



Working together to plan for the future

COMPASS BOARD MEETING PACKET

October 17, 2016

MAKING A MOTION:

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

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

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

TABLE OF RULES RELATING TO MOTIONS:

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



Working together to plan for the future

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

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

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Working together to plan for the future

2016 COMPASS Board Meeting Dates

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
<p>Monday, December 19, 2016 12:00 pm Holiday Luncheon 1:30 pm Board meeting</p>	<p>Nampa Civic Center 311 3rd Street S. Nampa, Idaho</p>	<p>Annual Meeting and Holiday Board Luncheon</p> <p>Confirm 2017 Board Officers: Chair, Chair-Elect, Vice Chair, Immediate Past Chair and Elect Secretary/Treasurer</p> <p>Confirm Regional Transportation Advisory Committee Membership</p> <p>Confirm Executive Committee Representatives for Cities under 25,000 in Population</p> <p>Approve Federal Transportation Policy Positions</p> <p>Approve 2017 Idaho Legislative Session Position Statements</p> <p>Adopt Resolution Approving Revision 1 of the FY2017 Unified Planning Work Program and Budget</p>



COMPASS BOARD OF DIRECTORS' MEETING
OCTOBER 17, 2016 – 1:30 PM
COMPASS – 1ST FLOOR BOARD ROOM
700 NE 2ND STREET, MERIDIAN, IDAHO

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

** AGENDA **

I. CALL TO ORDER (1:30)

II. PLEDGE OF ALLEGIANCE

III. AGENDA ADDITIONS/CHANGES

IV. OPEN DISCUSSION/ANNOUNCEMENTS

V. CONSENT AGENDA

- Page 3 * A. Approve August 15, 2016, Board Meeting Minutes
Page 7 * B. Receive July 12, 2016, Executive Committee Meeting Minutes
Page 10 * C. Receive July 14, 2016, Finance Committee Meeting Minutes
Page 12 * D. Establish 2017 COMPASS Board and Executive Committee Meeting Dates and Provide 30 day Notice of Annual Meeting
Page 13 * E. Approve City of Notus Request for COMPASS Membership
Page 14 * F. Approve City of Melba Request for COMPASS Membership
Page 15 * G. Approve List of Records for Destruction

VI. INFORMATION/DISCUSSION ITEMS

- 1:35 A. Status Report – Finance Committee Bob Henry
Bob Henry, Finance Committee chair, will provide a status report on action taken at the August 18, 2016, Finance Committee meeting.
1:40 *B. Status Report – One Time Safety Funds Toni Tisdale
Page 17 Toni Tisdale will provide an update on one-time safety funds made available from the FY2016 redistribution of funds, and the process to approve new projects for the funds.

VII. ACTION ITEMS

- 1:50 *A. Adopt Resolution 01-2017 Approving the FY2017-2021 Toni Tisdale
Page 18 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration
Toni Tisdale will seek adoption of Resolution 01-2017 approving the FY2017-2021 TIP and associated air quality conformity demonstration.

- 2:05 *B. **Adopt Resolution 02-2017 Approving Priorities for Rural Projects** Toni Tisdale
Page 44 *Toni Tisdale will seek adoption of Resolution 02-2017 approving priorities for rural projects.*
- 2:20 *C. **Approve Prioritization Criteria for COMPASS' FY2018-2021 Application Cycle** Toni Tisdale
Page 49 *Toni Tisdale will seek approval of new prioritization criteria.*
- 2:35 *D. **Approve FY2017 CIM Implementation Grants** Kathy Parker
Page 68 *Kathy Parker will provide an update on the FY2016 Project Development and CIM Implementation Grant programs, and seek approval of FY2017 CIM Implementation Grants.*
- 2:50 *E. **Approve Amending the 2025 Federal Functional Classification Map** MaryAnn Waldinger
Page 76 *MaryAnn Waldinger will seek approval to amend the 2025 federal functional classification map.*

VIII. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY) (3:05)

- Page 79 *A. **Staff Activity Report**
- Page 93 *B. **Status Report – Current Air Quality Efforts**
- Page 98 *C. **Status Report – Regional Transportation Advisory Committee Attendance**
- Page 99 *D. **Administrative Modifications**
- Page 112 *E. **Project Milestone Report**

IX. ADJOURNMENT (3:15)

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

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

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**BOARD OF DIRECTORS' MEETING
AUGUST 15, 2016
COMPASS, 1ST FLOOR BOARD ROOM
700 NE 2ND STREET, MERIDIAN, IDAHO**

**** MINUTES ****

ATTENDEES: Drew Alexander, Boise State University
Rebecca Arnold, Commissioner, Ada County Highway District
Sara Baker, Commissioner, Ada County Highway District, Chair
Nichol Baird Spencer, City of Eagle
Dave Bieter, Mayor, City of Boise
John Brunelle, Capital City Development Corporation
Dave Case, Commissioner, Ada County, Vice Chair
Elaine Clegg, Councilmember, City of Boise
Tom Dale, Commissioner, Canyon County
John Evans, Mayor, Garden City
Jim Hansen, Ada County Highway District
Bob Henry, Mayor, City of Nampa, Secretary/Treasurer
Caleb Hood for Tammy de Weerd, Mayor, City of Meridian
Rhonda Jalbert for Kelli Fairless, Valley Regional Transit
Nathan Leigh, Mayor, City of Parma
Dave Luft for Aaron Scheff, Department of Environmental Quality
John McEvoy, Commissioner, Canyon Highway District #4
Garret Nancolas, Mayor, City of Caldwell, Immediate Past Chair
Paul Raymond, Councilmember, City of Nampa
Amy Revis, Idaho Transportation Department – District 3
Charlie Rountree, City of Meridian
Steven Rule, Commissioner, Canyon County, Chair Elect
Matt Stoll, Executive Director, Community Planning Association, Ex officio
Rick Yzaguirre, Commissioner, Ada County
Nikole Zogg, Southwest District Health, Ex officio

MEMBERS ABSENT: Chad Bell, Mayor, City of Star
Craig Hanson, Commissioner, Canyon County
David Hensley, Governor's Office, Ex officio
Scot Ludwig, Councilmember, City of Boise
Brent Orton, City of Caldwell
Patrick Rice, Greater Boise Auditorium District, Ex officio
Stan Ridgeway, Mayor, City of Eagle
Joe Stear, Mayor, City of Kuna
Darin Taylor, Mayor, City of Middleton
Jim Tibbs, Commissioner, Ada County

OTHERS: Nancy Brecks, Community Planning Association
Julie DeLorenzo, Idaho Transportation Board
Michael Fuss, City of Nampa
Liisa Itkonen, Community Planning Association
Dave Jones, Canyon Highway District #4
Amy Luft, Community Planning Association
Carl Miller, Community Planning Association
Sabrina Minshall, Community Planning Association
Amy Schroeder, Idaho Transportation Department
Toni Tisdale, Community Planning Association
Dave Wallace, Ada County Highway District

CALL TO ORDER:

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

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUNCEMENTS

Julie DeLorenzo, District 3 IT Board member, encouraged the Board to contact her by phone or email to discuss any issues or questions they may have.

Several upcoming local events were announced.

CONSENT AGENDA

- A. Approve June 20, 2016, Board Meeting Minutes**
- B. Receive May 10, 2016, Executive Committee Meeting Minutes**
- C. Receive May 19, 2016, Finance Committee Meeting Minutes**
- D. Approve Funding Agreement with Ada County Air Quality Board and Department of Environmental Quality for COMPASS to Oversee the Purchase of Air Quality Public Service Announcements**
- E. Approve Interagency Agreement Updating the Treasure Valley Incident Management Operations Manual**
- F. Confirm Executive Committee Adoption of Resolution 13-2016 Amending the FY2016-2020 Regional Transportation Improvement Program**
- G. Approve Updated Fund Balance Policy**

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

INFORMATION/DISCUSSION ITEMS

- A. Status Report - Finance Committee**

Bob Henry presented a status report on action taken at the July 14, 2016, Finance Committee meeting.

B. Status Report - US 20/26 Environmental Assessment (EA)

Amy Schroeder, ITD District 3, presented a status report on the US 20/26 Environmental Assessment document and the future construction phasing plan. One project in the EA is to widen a section of US 20/26 from Eagle Road to Locust Grove Road, which is included in the draft FY2017–2021 Regional Transportation Improvement Program, and open for public comment through September 19, 2016.

C. Status Report - Strategic Initiatives Program

Amy Schroeder recapped ITD's competitive Strategic Initiatives Program. Widening of US 20/26 from Eagle Road to Locust Grove Road, signalization of Hubbard and Lake Hazel on SH69, installation of Thru-U intersection at Florida Avenue and Karcher Road in Canyon County are three projects funded through this ITD program in the COMPASS planning area.

D. Status Report - End-of-Year Obligations of Federal Funds

Sabrina Minshall provided a status report on the End-of-Year and obligation for projects in the COMPASS planning area:

- KN 123368, Franklin Road, Black Cat Road to Ten Mile, Meridian: fully obligated
- KN13052, 21st Avenue Chicago Street to Cleveland, Caldwell: railroad portion of project removed to allow for timely obligation
- KN13916, Pathway, Dry Creek Trail and Underpass, Eagle: funding years traded with VRT-Safe Routes to School Project; project moved to FY2017
- KN18954, Pedestrian Improvements, Middleton Heights Elementary, Middleton: obligation underway
- KN18867 Pedestrian Improvements, Stoddard Pathway/Greenhurst Road, Nampa: obligation underway

E. Status Report - Union Pacific Railroad

Matt Stoll provided a status report on discussion with Union Pacific Railroad regarding the City of Caldwell's project issues.

ITD will establish a workgroup with Union Pacific to continue improving the working relationship, with a focus on construction projects.

ACTION ITEMS

A. Adopt Resolution 14-2016 Approving the FY2017 Unified Planning Work Program and Budget

Matt Stoll presented the FY2017 Unified Planning Work Program and Budget recommended by the Finance Committee for COMPASS Board approval.

After discussion, **Garret Nancolas moved and Rebecca Arnold seconded adoption of Resolution 14-2016 approving the FY2017 Unified Planning Work Program and Budget as presented. Motion passed unanimously.**

B. Adopt Resolution 15-2016 Amending the FY2016-2020 Regional Transportation Improvement Program (TIP)

Toni Tisdale presented an amendment to the FY2016-2020 TIP changing the scope of a project in Nampa from upgrading traffic signals at three intersections to two intersections and adding a freight project at the Boise Port of Entry to allow faster truck flow for commercial vehicles.

After discussion, **Bob Henry moved and Tom Dale seconded adoption of Resolution 15-2016 amending the FY2016-2020 Regional Transportation Improvement Program as presented. Motion passed unanimously.**

C. Approve COMPASS Workgroup Charters

Matt Stoll presented FY2017 COMPASS Workgroup Charters for COMPASS Board approval.

After discussion, **Elaine Clegg moved and Bob Henry seconded approval of the FY2017 COMPASS Workgroup Charters as presented. Motion passed unanimously.**

D. Accept 2016 Change in Motion Report

Carl Miller presented the *2016 Change in Motion Report* for COMPASS Board acceptance. The purpose of report is to show technical information about how *Communities in Motion 2040* goals are being met.

After discussion, **Bob Henry moved and Rick Yzaguirre seconded acceptance the 2016 Change in Motion Report as presented. Motion passed unanimously.**

ADJOURNMENT

Chair Baker adjourned the meeting at 2:59 p.m.

Dated this 17th day of October 2016.

Approved:

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

Attest:

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

**EXECUTIVE COMMITTEE MEETING
JULY 12, 2016
COMPASS, 2ND FLOOR LARGE CONFERENCE ROOM
MERIDIAN, IDAHO**

****MINUTES****

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

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

OTHERS PRESENT: Richard Beck, Ada County
Nancy Brecks, Community Planning Association
Megan Larsen, Community Planning Association
Amy Luft, Community Planning Association
Sabrina Minshall, Community Planning Association
Matt Stoll, Executive Director, Community Planning Association
Toni Tisdale, Community Planning Association

CALL TO ORDER:

Chair Sara Baker called the meeting to order at 2:00 pm.

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll announced that Garret Nancolas was recently elected to a two year term representing COMPASS on the National Association of Regional Council's Board as an at-large-member.

CONSENT AGENDA

A. Approve May 10, 2016, Executive Committee Meeting Minutes

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

ACTION ITEMS

A. Establish August 15, 2016, COMPASS Board Meeting Agenda

Matt Stoll presented staff proposed Agenda Items 1-18 for the August 15, 2016, COMPASS Board meeting. Matt requested the latitude to amend the agenda as appropriate.

After discussion, **Bob Henry moved and John Evans seconded approval of Agenda Items 1-18 for the August 15, 2016, COMPASS Board meeting as presented. Matt has the latitude to amend the agenda as appropriate. Motion passed unanimously.**

B. Recommend COMPASS Workgroup Charters for COMPASS Board Approval

Matt Stoll presented the COMPASS workgroup charters for 2017 for COMPASS Board approval.

After discussion, **Bob Henry moved and Dave Bieter seconded recommending the COMPASS workgroup charters for 2017 for COMPASS Board approval as presented. Motion passed unanimously.**

After discussion, **staff was directed to add an estimate of how many meetings each workgroup will have in 2017 to the workgroup charters.**

C. Adopt Resolution 13-2016 Amending the FY2016-2020 Regional Transportation Improvement Program

Toni Tisdale presented Resolution 13-2016 amending the FY2016-2020 Regional Transportation Improvement Program requested by the Idaho Transportation Department to purchase land to replace the Meridian maintenance yard. Due to time constraints, the Executive Committee was requested to approve the action, subject to full COMPASS Board confirmation at the August 15, 2016, Board meeting.

After discussion, **Tammy de Weerd moved and Nathan Leigh seconded adoption of Resolution 13-2016 amending the FY2016-2020 Regional Transportation Improvement Program as presented, subject to full Board confirmation at the August 15, 2016, Board meeting. Motion passed unanimously.**

D. Approve COMPASS Board Members Travel Requests

Matt Stoll presented a COMPASS Board member travel request for Elaine Clegg to represent COMPASS at a meeting with Secretary of Transportation Anthony Foxx in Washington D.C. July 12, 2016.

After discussion, **John Evans moved and Tammy de Weerd seconded approval of the travel request for Elaine Clegg as presented. Motion passed unanimously.**

Matt presented a COMPASS Board member travel request for Garret Nancolas to represent COMPASS at the September 21-22, 2016, National Association of Regional Council's Board of Directors Retreat in South Bend, Indiana.

After discussion, **Bob Henry moved and Stan Ridgeway seconded approval of the travel request for Garret Nancolas, with the understanding that this is a fiscally conservative organization and that will be taken into consideration when booking travel. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEM

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

ADJOURNMENT

Chair Baker adjourned the meeting at 2:40 pm.

Dated this 13th day of September 2016.

Approved:

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

Attest:

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

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ITEM V-C

**FINANCE COMMITTEE MEETING
JULY 14, 2016
COMPASS, 2ND FLOOR LARGE CONFERENCE ROOM
MERIDIAN, IDAHO**

**** MINUTES ****

ATTENDEES: Rebecca Arnold, Commissioner, Ada County Highway District, **Vice Chair**
John Evans, Mayor, City of Garden City
Bob Henry, Mayor, City of Nampa, **Chair**
Garret Nancolas, Mayor, City of Caldwell
Steve Rule, Commissioner, for Craig Hanson, Commissioner, Canyon County
Rick Yzaguirre, Commissioner, Ada County

MEMBERS ABSENT: John McEvoy, Commissioner, Canyon Highway District #4

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 Bob Henry called the meeting to order at 12:11 pm.

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve May 19, 2016, Finance Committee Meeting Minutes

Rebecca Arnold moved and Garret Nancolas 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 for accounts payables issued May 12, 2016 - June 16, 2016, is provided for information.

ACTION ITEMS

A. Recommend Approval of the Updated Financial Policy and Procedures

As requested by the Finance Committee, Megan Larsen presented definitions of fund balance; options on how to utilize federal funds expected to be available at the end of the fiscal year; reviewed programs currently funded with local dollars only that could be funded in full or in part with federal dollars; and reviewed proposed draft revisions to Section XIII - Fund Balance of the Financial Policy and Procedures manual, to address Finance Committee concerns over the adequacy of the current fund balance reserve.

After discussion, **Garrett Nancolas moved and John Evans seconded to recommend updates to Section XIII – Fund Balance of the Financial Policy and Procedures manual for COMPASS Board approval as discussed. Motion passed unanimously.**

B. Recommend Approval of the Draft FY2017 Unified Planning Work Program and Budget

Megan Larsen presented the draft FY2017 Unified Planning Work Program and Budget.

After discussion, **staff was directed to prepare a proposal for a cost sharing or co-paying program for activities such as the orthophotography flight for the November Finance Committee meeting.**

After discussion, **John Evans moved and Garret Nancolas seconded to recommend the draft FY2017 Unified Planning Work Program and Budget for COMPASS Board approval as presented. Motion passed unanimously.**

ADJOURNMENT

Chair Henry adjourned the meeting at 12:35 pm.

Dated this 18th day of August 2016.

Approved:

**By: _____
Bob Henry, Chair**

Attest:

**By: _____
Rebecca Arnold, Vice Chair**



**COMPASS Board of Directors' Annual Meeting
Nampa Civic Center
December 19, 2016
1:30-3:30 pm**

**2017 COMPASS Board of Directors' Meeting Dates
COMPASS, 1st Floor Board Room
1:30-3:30 pm**

February 27, 2017
April 17, 2017
June 19, 2017
August 21, 2017
October 16, 2017
December 18, 2017 (Nampa Civic Center)

**2017 COMPASS Executive Committee Meeting Dates
COMPASS, 2nd Floor Large Conference Room
1:00-2:30 pm**

January 10, 2017
February 7, 2017
March 14, 2017
April 11, 2017
May 9, 2017
June 13, 2017
July 11, 2017
August 8, 2017
September 12, 2017
October 10, 2017
November 14, 2017
December 12, 2017

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City of Notus
P.O. Box 257
375 Notus Road
Notus, Idaho 83656
Office: 208.459.6212 Fax: 208.459.0925
notuscityclerk@gmail.com

August 16, 2016

COMPASS
Board of Directors
700 NE 2nd Street, Suite #200
Meridian, ID 83642

RE: COMPASS Membership Request

Dear COMPASS Board of Directors,

Please accept this letter as a request from the Notus Mayor and City Council to allow the City of Notus to renew our membership with your great organization.

We are aware of the annual membership dues of approximately \$251.00

We look forward to hearing from you.

Thank you for your consideration.

Sincerely,



Loretta Vollmer, City Clerk



City of Melba

Melba City Hall

401 Carrie Rex Ave P.O. Box 209 Melba, ID 83641

Phone: 208-495-2722 Fax: 208-495-0952

e-mail: cityclerk@cityofmelba.org



September 29, 2016

COMPASS

700 NE 2nd St., Ste. 200

Meridian, ID 83642

Dear Board Members;

The City of Melba respectfully requests membership to COMPASS.

We would like the opportunity to participate in planning for the future that impacts the quality of life of our citizens as well as others in the Treasure Valley.

Access to services and resources COMPASS offers will assist City leaders as we plan future projects to provide our citizens with the services and facilities that best serve their needs.

We appreciate your consideration of our request and hope for a favorable outcome.

Sincerely,

Martin Luttrell, Mayor
City of Melba

If requested this correspondence can be made available in appropriate alternative formats to persons with disabilities. Persons seeking an alternative format should contact Melba City Hall at 208-495-2722 for further information. The City of Melba is an Equal Opportunity Employer

COMPASS BOARD AGENDA ITEM V-G

Date: October 17, 2016

Topic: Records for Destruction

Request/Recommendation:

Staff seeks COMPASS Board approval of destruction of the records listed in the attachment.

Background/Summary:

The COMPASS Board approved the updated Records Retention Policy at the September 21, 2015, meeting.

