B in the City of Caldwell. <i>Funding source - STP-U</i>		\$60,000		N/A	N/A	Obligated	
<b>Centennial Way Roundabout, Caldwell (KN 13484)</b>	Caldwell	2013	\$2,937,000	2014-2018	2020	PD	Design is underway.
Replace a six-legged intersection at SH-19 (Simplot Boulevard) and I-84B (Centennial Way, Cleveland Boulevard and Blaine Street) with a roundabout intersection. <i>Funding source - STP-U</i>		\$2,231,000		2014-2018 Obligated	N/A		
<b>Middleton Road and Ustick Roundabout, Caldwell (KN 13487)</b>	Caldwell	2013	\$1,328,000	2014-2016	2020	2021	Design is underway.
Improve a four-way stop at the Middleton Road and Ustick Road intersection by building a roundabout to help traffic flow and congestion. <i>Funding source - STP-U</i>		\$950,000		2014-2016 Obligated			
<b>Pathway, Indian Creek, 4th Avenue to the Greenbelt, Caldwell (KN 20076)</b>	Caldwell	2017	\$760,556	2017-2018	N/A	2019	Design is underway.
Construct a nearly half-mile long section of 10-foot wide multiple-use asphalt and concrete pathway along Indian Creek from Densho Gardens at the intersection of 4th Avenue to the greenbelt in the City of Caldwell. The project will also build two pedestrian bridges over Indian Creek and a crosswalk over Simplot Boulevard, as well as add lighting along the entire pathway system. <i>Funding source - TAP-State and Local</i>		\$473,000		2017-2018 Obligated	N/A		
<b>Railroad Crossing, SH-19 and Roedel Avenue, Caldwell (KN 19627)</b>	Caldwell	2016	\$625,000	2017	N/A	2018	
Install cantilever signals and repair and replace the crossing surface at the railroad crossing at SH-19 and Roedel Avenue in the City of Caldwell. Local match from State Rail Protection Account. <i>Funding source - Fed RRR</i>		\$388,000		Obligated	N/A	Obligated	
<b>Old Highway 30, Plymouth Street Bridge, Caldwell (KN 13494)</b>	Canyon Highway District / Caldwell	2013	\$10,595,000	2015-2017	2020	PD	Final design phase is underway with surveying and geotechnical field work completed. The environmental process is underway with initial efforts focused on cultural resources (Section 106 and 4f).
Replace the Plymouth Street bridge with a new two-lane structure. The existing bridge will remain in place for use as a bicycle and pedestrian bridge. <i>Funding source - STP-U and Bridge (Local)</i>		\$9,104,000		Obligated			
<b>Planning, COMPASS (CPA1)</b>	COMPASS	2018	\$1,788,000	2018-PD	N/A	N/A	Project funds \$331,000 each year in the Boise Urbanized Area and the Nampa Urbanized Area.
Assist COMPASS in meeting federal transportation planning responsibilities. These projects tie to ITD key numbers 12374, 13478, 13900, 19060, 19389, 19766, and 19920. <i>Funding source - STP-TMA</i>		\$1,788,000		2018 Obligated	N/A	N/A	
<b>Planning, Freight and Goods Movement Study Update, COMPASS (18948)</b>	COMPASS	2015	\$325,383	2017	N/A	N/A	Study is underway.
Update information from the 2008 freight study; provide information about freight and goods movement in the Treasure Valley, including choke points and freight problem areas; identify needed improvements, including in access, safety, impact on other modes; identify economic impacts of freight to the regional economy. <i>Funding source - STP-TMA</i>		\$400,000		Obligated	N/A	N/A	
<b>Planning, Metropolitan Planning Funds, COMPASS (CPA2)</b>	COMPASS	2018	\$7,386,000	2018-2021	N/A	N/A	FY2018 funds may partially carry over to FY2019. Remaining funding will be spent in the applicable fiscal year. Federal Transit Administration funds still need to be transferred to the Federal Highway Administration for obligation.
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration. These projects tie to ITD key numbers 19144, 13963, 19071, 19258, 20050, and 20640. <i>Funding source - STP-TMA and FTA 5303</i>		\$7,386,000		FY2018 Obligated	N/A	N/A	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Pathway, Dry Creek Trail and Underpass, Eagle (KN 13916)</b>	Eagle	2013	\$541,000	2014	N/A	2017-2018	Construction is underway. Small changes in project construction were realized due to unknown subsurface conditions. Construction is scheduled for completion in September 2018.
Provide a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle and connect the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55. It will connect the Dry Creek Pathway and the northeast side of the City of Eagle with the Boise River Greenbelt. <i>Funding source - TAP-TMA</i>		\$221,000		Obligated	N/A	2017-2018 Obligated	
<b>Peckham Road, US-95 to Notus Road, Canyon County (KN 13964)</b>	Golden Gate HD	2014	\$3,671,954	2016	2019	2020	Environmental Evaluation and the Design Study Report is approved. Final Design is near completion. The Plans, Specifications, and Engineer's Estimates package is expected in December 2018. Right-of-way plans and environmental revision is started. Right-of-way purchase to be completed in 2019. Construction State/Local agreement submittal and bidding are expected in late 2019, with construction expected in early summer 2020.
Provide improvements on Peckham Road from US-95 in the City of Wilder to Notus Road in the City of Greenleaf in Canyon County, including rehabilitation as well as curb, gutter, and sidewalk improvements within the Cities of Wilder and Greenleaf. <i>Funding source - STP-R</i>		\$2,194,000		Obligated			
<b>Safety Improvements at 62 Intersections, Canyon County (KN 20249)</b>	Golden Gate HD	2017	\$39,000	N/A	N/A	2018	Funding obligation expected late in the fiscal year, around July 2018. LHTAC is currently working on environmental documents and bidding materials.
Provide safety improvements by installing larger stop signs (30" to 36"), stop bars on minor roads and short segments of centerline, and advance warning signs in the Golden Gate Highway District. <i>Funding source - HSIP Local</i>		\$39,000		N/A	N/A	Obligated	
<b>Pathway, Mill Creek Elementary, Middleton (KN 18838)</b>	Greater Middleton Parks and Recreation	2014	\$323,000	2016	N/A	2017	
Install a 12-foot pathway from Cornell Street to Mill Creek Elementary, which will cross a new bridge and connect to a pathway to Johnson Park Estates and the back entrance to Mill Creek Elementary. An 8-foot pathway will also be constructed from the back entrance to the front of the school with connections to Middleton Road and around the perimeter of the Mill Creek Elementary School parking lot. <i>Funding source - TAP-State</i>		\$316,000		Obligated	N/A	Obligated	
<b>Railroad Crossing, Academy Road, Greenleaf (KN 19461)</b>	ITD / Greenleaf	2018	\$92,000	2018	N/A	N/A	Boise Valley Railroad has track sections staged to or work the railroad crossings.
Remove existing crossing material (asphalt and gravel) and install new insulated concrete planking at the railroad crossing at Academy Road in the City of Greenleaf. Install new rail crossing signs. Local match from State Rail Protection Account. <i>Funding source - Fed RRX</i>		\$106,000		Obligated	N/A	N/A	
<b>Railroad Crossing, Friends Road, Greenleaf (KN 19417)</b>	ITD / Greenleaf	2016	\$65,000	2017	N/A	2017	Boise Valley Railroad has track sections staged to or work the railroad crossings.
Remove existing crossing material (asphalt and gravel) and install new insulated concrete planking. Install new rail crossing signs. <i>Funding source - State Rail</i>		\$85,000		Obligated	N/A	Obligated	
<b>Bridge Rehabilitation, Ada and Canyon Counties - FY2019 (KN 19442)</b>	ITD	2015	\$3,790,000	2016	N/A	2019	Design is complete. The plans, specifications, and engineer's estimate was submitted December 1, 2017.
Rehabilitate six bridges on I-84 in Ada and Canyon Counties at: Sand Hollow Road Crossing, Franklin Road, Galloway Road, Purple Sage Road, SH-44 (Middleton), and US-20 (Parma), as well as five additional bridges outside the COMPASS planning area. The work will preserve 11 bridges in good condition and prevent more extensive maintenance in the future. (55% Canyon County and 45% Payette County) <i>Funding source- Bridge Preservation</i>		\$3,575,000		Obligated	N/A		
<b>Bridge Repairs, Ada and Boise Counties - FY2017 (KN 19345)</b>	ITD	2016	\$3,268,227	2017	N/A	2017	Construction is underway and is expected to be completed by August 2018.
Place a preservative seal (polyester or epoxy overlays) on the decks of the following bridges on I-84 in Ada County: Emerald Street, Meridian Interchange, Cole/Overland, Broadway, Gowen Spur, Boise Valley Rail Road, Gowen Interchange, and Mores Creek at Lucky Peak, along with six additional locations outside the COMPASS planning area. (57% Ada County and 43% Boise County) <i>Funding source- Bridge Preservation</i>		\$2,585,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>ITS, Port of Entry License Plate Readers, Ada County (KN 20288)</b>	ITD	2016	\$500,000	N/A	N/A	2017	
Install license plate reader systems on the east and west bound lanes of the Boise Port of Entry to allow faster truck movement through the port for trucks that are not compatible with weigh-in-motion technology. The project includes changeable message signs for information and direction. <i>Funding source- Freight</i>		\$500,000		N/A	N/A	Obligated	
<b>I-84, Blacks Creek Road Interchange, Ada County (KN 19874)</b>	ITD	2017	\$12,100,000	2018	N/A	PD	Design is underway.
Replace the Blacks Creek Interchange at I-84, which is in poor condition and is structurally deficient, and upgrade the ramps to meet the standards for an 80 miles per hour speed limit. <i>Funding source- Bridge Restoration</i>		\$12,100,000		Obligated	N/A		
<b>I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise (KN 20738)</b>	ITD	2017	\$1,760,000	2018	N/A	2020	Design is underway.
Seal coat the pavement surface on I-84 between Broadway Avenue and Eisenman Road in the City of Boise to improve ride quality and extend the life of the pavement. <i>Funding source - IM</i>		\$1,760,000		Obligated	N/A		
<b>I-84, Farmers Sebree Canal (near Parma Exit) to Franklin Road, Caldwell (KN 19696)</b>	ITD	2016	\$3,665,000	2016-2018	N/A	2020	Construction is being delayed to FY2025 in the Draft FY2019-2023 TIP.
Diamond grind the concrete travel lanes to restore roughness of the driving surface and address rutting on I-84 from Farmers Sebree Canal (milepost 26.3) (just south of the Parma Exit) to the Franklin Interchange in the City of Caldwell (milepost 28.3). Other improvements include partial concrete slab replacement and joint repair. <i>Funding source- IM</i>		\$730,000		2016-2018 Obligated	N/A		
<b>I-84, Five Mile Road to Orchard Road and Ramps, Boise (KN 19289)</b>	ITD	2016	\$2,246,038	2017	N/A	2017	Project is currently in the construction phase and is on schedule.
Diamond grind the concrete travel lanes to restore roughness of the driving surface and address rutting on the mainline of I-84 from approximately Five Mile Road (milepost 48.1) in the City of Meridian to Orchard Road (milepost 51.3) in the City of Boise including all ramps for the Flying Wye and the Cole Road Interchange. Other improvements include partial concrete slab replacement and joint repair. <i>Funding source - Pavement Preservation</i>		\$3,073,000		Obligated	N/A	Obligated	
<b>I-84, Garrity Interchange to Ten Mile Interchange, Ada County (KN 20212)</b>	ITD	2017	\$4,770,500	2017-2019	N/A	2021	Design is underway.
Resurface the pavement on I-84 between the Garrity Interchange in the City of Nampa and the Ten Mile Interchange in the City of Meridian. This is a routine procedure to maintain the existing pavement. <i>Funding source - IM</i>		\$4,770,000		2017 - 2018 Obligated	N/A		
<b>I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa (KN 20315)</b>	ITD	2017	\$14,200,000	2017-2018	2018	2018	Project was split into five separate key numbers for work efficiencies. This project now includes design, right-of-way, and utilities only for the entire corridor. (See key numbers 20796, 20797, 20798, and 20799 for construction.)
Expand I-84 to three lanes in each direction between Karcher Interchange (Midland Boulevard) and Franklin Boulevard in the City of Nampa. <i>Funding source - GARVEE 2017 and State</i>		\$150,000,000		2017 -2018 Obligated	Obligated	(Utilities) Obligated	
<b>I-84, Karcher Interchange in the City of Nampa to the City of Caldwell (KN 20351)</b>	ITD	2017	\$193,297,000	2018	N/A	2019	Environmental process is underway. Programmed amount may not fund all improvements recommended in the environmental study; unfunded projects will be prioritized for future programming. Design, right-of-way, and construction will be split into separate phases based upon findings of environmental study.
Environmental study, design, right-of-way, and construction on I-84 between the Karcher Road interchange in the City of Nampa to the City of Caldwell (construction considered "unfunded"). <i>Funding source - GARVEE 2017</i>		\$1,000,000		Obligated	N/A	N/A	
<b>I-84, Karcher Interchange Modification, Nampa (KN 19814)</b>	ITD / City of Nampa	2014	\$3,680,904	2016	N/A	2017	Construction is underway.
Add a second southbound through lane (approximately 500 feet) on Midland Boulevard at the I-84/Karcher Interchange, add a second westbound-to-southbound left turn lane on Karcher Bypass, remove the 33B off-ramp, and modify the 33A loop ramp configuration to accommodate the additional lane. The City of Nampa is paying for most of the design work and ITD state funds will pay for part of design and construction. Design will be based on the recently approved Interchange Modification Report. <i>Funding source - Restoration</i>		\$2,210,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>I-84, Karcher Road Interchange to Northside Boulevard, Nampa (KN 20799)</b>	ITD	2018	\$37,400,000	N/A	N/A	2019	Design is shown under Key Number 20315.
Reconstruct and widen I-84 from the Karcher Road Interchange (Midland Boulevard) to the Northside Boulevard Interchange in the City of Nampa. The project includes widening the existing four-lane section (two lanes each direction) to an eight-lane section (three lanes each direction plus auxiliary lanes between the Karcher Road and Northside Boulevard Interchanges.) Design for this project is shown under Key Number 20315. <i>Funding source - INFRA and State</i>		\$37,400,000		N/A	N/A		
<b>I-84, Karcher Overpass, Nampa (KN 20797)</b>	ITD	2018	\$5,750,000	N/A	N/A	2018	Design is shown under Key Number 20315.
Demolish and reconstruct the Karcher Road Overpass at I-84 in the City of Nampa. The existing five-span bridge will be replaced with a two-span bridge to allow widening of I-84. The new bridge will have two travel lanes with a shoulder on the southeast side and a bike lane and sidewalk on the northwest side. The project includes minor roadway reconstruction for the approaches on each side of the bridge. Design for this project is shown under Key Number 20315. <i>Funding source - INFRA and State</i>		\$5,500,000		N/A	N/A	Obligated	
<b>I-84, Northside Boulevard to Franklin Boulevard, Nampa (KN 20798)</b>	ITD	2018	\$87,958,829	N/A	N/A	2019	Design is shown under Key Number 20315.
Reconstruct and widen I-84 from the Northside Boulevard Interchange to the Franklin Boulevard Interchange in the City of Nampa. The project includes widening the existing four-lane section (two lanes in each direction) to an eight-lane section (3 lanes in each direction plus auxiliary lanes between the Northside Boulevard and Franklin Boulevard Interchanges). This project includes replacement of the Mason Creek Culvert under I-84, railroad bridges, and full reconstruction of the Northside Boulevard Interchange, as a Single Point Urban Interchange (SPUI). Design for this project is shown under Key Number 20315. <i>Funding source - INFRA and State</i>		\$87,600,000		N/A	N/A	Partially obligated (State funds only)	
<b>I-84, Sand Hollow Interchange to Farmer Sebree Canal, Seal Coat, Canyon (KN 20060)</b>	ITD	2016	\$1,015,500	2017-2019	N/A	2021	Design is underway.
Seal coat the pavement surface on I-84 from the Canyon County border to Farmer Sebree Canal (near the Parma exit). The project will improve ride quality and extend the life of the pavement. <i>Funding source - IM</i>		\$1,015,000		2017 Obligated	N/A		
<b>I-84, SH-44 to Sand Hollow Interchange, Canyon County (KN 19602)</b>	ITD	2015	\$7,888,843	2016	N/A	2017	Construction is underway.
Rehabilitate I-84 from the intersection with the Sand Hollow Interchange (milepost 17.4) to SH-44 (milepost 24.8) to address cracking and poor road conditions. Mill off the existing pavement and add new asphalt. Improvements include the use of a stress absorbing fiberglass mat layer. <i>Funding source - Restoration</i>		\$4,175,000		Obligated	N/A	Obligated	
<b>I-84, Sign Structures at US 20/26 and I-84B/Centennial Way, Caldwell (KN 18830)</b>	ITD	2015	\$995,869	2015 - 2017	N/A	2018	Construction is underway.
Replace signs on the ground with overhead signs at US 20/26 (exits 26) and I-84B/Centennial Way (exit 27) in the City of Caldwell. These improvements will bring the signs up to current national standards. <i>Funding source - IM</i>		\$1,093,000		Obligated	N/A	Obligated	
<b>I-84, Temporary Paving Shoulder Widening, Karcher to Franklin, Nampa (KN 20796)</b>	ITD	2018	\$5,750,000	N/A	N/A	2018	Design is shown under Key Number 20315.
Reconstruct and widen the eastbound and westbound shoulders on I-84 from the Karcher Road Interchange (Midland Boulevard) to the Franklin Boulevard Interchange in the City of Nampa to provide sufficient pavement to temporarily shift traffic during the I-84 reconstruction projects. Design for this project is shown under Key Number 20315. <i>Funding source - INFRA and State</i>		\$5,500,000		N/A	N/A	Obligated	
<b>ITS, SH-55 (Eagle Road) Signal Equipment Upgrades, Ada County (KN 18833)</b>	ITD / ACHD	2015	\$523,000	2015	N/A	2018	ACHD has a Cooperative Agreement with ITD for Key Number 20782 (a companion project). ITD will contribute an additional \$120,000 with \$60,000 in FY2019 and \$60,000 in FY2020.
Install upgraded signal controllers and radar detection at signalized intersections along the SH-55 (Eagle Road) corridor that ties into ACHD's Signal Performance Measure software. The Signal Performance Measure software provides a visual display of traffic data to aid engineers in signal timing and coordination and assist technicians with better responsiveness for maintenance of field hardware. The project is associated with KN 20782 and will count toward the local match. <i>Funding source - State</i>		\$463,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Maintenance Yard Replacement Facilities (GARVEE), Nampa (KN 19772)</b>	ITD	2015	\$1,489,662	2017	2017	2017	Construction is underway.
Replace the maintenance facilities that was located at the Meridian Yard (I-84 and Meridian Road) to a location in the City of Nampa. This was originally part of the I-84 and Meridian Interchange project funded by GARVEE. This project will take longer than the GARVEE program will be open, so a new project was established. <i>Funding source - Restoration</i>		\$1,910,000		Obligated	Obligated	Obligated	
<b>Microseals, Ada and Canyon Counties (KN 20536)</b>	ITD	2018	\$7,575,000	2018	N/A	2022	Design is underway.
Microseal approximately 48 miles of arterial roadways in Ada and Canyon Counties to seal asphalt and preserve the road surface. Roadway segments include US 20/26 (Front/Myrtle) from 13th Street to Broadway Avenue (mileposts 48.514-49.594), US 20/26 (Broadway Avenue) from Front to the south side of the Boise River Bridge and Boise River Bridge to Rossi Street (mileposts 49.594-49.943 and 50.017-50.429), US 20/26 from east of Smeed Parkway to I-84 (mileposts 26-47.5), SH-44 (Glenwood Street) north of Riverside Drive to SH-44 (State Street) (mileposts 1-1.336), SH-44, SH-16 to Glenwood Street (mileposts 0-21.814). <i>Funding source - NHPP</i>		\$7,575,000		Obligated	N/A		
<b>Railroad Crossing, SH-19 and Roedel Avenue, Caldwell (KN 19627)</b>	ITD / Caldwell	2015	\$388,000	2017	N/A	2018	Agreement with City of Caldwell is complete. The railroad agreement is pending. Project is currently in the design phase and is on schedule for construction in FY2018.
Install cantilever signals and repair and replace the crossing surface at the railroad crossing at SH-19 and Roedel Avenue in the City of Caldwell. <i>Funding source - Federal Rail</i>		\$388,000		Obligated	N/A	Obligated	
<b>SH-19, Oregon State Line to Caldwell, Seal Coat, Canyon and Owyhee (KN 19856)</b>	ITD	2016	\$1,300,000	2017-2018	N/A	2020	The plans, specifications, and engineer's estimate is complete. Project is awaiting advertisement.
Seal coat the pavement surface on SH-19 from the Oregon State Line to US-95 in the City of Homedale and from US-95 near the City of Wilder to Farmway Road in the City of Caldwell to improve ride quality and extend the life of the pavement. (71% Canyon County and 29% Owyhee County) <i>Funding source - Pavement Preservation</i>		\$1,285,000		2017-2018 Obligated	N/A		