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

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

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

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

Implication (policy and/or financial):

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

More Information:

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

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

Description of record	When created*	Retention period for this record in years	Expiration of retention period	Date list to state archivist	Date of request for Board approval	Destruction date
FY2011 accounts payable records, including check stubs from payments, COMPASS request for payment forms, vendor invoices, packing slips, COMPASS purchase orders, and voided checks; alphabetical by vendor	9/30/2011	5	9/30/2016	10/14/2016	10/17/2016	
FY2011 employee timesheets	9/30/2011	5	9/30/2016	10/14/2016	10/17/2016	
FY2011 accounts payable records for employee benefit payments, including check stubs from payments, COMPASS request for payment forms, and vendor invoices.	9/30/2011	5	9/30/2016	10/14/2016	10/17/2016	

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

COMPASS BOARD AGENDA ITEM VI-B

DATE: October 17, 2016

Topic: Status Report - One-Time Safety Funds

Request/Recommendation:

This item is for information and discussion only.

Background/Summary:

The state of Idaho received almost \$22 million in redistribution funds at the end of FY2016 – more than ever before. The Idaho Transportation Board directed ITD staff to use part of the funds to fill the gap in obligation authority, bringing available funding to 100% of the appropriation. The remaining funds (\$6.4 million) will target specific safety issues through the following programs:

- \$2.5 million for the highway safety improvement program (HSIP) on ITD facilities
- \$2.5 million for HSIP projects on local facilities
- \$1.4 million for local safety issues on alternative transportation facilities through the transportation alternatives program (TAP)

ITD used the extra \$6.4 million on the state system in FY2016 in order to allow enough time for design of new projects on the local system in FY2017. All applications for these one-time safety funds are due November 4, 2016:

- Local HSIP applications are due to the Local Highway Technical Assistance Council (LHTAC)
- TAP applications are due to ITD

The new safety projects must be obligated by August 1, 2017. This tight timeline creates the need for creative scheduling, which is proposed below:

- November 4 – applications due to LHTAC and ITD
- November 15-29 – public comment period (application list for possible projects under consideration)
- November 30 – LHTAC and ITD provide recommendations for funding
- December 7 – RTAC special meeting for recommendation of TIP Amendment to add new projects
- December 13 – COMPASS Executive Committee approval of TIP Amendment
- December 14 – IT Board approval of new projects
- December 19 – COMPASS Board ratify Executive Committee action

Implication (policy and/or financial):

The deadline to obligate the one-time safety funds for local projects is extremely short. The earlier sponsors start on project design, the more likely the project will succeed.

More Information:

- 1) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or ttisdale@compassidaho.org.



COMPASS BOARD AGENDA ITEM VII-A

DATE: October 17, 2016

Topic: FY2017-2021 Regional Transportation Improvement Program and Air Quality Conformity Demonstration

Request/Recommendation:

COMPASS staff seeks Board adoption of Resolution 01-2017 (Attachment 1) approving the FY2017-2021 Regional Transportation Improvement Program (TIP) and associated air quality conformity demonstration. The TIP in its entirety is provided as a download on the COMPASS website under "supplemental information" <http://www.compassidaho.org/people/boardmeetings.htm>. The Regional Technical Advisory Committee recommended Board approval as presented except to not advance KN 19727, US 20/26, Myrtle/Front/Broadway, Resurfacing, Boise, from FY2019 to FY2017.

Background/Summary:

The TIP is the short term, five year programming document for federal funds or regionally significant projects and 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 since adoption of the FY2016-2020 TIP. Summarized balancing worksheets for Federal Highway Administration programs in the Boise Urbanized Area and Federal Transit Administration programs in the Boise and Nampa Urbanized Area are available upon request.

A public comment period was open August 19 through September 19, 2016. An open house was held on August 25, 2016, attended by 15 guests. Public comments are provided in Attachment 3. ITD also received public comments regarding projects in the COMPASS planning area. These comments are provided on the COMPASS website under "supplemental information."

Implication (policy and/or financial):

The FY2017-2021 TIP is not official until adopted by the COMPASS and Idaho Transportation Boards and approved by Federal Highway Administration and Federal Transit Administration. The current FY2016-2020 TIP remains in effect until final approval of the FY2017-2021 TIP. Any changes to projects in early FY2017 occur via amendments to the FY2016-2020 TIP.

Differences between the COMPASS Board adopted TIP and the ITD State Transportation Improvement Program, must be reconciled before the federal agencies will approve the TIP.

More Information:

- 1) Attachment 1 – Resolution 01-2017
- 2) Attachment 2 – Major Changes List
- 3) Attachment 3 – Public Comments
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. 01-2017

**FOR THE PURPOSE OF APPROVING THE
FY2017-2021 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 Transportation Improvement Programs be developed and amended in consultation with all interested parties;

WHEREAS, a public comment period was held between August 19 and September 19, 2016, 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 FY2017-2021 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 Final FY2017-2021 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

DATED this 17th day of October 2016.

APPROVED:

By: _____
Sara Baker, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

Major Changes List
Draft FY2017-2021 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 FY2016-2020 TIP.

Surface Transportation Program-Transportation Management Area (Boise Urbanized Area) Program:

Key Number	Project	Year of Funding	Total Cost
New			
ORN20237	Capital Maintenance, Alternative Transportation Set-Aside, Boise Area – FY2023	PD	\$1,449,000
ORN20234	Capital Maintenance, Phase 1, Boise Area – FY2023	PD	\$5,552,000
ORN20225	Capital Maintenance, Phase 2, Boise Area – FY2019	FY2019	\$2,383,000
ORN20228	Capital Maintenance, Phase 2, Boise Area – FY2020	FY2020	\$2,433,000
ORN20230	Capital Maintenance, Phase 2, Boise Area – FY2021	FY2021	\$2,378,000
ORN20232	Capital Maintenance, Phase 2, Boise Area – FY2022	PD	\$2,380,000
ORN20235	Capital Maintenance, Phase 2, Boise Area – FY2023	PD	\$2,380,000
ORN20223	Commuteride, Rideshare Van Replacements, Boise Area – FY2017	FY2017	\$315,000
ORN20224	Commuteride, Rideshare Van Replacements, Boise Area – FY2018	FY2018	\$307,000
ORN20227	Commuteride, Rideshare Van Replacements, Boise Area – FY2019	FY2019	\$326,000
ORN20175/ CPA3	Commuteride, Rideshare Program, ACHD	PD	\$220,000
ORN20176/ CPA1	Planning, COMPASS	PD	\$232,000
ORN20238	Studies and Special Projects Set-Aside, Boise Area – FY2023	PD	\$290,000
Changed Significantly			
18847	Capital Maintenance, Alternative Transportation Set-Aside, Boise VRT, Boise Area – FY2019	FY2019	\$1,160,000
Advanced			
15914/CPA3	Commuteride, Rideshare Program, Boise and Nampa Areas	PD to FY2021	\$220,000
19389/CPA1	Planning, COMPASS	PD to FY2021	\$232,000

Transportation Alternatives Program-Transportation Management Area (Boise Urbanized Area) Program:

Key Number	Project	Year of Funding	Total Cost
New			
ORN20244	Bicycle Parking, Covered Bicycle Facility, BSU	FY2021	\$72,000
ORN20247	Bicycle Parking, Downtown Bicycle Facilities, BSU	PD	\$102,000
ORN20240	Bike Share, Phase 1, Boise	FY2019	\$77,000
ORN20242	Bike Share, Phase 2, Boise	FY2020	\$101,000
ORN20246	Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian	PD	\$388,000
ORN20241	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	FY2020	\$1,310,000 (STP \$300,000)
ORN20243	SR2S, VRT, Ada County – FY2021	FY2021	\$159,000
ORN20245	SR2S, VRT, Ada County - PD	PD	\$159,000

Transportation Alternatives Program-Statewide:

Key Number	Project	Year of Funding	Total Cost
New			
ORN20306	Pathway, Indian Creek, 4 th Avenue to the Greenbelt, Caldwell	FY2019	\$473,000
ORN20295	Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa	FY2019	\$501,000
ORN20285	SR2S, VRT, Canyon County – FY2018	FY2018	\$60,000

Surface Transportation Program-Urban (Nampa Urbanized Area) Program:

Key Number	Project	Year of Funding	Total Cost
New			
13904/CPA3	Commuteride, Rideshare Program, Boise and Nampa Areas	FY2021	\$55,000
ORN20176/ CPA1	Planning, COMPASS	FY2021	\$99,000
Advanced			
13487	Middleton Road and Ustick Road Roundabout, Caldwell	PD to FY2021	\$1,011,000

Surface Transportation Program-Rural Program:

Key Number	Project	Year of Funding	Total Cost
New			
ORN20081	Highway 30, Goodson Road to Oasis Road, Canyon County	PD	\$2,434,000

Highway Safety Improvement Program (HSIP) (Local):

Key Number	Project	Year of Funding	Total Cost
New			
ORN20068	Safety Improvements at 62 Intersections, Canyon County	FY2019	\$39,000
ORN20067	Smith Avenue and Middleton Road, Signalization, Nampa	FY2020	\$510,000
ORN20066	State Street Lighting, 16 th Street to 23 rd Street, Boise	FY2019	\$360,000
Changed Significantly			
18702	ITS, Northside Boulevard/ Kings Road Signal Upgrades, Nampa	FY2017	\$248,000

Freight:

Key Number	Project	Year of Funding	Total Cost
Delayed			
*19289	I-84, Five Mile Road to Orchard Road and Ramps, Boise	FY2016 to FY2017	\$2,998,000

*Changed fund source from Pavement Preservation.

ITD Bridge Preservation/Restoration:

Key Number	Project	Year of Funding	Total Cost
New			
ORN20034	I-84, Mason Creek Culvert Replacement, Nampa	FY2019	\$2,720,000
ORN20035	US 20/26, Phyllis Canal, Bridge Rehabilitation, near Meridian	FY2021	\$3,070,000

Traffic Operations/System Support:

Key Number	Project	Year of Funding	Total Cost
New			
ORN20194	ADA Ramps, Caldwell	FY2018	\$60,000
Removed			
18818	I-84, Pavement Striping – FY2019	FY2019	\$345,000

ITD Strategic Initiatives (Safety Improvements):

Key Number	Project	Year of Funding	Total Cost
New			
ORN19792	SH-55 (Karcher Road) and Florida Avenue Intersection, Caldwell	FY2021	\$650,000
ORN19791	SH-69 (Meridian Road), Signalize Hubbard and Lake Hazel Roads, Kuna	FY2021	\$452,000
ORN19790	US 20/26, Locust Grove Road to SH-55 (Eagle Road)	FY2021	\$7,475,000
Advanced			
19415	US 20/26 Intersection Improvements, Canyon County	FY2020 to FY2019	\$915,000

ITD Pavement Preservation/Restoration:

Key Number	Project	Year of Funding	Total Cost
New			
ORN20145	SH-45, Deer Flat Road to I-84B (2nd Street), Seal Coat, Nampa	FY2017	\$1,400,000
ORN19936	I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore	FY2021	\$2,125,000
ORN19933	I-84, Garrity Interchange to Ten Mile Interchange, Ada County	FY2021	\$4,770,000
ORN19937	I-84, Sand Hollow Interchange to Farm Sebree Canal, Seal Coat, Canyon	FY2021	\$1,105,000
19645	US-95, Oregon State Line to City of Wilder, Seal Coat, Canyon County	FY2020	\$3,135,000
ORN20006	SH-19, Oregon State Line to Homedale, Seal Coat, Canyon and Owyhee	FY2020	\$1,285,000
ORN20004	SH-55, City of Marsing to Caldwell Boulevard, Seal Coat, Canyon County	FY2018	\$970,000
ORN19949	SH-69 (Meridian Road), Kuna to Meridian, Pavement Improvements	FY2021	\$4,700,000
19645	US-95, Oregon State Line to City of Wilder, Seal Coat, Canyon County	FY2020	\$3,135,000
Advanced			
19602	I-84, Sand Hollow Interchange to SH-44, Pavement Rehabilitation, Canyon	FY2019 to FY2017	\$4,049,000
19414	SH-55, Pride Lane in Canyon County to Middleton Road in Nampa	FY2020 to FY2017	\$4,486,000
19412	US 20/26, Middleton Road in Middleton to Locust Grove Road in Meridian	FY2020 to FY2017	\$3,890,000
19727	US 20/26, Myrtle/Front/Broadway, Resurfacing, Boise	FY2019 to FY2017	\$3,660,000
Removed			
13932	SH-55, Junction of US-95 to Snake River, Marsing (100% Owyhee County – still in ITIP, removing from COMPASS TIP)	FY2017	\$3,804,000

Early Development:

Key Number	Project	Year of Funding	Total Cost
Removed			
13921	US 20/26, Smeed Parkway to Middleton Road, Caldwell	FY2017-FY2021	\$411,000 (Construction Unfunded)

Federal or State Rail:

Key Number	Project	Year of Funding	Total Cost
New			
ORN20185	Railroad Crossing, 21 st Avenue, Caldwell	FY2019	\$475,000
ORN20184	Railroad Crossing, North Linder Road, Meridian	FY2020	\$525,000
ORN20183	Railroad Crossing, South Black Cat Road, Ada County	FY2018	\$425,000

Other:

Key Number	Project	Year of Funding	Total Cost
New			
ORN20209	Planning Metropolitan Planning Funds, COMPASS (FTA 5303 and Metropolitan Planning through FHWA)	FY2021	FTA \$294,000 FHWA \$1,199,000

Sales Tax Anticipated Revenue (STAR):

Key Number	Project	Year of Funding	Total Cost
Delayed			
13349	SH-55 (Eagle Road), Meridian Towne Center, Meridian	FY2016 to FY2017	\$9,310,000

Local (Regionally Significant):

Key Number	Project	Year of Funding	Total Cost
New			
ORN20226	Capital Maintenance, Local, Boise Area – FY2019	FY2019	\$320,000
ORN20229	Capital Maintenance, Local, Boise Area – FY2020	FY2020	\$320,000
ORN20231	Capital Maintenance, Local, Boise Area – FY2021	FY2021	\$320,000
ORN20233	Capital Maintenance, Local, Boise Area – FY2022	PD	\$320,000
ORN20236	Capital Maintenance, Local, Boise Area – FY2023	PD	\$320,000
RD202-31	Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian	PD	\$3,310,000
RD202-32	Ten Mile Road, Ustick Road to McMillan Road, Meridian	PD	\$3,850,000
Advanced			
RD207-16	Cole Road, I-84 to Franklin Road, Boise	FY2019/PD to FY2019	\$5,045,000
RD213-16	Linder Road, Franklin Road to Pine Avenue, Meridian	PD to FY2019	\$3,217,000
RD202-35	Ustick Road, Linder Road to Meridian Road, Meridian	FY2018 to FY2017	\$2,380,000

New Alternative Transportation Projects (Federal Transit Administration):

Key Number	Project	Year of Funding	Total Cost
Small Urban (Nampa Urbanized Area)			
ORN20262	Transit – Beyond Demand Response, Nampa Area	FY2017	\$1,216,000
ORN20266	Commuteride, Rideshare Expansion Vehicles, Nampa Area	FY2018-FY2021	\$423,000
ORN20261	Commuteride, Rideshare Replacements, Nampa Area	FY2018-FY2021	\$336,000
ORN20265	Commuteride, Rideshare Replacements, Nampa Area	FY2017-FY2021	\$1,476,000
ORN20264	Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa	FY2019	\$579,000
ORN20260	Pedestrian Improvements, Historic North Nampa Pathway, Nampa	FY2017/FY2018	\$590,000
ORN20263	Transit – Vehicle Replacement, Metro Community Services, Nampa Area	FY2017	\$58,000

FY2021 funds were also added to existing projects for required fixed route, demand response, and administrative services.

The following projects were carried over from FY2016 to FY2017 because they were not obligated in FY2016.

Key Number	Project	Year of Funding	Amount Carried Over
18805	Planning, Public Transportation, VRT, Nampa Area	FY2015-FY2016	\$390,000
19716	Transit – Bus Stop Enhancement, Middleton	FY2016	\$20,000
12364	Transit – Capital Vehicle Purchase, Nampa Area	FY2015	\$970,000
19609	Transit – College of Western Idaho Entrance and Roundabout, Nampa	FY2014-FY2015	\$779,000
19297	Transit – Park and Ride, Middleton	FY2016	\$1,010,000
18677	Transit – Public Transportation, VRT, Boise Area	FY2016	\$419,000

Key Number	Project	Year of Funding	Amount Carried Over
19147	Transit – Southwest Bus and Bus Facility	FY2015	\$310,000
19573	Transit – Technology, Nampa Area	FY2016	\$194,000

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FY2017 – 2021 Regional Transportation Improvement Program

Public Comments Received (Verbatim)

August 19 – September 19, 2016

Total number of comments received: 24

Email: 3

Online Comment Form: 15

Hard Copy Comment Form: 2

Letter: 4

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
Comments on projects in the DRAFT FY2017 - 2021 Regional Transportation Improvement Program (TIP)			
<p>It seems that everyone forgets about the most travelled North/South highway, highway 55...Locally known as the Highway of Death and Destruction...Idaho should be ashamed of these death traps. Many lives have been lost and lives have been destroyed due to serious injuries caused by so many accidents.</p> <p>The Highway just north of Horseshoe Bend is an absolute nightmare but it seems this highway NEVER gets a second look for necessary changes. ITD and State Senators have been notified of the problems yet no response from the Senators. The ITD tells us it is funding that precludes any consideration for alteration and repairs.</p> <p>Locals are seriously considering a large sign telling the traveling public they are traveling the Highway of Death and post statistics to prove it.. Now others say it would be better to post on YouTube actual scenes of this horrific traffic nightmare, show the hazards along this highway. The unbelievable traffic jams that can last hours during weekends and long holiday weekends.</p> <p>Highway 52 is so old and so poorly maintained that someday this road will be slough off into the river or major landslide will close it down. Sadly this road too has taken many lives, and some were very preventable.</p> <p>If the ITD were to admit it the old two lane bridge on Highway 55 as you enter into Horseshoe Bend is dangerous, probably should be condemned. When it fails Horseshoe Bend and all towns north will be blocked off impeding emergency traffic, tourism to such hot spots as Cascade, Donnelly and McCall, and those that need to commute from areas north of Horseshoe Bend to their jobs in and around Boise.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ITD</p> <p><u>COMPASS response to commenter:</u></p> <p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>COMPASS' planning area encompasses only Ada and Canyon Counties, so State Highway 52 and State Highway 55 north of Ada County do not fall under our jurisdiction. However, we will ensure that the Idaho Transportation Department receives your comments.</p> <p><u>Response from commenter:</u></p> <p>Thanks but ITD already knows of our concerns.</p>	<p>Dale Allumbaugh Horseshoe Bend</p>	<p>Email</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code / Name / Affiliation</p>	<p align="center">Format</p>
<p>Are there any plans on widening Hwy16 in the near future?</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ITD</p> <p><u>COMPASS response to commenter:</u></p> <p>There are no widening projects proposed for SH-16 in the next five years, per say. However, there are rehabilitation and safety improvements:</p> <ul style="list-style-type: none"> • SH-16 and Beacon Light Road Intersection Improvements, Ada County (Key 18872) • Bridge Repairs, Ada County – FY2018 (includes the bridge at SH-16 at the Boise River and Joplin Road) (Key 19064) <p>More details on these projects are available <u>online</u> (search by the key number).</p> <p>The majority of federal funds are currently used to maintain the existing system. There are very few expansion projects in the federal and state programs.</p> <p>Please give me a call if you would like more information.</p> <p>Thanks!</p>	<p>Ron Williams</p>	<p>Email</p>
<p>I keep hearing that Eagle Rd is going to be expanded from Amity through Victory. This really puzzles me because there is always such a HUGE back up every morning and evening between Amity and the Interstate. the entrances and exits are always full, always blocked, always mentioned on the radio and on tv as 'typical backlog' because of all the vehicles entering and exiting eagle road. Why are we adding more lane traffic toward that backup? It just doesn't make sense to me. I see the lines daily bumper to bumper and this is going to add another lane of bumper to bumper yet these vehicles</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to the ACHD</p> <p><u>COMPASS response to commenter:</u></p> <p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and be forwarded to</p>	<p>Not provided</p>	<p>Email</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code / Name / Affiliation</p>	<p style="text-align: center;">Format</p>
<p>really have no way to escape the backup all the way past Victory, Overland and Franklin because of the interstate entrances and exits there. It just doesn't make sense to me to add more traffic to an already overloaded congested traffic nightmare. New lanes are not going to solve the issue of too many cars trying to get on and off of Eagle Road. Every single person I know avoids Eagle Road. why on earth do we continue to funnel even more traffic to that roadway? We have other roads that go north and south. It seems my money would be better spent creating new overpasses or creating new access roads from the ones that are less used. We are growing so quickly here and there are still lovely roads that don't have a bunch of traffic. most of us in the area try to use them whenever possible. Eagle is a blight through Meridian and this will only continue that issue while leaving other corridors operating nicely. Sooner or later we will need all of those roads updated. why not do that now, instead of making Eagle a sort of dangerous 'non interstate speeding' area. Thx. I really am not trying to be snarky. I just don't get sending more traffic to a heavily congested area unless that area is somehow being made into about 16 lanes for interstate access. Seems crazy.</p>	<p>the Ada County Highway District for consideration.</p>		
<p>Key # : RD207-33 Eagle rd. Amity to Victory. I think this is a great plan and much needed. There is a lot of congestion especially at peak time to get onto Eagle rd from the side streets in the subdivisions like Kingsbridge and Tuscan. It is very difficult to pull onto Eagle rd. especially now that the round-about (which we like) has been placed at amity and eagle it spaces the cars out just enough that there is no good break in traffic to pull out onto Eagle rd from the side streets. Adding additional lanes will reduce congestion while adding additional lanes to merge onto Eagle rd. It will also provide a turn lane as we exit Eagle rd so traffic does not stop behind us as we slow or stop to turn onto the side streets. Additionally with the new school Hillside and subdivision south of Amity on Eagle rd, (both east and west sides) I feel like it would be much smarter to increase the lane size through to lake hazel versus ending at Amity. There is also word of a High School planned for the area which would only increase traffic in that area further necessitating the lanes going through to Lake Hazel vs ending at Amity. Overall support the plan in general just feel it should be expanded farther.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to the ACHD</p>	<p>83642</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
<p>The short merging lane that runs west on Fairview from Eagle should be extended to the light at Hickory. It currently causes a major bottleneck. You just start getting some momentum from starting off through the intersection and then you have to slam on your breaks. You should probably just have that third lane go all the way from Eagle to Locust Grove. The city planners need to find a way to relieve traffic on Eagle Road. It has too much traffic and the speed limit is too fast. I think the days when it was an old country highway are far behind it. There is too much commerce on that road to continue with the current speed limit. I have put my pedal to the metal just to avoid getting creamed when I pull out of target. Locust grove from Fairview to Ustick needs widened, it's another traffic nightmare.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ITD</p>	<p>83646</p>	<p>Online comment form</p>
<p>While the expansions listed for Eagle Road to get addtl lanes north and southbound, it seems that a bigger addtl need is to rebuild the 1-84 and Eagle Rd. intersection and on/off ramps. There is constant congestion at this interchange. To get from the south side of the intersection to Pine can take up to 20min, depending on time of day. Cars turning from Overland left onto Eagle frequently stop in the intersection, mainly because there are not enough lanes to accommodate enough to get thru the turn during a light. The rebuild of Meridian Rd and I-84 was fantastic. This same design would help the Eagle and I-84 intersection much safer and friendly to the high traffic volume it sees daily.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ITD</p>	<p>83642</p>	<p>Online comment form</p>
<p>I am disappointed by the lack of improvements for SW Boise. This area has been growing for many years yet keeps the same network of roads with no improvements in the plan. The only changes recently have been the extension of Lake Hazel Road to Cole, which is beneficial, but doesn't alleviate traffic. Also, there is no bus service, few bike lanes or sidewalks in the area. So the only option seems to be more cars until better planning and improvements are done. I live off of Cole and Victory; S Cole Road is a bottleneck, and dangerous to pedestrians and bicyclists trying to seek alternative transportation. Please add projects to SW Boise.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ACHD and Valley Regional Transit</p>	<p>83709</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
<p>Canyon Highway District No. 4 requests that the Preliminary Engineering Consulting funded under the STP-U source for the Old Highway 30, Plymouth Street Bridge Project be moved from 2019 to 2017. The Bridge (Local) funding included Preliminary Engineering Consulting in 2016 and the project concept report is scheduled to be completed in late 2016. In order to the project to progress, funding for Preliminary Engineering Consulting will be needed in 2017.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p><u>Email to commenter:</u> We'll have more details soon, but wanted you to know the Old Highway 30, Plymouth Street Bridge project received \$435,000 in the End-of-Year program. In essence, advanced the PEC funds to FY2016 to help finish that design!! Still working on the details. We will forward the administrative modification for your information when it's signed. Congrats!</p> <p><u>NOTE:</u> Comment from Canyon Highway District No. 4 and email from COMPASS to Canyon Highway District were sent nearly simultaneously. COMPASS informed Canyon Highway District of the additional funding after the comment was submitted, but before it was received by COMPASS.</p>	<p>Tim Richard Canyon Highway District No. 4 83607</p>	<p>Online comment form</p>
<p>Seems like there is something for everyone - a big variety of projects. Glad to see Chinden getting some love.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p>	<p>83716</p>	<p>Online comment form</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code / Name / Affiliation</p>	<p align="center">Format</p>
<p>We frequently drive between Nampa and Boise (including Meridian) and sometimes to Caldwell too. The priorities from our perspective to help move traffic and reduce carbon emissions, etc. are: 1. Widen & improvement the interstate from Caldwell through Nampa. 2. Widen, to 4 or 5 lanes, Chinden (highway 20/26) Eagle Rd. to the interstate at Caldwell starting at Eagle Rd. Start this in 2017! 3. Build an interchange at 5 Mile and the interstate. There aren't that many homes in the area and this would greatly help the congestion on Eagle Rd. Rather than milling 20/26 from Middleton Rd to Locust Grove, spend that money on widening 20/26. Rather than widening Ustick, or Franklin spend the money on 20/26. Widening those two will probably help 20/26 traffic by funneling more to those but 20/26 is a highway and should bear the higher traffic loads. Compass told us years ago that 20/26 was to have very few lights and extra large subdivision setbacks to maintain highway speeds - MANY new lights have been added since then and subdivisions have been allowed to build close to 20/26 which has contributed to a much worse traffic and pollution experience on 20/26! DON'T FUND the McDermott extension of highway 16 for the foreseeable future - spend the money on East/West roads and perhaps on a 5 Mile Rd extension over the river.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ITD</p>	<p>83687</p>	<p>Online comment form</p>
<p>Nice to see some money finally going to I84 between Nampa & Caldwell. Potholes are getting bigger than vehicles. Too bad we have to wait so long to get some attention. What's missing is fixing the nightmare between Franklin and Marketplace in Nampa. Can't believe this was left off the plate. It needs to be fixed NOW!!!!</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ITD and the City of Nampa</p>	<p>83605</p>	<p>Online comment form</p>
<p>13055 and 13905 – 10th ave is an active bicycle corridor, ensure bike lanes are included in the re-striping. 13486 – Include bicycle lanes at the intersection of Holly and Colorado, this is a very active bike corridor just south of NNU.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to Cities of Caldwell and Nampa</p>	<p>83704</p>	<p>Online comment form</p>
<p>I see funds set aside for alternative forms of transportation. PLEASE do some planning for light rail in Treasure Valley. I was in Portland this weekend and the light rail is a wonderful asset to the community. Downtown traffic was not congested and there weren't so many rental cars in town. Tourists/Business Visitors can get to the heart of the beautiful city. Consider routes from Caldwell to Micron and from the Airport to the Capital. I imagine you might be able to get some help from corporations or possibly (?) schools.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p>	<p>83712</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
<p>Most projects seem adequate and take into consideration maintenance and care of current infrastructure. New construction takes into consideration pedestrian and bicycle safety and transit as well. However, SH 20/26 was only widened between Locust Grove to SH-55 in the year 2021. SH-20/26 is a major transportation artery and alternative to I-84. Current infrastructure is extremely congested, especially during peak commute times. SH-20/26 needs to be an immediate priority and should be an "express way". It travels through all of Treasure Valley and would be ideal for light rail, bus routes, park and rides, bike corridors, etc... SH-44 is also another artery that needs to be expanded and prioritized, however, SH-20/26 is the most vital and has the ability to make the biggest impact. The population in these areas and commercial activity has been increasing exponentially and public transportation corridors in these areas would be a great asset and important to the quality of life in these areas. The ideal plan in the future would include a commuter rail/light rail running west to east from Caldwell to downtown Boise with Bus routes running North and South loops along the light rail route.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ITD</p>	<p>83646</p>	<p>Online comment form</p>
<p>Please add a section to make driving and texting or not using a hand free device while talking on the phone illegal. I moved from an area where this law was put into place and the results were very positive.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p>	<p>83702</p>	<p>Online comment form</p>
<p>We need to widen Hwy 20/26 (Chinden) west of Eagle Rd. to Ten Mile or further sooner rather than later.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ITD</p>	<p>Not provided</p>	<p>Online comment form</p>
<p>The expansion and realignment of the intersection at State Street and Collister Drive (#13481) is a huge expenditure of local and federal funds, is located on a priority future high capacity corridor identified in Communities in Motion (CIM) 2040 and is at a key site identified as one of only a handful of planned Transit Oriented Development (TOD) sites in the state. The project is currently designed not for high capacity transit or for land use development that will spur investment around transit. Rather, it is designed to eventually support the enlargement of State Street to seven vehicle lanes along with restricted access. To accomplish this, a significant length of the Farmers Union Canal is to be covered over in this project. Hence, the nearly \$10 million total cost. The agency that developed this project has no experience developing high-capacity transit systems. Yet, a high capacity transit system along the State Street corridor is identified as a long-term priority in</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ACHD</p>	<p>83712</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
<p>Communities in Motion 2040. The agency that developed this project has no experience with land use development, let alone transit-oriented land use development. Yet, this intersection is identified as an important future TOD in the State Street Transit and Traffic Operations Plan and other plans for this area. Idaho does not yet have a high capacity transit corridor. State Street has been identified in CIM 2040 as one of the first – if not the first – that should be built. The geographic constraints imposed by the Boise River to the south and the foothills to the north make it a necessity. It is also the site of an earlier private transit system – the Boise Interurban Rail system. It will be several years before the planning and funding for a high capacity system is determined. In the meantime, it is incumbent upon local public agencies not to add to the cost or the complexity of the future high capacity system or a TOD at this site by building infrastructure that severely limits opportunity for development or that will have to be redesigned, removed or abandoned. Because this is a federal aid project, those redesign or removal costs will not be eligible for federal aid. A review of high capacity transit systems and TOD's across the country shows that they come in many forms and configurations. No two are alike. This makes sense because to be successful they must take advantage of the unique features of the site where they are located, the densities and planned densities, current and future investment, and proximity to amenities such as libraries, recreational services and many other services. A Bus Rapid Transit (BRT) or light rail system, for example, does not have to be adjacent to an arterial roadway at all points. It should take advantage of unique features and land uses. At the Collister site for example, the most ideal configuration may be to build the system away from the road and into the middle of a future development on the north or south side (or both) to afford maximum economic opportunity for investment, better connectivity to other modes of travel and reduced risk and inconvenience to users and consumers. Hence, the best design for a future Collister TOD may be for the BRT or light rail system NOT to traverse over the Farmers Union Canal. If so, why should the taxpayers pay to cover the canal if there is a possibility that this infrastructure will be dismantled or abandoned? To be consistent with CIM 2040 and accountable to taxpayers today and in the future, local governments in COMPASS should at the very least move the planning and implementation dates of the State Street and Collister Drive Intersection project out for several years until this project can be held adequately accountable to the CIM 2040 goal of the high capacity corridor and the TOD at this site.</p>			

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code / Name / Affiliation</p>	<p align="center">Format</p>
<p>HWY 16 Extension from Chinden to I-84 needs to be a higher priority</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ITD</p>	<p>Not provided</p>	<p>Hard copy comment form</p>
<p>Please consider the Three Cities crossing again. You managed to get Highway 16 over the river, why not Highway 55? Another river crossing would certainly help the traffic situation.</p> <p>Finish Plaza Drive in Eagle – don't make a 4-way stop, as it slows down traffic flow - Plaza and 2nd Street.</p> <p>I see Bogus Basin Road is on the list for work – some of that road is in Boise County. Do they help maintain the road, etc.? How about a toll road to head to Bogus? Those who use it, pay for it.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ACHD</p> <p><u>Response to question:</u> ACHD maintains Bogus Basin Road through an agreement with Boise County.</p>	<p>83616</p>	<p>Hard copy comment form</p>
<p>Letter – See attached, page 11</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to Ada County and ITD</p>	<p>Jim Farrens</p>	<p>Letter</p>
<p>Letter – See attached, page 13</p> <p><u>Email text:</u> Dry Creek Ranch submitted a TIS to ITD a few days ago. They were kind enough to allow me to review and comment. A pdf copy of my comments are attached for your consideration.</p> <p>If you could submit to the COMPASS board, that would be great.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to Ada County and ITD</p>	<p>Jim Farrens</p>	<p>Email with attached letter</p>
<p>Letter – See attached, page 16</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p>	<p>City of Boise</p>	<p>Letter</p>
<p>Letter – See attached, page 17</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p>	<p>ACHD</p>	<p>Letter</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
Comments on the Air Quality Conformity Demonstration for Northern Ada County			
Air quality is important! Keep up the good work!	Provided to COMPASS Board and Regional Transportation Advisory Committee	83716	Online comment form
Please create penalties/disincentives for driving diesel vehicles. Make them pass emissions tests. They are loud, stink, and create disgusting black clouds of carcinogenic particulate matter. Create incentives for people to drive Teslas or other zero emission vehicles, motorcycles, or bicycles. Also please create additional disincentives for cigarette smoking. Enforce littering laws when smokers toss their butts. There is not enough attention being paid to this currently and they are littering our wonderful city and decreasing air quality for the rest of us. Every whiff of smoke is extremely irritating.	Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to DEQ	83702	Online comment form
Comments on the FY2017 federal Program of Projects proposed for funding by Valley Regional Transit			
Add a bus and stops for SW Boise and Kuna.	Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to Valley Regional Transit	83709	Online comment form
I think there should be more consideration for more rural communities in both Canyon and Ada County for projects as they have limited funds.	Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to Valley Regional Transit	83634	Online comment form

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August 26, 2016

COMMUNITIES IN MOTION 2040

Comments submitted by James D Farrens, PE-retired

EXECUTIVE SUMMARY

Ada County is in the process of authorizing approximately 14,000 new houses in unincorporated Ada County along SH-55 from State Street to Avimor by 2035. This will necessitate upgrading SH-55 into an expressway by 2025, costing ITD and ACHD over \$50 million. It is apparent that no funding for right of way, environmental clearances, design or construction is contemplated at present. If Ada County proceeds without taking this required upgrading of SH-55 into consideration, the result will be chaos on the roadway systems in north Ada County.

INTRODUCTION

I am a retired professional civil engineer. Among other positions held in my 28 years as a professional engineer, I worked for ITD for 13 years, including one year as District Three Traffic Engineer. I also worked as the Ada County Engineer for six years. At present, I represent Dry Creek Rural Neighborhood Association (DCRNA). This organization consists of over 85 citizens who are concerned with how our neighborhood is developed.

SH-55 CORRIDOR STUDY

ITD is preparing a corridor study for SH-55. Due to anticipated development, including approximately 14,000 new houses, this study calls for upgrading the roadway from four lanes to six lanes from State Street to Beacon Light Road, From Beacon Light Road to Avimor, the study calls for upgrading the roadway from two lanes to four lanes. Additionally, grade separated interchanges are called for at Brookside Lane, South Avimor and North Avimor. Additionally, an overpass is called for at Hill Road.

DEVELOPER TRAFFIC IMPACT STUDY

Before the economic collapse of the last decade, the developers planning to build the approximately 14,000 new homes in the vicinity of SH-55 were required to do a traffic impact study, showing how the development would impact SH-55, SH-16, State Street, Eagle Road and other arterial streets in north Ada County. The study showed that SH-55 will carry interstate levels of traffic. With interstate levels of traffic, it will be necessary to acquire full access control and either purchase existing properties or construct access roads to provide controlled access to SH-55 for remaining existing properties.

Additionally, the study showed that without construction of the Three Rivers Crossing from SH-44 to Chinden Boulevard, the road system in north Ada County would be overwhelmed. This project was canceled during the economic collapse and is not presently anticipated to be funded.

The next phase of the developer's traffic impact study was to determine costs associated with upgrading various streets and highways. Apparently, after the economic collapse, this next phase was never initiated.

ANALYSIS

With improved economic conditions, many of the developers wishing to develop north Ada County have returned with plans to build thousands of new homes. It is apparent, from ITD's SH-55 corridor study, that the agency is aware that this development will require upgrading SH-55. What is lacking at the present time is an awareness on the part of ITD of the costs associated with anticipated development and lack of time to acquire right of way, perform environmental clearances, as well as design and construction.

The Ada County Board of County Commissioners is apparently either unaware of these issues or has not chosen to not address them in a forthright manner. Either way, if the county continues to allow development of subdivisions along SH-55, without working in a cooperative manner with ITD/ACHD/COMPASS and other involved agencies, SH-55 and other roadways in north Ada County will completely overwhelmed with traffic and traffic injuries and fatalities will become completely unacceptable, resulting in an emergency funding situation.

CONCLUSIONS

As a professional engineer, my highest concern was always human health and safety. It remains my highest concern in retirement. I see the anticipated development along SH-55 as a huge health and safety concern. I request that Ada County, ITD, ACHD, COMPASS and other involved agencies address the concerns listed above with the seriousness it deserves.

I also request that Ada County institute a moratorium on authorizing new development until traffic issues associated with this development are properly understood, as well as funded by involved agencies.

Respectfully submitted,

James D Farrens, PE-retired

September 8, 2016

Comments on Kittleson Traffic Impact Study for Dry Creek Ranch

Prepared by James D Farrens

I worked for 13 years at ITD, including one year as the District Three traffic engineer. Additionally, I served six years as the Ada County engineer. I offer my thoughts on the traffic study based on these experiences.

In the executive summary, the report states that the proposed Dry Creek Ranch can be constructed while maintaining acceptable traffic operations and safety at the study intersections, assuming the recommended mitigation measures are in place. I disagree with this statement for a variety of reasons, which I will discuss.

Most importantly, the traffic impact study assumes a 2% annual growth in traffic on this stretch of SH-55. I believe this growth rate assumption is totally unrealistic. COMPASS is projecting a growth rate of 8%. I live off this section of SH-55 and, as a former District Three traffic engineer, have observed increases in traffic for the past 26 years. I believe the growth rate has been higher than 2% over this span of time. Additionally, Dry Creek Ranch is not the only large rural subdivision anticipated by Ada County. In addition to Dry Creek Ranch, Avimor has been approved and is currently building homes. There are over 200 existing homes, with many more being built at present. M3, Connelly and perhaps other developments are proposed along this section of SH-55.

The original traffic impact study, conducted over ten years ago, acknowledged the joint impact of these large subdivisions. Accordingly, work was undertaken on a joint traffic impact study. The economic collapse of 2008 terminated work on this joint study, as some of the developers went out of business. With current economic conditions, development activity has reawakened. The need for a joint traffic impact study remains and needs to be undertaken to accurately assess traffic impacts, determination of associated costs and who will bear the costs of these required improvements.