<b>SH-21, Technology Way to Surprise Way, Boise (KN 20428)</b>	ITD	2018	\$6,250,000	2018	N/A	2022	Project scope was reduced. Design is underway.
Widen SH-21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River bridge) in the City of Boise. <i>Funding source - HSIP</i>		\$6,250,000			N/A		
<b>SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle (KN 13476)</b>	ITD	2016	\$6,806,052	2013-2018	N/A	2021	Design is underway. Meeting with City and business owners is planned.
Construct a partial (1/2) continuous flow intersection (CFI), including displaced left-turn lanes, at SH-44 (State Street) and SH-55 (Eagle Road) in the City of Eagle. <i>Funding source - NHPP</i>		\$5,750,000		2013 - 2018 Obligated	N/A		
<b>SH-44 (State Street), SH-16 to Linder Road, Ada County (KN 20266)</b>	ITD	2018	\$10,250,000	2018	2020	PD	In preliminary design phase, completing environmental document.
Add an additional westbound and eastbound lane to improve congestion and reduce crashes along SH-44 (State Street) from SH-16 to Linder Road near the City of Eagle. <i>Funding source - HSIP</i>		\$10,250,000		Obligated			
<b>SH-44 (State Street), Star Road to SH-16, Ada County (KN 20574)</b>	ITD	2018	\$8,700,000	2018	2020	PD	In preliminary design phase, completing environmental document.
Widen SH-44 (State Street) from Star Road to SH-16 in Ada County. An additional lane in both directions will alleviate congestion issues and improve safety. <i>Funding source - HSIP</i>		\$8,700,000		Obligated			
<b>SH-44, Canyon Canal Bridge, Middleton (KN 18950)</b>	ITD	2015	\$2,360,000	2015 - 2017	N/A	2019	Plans, specifications, and engineer's estimate complete. Bid opening expected in June 2018.
Replace the structurally deficient cast-in-place concrete bridge over the Canyon Canal with a precast box culvert on SH-44 in Middleton. Other improvements include replacing the curbs, gutters, sidewalks, and railings. <i>Funding source - STP-State</i>		\$720,000		2015-2017 Obligated	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>SH-44, Corridor Study, I-84 in Canyon County to Eagle Road (KN 07827)</b>	ITD	1998	\$4,755,933	1999-2017	N/A	N/A	Traffic Study update is underway.
Study the SH-44 corridor to recommend possible future improvements. <i>Funding source - Early Development</i>		\$2,500,000		1999-2017 Obligated	N/A	N/A	
<b>SH-44, I-84 near Caldwell to Junction SH-55 North in Eagle (KN 19709)</b>	ITD	2016	\$2,100,000	2017-2018	N/A	2019	Plans, specifications, and engineer's estimate complete. Awaiting advertisement.
Seal coat SH-44 from I-84 north of the City of Caldwell to SH-55 north in the City of Eagle. <i>Funding source - Pavement Preservation</i>		\$2,100,000		2017-2018 Obligated	N/A		
<b>SH-45, Deer Flat Road to I-84B (3rd Street), Seal Coat, Nampa (KN 20225)</b>	ITD	2016	\$1,196,734	2017	N/A	2017	Construction is underway.
Microseal SH-45 from Deer Flat Road to 3rd Street in downtown Nampa. This is a pavement preservation project to seal asphalt work completed in 2015 under KN 13030. <i>Funding source - Pavement Preservation</i>		\$1,400,000		Obligated	N/A	Obligated	
<b>SH-45, Snake River Bridge, Walters Ferry (KN 13389)</b>	ITD	2012	\$6,857,423	2014-2016	N/A	2017	Construction is underway.
Rehabilitate and refurbish the bridge on SH-45 over the Snake River near Walters Ferry to mitigate scouring, or wear, on the riverbed (88% Canyon County and 12% Owyhee County). <i>Funding source - Bridge Restoration</i>		\$6,623,000		2014-2016 Obligated	N/A	Obligated	
<b>SH-55 and Farmway Road Intersection, Canyon County (KN 18841)</b>	ITD	2014	\$1,192,950	2016	2017	2017	Construction underway. Companion projects KN 19414, 12383, and 13025.
Rehabilitate, widen, and signalize the intersection of SH-55 and Farmway Road in Canyon County. Project will add left-turn lanes on north and south-bound Farmway Road. On SH-55, a combination of right-turn and auxiliary through lanes will be added with dedicated left turn lanes and one continuous through lane for each side, for a total of five 12-foot lanes on the SH-55 legs, and three 12-foot lanes on Farmway Road. <i>Funding source Safety</i>		\$3,000,000		Obligated	Obligated	Obligated	
<b>SH-55 (Eagle Road), Meridian Towne Center, Meridian (KN 13349)</b>	ITD	2012	\$10,145,000	2014-2016	N/A	2017 & 2022	Construction on Phase II completed spring 2017. Phase III construction is pending.
Add one lane southbound from River Valley Street to Franklin Road in the City of Meridian. The project will be constructed by the developer of the Meridian Towne Center shopping center (the Village at Meridian) using State Tax Anticipated Revenue (STAR) financing. <i>Funding source - STAR</i>		\$6,623,000		Obligated	N/A	2017 Obligated	
<b>SH-55, City of Marsing to Caldwell Boulevard, Seal Coat, Canyon County (KN 20267)</b>	ITD	2017	\$1,400,613	2017	N/A	2018	Construction is complete.
Seal coat the pavement surface on SH-55 from the City of Marsing to Caldwell Boulevard in the City of Caldwell to improve ride quality and extend the life of the pavement. <i>Funding source - Pavement Preservation</i>		\$970,000		Obligated	N/A	Obligated	
<b>SH-55 (Karcher Road) and Florida Road Intersection, Canyon County (KN 20174)</b>	ITD	2017	\$1,420,000	2018	2018	2021	Project is being delayed to FY2025 in the Draft FY2019-2023 TIP.
Install a "thru-U" intersection at SH-55 (Karcher Road) and Florida Avenue in the City of Caldwell. A thru-U intersection has no left turns at the intersection, but includes a u-turn after the intersection to facilitate the turning movement. <i>Funding source - HSIP and Local</i>		\$1,420,000		Obligated			
<b>SH-55 (Karcher Road) and Lake Avenue Intersection, Canyon County (KN 12383)</b>	ITD	2011	\$3,843,609	2011	2016-2017	2017	Construction underway.
Add a traffic signal and other operational improvements at the intersection of SH-55 and Lake Avenue in Canyon County near the City of Nampa. <i>Funding source - Strategic Initiatives</i>		\$4,600,000		Obligated	Obligated	Obligated	
<b>SH-55 (Karcher Road) and Midway Road Intersection, Nampa (KN 13025)</b>	ITD	2011	\$3,523,071	2012	2016-2017	2017	Construction underway. Companion projects KN 19414, 12383, and 18841.
Add a traffic signal and other operational improvements at the intersection of SH-55 (Karcher Road) and Midway Road in Nampa. <i>Funding source - HSIP</i>		\$4,600,000		Obligated	Obligated	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>SH-55, Pride Lane in Canyon County to Middleton Road in Nampa (KN 19414)</b>	ITD	2015	\$3,829,852	2016	N/A	2017	Construction underway. Companion projects KN 12383, 13025, and 18841.
Restore the pavement on SH-55 from Pride Lane (milepost 7.1) to Middleton Road (milepost 15.6) by milling off the old surface and inlaying a new one. In addition, shoulders and drainage will be improved. <i>Funding source - Restoration</i>		\$4,300,000		Obligated	N/A	Obligated	
<b>SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation (KN 20506)</b>	ITD	2018	\$11,050,000	2018	N/A	PD	Design is underway.
Rehabilitate approximately 18 miles of pavement on SH-55 from SH-44 (State Street) to the Payette River bridge in Ada and Boise Counties. (42% Ada County and 55% Boise County) <i>Funding source - NHPP</i>		\$11,050,000		Obligated	N/A		
<b>SH-55, Snake River Bridge, Marsing (KN 13387)</b>	ITD	2012	\$11,254,396	2014-2018	2016	2019-2020	Plans, specifications, and engineer's estimate is complete. Project is awaiting advertisement.
Bridge replacement on SH-55 over the Snake River near Marsing. (69% Canyon County and 31% Owyhee County). <i>Funding source - Bridge Restoration</i>		\$8,074,000		2015-2018 Obligated	Obligated		
<b>SH-69 (Meridian Road), Hubbard and Lake Hazel Roads, Signals, Kuna (KN 19997)</b>	ITD / ACHD	2017	\$995,410	2018	N/A	2018	Construction is underway.
Install signalization on SH-69 at the intersections of Hubbard Road and Lake Hazel Road in the City of Kuna to improve safety. <i>Funding source - State and Local</i>		\$970,000		Obligated	N/A	Obligated	
<b>SH-69 (Meridian Road), Kuna to Meridian (KN 19965)</b>	ITD	2017	\$4,673,723	2017	N/A	2018	Construction is underway.
Resurface the pavement on SH-69 from the City of Kuna to the City of Meridian. <i>Funding source - State</i>		\$4,810,000		Obligated	N/A	Obligated	
<b>US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle (KN 20594)</b>	ITD	2018	\$14,350,000	2018-2019	2020	2022	This project has the potential to enter a State Tax Anticipated Revenue (STAR) financing agreement.
Widen US 20/26 (Chinden Boulevard) from Linder Road to Locust Grove Road in the Cities of Meridian and Eagle. An additional lane in both directions will improve congestion issues. Work also includes improvements to existing intersections. <i>Funding source - HSIP</i>		\$14,350,000		FY2018 Obligated			
<b>US 20/26 (Chinden), Star Road to SH-16, Ada County (KN 20367)</b>	ITD	2018	\$5,550,000	2018	N/A	PD	Preliminary design is underway.
Widen US 20/26 (Chinden Boulevard) from Star Road to SH-16 in Ada County. This project is in development stage only; construction is considered "unfunded." <i>Funding source - HSIP</i>		\$5,550,000		Obligated	N/A		
<b>US 20/26 Intersection Improvements, Canyon County (KN 19415)</b>	ITD	2015	\$398,034	2018	N/A	2019	Construction is underway.
Add right turn lanes and paved shoulders to three intersections along the US 20/26 corridor (Midland, Northside, and Can-Ada). This will provide a safe place for deceleration and turning movements along a high speed commuting corridor. <i>Funding source - State</i>		\$670,000		Obligated	N/A	Obligated	
<b>US 20/26, Locust Grove Road to SH-55 (Eagle Road) (KN 19944)</b>	ITD	2017	\$11,287,002	2017-2018	2018	2021	Design is underway. ACHD signed a Cooperative Agreement for its portion of the intersection.
Add an additional westbound and eastbound lane on US 20/26 (Chinden Boulevard) between Locust Grove Road and SH-55 (Eagle Road) to improve mobility and reduce crashes. <i>Funding source - HSIP</i>		\$10,625,000		2017 Obligated			
<b>US 20/26, Myrtle/Front/Broadway, Resurfacing, Boise (KN 19727)</b>	ITD	2015	\$4,230,497	2016	N/A	2017	Construction is complete.
Restore the pavement on US 20/26 from River Street (milepost 48.13) to the Federal Way exit (milepost 52.12) in downtown Boise along Myrtle Street, Front Street, and Broadway Avenue in the City of Boise by milling off the old surface and inlaying a new one on Front and Myrtle and installing a microseal on Broadway. <i>Funding source - Pavement Preservation</i>		\$555,451		Obligated	N/A	Obligated	



Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>US 20/26, US 20/26, Phyllis Canal, Bridge Rehabilitation, near Meridian (KN 20227)</b>	ITD	2016	\$3,420,000	2017-2018	N/A	2021	Design is underway.
Replace a culvert on US 20/26 at the Phyllis Canal near the City of Meridian due to age and restrictions for freight. <i>Funding source - NHPP</i>		\$3,070,000		2017-2018 Obligated	N/A		
<b>US-95, Bridge Replacement at US 20/26 UPRR Overpass, Canyon County (KN 12886)</b>	ITD	2010	\$7,065,252	2014	N/A	2016	Construction underway.
Replace the bridge on US-95 over the Union Pacific Railroad at the junction of US 20/26 in Canyon County near the City of Parma. <i>Funding source - Bridge Restoration</i>		\$6,825,000		Obligated	N/A	Obligated	
<b>US-95, Oregon State Line to City of Wilder, Seal Coat, Canyon County (KN 19645)</b>	ITD	2017	\$3,135,000	2018	N/A	2020	Plans, specifications, and engineer's estimate is complete. Project is awaiting advertisement.
Seal coat US-95 from the Oregon State Line (milepost 0) to the City of Wilder (milepost 38.4) to preserve the roadway. (90% Owyhee County and 10% Canyon County). <i>Funding source - NHPP</i>		\$3,135,000		Obligated	N/A		
<b>Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna (KN 20143)</b>	Kuna	2017	\$1,316,000	2018	N/A	2020	Design and environmental work is underway.
Extend streetscape improvements along Main Street from Avenue C to Avenue A in the City of Kuna. Improvements include crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. <i>Funding source - Non Participating Local, TAP-TMA</i>		\$1,010,000		Obligated	N/A		
<b>Pathway, Rail with Trail, Meridian (KN 13918)</b>	Meridian	2014	\$705,000	2016	N/A	PD	
Construct a multi-use pathway either along or parallel to the railroad tracks for one-half mile near downtown Meridian. City of Meridian is completing design with local funds. <i>Funding source - TAP-TMA and Local - Participating</i>		\$575,000		Obligated	N/A		
<b>SH-44, ADA Ramp Improvements, Middleton (KN 19008)</b>	Middleton	2014	\$46,996	N/A	N/A	2016	The City of Middleton is initiating construction easements and three contractor proposals to complete the project.
Provides for Americans with Disabilities Act (ADA) ramp improvements at seven locations on SH-44 between Eaton Road and Marjorie Avenue in the City of Middleton. <i>Funding source - Traffic Operations</i>		\$43,000		N/A	N/A	Obligated	
<b>South Cemetery Road, SH-44 to Willow Creek, Middleton (KN 12048)</b>	Middleton	2009	\$33,224,000	2012	2019	2021	Federal Highway Administrative environmental approval was received April 30, 2018. The design is being completed, and the City will begin right-of-way acquisition.
Construct a new 0.284 mile roadway segment linking SH-44 and Middleton Road by way of Sawtooth Lake Drive in the City of Middleton. <i>Funding source - STP-U and Local</i>		\$2,231,000		Obligated			
<b>Colorado and Holly Signal and Pedestrian Improvements, Nampa (KN 13486)</b>	Nampa	2013	\$1,179,000	2015	N/A	2020	The City of Nampa submitted the plans, specifications, and engineer's estimate package. Construction may be advanced if funds become available.
Install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in the City of Nampa. <i>Funding source - STP-U and Local Participating</i>		\$675,000		Obligated	N/A		
<b>ITS, Northside Boulevard Signal Upgrades, Nampa (KN 18702)</b>	Nampa	2015	\$470,249	2016	N/A	2017	Construction is complete.
Install traffic signal crash reduction counter measures at three signalized intersections by updating signalization hardware and technology to improve turning movement efficiency and safety. Locations: Karcher Road and Northside Boulevard, and Northside Boulevard and 6th Street North. <i>Funding source - HSIP Local</i>		\$291,000		Obligated	N/A	Obligated	
<b>Long Star Road and Middleton Road, Intersection Improvements, Nampa (KN 20613)</b>	Nampa	2018	\$1,501,000	2018	N/A	2020	Final design and right-of-way acquisition is underway.
Install a traffic signal and sidewalk at the intersection of Lone Star Road and Middleton Road in the City of Nampa. <i>Funding source - HSIP Local</i>		\$1,501,000		Obligated	N/A		



Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa (KN 20141)</b>	Nampa	2017	\$530,780	2018	N/A	2019	The design and environmental work are underway.
Construct approximately 633 feet of 8-foot-wide, multi-use, asphalt trail for the Indian Creek Pathway from Taffy Drive to Peppermint Drive in the City of Nampa. <i>Funding source - TAP-Urban</i>		\$501,000		Obligated	N/A		
<b>Railroad Crossing, 11th Avenue North, Nampa (KN 20692)</b>	Nampa	2018	\$200,000	2018	N/A	N/A	Construction is complete.
Adjust south signal location, add a pole and flasher and install concrete planking at the Boise Valley Railroad at 11th Avenue North in the City of Nampa. Local match from State Rail Protection Account. <i>Funding source - Fed RRX</i>		\$200,000			N/A	N/A	
<b>SH-45 (12th Avenue), 10th Street South to 12th Street South, Nampa (KN 19600)</b>	Nampa	2015	\$299,564	2016	N/A	2017	Construction is complete.
Install a pedestrian hybrid beacon on SH-45 (12th Avenue South) at a location between 10th Street South and 12th Street South. These improvements will increase driver awareness and protect pedestrians and bicyclists. The project includes a pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping. <i>Funding source - HSIP Local</i>		\$291,000		Obligated	N/A	Obligated	
<b>SH-45 (12th Avenue), Sherman Avenue to Dewey Avenue, Nampa (KN 19396)</b>	Nampa	2015	\$281,220	2016	N/A	2017	Construction is complete.
Install a pedestrian hybrid beacon on SH-45 (12th Avenue South) at a location between Sherman Avenue and Dewey Avenue. These improvements will increase driver awareness and protect pedestrians and bicyclists. The project includes pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping. <i>Funding source - HSIP Local</i>		\$291,000		Obligated	N/A	Obligated	
<b>Smith Avenue and Middleton Road, Signals, Nampa (KN 20167)</b>	Nampa	2017	\$510,000	2018	N/A	2019	Design is underway. Construction is expected to begin in FY2019 or FY2020.
Widen lanes and install a traffic signal, pedestrian facilities, street lighting, and turn lanes at the intersection of Smith Avenue and Middleton Road in the City of Nampa. <i>Funding source - HSIP Local</i>		\$510,000		Obligated	N/A		
<b>Farmway Road and Extension 44 Road Rehabilitation, Canyon County (KN 13054)</b>	Notus - Parma Highway District	2011	\$2,161,918	2012	N/A	2017	Project is complete.
Reconstruct Farmway Road (US 20/26 to Extension 44 Road and Extension 44 Road from Farmway Road to I-84 ramps). Work includes eliminating abrupt shoulders and corrects sub-standard bridge crossings. <i>Funding source - STP-R</i>		\$3,186,000		Obligated	N/A	Obligated	
<b>Capital Maintenance, VRT, Boise- FY2016 (KN 13511)</b>	VRT	2012	\$1,368,906	N/A	N/A	2016	Vehicles are ordered. As they arrive, they are inspected before going into the public fleet.
Replace transit bus or facility in FY2016 in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$150,000		N/A	N/A	Obligated (Transferred to FTA)	
<b>Capital Maintenance, VRT, Boise- FY2018 (KN 13482)</b>	VRT	2013	\$231,000	N/A	N/A	2018	
Replace transit bus or facility in FY2018 in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$934,000		N/A	N/A	Obligated (Transferred to FTA)	
<b>Pedestrian Improvements, Historic North Nampa Pathway, Nampa (KN 19959)</b>	VRT / Nampa	2017	\$590,000	N/A	N/A	2018	Pending National Environmental Policy Act (NEPA) approval. Funds will carry over to FY2019.
Add a bike boulevard and shared lane facilities in the Historic North Nampa neighborhood, and bike and pedestrian rectangular rapid flashing beacon at the Sugar Street crossing on the Indian Creek Pathway. Improvements will connect bicyclists and pedestrians to bus stops along Garrity Boulevard, 11th Avenue North, and 16th Avenue North. FY2017 funds carried over to FY2018. <i>Funding source - FTA 5307 SU</i>		\$590,000		N/A	N/A		
<b>Planning and Mobility Implementation, VRT, Nampa Area (18842)</b>	VRT	2018	\$2,264,000	N/A	N/A	2018-PD	
Provide program support administration, short range transit planning and the implementation of mobility management program in the Nampa Urbanized Area <i>Funding source - FTA 5307 SU</i>		\$2,264,000		N/A	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Planning and Mobility Management, VRT, Boise Area (18854)</b>	VRT	2018	\$6,048,000	N/A	N/A	2018-PD	
Provide program support administration, short range transit planning and the implementation of mobility management program in the Boise Urbanized Area. <i>Funding source - FTA 5307 LU</i>		\$6,048,000		N/A	N/A	Obligated	
<b>Planning, Transit Oriented Development, State Street, Boise (KN 20287)</b>	VRT	2016	\$433,000	2017	N/A	N/A	Study is underway.
Develop a land use plan for transit oriented development along State Street from SH-16 to downtown Boise. Project funded through nation-wide competitive pilot program. The grant is managed by Valley Regional Transit. Project is sponsored and cash match provided by the City of Boise, consultant contract managed by COMPASS. Staff in-kind (participating and non-participating) provided by the project team. <i>Funding source - Non Participating, Local, &amp; TOD Pilot Program</i>		\$433,000		Obligated	N/A	N/A	
<b>Transit - Above and Beyond ADA Paratransit, Nampa Area (KN 20043)</b>	VRT/TVT	2017	\$1,596,000	N/A	N/A	2017-2019	FY2018 funds will carry over to FY2019.
Provide service above and beyond Americans with Disabilities Act (ADA) requirements for paratransit in the Nampa Urbanized Area. Provides service from FY2017 through FY2021. <i>Funding source - FTA 5307 SU</i>		\$1,946,000		N/A	N/A	2017 Obligated	
<b>Transit - Acquisition of Service, Boise Area (KN 19691)</b>	VRT	2016	\$1,680,000	N/A	N/A	2018-2021	
Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Boise Urbanized Area. <i>Funding source - FTA 5310 LU</i>		\$381,000		N/A	N/A	Obligated	
<b>Transit - Acquisition of Service, Nampa Area (KN 19464)</b>	VRT	2016	\$1,415,000	N/A	N/A	2017-2021	These funds are passed through from ITD.
Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Nampa Urbanized Area. FY2017 funds carried over to FY2018. Additional details about this program are included in ITD's programming documents. <i>Funding source - FTA 5310 LU</i>		\$200,000		N/A	N/A	2017-2018 Obligated	
<b>Transit - Capital, Rolling Stock, Infrastructure, and Technology, Boise Area (KN 18884)</b>	VRT	2016	\$75,000	N/A	N/A	2018	
Provide expansion and replacement of rolling stock, infrastructure, and technology. FY2017 funds carried over to FY2018. <i>Funding source - FTA 5339 LU</i>		\$584,000		N/A	N/A	Obligated	
<b>Transit - Capital, Rolling Stock, Infrastructure, and Technology, Boise Area (KN 19122)</b>	VRT	2018	\$2,860,000	N/A	N/A	2018-PD	
Provide expansion and replacement of rolling stock, infrastructure, and technology. FY2017 funds carried over to FY2018. <i>Funding source - FTA 5339 LU</i>		\$2,860,000		N/A	N/A	2018 Obligated	
<b>Transit - Capital, Safety, and Security, Boise Area (KN 19131)</b>	VRT	2017	\$44,000	N/A	N/A	2018	
Provide capital facility, rolling stock and equipment, safety and security, enhancements, and associated capital to operate the public transportation system in the Boise Urbanized Area. FY2017 funds carried over to FY2018. <i>Funding source - FTA 5307 LU</i>		\$44,000		N/A	N/A	Obligated	
<b>Transit - College of Western Idaho Entrance and Roundabout, Nampa (KN 19609)</b>	VRT	2016	\$779,000	N/A	N/A	2018	National Environmental Policy Act (NEPA) is approved. Pending grant application input. FY2018 funds will carry over to FY2019.
Accommodates the need for alternative transportation services, by installing of public improvements to facilitate access to a bus transport/park and ride facility located by the College of Western Idaho campus in the City of Nampa. Funding from FY2014 and FY2015, carried over to FY2018. <i>Funding source - FTA 5307 SU</i>		\$779,000		N/A	N/A		
<b>Transit - Mobility Management Operations, Boise Area (KN 19041)</b>	VRT	2018	\$4,284,000	N/A	N/A	2018-PD	
Provide operations for mobility management programs in the Boise Urbanized Area. <i>Funding source - FTA 5307 LU</i>		\$4,284,000		N/A	N/A	2018 Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Transit - Operations, Fixed Route, and Mobility Management, Nampa Area (KN 18786)</b>	VRT	2018	\$8,050,000	N/A	N/A	2018-PD	
Provide for fixed route and mobility management operations and services in the Nampa Urbanized Area. <i>Funding source - FTA 5307 SU</i>		\$8,050,000		N/A	N/A	2018 Obligated	
<b>Transit - Operations, Preventive Maintenance, and Paratransit, Boise Area (KN 19137)</b>	VRT	2018	\$14,301,000	N/A	N/A	2018-PD	
Provide preventive maintenance and complementary paratransit operation services to sustain vehicle and facility safety and security in the Boise Urbanized Area. <i>Funding source - FTA 5307 LU</i>		\$14,301,000		N/A	N/A	2018 Obligated	
<b>Transit - Preventive Maintenance, Paratransit, Fixed Route, Nampa Area (KN 18914)</b>	VRT	2018	\$1,846,000	N/A	N/A	2018-PD	
Provide preventive maintenance, complementary paratransit, and fixed route, and to sustain vehicle and facility safety and security in the Nampa Urbanized Area. <i>Funding source - FTA 5307 SU</i>		\$1,846,000		N/A	N/A	2018 Obligated	
<b>Transit - Rolling Stock, Infrastructure, and Technology, Boise Area (KN 18788)</b>	VRT	2018	\$2,407,000	N/A	N/A	2018-PD	FY2018 funds will carry over to FY2019.
Provide capital rolling stock, infrastructure, and technology for the public transportation system in the Boise Urbanized Area. <i>Funding source - FTA 5307 LU</i>		\$2,407,000		N/A	N/A		
<b>Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area (KN 18781)</b>	VRT	2018	\$6,026,000	N/A	N/A	2018-PD	FY2018 funds will carry over to FY2019.
Provide capital rolling stock, infrastructure, and technology for the public transportation system in the Nampa Urbanized Area. <i>Funding source - FTA 5307 SU</i>		\$6,026,000		N/A	N/A		