The current traffic impact study calls for new traffic signals or roundabouts and widening of SH-55 to four lanes from Beacon Light Road to approximately 1500 feet north of Brookside Road. This will not only be expensive, but time is needed to conduct environmental permitting, acquisition of right of way, conduct public hearings and to design these projects. It appears that the developer is planning to build houses at a rate which will result in unacceptable traffic conditions before the projects may be built. This needs to be considered by ITD and Ada County.

The traffic impact study calls for 5% of traffic generated by Dry Creek Ranch to utilize Cartwright Road. I question this assumption. I live off the affected section of SH-55 and when I need to travel to downtown Boise or points east of Boise, I routinely use Dry Creek and Cartwright Road. Two of my neighbors live near the intersection of Dry Creek and Seaman Gulch Roads. They work in Boise and Cartwright Road is there

primary commute road. As traffic conditions deteriorate on SH-55, more and more people will prefer to use Seaman Gulch and Cartwright. Roads. This needs to be accounted for in the traffic impact study.

Before the economic collapse of 2008, a project known as Three Rivers Crossing was envisioned. This expressway would start at the intersection of SH-44 and SH-55 and cross the Boise River, connecting with Chinden Boulevard. This project is no longer anticipated by ITD. However, the developers traffic engineer told me that without this project, traffic generated by the proposed subdivisions could not be handled in a manner which maintained acceptable traffic operations. This concern needs to be addressed at this time.

The traffic impact study calls for a future multilane roundabout at Dry Creek Road and Seaman Gulch Road and is listed as ACHD's CIP project #444. I have talked to property owners associated with this project and have been told that ACHD has not contacted them about this project. I am certain that right of way acquisition will be required for this project and I am just as certain that at least two of the property owners will resist this acquisition and that eminent domain issues will need to be resolved. The developers plans will exceed both ITD's and ACHD's ability to build this needed roundabout, resulting in unacceptable traffic operations.

The traffic impact study states that with new traffic signals or multilane roundabouts on SH-55, this highway will function as an urban street facility, and no longer as a two-lane highway. I question whether this is acceptable to ITD. A SH-55 corridor study is being prepared by ITD and it calls for six lanes from the intersection of SH-44 to Beacon Light Road and four lanes to Avimor. In addition, grade separated intersections and overpasses are called for at several locations. Obviously, with anticipated levels of traffic, it will become impossible to allow unrestricted access to this section of SH-55 and existing properties will either need to be provided with access roads or be acquired by ITD. Again, the developers plans to build houses will far exceed the ability to do environmental clearances, acquire right of way, hold required community involvement meetings, do design and build these projects. Equally obvious is there is absolutely no funding plan for these required projects. The result will be unacceptable traffic operations on SH-55.

The traffic impact study states that improvements at the intersection of SH-55 and SH-44 are far enough from the proposed Dry Creek Ranch development that these improvements should not be conditioned with the proposed development. I disagree with this statement. If the proposed developments along SH-55 are approved and built out, they alone will generate interstate levels of traffic. This must be addressed before development. Not after.

The traffic impact study calls for the developer to widen SH-55 from two to four lanes between Beacon Light Road to 1500 feet north of Brookside Lane, as well as traffic signals or four lane roundabouts at Brookside and Dry Creek Road. I cannot envision

four lane roundabouts or traffic signals, given projected traffic levels caused by multiple rural subdivisions being built along this corridor

To conclude, I find the traffic impact study to be unacceptable. It does not properly address actual annual traffic growth and does not anticipate impacts to traffic operations caused by the joint development of several other large suburban subdivisions. If these issues are not properly addressed and if Ada County approves the anticipated developments, the results to traffic operations along SH-55 and other impacted roadways will be catastrophic and human safety and life will be imperiled.

Thank you very much for affording me this opportunity to comment on this traffic impact study. If you have questions or wish to talk, I am free to do so at any time.



Office of the Mayor

July 26, 2016

David H. Bieter

Mayor

City Council

President

Elaine Clegg

Council Pro Tem

Lauren McLean

Maryanne Jordan

Scot Ludwig

Ben Quintana

TJ Thomson

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Jerry Whitehead, Board Chairman
Idaho Transportation Department
P.O. Box 7129
Boise, Idaho 83707

**RE: Draft Idaho Transportation Investment Program
Key No. 19727: US 20, Front, Myrtle & Broadway: Pavement Restoration**

Dear Jerry:

I recently met with Brian Ness, Jim Carpenter, and Vince Trimboli to discuss some opportunities on Front and Myrtle in downtown Boise, which was followed by a meeting at District 3 with Amy Revis' team and our Planning and Development team. One outcome of these meetings is the issuance of an RFP to explore a wide range of options for calming the Front/Myrtle Corridor, reducing or mitigating barriers to crossing the corridor, and enhancing the economic viability of properties fronting and adjoining the corridor. The goal is to better integrate the corridor into the downtown context.

Also discussed at the meeting with District 3 was the proposal to advance the pavement maintenance on Front and Myrtle from 2019 to 2017, using HB 312 funds. We request keeping the pavement maintenance project in 2019 for two reasons. Repaving a street is an opportune time to implement changes in striping and occurs infrequently, approximately once every 6-7 years. With the results of the RFP expected in 6 months, we would like to preserve the opportunity to combine outcomes from the RFP with the mill and overlay.

Secondly, a micro seal was applied to the corridor in 2013 with the next cycle of treatment planned 6 years later in 2019. Moving the resurfacing up to 2017 appears to be sooner than needed and that the funds could better be spent on a higher need.

Thank you for your considering our request.

Respectfully,

David H. Bieter
Mayor

Elaine Clegg
Council President

cc: Karen Gallagher, Planning and Development Services
Amy Revis, District 3 Engineer
Roger Edwards, District 3 Design, ITD
Adam Rush, ITD



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

August 10, 2016

Matt Stoll
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the DRAFT FY2017-2021 Regional Transportation Improvement Program (TIP). ACHD appreciates COMPASS' support of Ada County transportation projects through grants, federal funding, and planning. In turn, ACHD also supports ITD's efforts on the transportation network, through road construction, road maintenance and safety projects. ACHD is encouraged that ITD has programmed a capacity improvement project, and advanced pavement preservation/restoration projects, on heavily traveled US 20/26 (Chinden). ACHD remains concerned that additional capacity projects are not being programmed on the remainder of US 20/26 in the FY2017 -FY2021 TIP. In regards to the draft TIP, ACHD offers the following comments:

Projects added to draft FY2017-2021 TIP

- Capacity improvements on US 20/26 from Locust Grove to SH-55 (ORN19790), and the replacement of the US 20/26 bridge over the Phyllis Canal (ORN20035), both programmed in FY2021, are significant positive steps. These improvements will support continued growth in north Meridian, and share the traffic load otherwise overburdening parallel ACHD roadways.
- ACHD fully supports the addition of federally funded ACHD Capital Maintenance projects for FY2019 through FY2023 (ORN20234, ORN20225, ORN20228, ORN20230, ORN20232 and ORN20235). ACHD also appreciates the addition of locally (ACHD) funded capital maintenance projects for FY2019 through FY2023 (ORN20226, ORN20229, ORN20231, ORN20233 and ORN20236). Maintenance projects are an efficient use of valuable federal and local funds, and they support ACHD's efforts to sustain its infrastructure in a "very good" condition for motorists, cyclists and pedestrians.
- ACHD is pleased to see the Local Highway Safety Improvement Program (LHSIP) project for State Street Lighting (between 16th and 23rd) was added to FY2019. ACHD has had great success in implementing safety projects and looks forward to constructing these improvements. In addition, ACHD strongly supports the addition of two rail crossing safety projects to the TIP (ORN20184 and ORN20183), and for the two signalization projects on SH-69 at Hubbard and Lake Hazel (ORN19790).
- Commuteride Replacement Vans (ORN20223, ORN20224 and ORN20227) funding and new alternative transportation funding for replacement and expansion vans (ORN20266, ORN20261

and ORN20265), FY2017 through FY2021, are key to sustaining ACHD's Commuteride fleet in good condition for all users. The continued support of the Rideshare program (ORN20175, ORN20176) both in FY2021 and in future (PD) is important to ACHD and Ada County customers.

- ACHD appreciates the addition to the TIP of two locally funded Ten Mile Road Complete Street projects. The projects' extents are Ten Mile Road, from McMillian Road to US 20/26 (RD202-31) and from Ustick Road to McMillian Road (RD202-32). Moving these projects onto the TIP supports ACHD's efforts to meet growth demand in the City of Meridian.

Projects advanced in draft FY2017-2021 TIP

- ACHD is pleased with the advancement of FY2020 Capital Maintenance from Project Development (PD) to FY2020 and for the advancement of the FY2021 Rideshare (KN15914) program out of PD.
- ACHD supports the advancement of the two US 20/26 pavement rehabilitation projects (KN19412 and KN19727). Accelerating maintenance is beneficial to asset management. Additional capacity on the state system is beneficial to the public in our growing communities.
- ACHD appreciates the advancement of the following locally funded, regionally significant, projects: Cole Road from I-84 to Franklin Road (RD207-16) from PD to FY2019, Linder Road, from Franklin Road to Pine Avenue (RD213-16) from PD to FY2019, and Ustick Road, Linder Road to Meridian Road from FY2018 to FY2017.

ACHD fully supports the federal funds programmed in the TIP, which enhance the District's asset management and safety efforts. The pace of growth in the region continues to pick up, and ACHD has planned efforts to add critical capacity in growth areas across the county. ACHD sees a significant need for similar capacity growth on the state highway system. ACHD supports efforts that will increase capacity on US 20/26 and SH-44, and ACHD encourages ITD to begin the design of the remainder of the US 20/26 corridor, and the segment of SH-44 from Linder Road to SH-16.

Thank you again for the opportunity to provide these comments.

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

Sincerely,



Kent Goldthorpe
ACHD Commission President

Cc: Compass Executive Committee

COMPASS BOARD AGENDA ITEM VII-B

Date: October 17, 2016

Topic: Rural Project Priorities

Request/Recommendation:

COMPASS staff seeks Board adoption of Resolution 02-2017 (Attachment 1) approving the priorities for rural projects to be submitted to the Local Highway Technical Assistance Council. The priorities were recommended by the Rural Prioritization Workgroup and the Regional Transportation Advisory Committee on September 7, 2016, and September 28, 2016, respectively.

Background/Summary:

On August 20, 2012, the COMPASS Board approved the process for rural project prioritization. The process outlines all rural roadway jurisdictions in Ada and Canyon Counties meet annually to determine recommendations throughout the region on a voluntary basis. Starting in 2015, the Rural Prioritization Workgroup was tasked as the designee to perform these duties. The following projects were recommended, in the order they are listed below:

Surface Transportation Program – Rural

1. City of Notus
3rd Street, Tuttle Lane to US-26, rebuild
2. ACHD
Swan Falls Road, South of Initial Point Road to TBD, widening and shoulder work
3. City of Parma
Main Street, Roswell Avenue to 4th Street, storm water improvements
4. Nampa Highway District
Bigfoot Road, Rim Road to Powerline Road - 4.1 miles, RABS (recycled asphalt base stabilization)

Local Rural Highway Investment Program – Construction

1. Canyon Highway District
Middleton Road at Lincoln Road, left turn lane
2. City of Notus
Chipseal all city roads
3. City of Parma
4th Street, Grove Street to Main Street, curb and gutter
4. Nampa Highway District
Lola Lane, Southside Boulevard to Happy Valley Road, RABS

Local Rural Highway Investment Program – Signs

1. City of Greenleaf
2. City of Notus

Local Rural Highway Investment Program – Planning

No agencies are eligible for planning funds.

Implication (policy and/or financial):

COMPASS Board approval of these priorities provides the support needed to help bring additional funds into the region.

More Information:

- 1) Attachment 1 – Resolution 02-2017
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. 02-2017

**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; and

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

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

WHEREAS, representatives of rural transportation jurisdictions in Ada and Canyon Counties met on September 7, 2016, in the City of Greenleaf, Idaho to determine the most effective rural projects in the region; and

WHEREAS, representatives of each rural transportation jurisdiction in Ada and Canyon Counties signed the attached rural prioritization recommendation, dated September 7, 2016, 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 17th day of October 2016.

APPROVED:

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

ATTEST:

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

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Recommendations from the
Fifth Annual Rural Prioritization Meeting
September 7, 2016
City of Greenleaf, ID

In 2012, 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.

Rural roadway jurisdictions in the two-county area include the following:

- 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

Participation in the rural prioritization process is voluntary; and these priorities were established by agreement between the undersigned member agencies.

The Fifth Annual Rural Prioritization meeting was held on September 7, 2016, in the City of Greenleaf. After negotiations, the following priorities are recommended for consideration in the LHTAC application process:

Surface Transportation Program – Rural

1. City of Notus
 - a. Street, Tuttle Lane to US-26, rebuild.
2. ACHD
 - a. Swan Falls Road, South of Initial Point Road to TBD, widening and shoulder work.
3. City of Parma
 - a. Main Street, Roswell Avenue to Street, storm water improvements
4. Nampa Highway District
 - a. Bigfoot Road, Rim Road to Powerline Road - 4.1 miles, RABS (recycled asphalt base stabilization)

Local Rural Highway Investment Program – Construction

1. Canyon Highway District
 - a. Middleton Road at Lincoln Road, left turn lane
2. City of Notus
 - a. Chipseal all city roads
3. City of Parma
 - a. Street, Grove Street to Main Street, curb and gutter
4. Nampa Highway District
 - a. Lola Lane, Southside Boulevard to Happy Valley Road, RABS

Local Rural Highway Investment Program – Signs

1. City of Greenleaf
2. City of Notus

Local Rural Highway Investment Program – Planning

No agencies are eligible for planning funds.

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		

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COMPASS BOARD AGENDA ITEM VII-C

DATE: October 17, 2016

Topic: COMPASS Prioritization Criteria for FY2018 Funding Cycle

Request/Recommendation:

COMPASS staff seeks Board approval of prioritization criteria in the COMPASS Application Guide (Attachment 1). The Regional Transportation Advisory Committee (RTAC) recommended the criteria, contained within the applications and scoring matrix, on September 28, 2016. The prioritization criteria is on pages 4 to 15 of the Application Guide.

Background/Summary:

The current COMPASS Application Guide was approved by the COMPASS Board on August 17, 2015. This document outlines the application and prioritization process for federal funds flowing through COMPASS. Feedback from last year's application cycle included requests for better quantitative data to compare projects for prioritization, simplifying of the guide, opportunities to adjust the timing of applications to be after Christmas, and more transparency in the programming process after prioritization.

To make these improvements, COMPASS staff made several revisions and developed a two-phase application process. Applications will continue to be based on the project, not the funding type; however, the distinction of funding program eligibility will be made much sooner in the process. Phase I is a simple information form requesting project description, scope and cost information, and performance information. Phase I will be all that is required for any non-federal projects including *Communities in Motion* (CIM) Implementation Grants and projects in the Project Development Program. Phase I will be used to create the "Resource Development Plan" required by COMPASS bylaws. The Resource Development Plan will be on the Board agenda for approval in February 2017.

If projects are eligible for federal aid funding, Phase II applications are due approximately seven weeks after Phase I. Phase II applications will not duplicate Phase I, but will request additional information needed for federal aid, such as ITD forms, performance measurement, and additional prioritization criteria developed by the RTAC subcommittee. The time in between the phases allows COMPASS staff to work with the agencies to fill in missing information, determine eligibility, and provide technical assistance.

The Application Guide provides simplified instructions and information about the application process. The applications contain questions covering criteria tied directly to *Communities in Motion 2040* goals and performance measures. The criteria are then consolidated into a ranking matrix (Attachment 2) providing "at-a-glance" information to assist during the scoring process. Scoring will continue to occur using the paired comparison process, but will have the additional support of the scoring matrix for better informed decisions throughout the process.

RTAC also recommended that RTAC rank all applications eligible for Federal Highway Administration and CIM Implementation Grant Program funding. Historically, various subcommittees were used in the process. Valley Regional Transit indicated they will not take applications for Federal Transit Administration funding in FY2018; thus, this application cycle does not reference inclusion of new Federal Transit Administration projects in the TIP.

Timeline:

- Board action on prioritization criteria (*October 17*)
- Open call for projects (*October 18*)
- Phase I applications due (*November 30*)
- Phase II applications due; Federal Aid only (*Jan 20*)
- Prioritization process/draft program development in RTAC (*February/March*)
- RTAC recommendation of draft COMPASS programs (*March/April*)

Implication (policy and/or financial):

The application process includes criteria for project selection for new projects in the Draft FY2018-2022 Regional Transportation Improvement Program. Approval of prioritization criteria will assist the paired comparison method of ranking, providing more transparency in funding decisions through objective criteria.

More Information:

- 1) Attachment 1 – COMPASS Funding Application Guide
- 2) Attachment 2 – Ranking Matrix
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or ttisdale@compassidaho.org or Kathy Parker, Principal Planner, at 475-2240 or kparker@compassidaho.org.

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COMPASS Funding Application Guide

COMPASS is accepting applications for the FY2018-FY2022 funding cycle. The process can be complicated, so we want to make it as simple as possible – just tell us your needs and we will match your application with available funding sources.



Applicant focus on project



COMPASS focus on funding source

A two-phase approach will be used in order to provide a streamlined process to gather the appropriate amount of information. **Phase I is a simple preliminary application (Appendix A)**, requesting very basic, brief information about your project, whether it's large or small. **The Phase I application is mandatory for all projects (both large and small) and due by 4:00 p.m. November 30, 2016.**

**DON'T MISS
THE DEADLINES!**

COMPASS staff will determine how these project concepts fit with current available funding opportunities. Only those projects qualified for federal funding will require completion of a **Phase II, extended application (Appendix B)**, due by 4:00 p.m. **January 20, 2017**. The questions on the Phase II application vary, depending on the project type and possible funding source. Talk to COMPASS staff if you want more information about the Phase II application!

Who Should Participate?

If your transportation project is in, runs through, or touches Ada County and/or Canyon County, and you want to be considered for federal or COMPASS funding assistance, you must participate in this process! See the COMPASS Planning Area map in **Appendix C**.



What Makes a Good Application?

The key to a successful application is a very well-thought-out project with an identified need, an anticipated schedule, and a budget estimate. If you don't know all the information yet, some of our funding sources might be able to help you develop your project to get it grant ready.

Describe your project, tell us why it is needed, and what stage of development your project is in -- we will help with the rest!

Schedule

The schedule for the COMPASS application cycle follows:

COMPASS APPLICATION - FY2018-FY2022 Funding Cycle	
October 18, 2016	Call for Projects
November 30, 2016	Phase I Applications Due!
January 20, 2017	Phase II Applications Due!
February/March 2017	Application Ranking Meetings
March/April 2017	RTAC recommend Draft FHWA Programs

Additional approvals and public involvement may be required after the prioritization of the projects is approved, depending on the funding source selected.

Ranking

The Phase II application includes questions related to performance measures in *Communities in Motion 2040*, the regional long-range transportation plan (<http://www.compassidaho.org/documents/prodserv/PerformanceMeasuresBoardofficial.pdf>). COMPASS staff will provide quantitative data obtained from the Phase II application, as well as other analytical data for base information. A subcommittee will review the preliminary analysis and prioritize the applications based on a paired comparison ranking of all applications.

A.	<u>3</u>	A/B	A/C	A/D	A/E	A/F
B.	<u>4</u>	B/C	B/D	B/E	B/F	
C.	<u>2</u>	C/D	C/E	C/F		
D.	<u>5</u>	D/E	D/F			
E.	<u>0</u>	E/F				
F.	<u>1</u>					

Figure 1: Sample Ranking Sheet of Paired Comparisons

Paired comparison compares each project to each other project. When deciding which of the two projects is "better," a ranking committee will compare them based on analytical data related to performance measures. Each application's rank is calculated using the sum of the number of times it was selected as "better" than the project it was compared against. A sample ranking sheet is shown above in Figure 1 (count all letters circled in the entire table). The final recommendation is determined after discussion of the paired comparison results.

The RTAC subcommittee that reviews all FHWA applications is made up of COMPASS' technical committee (member agency staff).