Construction Completed - Awaiting Closeout							
<b>21st Avenue, Chicago Avenue to Cleveland Boulevard, Caldwell (KN 13052)</b>	Caldwell	2011	\$2,652,000	2012	2015	2016	Expiration date: 8/31/2018
Widen 21st Avenue from Chicago Street to Cleveland Boulevard from a two-lane to a five-lane arterial. Work will include sidewalks, traffic signals, and railroad crossings. <i>Funding source - STP-U</i>		\$2,505,000		Obligated	Obligated	Obligated	
<b>Amity Avenue, Robinson Road to Kings Corner, Nampa (KN 10541)</b>	Nampa	2006	\$9,336,377	2009	2012	2015	Expiration date: 7/31/2018
Widen from four to five lanes urban section. <i>Funding source - STP-U</i>		\$10,750,000		Obligated	Obligated	Obligated	
<b>Bicycle Parking, Main Street Station, VRT (KN 19803)</b>	VRT	2016	\$49,110	N/A	N/A	2016	Transferred to FTA.
This project will purchase bike racks, security infrastructure, and tenant improvement furnishings for a secure bike storage inside Main Street Station in downtown Boise. <i>Funding source - STP-TMA and TAP-TMA</i>		\$55,000		N/A	N/A	Obligated	
<b>Bike Share, Boise (KN 20010)</b>	VRT	2017	\$182,000	2012	N/A	2018	Expiration date: 9/30/2019.
Purchase bike racks, signal and/or map panels, and additional bikes for the bike share system serving downtown Boise and close-in neighborhoods. <i>Funding source - TAP-TMA</i>		\$178,000		N/A	N/A	Obligated	
<b>Capital Maintenance, ACHD - FY2016 (KN 13907)</b>	ACHD	2013	\$590,000	2014	N/A	2016	Expiration date: 12/31/2018. Materials closeout is in process with ITD.
Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$700,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Cole Road and Overland Road Intersection Improvements, Boise (KN 20294)</b>	ACHD	2016	\$1,492,720	2017	N/A	2017	Expiration date: 8/31/2020.
Install signal-controlled right turn lanes on each leg of the Cole Road and Overland Road intersection in the City of Boise, and install ramps and crosswalks. This project removes free-running right turns, which have resulted in the second-highest number of crashes at an intersection in Ada County. <i>Funding source - HSIP &amp; HSIP (Local)</i>		\$736,000		Obligated	N/A	Obligated	
<b>Cole Road, West Spectrum Street to South Century Way, Medians, ACHD (KN 19685)</b>	ACHD	2015	\$383,682	2015	N/A	2017	Expiration date: 8/31/2020.
Install raised concrete median to replace the existing temporary median on Cole Road between Spectrum Street and South Century Way. The temporary median was installed in segments over the last few years as crash data identified a high number of left turn crashes. The raised concrete will better delineate the median and the left turn pockets and reduce crashes. The addition of a median has a crash reduction factor of 39%. <i>Funding source - HSIP (local)</i>		\$247,000		Obligated	N/A	Obligated	
<b>Cherry Lane, Linder Road to Meridian Road, Lighting Improvements, ACHD (KN 18717)</b>	ACHD	2015	\$462,112	2015	N/A	2017	Expiration date: 8/31/2020.
Install continuous street lighting to improve driver safety and reduce nighttime accidents on Cherry Lane from Linder Road to Meridian Road. <i>Funding source - HSIP</i>		\$514,000		Obligated	N/A	Obligated	
<b>Franklin Road, Black Cat Road to Ten Mile Road, Meridian (KN 12368)</b>	ACHD	2010	\$12,570,608	2011	2014	2016	Expiration date: 7/30/2019. Materials closeout is in process with ITD.
Widen Franklin Road from Black Cat Road to Ten Mile Road to five-lane section. Includes curb, gutter, drainage, sidewalks, bicycle facilities, and reconstructing the intersection at Franklin and Black Cat. <i>Funding source - STP-TMA</i>		\$7,971,000		Obligated	Obligated	Obligated	
<b>Greenhurst Road Signals, Nampa (KN 13959)</b>	Nampa	2013	\$336,270	2015	N/A	2016	Expiration date: 8/31/2018.
Install crash reduction signalization countermeasures at three successive intersections along East Greenhurst Road. <i>Funding source - HSIP Local</i>		\$133,000		Obligated	N/A	Obligated	
<b>I-84, Garrity Interchange Eastbound On-Ramp, Nampa (KN 13934)</b>	ITD	2013	\$949,949	2014	N/A	2016	Expiration date: 11/1/2017. At Financial Services/Tax Commission for review.
Add additional lanes to the I-84 Eastbound on-ramp from Garrity Boulevard in Nampa. One lane will be added from northbound Garrity road and two dual left turn lanes from southbound Garrity Road, resulting in a total of four lanes on the ramp. The two outside lanes will merge at staggered locations along the ramp resulting in no change to the number of lanes currently entering the interstate. These improvements will address the congestion and safety concerns currently at the interchange. <i>Funding source- Restoration (ST2)</i>		\$594,000		Obligated	N/A	Obligated	
<b>I-84, Sand Hollow Interchange, Canyon County (KN 19047)</b>	ITD	2014	\$3,737,599	2015	N/A	2017	Expiration date: 11/1/2020.
Replace the structurally deficient Oasis Road bridge over I-84 at Exit 17 in Sand Hollow on I-84. The project will also address safety concerns with the lengths and alignments of interchange ramps. The current lighting will also be assessed. <i>Funding source - Bridge Restoration</i>		\$8,700,000		Obligated	N/A	Obligated	
<b>I-84, US 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa (KN 19589)</b>	ITD	2015	\$11,597,195	2016	N/A	2017	Expiration date: 11/1/2018. Closeout in process.
This project is to mill/inlay/overlay the existing pavement from Franklin Road in the City of Caldwell (milepost 28.3) to Franklin Boulevard in the City of Nampa (milepost 36). New crossovers may be needed, ramp maintenance at Northside and Franklin, and maintaining bridge clearances are included within the project. <i>Funding source - Restoration</i>		\$12,732,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>I-84B, Canyon Street to Grant Avenue, Nampa (KN 13931)</b>	ITD	2013	\$6,111,709	2014	N/A	2017	No expiration not entered.
Rehabilitate the pavement and restore the riding surface of the roadway along the I-84 Business Loop in Nampa, between Canyon Street and Grant Avenue. Currently some areas are in fair condition while others are in very poor condition. This project will improve the pavement, repair deficient curb gutters, and modify pedestrian ramps to current standards. <i>Funding source - Restoration</i>		\$5,104,000		Obligated	N/A	Obligated	
<b>Overland Road and Vista Avenue Lighting (KN 19387)</b>	ACHD	2015	\$143,184	2016	N/A	2017	Expiration date: 8/31/2020 Materials closeout is in process with ITD.
Install street lighting on north and east legs of the Vista Avenue and Overland Road intersection to improve driver safety and reduce nighttime crashes. The safety measure has a crash reduction factor of 37%. These segments of the intersection are not lighted, and have a higher nighttime crash rate than lighted segments. <i>Funding source - HSIP Local</i>		\$149,000		Obligated	N/A	Obligated	
<b>Pathway, Garden City to Americana Boulevard, Boise (KN 13514)</b>	Boise	2012	\$3,701,654	2013	2015	2016	Expiration date: 12/31/2018.
Construct a new 12-foot wide paved pathway south of the Boise River to fill a significant 4,100 linear foot gap in the greenbelt system. The pathway will extend from Main Street (Joe's Crab Shack) to Ann Morrison Park at Americana Boulevard to serve pedestrians and bicyclists. <i>Funding source - STP-TMA, TAP-TMA, TAP-State, Local</i>		\$777,000		Obligated	Obligated	Obligated	
<b>Pathway, Orchard Street, Kuna (KN 14342)</b>	ACHD / Kuna	2013	\$156,274	2014	N/A	2015	Expiration date: 12/31/2016. At ITD Financial section for final accounting review.
Project will provide pedestrian and bicycle facilities on the west side of Orchard Street from Avalon Street south to the Kuna Greenbelt. Work will include curb, gutter, and sidewalk on the northern half up to the end of pavement. The southern portion will include a paved six-foot paved pathway. <i>Funding source - Community Choices</i>		\$92,000		Obligated	N/A	Obligated	
<b>Pedestrian Improvements, Avenue E, 4th Street to Main Street, Kuna (KN 20063)</b>	Kuna	2017	\$1,229,367	2017	N/A	2017	Expiration date: 12/31/18. Final invoicing is in process.
Address safety issues, enhance walkability, and expand and retain businesses. Improvements include sidewalk widening, pedestrian-scale lighting, and street trees along the east side of Avenue E from 4th Street and along the north side of Main Street from Avenue E to Avenue D. From Avenue D to Avenue C, the project includes improved crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, bike racks, hardscape sections along sidewalks, and roadway paving and striping. <i>Funding source - Non Participating Local, TAP-TMA, STP-TMA &amp; CDBG</i>		\$1,190,000		Obligated	N/A	Obligated	
<b>Pedestrian Improvements, Near Nampa High, Nampa (KN 18977)</b>	Nampa	2015	\$786,000	N/A	N/A	2016	Expiration date not entered. Close out in process.
Design and construct pedestrian improvements on Lake Lowell Avenue near Nampa High School. The project will improve driveway entrances for the high school parking lots, provide better pedestrian crossing, and improve access control. Project uses FY2013 funding. FY2015 project carried over to FY2016. <i>Funding source -FTA 5307 SU</i>		\$424,000		N/A	N/A	Obligated	
<b>Pedestrian Improvements, Near Skyview High, Nampa (KN 19069)</b>	Nampa	2015	\$63,000	N/A	N/A	2016	Expiration date not entered. Close out in process.
Design and construct pedestrian safety improvements on east Greenhurst Road near Skyview High School. The project will improve pedestrian crossing at the intersection of Greenhurst and the entrance to Skyview High School (just east of Chestnut Street). Rectangular Rapid Flashing Beacons will be installed to alert drivers and protect pedestrians. Project uses FY2013 funding. FY2015 project carried over to FY2016. <i>Funding source -FTA 5307 SU</i>		\$63,000		N/A	N/A	Obligated	
<b>Pedestrian Improvements, Lake Lowell Pathway, Nampa (KN 19065)</b>	Nampa	2015	\$267,000	2016	N/A	2017	Expiration date: 12/31/17.
Install pedestrian and bicycle safety improvements at the Wilson Pathway crossing at Lake Lowell Avenue in Nampa. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, sidewalk modifications with guardrail, lighting, crosswalk markings, and signage. <i>Funding source - TAP-State</i>		\$267,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Pedestrian Improvements, Middleton Heights Elementary, Middleton (KN 18954)</b>	Middleton	2015	\$339,000	2015	N/A	2016	Expiration date: 1/31/18.
Add missing segments of sidewalk that lead to Middleton Heights Elementary on the west side of Cemetery Road in Middleton. <i>Funding source - TAP-State</i>		\$329,000		Obligated	N/A	Obligated	
<b>Pedestrian Improvements, South Midland Boulevard, Nampa (KN 14344)</b>	Nampa	2014	\$194,000	2014	N/A	2017	Expiration date: 12/31/19.
Place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed to improve safety concerns at the intersection. <i>Funding source - TAP-State</i>		\$194,000		Obligated	N/A	Obligated	
<b>Pedestrian Improvements, Stoddard Pathway / Greenhurst Road, Nampa (KN 18867)</b>	Nampa	2014	\$262,199	2015	N/A	2016	Expiration date: 8/31/2017.
Install pedestrian and bicycle safety improvements at the Stoddard Pathway crossing at east Greenhurst Road. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, pathway re-alignment, lighting, crosswalk markings, signage, and modifications to the parking lot layout to the north. <i>Funding source - TAP-State</i>		\$300,000		Obligated	N/A	Obligated	
<b>Riverside Road and Lake Shore Drive, Rehabilitation, Canyon County (KN 14362)</b>	Canyon Highway District	2014	\$4,531,000	2015	N/A	2017	Expiration date not entered. Western Federal Lands funding. Construction completed in September 2017.
This project will rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. This is a Federal Land Access Program project managed by Western Federal Lands. <i>Funding source - FLAP</i>		\$3,550,000		Obligated	N/A	Obligated	
<b>SH-16 and Beacon Light Road Intersection Improvements, Ada County (KN 18872)</b>	ITD / ACHD	2014	\$2,098,984	2015	2016	2017-2018	Expiration date: 10/31/2019.
Improve the safety at the intersection of SH-16 and Beacon Light Road. Safety improvements include adding a signal and widening the intersection. <i>Funding source - HSIP and STP-TMA</i>		\$1,000,000		Obligated	Obligated	2017-2018 obligated	
<b>SH-44, Junction I-84 to Plummer Road in Star, Canyon County (KN 13463)</b>	ITD	2012	\$7,382,644	2013	N/A	2016	Expiration date: 11/1/2019. In final materials review.
Rehabilitate SH-44 from I-84 in Canyon County to Plummer Road in the City of Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts. <i>Funding source - Restoration</i>		\$9,082,000		Obligated	N/A	Obligated	
<b>SH-55, Intersection Karcher Road and Middleton Road, Nampa (KN 12046)</b>	City of Nampa / ITD	2009	\$5,783,052	2009	2012	2015	Expiration date: 12/31/2018. In final materials review.
Intersection improvement at the intersection of Karcher and Middleton Road in the City of Nampa. <i>Funding source - STP-U and Safety</i>		\$1,723,000		Obligated	Obligated	Obligated	
<b>SH-55, Overhead Message Sign to Avimor, Ada County (KN 18787)</b>	ITD	2015	\$1,059,335	2015	N/A	2016	Expiration date: 11/1/2020. Closeout in process.
This project on SH-55 will mill off the old pavement and inlay new asphalt from milepost 50.2 (near the overhead message sign) to milepost 51.7 at Avimor. The project will extend the service life of the roadway. Other improvements include upgrading the guardrails. <i>Funding source - Restoration</i>		\$1,150,000		Obligated	N/A	Obligated	
<b>US 20/26 and Farmway / Kent Ranch Road Intersection, west of Caldwell (KN 18852)</b>	ITD	2016	\$525,334	2017	N/A	2018	Expiration date: 5/31/2019.
Add a left-turn lane on eastbound US 20/26, add flashing beacons to existing warning signs, and realign the intersection to square up the intersection to 90 degrees on all four legs at US 20/26 and Farmway Road/Kent Ranch Road just west of the City of Caldwell. <i>Funding source - HSIP</i>		\$1,085,000		Obligated	N/A	Obligated	
<b>US 20/26, Borchers Lane in Caldwell to Locust Grove Road in Meridian (19412)</b>	ITD	2015	\$4,261,166	2016	N/A	2017	Expiration date: 11/30/2018. At Financial Services/Tax Commission for review.
Restore the pavement on US 20/26 from Borchers Lane (milepost 26) to Locust Grove Road (milepost 39.22) by milling off the old surface and inlaying a new one. <i>Funding source - Restoration</i>		\$4,765,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>US 20/26, Branstetter Street to Junction I-184, Garden City (KN 13928)</b>	ITD	2013	\$2,334,788	2014	N/A	2016	Expiration date: 12/30/2017. Closeout in process.
Rehabilitate the pavement on Chinden Boulevard (US-20/26) in Garden City from Branstetter Street to the junction with I-184 by removing the top layer of asphalt and replacing it with new. The improvement will extend the lifespan of the road pavement. <i>Funding source - Strategic Initiatives</i>		\$2,732,000		Obligated	N/A	Obligated	
<b>US 20/26, Broadway Bridge, Boise (KN 11588)</b>	ITD	2008	\$22,206,343	2014	2015	2015	Expiration date: 7/1/2019. In materials review.
Rebuild the Broadway Bridge including pedestrian facilities. Expand to a six-lane section. <i>Funding source - Restoration and Bridge</i>		\$5,950,000		Obligated	Obligated	Obligated	
<b>US 20/26, Corridor Study, Caldwell to Boise (KN 07826)</b>	ITD	1998	\$3,967,197	1999-2017	N/A	N/A	Expiration date: 11/30/2020.
Study the US 20/26 corridor to recommend possible future improvements. <i>Funding source - Early Development</i>		\$2,500,000		Obligated	N/A	N/A	
<b>US 20/26, Parma Junction to I-84, Seal Coat, Canyon County (KN 19332)</b>	ITD	2015	\$776,855	2016	N/A	2017	Expiration date: 11/1/2020.
Seal coat US 20/26 from the Parma Junction to I-84 to preserve this section of roadway in good condition. <i>Funding source - Pavement Preservation</i>		\$830,000		Obligated	N/A	Obligated	
<b>US-95, Wilder to Parma, Seal Coat, Canyon County (KN 19407)</b>	ITD	2015	\$516,229	2016	N/A	2016	Expiration 11/1/2018.
Seal coat SH-95 from Wilder to Parma to preserve the existing pavement that is in good condition. <i>Funding source - Pavement Preservation</i>		\$660,000		Obligated	N/A	Obligated	