Programming

Once priorities are approved, COMPASS staff matches the application with appropriate funding sources based on the order of priority, eligibility for funding, project readiness, and funds available over the next five years.

If a project is "programmed" in a federal program, you must be aware of federal-aid program requirements. You will be required to acknowledge that you understand these requirements before submitting the Phase II application. If you need assistance identifying those, please contact COMPASS staff.

Applications that cannot be matched to a funding category in either phase of programming will be included in the COMPASS Resource Development Plan. COMPASS staff will research other funding opportunities throughout the year, and provide information to you if a funding source that matches your project is located.

What Funding Sources are Available?

COMPASS manages many different funding sources, both federal and non-federal. The following are the main funding sources staff considers when programming funds:

Federal Highway Administration

- Surface Transportation Program (STP)
 - Transportation Management Area (TMA) (Boise Urbanized Area)
 - Urban (Nampa Urbanized Area)
- Transportation Alternatives Program (TAP) - TMA

COMPASS

- Communities in Motion (CIM) Implementation Grant
- Project Development Program

While COMPASS considers all funding for inclusion in the TIP, Valley Regional Transit, as the designated recipient, programs all FTA funds.

Valley Regional Transit will not accept new applications for FTA funding for the FY2018-FY2022 funding application cycle, as they are determining how to incorporate new FTA federal regulations.

COMPASS Grants:

The CIM Implementation Grant Program and Project Develop Program do not require a Phase II application. Phase I applications are for FY2018 funding only. Please contact COMPASS staff or more information prior to submitting your Phase I application.

More Information

If you want to learn more about the COMPASS application cycle, and additional requirements for federal funding, please contact COMPASS staff at 208-855-2558.

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APPENDIX A

FY2018-FY2022 COMPASS Funding Application Phase I

All character limits include spaces! Please answer all questions on this form, not on a separate sheet; do not change font size and DO NOT EXCEED character limits for each section. You may delete **NOTE** section at end of application to allow room to complete all sections within the four-page limit. Please submit your application in Word format only.

1. **Project Title:**
2. **Agency Name/Main Contact Information:**
3. **Type of Project:** Place an X next to the project type that most closely matches your proposed project.

Infrastructure (construction project)	
Non-Infrastructure (non-construction project, such as a study, signage, ITS, vehicle purchase, project development, etc.)	

4. **Location of Project:** Be specific and indicate if in downtown, a major activity center, or other. *(200 character limit)*
5. **Description of Project:** Describe total project and specify which part(s) this funding will cover. *(1,000 character limit)*
6. **Purpose and Need for Project:** Why is this project important to your agency, as well as the region? *(1,000 character limit)*
7. **Estimated Cost:** *(45 character limit for each "How cost was determined")* No cost estimates required for Project Development Program.

Task	Cost Estimate	Amount Requested	How Cost was Determined
Environmental/Planning	\$	\$	
Design	\$	\$	
Construction/Procurement	\$	\$	
TOTALS	\$	\$	

8. **Partners/Support:** Describe jurisdictional agencies and their role in the project, owner/status of right-of-way, project partners, and demonstrated general public support. *(500 character limit)*

- 9. Project Readiness:** Indicate which of the following elements of the project are not yet started, in process, or complete, and whether COMPASS assistance is needed. Place an X next to all of the following that apply. Select Y/N/NA and enter % complete in the In Process column unless N/A.

PROJECT READINESS	Yes, No, or N/A	Not Yet Started	In Process	Date Completed	Need Assistance
Idea/concept only			%		
Identified in local or regional plan - List plan & page #'s below*			%		
Public/stakeholder involvement			%		
Formal approval by agency leaders			%		
Preliminary design (up to 30% of design)			%		
Concept Report			%		
Environmental Evaluation is approved			%		
Right-of-way or easements			%		
Final design			%		
Plans Specifications and Engineering (PS&E)			%		

*List Plan and page numbers where project is identified. Provide explanation of other selections, as necessary. (500 character limit)

- 10. Project Status/Timeline/Schedule:** Include general status of the project and the timeline that would benefit the project most efficiently. (300 character limit)
- 11. Funding/Match Available:** Please list the amount of match that you anticipate will be available and its source. What other sources have you applied to for funding for this project, and what was the outcome? (300 character limit)
- 12. Measuring Project Success:** Which performance measures apply to this project? Place an X in the boxes that represent your project. (More details about performance measures can be found in the TIP Achievement section of the FY2016-2020 Regional Transportation Improvement Program available online:
<http://www.compassidaho.org/documents/prodserv/trans/FY2016TIPrpt.pdf>
 (page 9)

CATEGORY	EXAMPLES (not limited to these)	
Maintenance	<ul style="list-style-type: none"> • Overlays or chip seals • Preventive maintenance on vehicles 	
Transportation Infrastructure	<ul style="list-style-type: none"> • Bridge repair or rebuild • Bus or van replacement • Increase bus service 	
Congestion Reduction/ System Reliability	<ul style="list-style-type: none"> • Add park and ride spaces • Increase vanpool service • Increase opportunities to walk and ride bicycles 	
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> • Safety or capacity improvements to decrease congestion for freight 	
Transportation Safety	<ul style="list-style-type: none"> • Safety projects for autos, sidewalks, bicycle paths, or public transportation services or facilities (such as bus stops or transfer stations) 	
Environmental Sustainability	<ul style="list-style-type: none"> • Additional public transportation service • New sidewalks or pathways • Signalization improvements to improve traffic flow 	
Land Use	<ul style="list-style-type: none"> • Improve quality of living in downtown, Major Activity Center, or infill areas 	
Housing	<ul style="list-style-type: none"> • Widen a congested road to increase access to employment opportunities 	
Community Infrastructure	<ul style="list-style-type: none"> • New sidewalks in urban areas 	
Health	<ul style="list-style-type: none"> • Specifically add connectivity and accessibility option to parks, schools, or grocery stores 	
Open Space	<ul style="list-style-type: none"> • New or improved connections or access to parks and pathway amenities, or the greenbelt 	
Farmland	<ul style="list-style-type: none"> • Does not negatively impact farmland 	
Support	<ul style="list-style-type: none"> • Planning projects • Staff salary • Technology improvements • Public transportation operations 	

Provide explanation, if necessary. (200 character limit)

NOTE:

- Maximum Phase I Funding Application form size is four pages
- Attach no more than two map/sketch pages (required)
- Attach at least one letter committing match (required, except for Project Development Program)
- Attach no more than three one-page commitment/support letters (optional)
- Cover letters may not exceed one page (optional)

Appendix B

FY2018-FY2022 COMPASS Funding Application Phase II

All character limits include spaces! Please answer all questions on this form, not on a separate sheet; do not change font size and **DO NOT EXCEED** character limits for each section. You may delete **NOTE** section at end of application to allow room to complete all sections within the four-page limit. Please submit your application in Word format only.

1. **Project Title:**
2. **Agency Name:**
3. **This application is ranked #___ of #___ within our agency.**
4. **Is this application for a new project or adding funds to an existing project? (Place an X in the box that represents your project.)**

This is a new application; project currently has no funding	
Project is partially funded, but needs additional funding (provide reference or key number below)	
Current funding is federal	
Current funding is local	
Current funding is from some other source	

Provide explanation, if necessary (200 character limit)

5. **What other attempts have been used to secure funding for this project? (Only if additional to Phase I) (500 character limit)**
6. **How will this project improve safety? Provide information on crashes or incidents at this location. (500 character limit)**
7. **Is the project located in an Environmental Justice (EJ) Consideration or Economically Distressed (ED) Area? Place an X in the box that represents information shown in the map. [EJ Info Map](#). [ED Guidance](#) (FHWA) and [Distress Tool](#) (StatsAmerica).**

	Yes	No	Partial
EJ Minority Populations			
EJ Low Income			
Economically Distressed			

Provide explanation, if necessary (200 character limit)

8. **Did the COMPASS environmental suitability analysis identify potential environmental considerations in the project area? If so, please explain. Information is shown in the Communities in Motion Environmental and**

Sensitive Receptors maps - ([Environmental Considerations Map](#)). (500 character limit)

9. Provide any other relevant information regarding this project. (1000 character limit)

Attachment Check List

Please include the following:

- Resolution, letter, or minutes of applicant's governing body approving the submittal of this application, including a commitment to provide necessary local match, the ability to cover cost overruns, and maintenance and/or operation of the project once complete.
- Project Estimating Worksheet ([Link](#) – see "forms" at bottom of page)
- ITD forms - available online ([Link](#)):
 - 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act (FFATA)
 - 1150 – Project Cost Summary Sheet
 - 2435 – Local Federal-Aid Project Request
- COMPASS Form FA100 – Summary of Federal Requirements ([Link](#))
- Maps, photos, or letters of support (only if additional to Phase I)

The next sets of questions pertain to specific project types.

Please fill out only the section(s) that pertain to your project!

Roadway and Bridge Maintenance

1. What is the functional classification of the roadway segment on the 2025 Federal Functional Classification Map? ([Link to Functional Classification Maps](#)) Place an X in the box that represents your project.

Interstate	
Proposed Interstate	
Principal Arterial	
Proposed Principal Arterial	
Minor Arterial	
Proposed Minor Arterial	
Collector	

2. What is the life cycle cost? Explain method. (200 character limit)
3. What is the pavement condition index or bridge sufficiency rating? Provide source. (200 character limit)
4. What is the current volume? Include average daily traffic or a sample traffic count for weekday (Tuesday, Wednesday, or Thursday). ([Roadway Traffic Count Link](#))

Mode	Volume/Time Period
Roadway	
Bicycle	
Pedestrian	

Provide explanation, including method used to collect counts and anticipated change in volume as a result of this project, if applicable. (200 character limit)

5. Is the project located on a freight corridor identified in CIM 2040? Place an X in the box that represents your project. ([Link to Freight Corridors, page 49](#))

Yes	
No	
Partial	

Provide explanation, if necessary (200 character limit)

6. What project elements/improvements for alternative modes will be included as part of this project? Place an X in the boxes that represent your project.

	Add	Upgrade
Bicycle		
Pedestrian		
Public Transportation		

Explain type of facility; add other project elements, if necessary. (500 character limit)

- 7. What elements are included to mitigate congestion, as specified in the most recent Congestion Management System (CMS) Annual Report? ([Link to CMS](#)) (500 character limit)**

Public Transportation - Service Related

1. **Is the intent of the project to maintain or expand existing service?**
Place an X in the boxes that represent your project.

Maintain	
Expand	

Provide explanation, if necessary (200 character limit)

2. **Will this project be included in the regional Transit Asset Management Plan (group plan) or are you developing your own Transit Asset Management Plan?** (200 character limit)
3. **Is this project a priority in the Regional Transportation Development Plan (for new projects), and where is it ranked?** (200 character limit)
4. **How does this project support and maintain successful/critical service operations?** (500 character limit)
5. **What are the primary trip purposes for this project?** Place an X in the boxes that represent your project.

Nutrition/Groceries	
Shopping	
Health	
Employment	
Civic Engagement	
Education	
Recreation	

Provide explanation, if necessary. (200 character limit)

6. **How does this project maximize the use of available resources?**
Explain how this project is the most effective transportation mode(s) for the situation. (500 character limit)
7. **Cost Efficiency:** Explain why the project is the most cost efficient way to meet the need. (500 character limit)
8. **Ridership:** Explain how the service is structured to accommodate multiple passengers and how many rides are currently provided and/or anticipated to be provided. (500 character limit)
9. **Sustainability:** Place an X in the box that represents your project.

New project - one-time request for funds	
Existing project – need funds to continue	
Existing project – need one-time improvement	

Explain the plan for ongoing funding and operations. (500 character limit)

10. Does this project support affordable transportation options? Explain the options provided to targeted customers. How do these options compare to other options? (500 character limit)

11. Which of these best describe your project? Place an X in the boxes that represent your project:

The project improves accessible transportation options for persons with disabilities	
The project meets Americans with Disabilities Act (ADA) standards	
The project enhances a mode choice that currently exists	
The project provides a mode choice that currently does not exist	
The project replaces a vehicle with the same equipment (explain below)	

Provide explanation or add other improvements, if necessary. (500 character limit)

12. Does this project expand service operations? Place an X in the boxes that represent your project.

The project only maintains existing service and does not provide expansion.	
The project is supported through an existing planning document such as valleyconnect or CIM2040?	
The project enhances an existing service	
The project provides connections to existing services	
The project is supported by one or more strategies in the Transportation Service Coordination Plan for Ada and Canyon Counties	

Provide explanation, including document title and page numbers, where appropriate. (500 character limit)

13. How does this project maintain or improve safety and security of the transportation system? (500 character limit)

14. How does this project improve customer service and mobility support? (500 character limit)

15. Ownership of the bus, equipment, or facility: Place an X in the box that represents your project.

Owned	
Leased	

Alternative Transportation - (Capital)

1. **What are the primary trip purposes for this project?** Place an X in the boxes that represent your project.

Nutrition/Groceries	<input type="checkbox"/>
Shopping	<input type="checkbox"/>
Health	<input type="checkbox"/>
Employment	<input type="checkbox"/>
Civic Engagement	<input type="checkbox"/>
Recreation	<input type="checkbox"/>

Provide explanation, if necessary. (200 character limit)

2. **Is the scope of the project local or regional in nature?** Place an X in the box that represents your project.

Local	<input type="checkbox"/>
Regional	<input type="checkbox"/>

3. **Does the project include land purchase?** Place an X in the box that represents your project.

Project does not include land purchase	<input type="checkbox"/>
Sponsor owns dedicated right-of-way for the project	<input type="checkbox"/>
Land purchase is a part of the project	<input type="checkbox"/>
Easements from individual land owners are needed	<input type="checkbox"/>
Agreements for right-of-way are needed from a separate agency	<input type="checkbox"/>

Provide explanation or more information, if necessary. (200 character limit)

4. **How does the project support or connect with existing transportation services? Provide proximity to public transportation.** (500 character limit)
5. **What is the current volume?** Include average annual/daily traffic or a sample traffic count for weekday (Tuesday, Wednesday, or Thursday). [\(Link to Traffic Counts\)](#)

Mode	Volume/Time Period
Roadway	<input type="text"/>
Bicycle	<input type="text"/>
Pedestrian	<input type="text"/>

Provide explanation, including method used to collect counts and anticipated change in volume as a result of this project. (200 character limit)

6. What project elements will be included/improved as part of this project? Place an X in the boxes that represent your project.

	Add	Upgrade
Roadway		
Bicycle		
Pedestrian		
Public Transportation		

Explain type of facility; add other project elements, if necessary. (500 character limit)

7. If eligible for Transportation Alternative Program (TAP) funding, have you discussed this project with the ITD District 3 TAP Coordinator (blaine.schwendiman@itd.idaho.gov) for suggestions about budget and timeline? Explain. (500 character limit)
8. How does this project maintain or improve safety and security of the transportation system? (500 character limit)
9. How does this project improve customer service and mobility support? (500 character limit)
10. Ownership of the bus, equipment, or facility: Place an X in the box that represents your project.

Owned	
Leased	

Planning and Special Studies

1. **Is the scope of the project local or regional in nature?** Place an X in the box that represents your project.

Local	
Regional	

2. **How will the project lead to improvements that could mitigate congestion?** (200 character limit)

3. **Will the project lead to improvements to help achieve other goals in CIM 2040?** Place an X in the boxes that represent your project.

Economic development	
Protecting agricultural land	
Protecting open space	
Housing/Jobs Balance	

Provide explanation, or list others, as needed. (200 character limit)

4. **Which mode(s) will the project include?** Place an X in the boxes that represent your project.

Automobile focus	
Freight focus	
Bicycle focus	
Pedestrian focus	
Public transportation focus	

Provide explanation, if necessary. (200 character limit)

5. **Is the project needed to meet or exceed federal requirements?** Place an X in the box that represents your project.

Yes	
No	
Not Applicable	

Provide explanation, if necessary. (200 character limit)

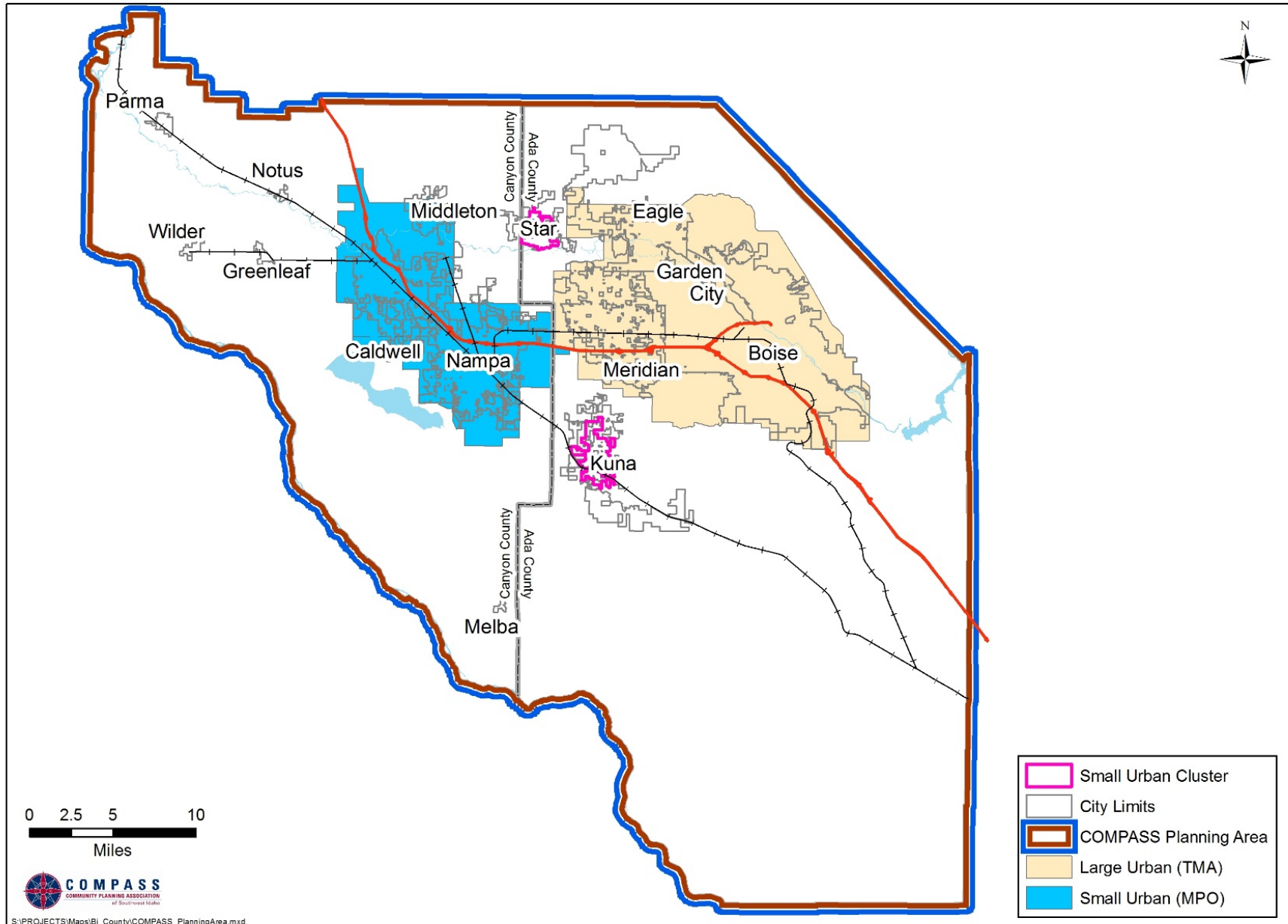
6. **Is the project needed to provide information for federally required planning elements?** Place an X in the box that represents your project.

Yes	
No	
Not Applicable	

Provide explanation, if necessary. (200 character limit)

COMPASS Planning Area

Appendix C



FY2018-2022 COMPASS Application Cycle
 Ranking Matrix (with Sample)

		Application 1	Application 2	Sample	Application 4	Application 5	Application 6
Phase I	Applicant			City of Oz			
	Type of project			Infrastructure			
	Total cost estimate			\$300,000			
	Support			3 letters			
	Readiness Project			concept only			
				Need 2018 to match coordinating project			
	Status and timeline						
	Match available			10%			
	Performance measures			Transportation Safety			
Phase II (All)	Project rank			1 of 2			
	New or existing project			New			
	Other attempts			Tried CDBG, not funded			
	Improve safety			Bike/Ped safety improvements			
	In EJ or economically distressed area			partial EJ, Yes econ			
	Environmental issues			No			
	Listed adopted plan			Comp Plan			
	Check list items						
				Resolution			
				Resolution, letter, minutes			
				Budget summary worksheet			
				ITD form 0332			
				ITD form 0414			
			ITD form 1150				
			ITD form 2435				
			COMPASS form XX				
Phase II (Road/Bridge)	Road/Bridge Maintenance						
	Functional Classification						
	Life cycle cost						
	Pavement condition/bridge rating						
	Current roadway volume						
	Freight corridor						
	Alternative modes						
Congestion mitigation							
Phase II (Public Transportation - Service)	Public Transportation (Service)						
	Maintain or expand						
	Support to existing services						
	Primary trip purposes						
	Capital replacement plan						
	Maximize use of resources						
	Why is this most cost efficient						
	Ridership accommodations						
	Sustainability						
	Support affordable transportation						
	Does project expand operations						
	Improve safety and security						
Improve customer service							
Ownership							
Phase II (Alternative - Capital)	Alternative Transportation (Capital)						
	Primary trip purposes			Commuter/ Recreation			
	Local or regional			Connects to regional			
	Land purchase			yes			
	Supports existing services			Yes			
If TAP, D3 contacted			Yes				
Phase II (Planning/Special)	Planning and Special Studies						
	Local or regional						
	Leads to congestion mitigation						
	Help achieve goals in CIM						
	Includes which modes						
	For federal requirements						
Information for federal elements							

COMPASS BOARD AGENDA ITEM VII-D

Date: October 17, 2016

Topic: FY2017 *Communities in Motion (CIM)* Implementation Grant Program and the Project Development Program.

Request/Recommendation:

COMPASS staff seeks COMPASS Board approval of FY2017 *Communities in Motion (CIM)* Implementation Grant Program awards. The Regional Transportation Advisory Committee (RTAC) recommended approval of the three projects listed below on September 28, 2016. The link to the grant applications under supplemental information is:

<http://www.compassidaho.org/people/boardmeetings.htm#CIMgrants>.

Staff will also provide an update on project activities within the CIM Implementation Grant and the Project Development programs that were completed in FY2016.

Background/Summary – CIM IMPLEMENTATION GRANT PROGRAM:

The CIM Implementation Grant Program was approved by the COMPASS Board in 2013 and provides direct support to member agencies for local priority projects consistent with the regional goals in *Communities in Motion 2040*. Projects may be a plan, regulatory tool, construction, maintenance, concept/design, etc., and may be a stand-alone project or a phase/component of a larger project.

A funding level of \$50,000 for this program was adopted in the FY2017 Unified Planning Work Program (UPWP) and Budget. A subcommittee of RTAC provided the initial review and prioritization of the applications and RTAC concurred with the recommendation. In priority order, recommended projects to be funded are:

Applicant	Proposed Project	Requested	Recommended
#1 - Kuna	Greenbelt Paving Behind Indian Creek School	\$19,700	\$19,700
#2 - VRT	Boise GreenBike System Enhancements	\$41,500-240,000	\$19,920
#3 - Garden City	Pathway Design / Wayfinding Signs	\$18,500	\$10,380
#4 - Garden City	Bike Work Stations	\$12,500	\$0
TOTAL AVAILABLE			\$50,000

CIM Implementation Grant Program Activities Update:

The COMPASS Board approved \$100,000 in FY2014, and \$50,000 in both FY2015 and FY2016 for the CIM Implementation Grant Program. One 2014 project and several 2015 projects were completed in 2016.

Projects completed during FY2016:

Member Agency (Award FY)	Project	Final Cost	Completed - Date of Final Payment
BSU	Bike Pumps	\$3,767	January 5, 2016
City of Wilder ('14)	Chip Seal	\$27,427	January 5, 2016

Member Agency (Award FY)	Project	Final Cost	Completed - Date of Final Payment
City of Eagle ('15)	Plaza Drive Extension Design	\$13,450	January 5, 2016
BSU	Contraflow Bike Lane	\$10,729	January 5, 2016
City of Wilder ('15)	3 rd Street Improvements	\$25,398	January 20, 2016
City of Kuna	Downtown Re vitalization/ Economic Development Plan	\$16,000	February 5, 2016
City of Parma ('15)	Grove Street Sidewalk Accessibility and Repair	\$5,946	July 5, 2016
City of Nampa ('15)	Library Block Bike Corral	\$1,428	July 5, 2016
Ada County	Greenbelt Bollard Signage and Striping	\$11,973	July 5, 2016

Projects not yet completed:

Member Agency	Project	Award	Status
BSU	BSU Covered Bike Parking	\$13,919	Carried Over to FY17
City of Parma ('15)	Grove Avenue Plan	\$8,683	Cancelled by City of Parma Sept. 2016

Project Development Program FY2017:

The goal of the Project Development Program (PDP) is to transform ideas into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public information plans. This program develops projects to ensure readiness for state and federal funding. The COMPASS Board approved \$75,000 for this program in the FY2017 UPWP.

Three applications were received and are currently moving forward with scoping, and consultant negotiations.

Applicant	Proposed Project	Amount
City of Meridian	Five Mile Creek Pathway-Black Cat to Ten Mile	TBD
City of Boise	Phase III Bike/Ped Improvements-Eagle Road	TBD
City of Nampa	Happy Valley-Stamm-Garrity-Flamingo Couplet	TBD
	TOTAL AVAILABLE	\$75,000

Project Development Program Activities Update:

The COMPASS Board approved \$125,000 in FY2015 and \$100,000 in FY2016 for the Project Development Program. Several 2015 projects were completed in 2016.

Projects completed in FY2016:

Member Agency	Consultant	Project	Final Cost	Completed -
City of Caldwell ('15)	Six Mile	Ustick Road, Montana Avenue to Indiana Avenue	\$39,207	November 20, 2015
City of Parma	Horrocks	Main Street drainage and pedestrian facilities	\$30,769	November 23, 2015
City of Boise ('15)	Forsgren	Eckert Road Underpass	\$32,616	January 5, 2016
COMPASS	Six Mile	I-84 Northside to Franklin Safety Evaluation for TIGER	\$4,400	May 5, 2016

Member Agency	Consultant	Project	Final Cost	Completed -
City of Eagle ('15)	JUB	Bike/Ped Bridge over North Channel Boise River	\$31,797	June 3, 2016
City of Meridian	Keller	Eagle Road corridor bike/ped improvements – Overland to Chinden	\$46,955	September 30, 2016
Garden City	Kittelson	Chinden bike/ped improvements – Glenwood to Fairview	\$42,003	September 30, 2016

Implication (policy and/or financial):

The CIM Implementation Grant Program and the Project Development Program further the goals of *Communities in Motion*, help to align local projects with regional priorities, and bring additional resources into the Treasure Valley.

More Information:

- 1) Attachment A: CIM Implementation Grant Program Budget Summary, FY2014-FY2016
- 2) Attachment B: Project Development Program Budget Summary, FY2015-FY2016
- 3) Attachment C: FY2017 CIM Implementation Grant Application Summaries
- 4) Attachment D: FY2017 Project Development Program Application Summaries
- 5) For more detailed information, contact Kathy Parker at (208) 475-2240 or kparker@compassidaho.org.

**COMPASS - Attachment A
CIM Implementation Grants Program Summary**

October 17, 2016

	Member Agency	Project	Grant Award	Reimb. to Date	Balance of Award yet to be Reimb.	Award Funds Unused	Cost Overrun Reimb.	Status
FY2014	Kuna	Greenbelt extension	40,000	23,381		16,619	-	Complete
	Middleton	Concord Street Sidewalk & Willow Drive Trail Connection	30,000	29,998	-	2	-	Complete
	Wilder	Chip Sealing	27,427	27,427	-	-	-	Complete
	Subtotal		97,427	80,806	-	16,621	-	

FY2015	Eagle	Plaza Street Extension Trail & Landscape design	14,266	13,450	-	816	-	Complete
	Nampa	Library Block Bike Corral	4,605	1,428	-	3,177	-	Complete
	Parma	Grove Street Pedestrian Accessibility Sidewalk Repair	5,946	5,946	-	-	-	Complete
	Parma	Grove Avenue (Downtown) Plan	8,683	-	-	8,683	-	Cancelled
	Wilder	3rd St Improvement Project	16,500	16,500	-	-	8,898	Complete
	Subtotal		50,000	37,324	-	12,676	8,898	

FY2016	Ada County	Greenbelt bollard signage and safety striping	9,210	9,210	-	-	2,763	Complete
	Boise State	Surface mount bike pumps	3,767	3,767	-	-	-	Complete
	Boise State	Contraflow bike lane - Cesar Chavez Blvd	10,729	10,729	-	-	-	Complete
	Boise State	Covered bike parking	13,919	-	13,919	-	-	Project/grant agreement revised - moved to 2017.
	Kuna	Downtown Revitalization/ Economic Development Plan	16,000	16,000	-	-	-	Complete
	Subtotal		53,625	39,706	13,919	-	2,763	

Grant Balances, All Years			201,052	157,836	13,919	29,297	11,661	Underspent \$17,636
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T:\FY16\600 Projects\685 104 CIM Implementation Grants\RTAC Reports\Att A - Program Summary for All CIM Grants FY14-16

**COMPASS - Attachment B
Project Development Program Summary**

October 17, 2016

	Agency/ Consultant	Project	Task Order Total	Payments to Date	Balance Available	Funds Unused	Status
FY2015	Boise/ Forsgren	Eckert Road Underpass- Greenbelt	32,879	32,616	-	263	Complete
	Parma/ Horrocks	Main Street Drainage - 5th to Roswell	30,769	30,769	-	-	Complete
	Eagle/ JUB	Bike/Ped Bridge over N Channel of Boise River - Phases I/II	21,651	17,797	-	\$3,854 moved to FY16	Complete
	Caldwell/ Six Mile	Ustick Road - Montana to Indiana Widening Pre- Concept Report	39,207	39,207	-		Complete
	Subtotal			124,506	120,389	-	263
Note: Budget was \$125,000; \$494 unawarded plus \$263 unused = \$757 left over in FY15							
FY2016	Eagle/ JUB	Bike/Ped Bridge over N Channel of Boise River - Phase III	14,000	14,000	-	-	Complete
	COMPASS/ Six Mile	I-84 Northside to Franklin Safety Evaluation	4,400	4,400	-	-	Complete
	Garden City/ Kittleson	Bike/Ped Improvements - Chinden Glenwood to I-184	44,883	25,272	19,611	-	To be completed by 9/30/16
	Meridian/ Keller	Bike/Ped Improvements - Eagle Road Phases I/II	46,955	33,196	13,759	-	To be completed by 9/30/16
	Subtotal			110,238	76,868	33,370	-
Grant Balances, Both Years			234,744	197,257	33,370	263	<-Underspent

T:\FY16\600 Projects\685 104 CIM Implementation Grants\RTAC Reports\Att B - Budget for All PD Grants FY15-16

Attachment C

Summaries of FY2017 CIM Implementation Grant Applications

Ranked #1 – City of Kuna Paving Behind Indian Creek School for Greenbelt Extension – Requested and recommended at \$19,700 for a \$33,860 project; City of Kuna will provide \$14,160 match via labor and equipment.

This project converts a non-ADA accessible dirt foot path between Indian Creek and Indian Creek School into a paved pathway from the Greenbelt to 4th Street. It provides more transportation options to minimize congestion, increase walkability, and improve the parks system. This safe walkable pathway connects a residential area to the Indian Creek School, businesses, and Kuna's Historic Downtown.

Currently the trail behind the Indian Creek School is narrow, unkept, unleveled, and not safely accessible for the general public, let alone those with mobility challenges. The path creates a public route going safely around traffic to the school and downtown, continuing the development of a major activity center.

Ranked #2 – Valley Regional Transit Boise GreenBike (bike share) Bicycles – Requested \$240,000 for multiple system enhancements initially. Updated request was for 25 bicycles at a cost of \$41,500; recommended to receive \$19,920 for 12 bicycles (with VRT purchasing a 13th bicycle as match).

Launched on April 15, 2015 with just ten bikes, the system has grown significantly in downtown Boise and at BSU. The original application was for not only bicycles, but bike racks, sign panels, RFID cards, and installation. Although some sources of funding have been identified, the bicycles remain unfunded. With the new racks, they are "thinning the herd" of available bicycles at each location.

Members use the bikes in a variety of ways, from those riding from the office to a meeting, simple recreational rides, and running errands. The bikes provide an additional method for people to get around downtown Boise, as well as the first or last mile of a commute for those choosing to come into the city by bus or other shared-use forms of transportation.

Ranked #3 – City of Garden City – Pathway Design/Wayfinding Signs – Requested \$18,500 for a \$28,000 project. Recommended to receive \$10,380. The Riverside Hotel has committed to cash match for this project, and the 33rd Street Neighbors have pledged in-kind design work.

This project would develop wayfinding signage and pavement guidance as a solution for pedestrian and bike connectivity where there is none,

particularly at the Garden City greenbelt between Main Street and 42nd Street, 33rd Street between the greenbelt and Chinden, 42nd to 43rd Street, Osage between 32nd and 37th Streets, and 42nd to 44th Street. The project includes working with ACHD on pathway guidance and signage similar to other areas to facilitate ease of use.

Multiple business owners and a group of artisans have requested a way for patrons to feel comfortable visiting their businesses and moving to the next business via walking or biking safely. The on-street bike pathway proposal would connect to the greenbelt and make bike access to the Garden City artisan business owners more feasible.

Ranked #4 – City of Garden City Bike Work Stations –

Project cost of \$12,500 with Garden City and Garden City Urban Renewal Agency committing to 13% cash match.

This project would provide up to five bike work stations that include all the tools necessary to perform basic bike repairs and maintenance, from changing a flat, to adjusting brakes and derailleurs. The tools and air pump are securely attached to the stand with stainless steel cables and temper-proof fasteners. The model being considered allows the rider to hang the bike from an arm that allows the pedals and wheels to spin freely while making adjustments.

Located within activity centers, the work stations would be placed in greenbelt right-of-way or Garden City parks adjacent to the Greenbelt, however final locations have not yet been determined. The work stations are designed to service students, recreationalists, and commuters traveling by bicycle. They promote bicycle use as a travel mode by providing a means to prevent the cyclist from being stranded. They also provide a free fix for those who may not otherwise afford to buy the tools necessary or have the means to take their bike to a shop.

Attachment D

Summaries of FY2017 Project Development Program Applications

City of Meridian - Five Mile Creek Pathway, Black Cat Road to Ten Mile Road

This pathway provides an alternative transportation route connecting the northwest area of the City to downtown via existing pathway connections. This project improves Segment D of the 2016 Five Mile Pathway Connection Project, supporting the City of Meridian's Pathways Master Plan, adopted in 2007.

The project includes a 10' wide asphalt pathway and a pedestrian bridge crossing Five Mile Creek. No right-of-way costs will be incurred, as the pathway is entirely within Nampa and Meridian Irrigation District owned property, where an Agreement exists defining the process to develop and construct the pathways.

Currently, pathway/trail users trespass on irrigation ditch banks and dash across arterial roads. To alleviate this concern and others, the City is requesting assistance developing the program to include concept design, an environmental scan, and a federal cost estimate.

City of Nampa – Happy Valley/Stamm/Garrity/Flamingo Couplet

This roadway network which connects Downtown Nampa, Nampa Gateway Center, I-84/Garrity Interchange, WinCo, and Saint Alphonsus Hospital, among many others, is severely congested and one of the highest accident locations in the City. A Traffic Alternatives Improvement Assessment was conducted in 2015 for this network, which recommended a one-way couplet.

The City, in an attempt to move this project forward, is requesting funding to develop an "application ready" project which includes a detailed project scope and cost estimate, as well as a strategic public involvement plan, particularly since many adjacent businesses and medical centers will be directly affected.

City of Boise – Eagle Road Corridor – Phase III

In Phase I of this project, during the FY2016 Project Development Program year, Eagle Road was assessed from Overland to Chinden for critical deficiencies, inconsistencies, and gaps in the bike/ped infrastructure. During Phase II of Project Development, concept design, an environmental scan, and cost estimates were completed on the first four segments identified as the most critical.

The City of Boise is requesting the next four highest ranked segments be addressed in Phase III of this project. Three of those next four segments are within the City of Boise. It may be possible Phase III of this project could be expanded to include one or two more segments simultaneously since portions of the requested next four segments will require less effort than previous segments.

COMPASS BOARD AGENDA ITEM VII-E

Date: October 17, 2016

Topic: 2025 Federal Functional Classification Map

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors approval to amend the 2025 federal functional classification map, as requested by City of Middleton, City of Notus, and City of Parma. The Regional Transportation Advisory Committee (RTAC) recommended approval of these amendments on September 28, 2016.

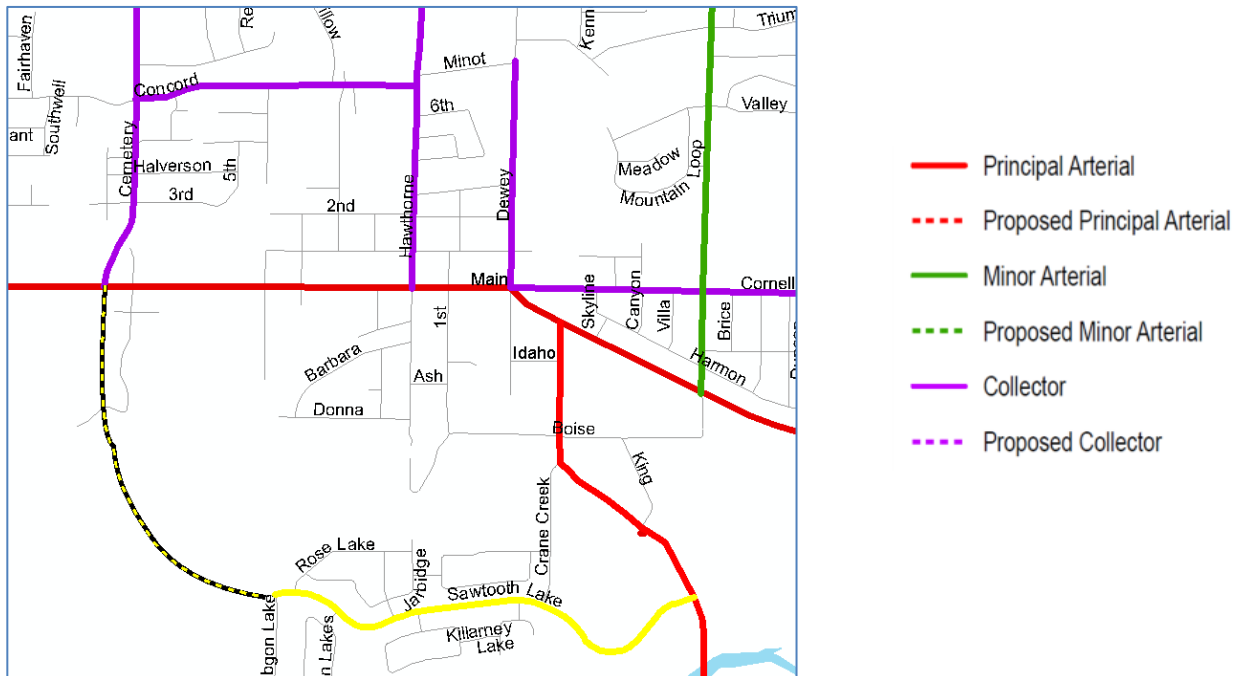
Background/Summary:

1. City of Middleton

The roadways highlighted in yellow in the map below will function as collectors upon completion of the Cemetery Road extension.