## Trip Report

Attachment 2a

### International Airport Trips and Freight

<b>Boise Air Terminal</b>	<b>July 2018</b>	<b>July 2017</b>	<b>% Change</b>
Monthly Air Passengers (inbound and outbound)	368,239	332,988	10.59%
Monthly Air Freight (inbound and outbound) (tons)	3,020	2,771	8.97%

### Public Transportation Trips

<b>Public Transportation High Ridership</b>	<b>August 2018</b>	<b>August 2017</b>	<b>% Change</b>
Public Transportation Ada County Fixed Route	97,992	97,399	0.61%
<b>Public Transportation Medium Ridership</b>	<b>August 2018</b>	<b>August 2017</b>	<b>% Change</b>
Boise State University (Bronco Shuttle)	12,623	9,335	35.22%
Boise Greenbike	4,470	3,383	32.13%
Commuteride (ACHD Vanpool)	14,691	16,891	-13.02%
Metro (Canyon County)	1,772	1,661	6.68%
Public Transportation Ada County Demand Response	4,140	4,622	-10.43%
Public Transportation Canyon County Fixed Route + Intercounty	13,381	16,260	-17.71%
Sub-Total	51,077	52,152	-2.06%
<b>Public Transportation Low Ridership</b>	<b>August 2018</b>	<b>August 2017</b>	<b>% Change</b>
Eagle Senior Center	937	526	78.14%
Kuna Senior Center	N/A	N/A	N/A
Meridian Harvest	835	456	83.11%
Meridian Rides 2 Wellness	909	594	53.03%
Meridian Senior Center	439	N/A	N/A
Nampa Grocery Shuttle	95	N/A	N/A
Parma Senior Center	447	271	64.94%
Public Transportation Canyon County Demand Response	227	304	-25.33%
Shared Vehicle	1,362	N/A	N/A
SHiP (Supportive Housing Innovation Partnerships)	884	757	16.78%
Star Senior Center	286	207	38.16%
Village Vans	883	73	1,109.59%
Volunteer Drivers	273	449	-39.20%
Sub-Total	7,577	3,637	105.72%
<b>Total</b>	<b>156,646</b>	<b>153,188</b>	<b>2.20%</b>

Some information is not available due to quarterly, rather than monthly, reporting.



# Yearly Alternative Transportation Trip Report

Attachment 2b

\*Some reporting is on a quarterly basis.

Black highlight = no information

Gray highlight = Totals

\*\* Canyon Fixed and Intercounty is split in FY2018 but mixed in FY2017

Blue highlight = report for comparative purposes

FY2018	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Aug	To Date % Change 2017-2018
Boise State University (Bronco Shuttle)	23,122	21,446	13,756	26,820	31,208	27,874	29,418	6,607	3,649	3,169	12,623		199,692	32.50%
Boise GreenBike	2,020	1,388	662	857	891	1,872	2,625	6,812	4,964	4,341	4,470		30,902	52.56%
Commuteride (ACHD Vanpool)	14,869	14,516	13,316	15,624	14,504	15,880	14,322	14,037	12,754	12,975	14,691		157,488	-5.30%
Eagle Senior Center	608	654	665	594	417	621	607	559	654	668	937		6,984	28.86%
*Kuna Senior Center		805			812			859					2,476	-34.04%
Metro (Canyon County)	1,682	1,631	1,573	1,747	1,621	1,776	1,764	1,704	1,601	1,650	1,772		18,521	22.36%
Meridian Harvest	509	458	676	589	857	897	797	806	917	700	835		8,041	182.34%
Meridian Rides 2 Wellness	762	736	746	860	742	722	669	848	726	754	909		8,474	74.36%
Meridian Senior Center	335	294	294	359	341	422	349	403	340	271	439		3,847	22.55%
Nampa Grocery Shuttle					88	165	93	97	122	97	95		757	
Parma Senior Center	415	336	337	370	315	491	273	376	340	509	447		4,209	196.62%
Public Transportation Ada County Demand Response	4,878	4,396	4,065	4,218	3,973	4,349	4,351	4,192	3,485	3,417	4,140		45,464	-3.18%
Public Transportation Ada County Fixed Route	102,595	92,671	89,140	99,022	94,331	100,651	97,891	106,699	89,053	85,417	97,992		1,055,462	-3.63%
Public Transportation Canyon County Demand Response	277	258	230	262	259	236	221	299	250	211	227		2,730	-18.70%
**Public Transportation Canyon County Fixed Route	5,506	4,844	4,532	4,391	4,373	4,504	4,281	5,424	4,593	4,323	4,980		51,751	
**Public Transportation Intercounty	7,980	6,755	5,849	7,421	6,894	7,257	7,397	7,894	7,149	7,169	8,401		80,166	
**Public Transportation Canyon Fixed + Intercounty	13,486	11,599	10,381	11,812	11,267	11,761	11,678	13,318	11,742	11,492	13,381		131,917	-9.47%
Shared Vehicle	1,077	1,006	646	779	1,125	796	1,193	982	1,616	1,433	1,362		12,015	
SHiP (Supportive Housing Innovative Partnerships)	720	718	619	800	798	808	803	722	741	745	884		8,358	35.62%
Star Senior Center	157	218	235	248	234	277	237	271	243	275	286		2,681	21.26%
Village Van	649	637	772	720	756	734	590	747	758	751	883		7,997	95.14%
Volunteer Drivers	327	226	105	215	231	281	376	357	287	292	273		2,970	-19.05%
Total Ridership	168,488	153,188	138,218	165,896	163,958	170,613	168,257	159,836	134,242	129,167	156,646		1,708,509	1.63%

FY2017	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Aug	Total Annual
Boise State University (Bronco Shuttle)	11,972	11,245	9,260	22,374	26,572	23,825	23,974	6,467	2,868	2,814	9,335	21,804	150,706	172,510
Boise GreenBike	2,503	1,679	358	171	574	1,788	1,651	2,214	3,028	2,907	3,383	3,033	20,256	23,289
Commuteride (ACHD Vanpool)	14,744	14,731	15,203	15,175	14,385	16,492	14,513	15,504	15,172	13,489	16,891	14,458	166,299	180,757
Eagle Senior Center	421	451	558	369	534	518	466	538	551	488	526	486	5,420	5,906
*Kuna Senior Center		894			940			927			993		3,754	3,754
Metro (Canyon County)	1,454	1,362	1,333	922	1,350	1,482	1,413	1,518	1,298	1,344	1,661	1,657	15,137	16,794
Meridian Harvest		5	130	219	177	303	390	427	381	360	456	447	2,848	3,295
Meridian Rides 2 Wellness	446	376	397	332	305	418	338	534	616	504	594	614	4,860	5,474
*Meridian Senior Center		1,018			696			611			814		3,139	3,139
Parma Senior Center				27	54	199	179	199	218	272	271	275	1,419	1,694
Public Transportation Ada County Demand Response	4,528	4,349	4,288	3,588	4,687	4,529	4,318	4,287	3,966	3,797	4,622	4,659	46,959	51,618
Public Transportation Ada County Fixed Route	102,375	98,410	97,301	101,164	107,321	113,568	100,423	99,958	93,648	83,609	97,399	95,487	1,095,176	1,190,663
Public Transportation Canyon County Demand Response	358	341	309	303	292	328	284	260	290	289	304	245	3,358	3,603
**Public Transportation Canyon Fixed + Intercounty	16,054	14,860	13,434	9,065	13,570	14,419	11,964	12,986	12,561	10,541	16,260	9,041	145,714	154,755
SHiP (Supportive Housing Innovative Partnerships)	560	532	440	409	480	569	599	641	618	558	757	602	6,163	6,765
Star Senior Center	160	192	184	127	201	214	200	262	236	228	207	207	2,211	2,418
Village Van	463	357	327	342	465	618	484	337	289	343	73	612	4,098	4,710
Volunteer Drivers	234	249	247	157	295	468	412	405	389	364	449	381	3,669	4,050
Total Ridership	158,184	149,139	143,769	156,380	171,262	179,738	163,146	146,537	136,129	123,714	153,188	154,008	1,681,186	1,835,194