- a) **Add Cemetery Road extension as a proposed collector from SH 44 connecting to the west end of Sawtooth Lake Drive.** This is currently a federal-aid project with construction scheduled for 2018/2019. The classification as a collector is needed to continue funding the project with federal dollars; federal funds were used for the design.
- b) **Include Sawtooth Lake Drive as a collector from the west end to Middleton Road.**

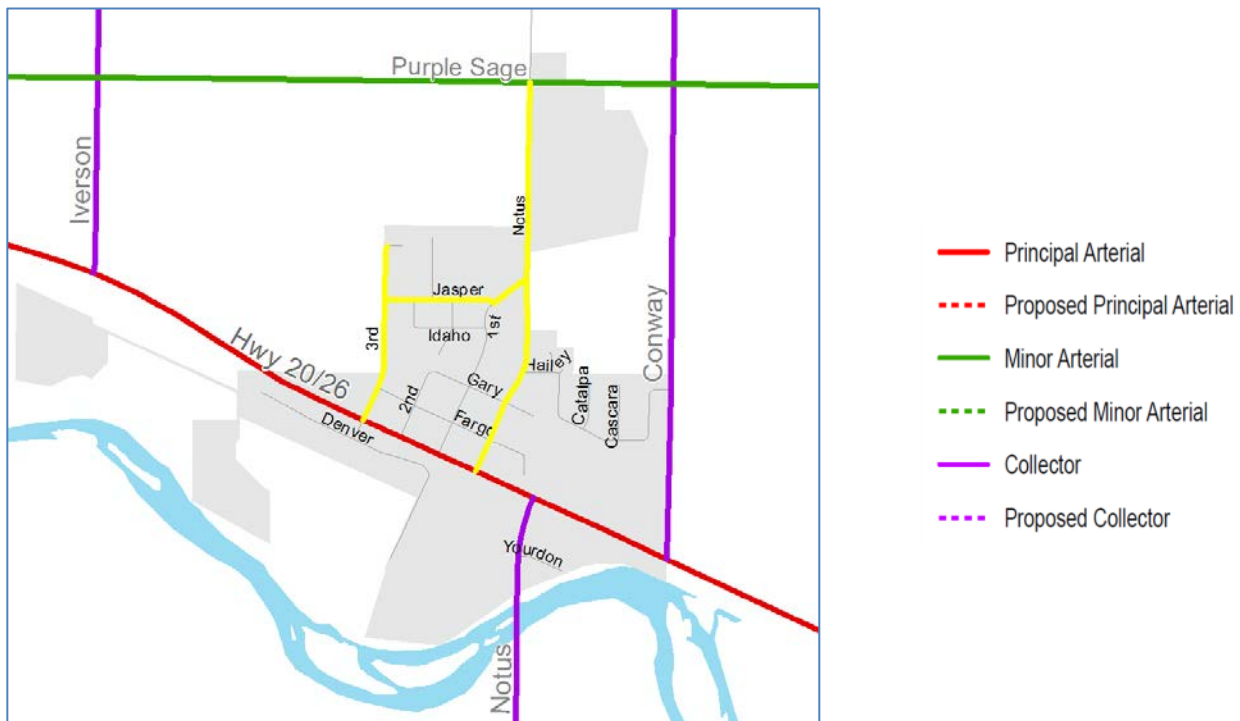
Both of these roadways were included on the 2035 and 2040 planning functional classification maps. However, the 2015 and 2025 federal functional classification maps included only a portion of the Cemetery Road extension as a proposed collector and did not include Sawtooth Lake Drive as a collector.



2. City of Notus

- a) Add 3rd Street as a collector from US 20/26 to Tuttle Lane.
- b) Add Jasper Avenue as a collector from 3rd Street to 1st Street
- c) Add 1st Street as a collector from Jasper Avenue to Notus Road
- d) Add Notus Road as a collector from US 20/26 to Purple Sage Road

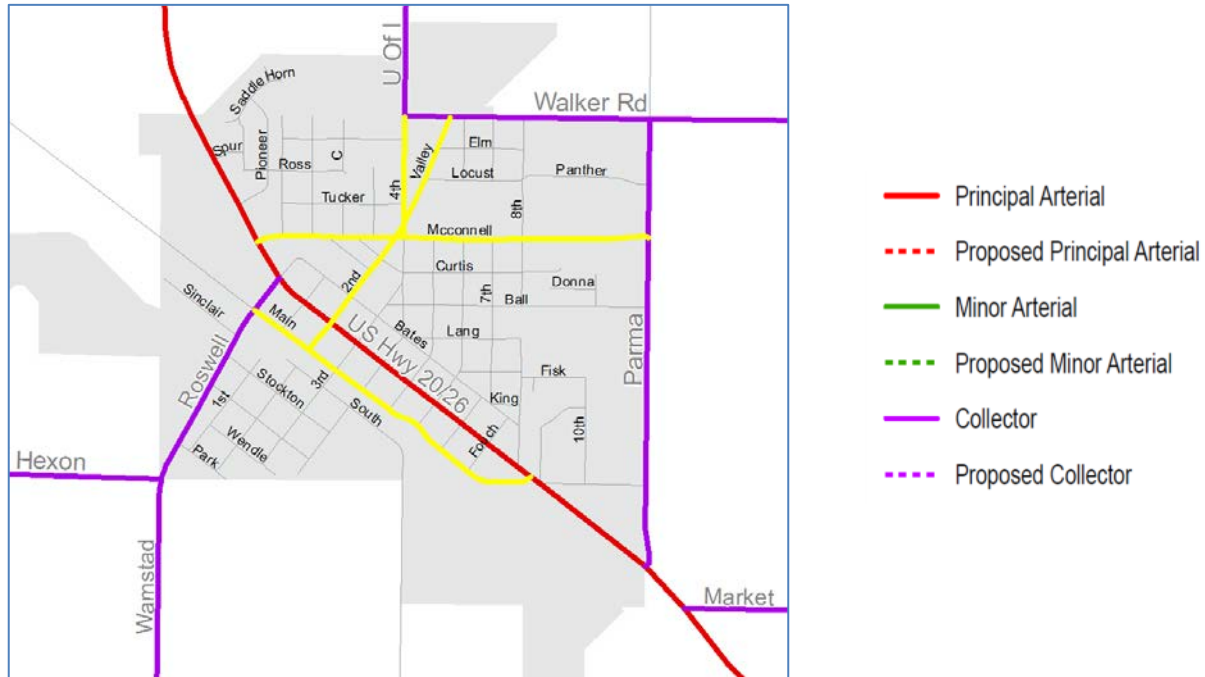
The roadways highlighted in yellow in the map below function as collectors but were not included on the 2025 federal functional classification map. One of the proposed additions is 3rd Street, which is prioritized as number one to receive STP-Rural funds. This roadway needs to be classified on the federal aid map in order to be eligible for these funds.



3. City of Parma

- a) Add Main Street as a collector from Roswell Boulevard to US Hwy 20/26
- b) Add 2nd Street as a collector from Main Street to McConnell Avenue
- c) Add Valley Road as a collector from McConnell Avenue to Walker Road
- d) Add McConnell Avenue as a collector from US Hwy 20/26 to Parma Road

The roadways highlighted in yellow in the map below function as collectors but were not included on the 2025 federal functional classification map. One of the proposed additions is Main Street, which is prioritized as number three to receive STP-Rural funds. This roadway needs to be classified on the federal aid map in order to be eligible for these funds.



Implication (policy and/or financial):

COMPASS expedites the process of functional classification changes as a service to member agencies. Projects are recommended for STP-Rural funding and must be added to the 2025 federal functional classification map in order to receive funding. Otherwise, the cities will have to wait two years to reapply since STP-Rural applications are accepted every other year. Roadways in both the cities of Notus and Parma currently function as collectors and this is an opportunity to add the roads to the collector system that are functioning as such.

More Information:

- 1) For detailed information contact: MaryAnn Waldinger, Principal Planner, at 475-2242 or mwaldinger@compassidaho.org.

AUGUST 2016 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p>UNIFIED PLANNING WORK PROGRAM DEVELOPMENT AND FEDERAL ASSURANCES</p> <p style="text-align: right;">MEGAN LARSEN</p> <ul style="list-style-type: none"> • Presented the FY2017 UPWP to the COMPASS Board for approval. • Processed and tracked revenues and expenditures associated with the FY2016 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest.
620	<p>GROWTH AND TRANSPORTATION SYSTEM MONITORING</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Presented the <i>2016 Change in Motion Report</i> to the COMPASS Board and posted it online. • Attended FHWA/ITD Transportation Performance Management meeting on August 30, 2016, to discuss safety, target setting, and the Initial State Performance Report. • Submitted comments on the FHWA review of System Performance Notice of Proposed Rulemaking. • Completed seven development checklists for cities of Boise, Eagle, and Meridian. • Presented COMPASS Development Checklist to the Ada County Planning and Zoning Commission on August 11, 2016, to receive feedback on effectiveness of checklist process.
653	<p>COMMUNICATION AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Updated the COMPASS web site. • Tracked issues related to COMPASS and transportation in the news media; submitted five news releases and facilitated two interviews. • Promoted final installment of the 2016 COMPASS education series; James Corless of Transportation for America is scheduled to present on September 6 and 7, 2016. • Continued planning for 2017 education series. • Posted 2 blogs, 26 Facebook messages, 9 Instagram posts, and 75 Tweets. • Continued to update the COMPASS strategic plan. • Wrote and distributed monthly "Keeping Up With COMPASS" newsletter. • Opened nominations for 2016 Leadership in Motion awards on August 1, 2016. Nominations will remain open through September 30, 2016. • Began work on the FY2016 annual report. • Premiered the "Maintenance Matters!" video, which showcases the importance of maintenance in a fun way and highlights the transportation funding shortfall.

PROGRAM NO.	
661	<p data-bbox="302 128 704 159">LONG RANGE PLANNING</p> <p data-bbox="1279 163 1539 195" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="302 201 1539 1923" style="list-style-type: none"> • Continued work with consultant on the performance measure framework (SHRP2 component); a technical team and a design team are developing the specified deliverables. • Started discussion on design options for the CIM 2040 2.0 document. • Opened public voting on photos for the "Treasure Valley On the Go!" photo contest on August 31, 2016. Voting will remain open through September 14, 2016. • Updated critical urban freight corridor map/recommendations for the ITD Statewide Freight Plan. • Attended ITD's Public Transportation Advisory Committee meeting on August 17, 2016. The committee discussed the upcoming development of the Statewide Public Transportation Plan. • Toured the Main Street Station facility and adjacent private development. • Participated in Statewide Freight Advisory Committee meeting on August 30, 2016; discussed critical urban freight corridor designations. • Hosted the COMPASS Freight Advisory Workgroup meeting on August 30, 2016. The workgroup discussed the ITD State Strategic Freight Plan elements as well as the critical corridor analysis that will be used for the development of the freight component for CIM 2040 2.0. • Continued compiling data for the Treasure Valley High Capacity Corridor planning assessment to identify a preferred planning option for future high capacity transit services in Ada and Canyon Counties. • Participated in VRT's Regional Transportation Development Plan update meeting on August 16, 2016. • Attended ACHD Bike Advisory Committee meeting on August 29, 2016. Committee discussed a request for a vertical document outlining all ACHD policies on lane widths, the Hill Road micro seal pilot project, and the removal of construction signs in bike lanes. • Assisted with ACHD's application to the League of American Bicyclist for Ada County as a Bicycle Friendly Community and attended workgroup on August 8, 2016. • Attended the Nampa Bicycle and Pedestrian Advisory Committee meeting and presenting on the two permanent counter findings on August 11, 2016. • Hosted the APBP Webinar Series titled 'Street Design and Planning in Suburban Context' on August 17, 2016. • Met with City of Boise and ACHD to start an application effort for the 'Big Jump' Grant, focusing on new bicycle treatments on the Leadville, Shoshone, and Owyhee Bikeways on August 18, 2016. • Uninstalled bicycle and pedestrian counters along the City of Boise Americana extension on August 23, 2016. • Attended the first installment on St. Luke's Bicycle and Pedestrian Design Workshop, focusing on intersection treatments east of the proposed downtown addition, on August 24, 2016. • Assisted in a site walk with ACHD and the City of Kuna to submit requests in the integrated five year work plan for sidewalk improvements in the downtown core on August 25, 2016. • Presented an update to City of Boise staff on the bicycle and pedestrian counter effort, potential technologies to invest in, and results from the last year on August 30, 2016.

PROGRAM NO.	
685	<p data-bbox="302 128 909 159">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1295 163 1539 195" style="text-align: right;">TONI TISDALE</p> <ul style="list-style-type: none"> <li data-bbox="302 201 1528 338">• Met with staff of the following agencies throughout the month to discuss project needs and upcoming funding opportunities: Cities of Boise, Caldwell, Eagle, Kuna, Garden City, Meridian; Ada County and Canyon County; Canyon Highway District #4; Capital City Development Corporation; and VRT. <li data-bbox="302 344 1458 411">• Met with ITD and YMCA staff regarding status on the Safe Routes to School coordination project in Ada County on August 3, 2016. <li data-bbox="302 417 1528 554">• Met with FHWA, ITD, ACHD, and KMPO on August 4, 2016, regarding FHWA's Every Day Counts Initiative and status of the Idaho STIC funding program. Both are opportunities to bring additional funds into Idaho for specific initiatives identified by FHWA. <li data-bbox="302 560 1487 697">• Held a RTAC subcommittee meeting on improving the COMPASS prioritization process August 17, 2016. The subcommittee worked to develop analysis methods to enhance the paired comparison methodology, consolidate the committee scoring process, and streamline programming. <li data-bbox="302 703 1382 770">• Provided technical assistance to the City of Kuna and JUB on the Kuna downtown streetscape project at the project kickoff meeting. <li data-bbox="302 777 1433 844">• Met with VRT staff regarding the development of their FY2017 Program of Projects to determine carry over of funds in FTA programs. <li data-bbox="302 850 1516 917">• Continued working on development of the Draft FY2017-2021 TIP and provided the project list and explanatory information for public comment. <li data-bbox="302 924 1487 991">• Opened TIP public comment on August 19, 2016. Comments will be accepted through September 19, 2016. <li data-bbox="302 997 1442 1064">• Delivered Draft FY2017-2021 TIP materials to public libraries and member agencies for public review. <li data-bbox="302 1071 1528 1163">• Hosted a TIP Open House on August 25, 2016. We had 12 people in attendance. Four members of the public attended presentations by COMPASS, City of Meridian, ITD, ACHD, City of Kuna, and VRT. <li data-bbox="302 1169 1516 1241">• Tracked obligations for federal funds and followed up with member agencies on outstanding projects. <li data-bbox="302 1247 1386 1272">• Processed one TIP amendment and three administrative modifications. <li data-bbox="302 1278 1425 1346">• Developed an opportunity for members to build their capacity for funding projects through organization of a Grant Writing workshop. <li data-bbox="302 1352 1523 1419">• Held a second Call for Projects for FY2017 funding for COMPASS' two programs: Project Development and CIM Implementation Grant. <li data-bbox="302 1425 1386 1493">• Finalized contract with BSU for covered bike parking to be funded with COMPASS CIM Implementation Grant funds. <li data-bbox="302 1499 1516 1566">• Continued project developments along Chinden Blvd. and Eagle Road, including Phase II reviews on August 11, 2016.

PROGRAM NO.	
701	<p data-bbox="302 128 862 159">GENERAL MEMBERSHIP SERVICES</p> <p data-bbox="1192 163 1528 195" style="text-align: right;">SABRINA MINSHALL</p> <ul data-bbox="302 201 1523 653" style="list-style-type: none"> • Provided multi-family housing data to the City of Boise Public Works department. • Participated in the City of Eagle Comprehensive Plan Steering Committee meeting on August 16, 2016. • Provided City of Kuna with demographic data and forecasts for a future school siting project being worked on jointly with Kuna School District. • Participated in the CCDC project for the evaluation and visioning work on Front and Myrtle in Boise. Reviewed and scored consultant proposals. • Participated in the City of Eagle Comprehensive Plan update Transportation & Circulation Open House on August 30, 2016. • Provided Audience Response System (ARS) services to the City of Meridian – prepared the ARS portion of a presentation, ran the ARS system during a public meeting on August 31, 2016, and analyzed and provided results.
702	<p data-bbox="302 663 711 695">AIR QUALITY OUTREACH</p> <p data-bbox="1373 699 1536 730" style="text-align: right;">AMY LUFT</p> <ul data-bbox="302 737 1528 1182" style="list-style-type: none"> • Ran five air quality public service announcements on local television stations. • Provided a status report to the Air Quality Board and Idaho Department of Environmental Quality. • Received final signatures on an MOU to continue COMPASS' air quality outreach efforts on behalf of the Department of Environmental Quality and the Air Quality Board upon expiration of the current MOU, which expires in October 2016. • Developed a scope of work for a media buyer for air quality public service announcements to coincide with the new MOU and met with Jason Russell of Catalyst Media to discuss the scope on August 31, 2016. • Met with Brandon Coates, Peppershock Media, on August 22, 2016, to discuss the sunseting of the existing Professional Services Agreement with Peppershock.
703	<p data-bbox="302 1199 760 1230">GENERAL PUBLIC SERVICES</p> <p data-bbox="1373 1234 1536 1266" style="text-align: right;">AMY LUFT</p> <ul data-bbox="302 1272 1446 1325" style="list-style-type: none"> • Presented on demographic trends and <i>Communities in Motion 2040</i> to the Meridian Rotary Club on August 29, 2016.

PROGRAM NO.	
705	<p data-bbox="302 128 938 159">TRANSPORTATION LIAISON SERVICES</p> <p data-bbox="1328 163 1539 195" style="text-align: right;">MATT STOLL</p> <ul data-bbox="302 199 1539 835" style="list-style-type: none"> • Met with District Engineer Amy Revis on August 10, 2016, to coordinate efforts between ITD District 3 and COMPASS. • Met with Councilmember Elaine Clegg on August 11, 2016, to coordinate on AMPO, COMPASS and City of Boise issues. • Met with Deputy Director David Wallace on August 25, 2016, to coordinated ACHD and COMPASS efforts. • Chaired the Planning Committee for the Idaho APA Annual Conference to be held in October 2016. • Chaired the APA Idaho Board meeting on August 11, 2016. • Participated in the Meridian Transportation Committee meeting on August 15, 2016. COMPASS staff provided a presentation on the Draft FY2017-2021 TIP. Other topics of discussion included traffic calming on Chateau Drive, crosswalk on Records Avenue in the Village, parking issues at Paramount Subdivision/Rocky Mountain High School, and discussion of potential projects for the Transportation Alternatives Program. • Attended the WTS Lunch and Learn meeting on August 23, 2016. Michael Fuss, Director, Public Works Department, City of Nampa, gave a presentation on the city's maintenance plan.
760	<p data-bbox="302 835 695 867">LEGISLATIVE SERVICES</p> <p data-bbox="1320 871 1531 903" style="text-align: right;">MATT STOLL</p> <ul data-bbox="302 907 1531 1123" style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Continued reviewing <i>Fixing America's Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its' membership.
761	<p data-bbox="302 1123 667 1155">GROWTH INCENTIVES</p> <p data-bbox="1198 1159 1539 1190" style="text-align: right;">SABRINA MINSHALL</p> <ul data-bbox="302 1194 837 1228" style="list-style-type: none"> • No significant activity this month.
801	<p data-bbox="302 1228 659 1260">STAFF DEVELOPMENT</p> <p data-bbox="1268 1264 1531 1295" style="text-align: right;">MEGAN LARSEN</p> <ul data-bbox="302 1331 1531 1612" style="list-style-type: none"> • Attended the Idaho Environmental Forum's Annual Boise River Conference on August 10, 2016. • Attended WTS Treasure Valley August Lunch & Learn in Nampa on August 23, 2016. • Attended the webinar, "How to Read and Understand Financial Statements," on August 19, 2016. • Attended CDBG Grant Administrator's Training sponsored by the Idaho Department of Commerce on August .
820	<p data-bbox="302 1612 667 1644">COMMITTEE SUPPORT</p> <p data-bbox="1276 1648 1539 1680" style="text-align: right;">MEGAN LARSEN</p> <ul data-bbox="302 1684 1531 1789" style="list-style-type: none"> • Presented the FY2017 Workgroup Charters to the COMPASS Board for approval. • Provided staff support to the COMPASS Board of Directors and standing committees.

PROGRAM NO.	
836	<p align="right">MARYANN WALDINGER</p> <ul style="list-style-type: none"> Continued to provide modeling assistance to member agencies. Completed two area of influence models runs for consultants preparing transportation impact studies. Both proposed developments are for single family housing. One is located southeast of Lake Hazel and Linder Roads the other is located northwest of Deer Flat Road and SH 69. Provided additional modeling assistance and traffic count data to the consultants working on the update to the SH 44 environmental document. Completed air quality conformity demonstration for the draft FY2017-2021 TIP. Participated in the annual Census Transportation Planning Program (CTPP) oversight board meeting where we discussed special tabulations of the 2012-2016 data, completed research projects, new research topics, and the Census Data Conference in 2017. Began model runs for Boise City analyzing growth potential in the central foothills and its impact on the transportation system. Consultants completed traffic count data collection at over 70 locations in western Canyon County. Vehicle classification count data were collected at six locations. Continued to make progress on model calibration report.
838	<p align="right">MARYANN WALDINGER</p> <ul style="list-style-type: none"> Spoke with consultant about change in project management, tasks, data and technical memo needs.
842	<p align="right">MARYANN WALDINGER</p> <ul style="list-style-type: none"> Processed travel time runs in preparation for the annual congestion management report. Released Request for Qualifications for the I-84 Detour Plan update on August 24, 2016.
860	<p align="right">ERIC ADOLFSON</p> <ul style="list-style-type: none"> Maintained and created regional geographic data layers. Created regional maps for pathways and bikeways. Created map documents for member agencies and the public. Developed and delivered data for Performance Monitoring Framework project. The data included bridges, crashes, transit, accessibility information, and demographics. These all have coded links so they can now be evaluated together. Finished work on Performance Measure Monitoring data for 2015 reporting. Developed further technology on the Regional Data Center to better accommodate the Performance Measure Framework project. Created tools and methodologies to support COMPASS UPWP projects.
861	<p align="right">ERIC ADOLFSON</p> <ul style="list-style-type: none"> Produced final Orthophotos. Began QC review of orthophotography using site provided by GeoTerra.
991	<p align="right">MEGAN LARSEN</p> <ul style="list-style-type: none"> Provided general accounting, human resources, and administrative support to the agency. Completed converting internal email management software to a new platform.

PROGRAM NO.	
601	<p>UNIFIED PLANNING WORK PROGRAM DEVELOPMENT AND FEDERAL ASSURANCES</p> <p style="text-align: right;">MEGAN LARSEN</p> <ul style="list-style-type: none"> • Processed and tracked revenues and expenditures associated with the FY2016 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest.
620	<p>GROWTH AND TRANSPORTATION SYSTEM MONITORING</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Attended FHWA/ITD Transportation Performance Management meeting on September 27, 2016, to discuss upcoming performance rules, target setting training, and review the Initial State Performance Report. • Completed seven development checklists for cities of Boise, Meridian, and Nampa and Ada and Canyon counties. • Began compiling 2016 building permits for the Development Monitoring Report. • Began reviewing the reconciliation of the CIM 2040 demographics forecast.
653	<p>COMMUNICATION AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Updated the COMPASS web site. • Tracked issues related to COMPASS and transportation in the news media; submitted one news release and facilitated two interviews. • Hosted the final installment of the 2016 COMPASS education series; James Corless of Transportation for America presented on new innovations in public transportation on September 6 and 7, 2016. • Continued planning for 2017 Education Series; presented proposed topics and speakers to the Executive Committee on September 13, 2016. • Posted 3 blogs, 15 Facebook messages, 10 Instagram posts, and 56 Tweets. • Continued to update the COMPASS strategic plan. • Wrote and distributed monthly "Keeping Up With COMPASS" newsletter. • Closed nominations for 2016 Leadership in Motion awards on September 30, 2016. • Continued work on the FY2016 annual report. • Provided bicycle photos for EcoCounters to use in a 2017 calendar highlighting bicycle counter technology. EcoCounters was a supplier of COMPASS' bicycle/pedestrian counters. • Began work on the annual COMPASS social media audit.

PROGRAM NO.	
661	<p data-bbox="300 128 706 163">LONG RANGE PLANNING</p> <p data-bbox="1279 163 1539 199" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="300 205 1539 1005" style="list-style-type: none"> • Continued work with consultant on the performance measure framework (SHRP2 component); a technical team and a design team are developing the specified deliverables. • Hosted a joint meeting of the Performance Measure Framework Workgroup, the Environmental Review Workgroup and the Funding Policy RTAC Subcommittee to preview and receive feedback on the beta-version of the Performance Measure Framework on September 29, 2016. • Continued work on <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0) financial forecast of revenues and expenditure projections. • Closed public voting on photos for the "Treasure Valley On the Go!" photo contest on September 14, 2016, and announced contest winners. Two-hundred forty votes were cast. • Installed portable pedestrian counters in City of Caldwell near Washington Elementary and Van Buren Elementary on September 20, 2016. • Hosted the APBP Webinar series titled "Pedestrians and Bicyclists in a Suburban Context" on September 21, 2016. • Presented to the Foundation for Ada/Canyon Trail Systems regarding the COMPASS interactive bicycle and pedestrian infrastructure mapping on September 21, 2016. • Prepared the RFQ for the Freight study to be released in October. • Worked on the interactive bicycle and pedestrian infrastructure map. • Attended the Freight Modeling and Data Improvement Regional Workshop in Portland, Oregon, September 27-28, 2016.

PROGRAM NO.	
685	<p data-bbox="302 128 909 159">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1295 163 1539 195" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="321 201 1528 1822" style="list-style-type: none"> • Met with ACHD, ITD, and VRT staff on September 1, 2016, regarding the new COMPASS TIP Amendment Policy, as these agencies make the most changes to projects throughout the year. A memo was included in the RTAC packet to inform other member agency staff. • Prepared for and hosted the annual prioritization of rural projects on September 7, 2016, at the City of Greenleaf. • Met with City of Middleton and ITD staff on September 12, 2016, regarding clarification of the purpose and need of the Cemetery Road project. Since the project was added to the program, many changes occurred in land use in the vicinity of the project. • Completed the public comment period on the FY2017–2021 TIP on August 19, 2016; compiled comments and provided comments to individual affected agencies and RTAC. • Attended Project Team meeting for the Kuna Downtown project. • Presented the Chinden Boulevard Project Development Report to the Ada County Commission on September 22, 2016. • Presented the Chinden Boulevard Project Development Report to Garden City's City Council on September 26, 2016. • Met with ITD staff on September 30, 2016, regarding COMPASS staff directly entering local obligations in ITD's project tracking system (OTIS), and project charters in the future. • Closed out the project development effort on the Chinden Corridor on September 30, 2016. • Closed out the project development effort on Eagle Road Corridor on September 30, 2016. • Met with staff of the following agencies throughout the month to discuss project needs and upcoming funding opportunities: ACHD, BSU, DEQ, and VRT and cities of Nampa, Caldwell, Kuna, and Parma. • Finalized the recommendation from RTAC subcommittee on improving the COMPASS prioritization process and forwarded to the full RTAC for early review. • Updated the Draft FY2017-2021 TIP document, including analysis of fiscal constraint, types of projects funded, and funding expectations. • Tracked obligations for federal funds, including end-of-year funding. • Processed one administrative modification to the TIP. • Continued to promote and collect registrations for a Grant Writing workshop designed to assist member agencies in building their capacity to fund projects. • Received and reviewed Project Development and CIM Implementation Grant applications. • Convened RTAC subcommittee to rank CIM Implementation Grant applications. • Reviewed a completed grant application at the request of a member agency. • Participated in an FHWA Web Conference on Community Connections. • Attended ITD Public Transportation Funding Workshop. • Participated in CDBG Grant Administrator training; two staff received certifications.

PROGRAM NO.	
701	<p data-bbox="302 130 862 159">GENERAL MEMBERSHIP SERVICES</p> <p data-bbox="1192 165 1528 195" style="text-align: right;">SABRINA MINSHALL</p> <ul data-bbox="321 203 1495 470" style="list-style-type: none"> • Participated in a technical meeting with Federal Transit Administration (FTA) and VRT staff on September 13, 2016, to discuss processes and roles for programming FTA projects. • Reviewed proposals for marketing/advertising services for ACHD Commuteride. • Assisted member agencies with a variety of information requests such as historical functional classification designations on particular roadways, downtown Boise demographics, etc.
702	<p data-bbox="302 487 711 516">AIR QUALITY OUTREACH</p> <p data-bbox="1373 522 1536 552" style="text-align: right;">AMY LUFT</p> <ul data-bbox="321 560 1507 651" style="list-style-type: none"> • Ran five air quality public service announcements on local television stations. • Provided a status report to the Air Quality Board and Idaho Department of Environmental Quality.
703	<p data-bbox="302 665 764 695">GENERAL PUBLIC SERVICES</p> <p data-bbox="1373 701 1536 730" style="text-align: right;">AMY LUFT</p> <ul data-bbox="321 739 1511 865" style="list-style-type: none"> • Participated in an interview with a student at Boise State University's Venture College regarding inter- and intra-agency communication. • Provided I-84 crash data to the Caldwell Chamber of Commerce for use in a position statement on the need to widen I-84 in Canyon County.
705	<p data-bbox="302 879 938 909">TRANSPORTATION LIAISON SERVICES</p> <p data-bbox="1333 915 1536 945" style="text-align: right;">MATT STOLL</p> <ul data-bbox="321 953 1533 1892" style="list-style-type: none"> • Met with District Engineer Amy Revis on September 14, 2016 to coordinate efforts between ITD District 3 and COMPASS. • Met with Councilmember Elaine Clegg on September 23, 2016 to coordinate on AMPO, COMPASS and City of Boise issues. • Met with Deputy Director David Wallace on September 22, 2016 to coordinated ACHD and COMPASS efforts. • Participated in the Meridian Transportation Commission meeting on September 12, 2016. The main topics included discussions on current traffic problem areas in the City of Meridian, Chateau Street traffic calming, parking issues at Paramount/Rocky Mountain High School and Spring Valley Lane, an update on the Lifestyle transportation service, and the results of the South Meridian town hall meeting. • Participated in the Idaho APA Board meeting. • Chaired the Idaho APA Annual Conference Program Committee. • Attended the Greater Boise Chamber of Commerce Transportation Committee meeting on September 15, 2016. • Attended the Caldwell Chamber Government Affairs Committee meeting on September 15, 2016. • Attended the Caldwell Chamber Transportation Committee meeting on September 19, 2016. • Attended a WTS Lunch and Learn on September 21, 2016. The lunch speaker, Connie Miller, President and CEO of ICON credit union, spoke on leadership skills. • Met with ACHD communication staff to coordinate communication efforts between ACHD and COMPASS. • Attended the Broadway Bridge ribbon cutting on September 9, 2016. • Attended Boise Mayor's State of the City Address on September 1, 2016.

PROGRAM NO.	
760	<p data-bbox="298 128 695 159">LEGISLATIVE SERVICES</p> <p data-bbox="1321 163 1528 195" style="text-align: right;">MATT STOLL</p> <ul data-bbox="326 201 1523 835" style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Continued reviewing <i>Fixing America's Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its' membership. • Participated in AMPO MPO Coordination and Planning Area Reform Comment Letter conference calls on September 1, 2016 and September 12, 2016. • Participated in interview by BSU Professor Monica Hubbard regarding Idaho transportation challenges on September 8, 2016. • Attended National Association of Regional Council's Executive Directors' Conference and Board of Directors' meeting from September 18 – 21, 2016. • Met with Nathan Anderson of Union Pacific, Mayor De Weerd and City of Meridian staff regarding Rails with Trails Workgroup and other issues related to the City of Meridian on September 26, 2016. • Met with Nathan Anderson of Union Pacific, Terrel Anderson of Union Pacific, Amy Revis of ITD District 3, and Ken Burgess regarding coordination between ITD and Union Pacific on transportation projects on September 26, 2016.
761	<p data-bbox="298 835 667 867">GROWTH INCENTIVES</p> <p data-bbox="1198 873 1536 905" style="text-align: right;">SABRINA MINSHALL</p> <ul data-bbox="326 911 1536 978" style="list-style-type: none"> • Met with Mayor Bieter on September 14, 2016 to discuss future and next steps for Blueprint for Good Growth.

PROGRAM NO.	
801	<p data-bbox="302 128 657 159">STAFF DEVELOPMENT</p> <p data-bbox="1268 163 1531 195" style="text-align: right;">MEGAN LARSEN</p> <ul data-bbox="321 233 1531 1289" style="list-style-type: none"> • Attended the COMPASS Education Series “ Century Public Transportation” and “Next Generation Public Transportation” on September 6 and 7, 2016. • Attended “Data and Tools for Improved Climate Resilience Planning” webinar presented by Western Lands and Communities on September 8, 2016. • Attended the Pro Walk Pro Bike Pro Place Conference in Vancouver, British Columbia September 11-17, 2016. • Attended the Andrus Center for Public Policy’s Women and Leadership Conference, Boise State University, September 14 – 15, 2016. • Attended the “American Planning Association Policy and Advocacy Conference,” in Washington D.C., September 18-20, 2016. Also visited all four Idaho Congressional offices for Planner’s Day on Capitol Hill. • Attended the WTS Lunch and Learn, “Connecting the Dots through Culture” in Boise on September 21, 2016. • Attended “New Thinking for New Era: Symposium on Transportation Investment Decision-Making” in Portland, Oregon, September 21-22, 2016. • Attended “Federal Grant Cost Allowability” webinar presented by Federal Fund Management Advisor on September 22, 2016. • Attended the Idaho Association of Counties annual conference in Boise, September 26 – 28, 2016. • Attended the “Performance Based Planning and Programming for Transit Agencies Peer Exchange Roundtable,” hosted by the Federal Transit Administration and the American Public Transportation Association in Seattle, WA, September 27-28, 2016. • Attend the Regional Workshop on Freight Modeling and Data Improvement” sponsored by the Strategic Highway Research Program in Portland, OR, on September 27-28, 2016. • Completed introductory Sage Intelligence training online on September 30, 2016. • Completed continuing professional education on the topics of “Cost Principles for State and Local Governments” and “Grants Management.”
820	<p data-bbox="302 1289 662 1323">COMMITTEE SUPPORT</p> <p data-bbox="1276 1329 1539 1360" style="text-align: right;">MEGAN LARSEN</p> <ul data-bbox="321 1367 1425 1432" style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.

PROGRAM NO.	
836	<p data-bbox="302 128 889 159">REGIONAL TRAVEL DEMAND MODEL</p> <p data-bbox="1149 163 1539 195" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="321 205 1531 1224" style="list-style-type: none"> • Continued to provide modeling assistance to member agencies. • Participated in the annual Census Transportation Planning Program (CTPP) Research subgroup meeting where we agreed upon research topics for next year and enhancements to the CTPP website to better enable us to feature completed research tasks. • Participated in the NCHRP Research Digest kick off meeting. The objective of this project is to create an easily accessible, searchable online resource base to stay informed of research and innovation in the planning field. • Completed model runs, analysis and report for Boise City on growth potential in the central foothills and its impact on the transportation system. • Received traffic count (70 locations) and vehicle classification count data (6 locations) from consultants. • Completed Cube land demonstration model and integrated it into the regional travel demand model for testing purposes. Cube land is a demographic forecast allocation model. • Created over 20 special scripts integrated in the model to provide model outputs specifically needed for the Performance Measurement Framework effort (SHRP2 grant funded). Ran three distinct model runs for the consultants as part of the development process. • Prepared and presented information about the regional travel demand forecast model and TREDIS to the Regional Technical Advisory Committee; worked with communication staff to create several infographics to help portray the information. • Completed one area of influence model run for a development located east of Locust Grove Road, north and south of Pine Avenue. • Completed modeling and summarizing results for different high capacity route options. These, along with other factors, will be presented to the public transportation workgroup. • Created graphics to illustrate specific aspects of travel demand modeling.
838	<p data-bbox="302 1224 1203 1255">ON-BOARD TRANSIT and HOUSEHOLD TRAVEL SURVEY</p> <p data-bbox="1149 1260 1539 1291" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="321 1302 1511 1367" style="list-style-type: none"> • Spoke with consultant about change in project management, tasks, data and technical memo needs.
842	<p data-bbox="302 1367 1068 1398">CONGESTION MANAGEMENT SYSTEM PROCESS</p> <p data-bbox="1149 1402 1539 1434" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="321 1444 1446 1650" style="list-style-type: none"> • Collected congested travel time data on 16 routes. • Collected park and ride use sample data on 7 facilities. • Downloaded and processed initial travel time data received from the consultant. • Began development of the request for proposals for the I-84 Detour plan update.

PROGRAM NO.	
860	<p data-bbox="302 128 1170 159">GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE</p> <p data-bbox="1263 163 1539 195">ERIC ADOLFSON</p> <ul data-bbox="321 201 1503 510" style="list-style-type: none"> • Maintained and created regional geographic data layers. Began development of regional map application for pathways and bikeways. • Worked with consultant to develop application/database for Bike/Ped count data. • Created map documents for member agencies and the public. • Created online interactive TIP map. • Created tools and methodologies to support COMPASS UPWP projects. • Provided 2015 crash data to consultant working on Notus-Parma Highway District's transportation plan.
861	<p data-bbox="302 522 854 554">REGIONAL ORTHOPHOTOGRAPHY</p> <p data-bbox="1263 558 1539 590">ERIC ADOLFSON</p> <ul data-bbox="321 594 1503 688" style="list-style-type: none"> • Received final orthophotography product from GeoTerra, the contractor. This consists of 6 inch pixel resolution ground referenced aerial photography data covering both Canyon and Ada Counties.
991	<p data-bbox="302 701 753 732">SUPPORT SERVICES LABOR</p> <p data-bbox="1276 737 1539 768">MEGAN LARSEN</p> <ul data-bbox="321 772 1520 831" style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

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COMPASS BOARD AGENDA ITEM VIII-B

Date: October 7, 2016

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 eighteen days in the moderate air quality category and five days in the unhealthy for sensitive group category in the Treasure Valley during the month of August 2016.

- Five days in the unhealthy for sensitive group category were attributable ozone (O₃) recorded in Ada County
- One day in the moderate category was attributable ozone (O₃) recorded in Ada County
- One day in the moderate category was attributable ozone (O₃) recorded in Ada County and fine particulate matter (PM_{2.5}) recorded in both counties
- Seven days in the moderate category were attributable to ozone (O₃) recorded in Ada County and fine particulate matter (PM_{2.5}) recorded in Canyon County
- Four days in the moderate category were attributable to fine particulate matter (PM_{2.5}) recorded in Canyon County
- Four days were attributable to coarse particulate matter (PM₁₀) and ozone (O₃) recorded in Ada County and (PM_{2.5}) recorded in Canyon County
- One day was attributable to coarse particulate matter (PM₁₀) recorded in both counties, ozone (O₃) recorded in Ada County and (PM_{2.5}) recorded in Canyon County

YEAR TO DATE SUMMARY

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

	Good	Moderate	Unhealthy to Hazardous	Total
2007	227	125	12	364
2008	266	99	1	366
2009	277	83	5	365
2010	321	44	0	365
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	155	83	7	245

Notes: 2008 and 2012 were Leap Years hence the extra day. In 2007, one day of data is missing for the month of May.

Air Quality Categories:

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

Implication (policy and/or financial):

None.

More Information:

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

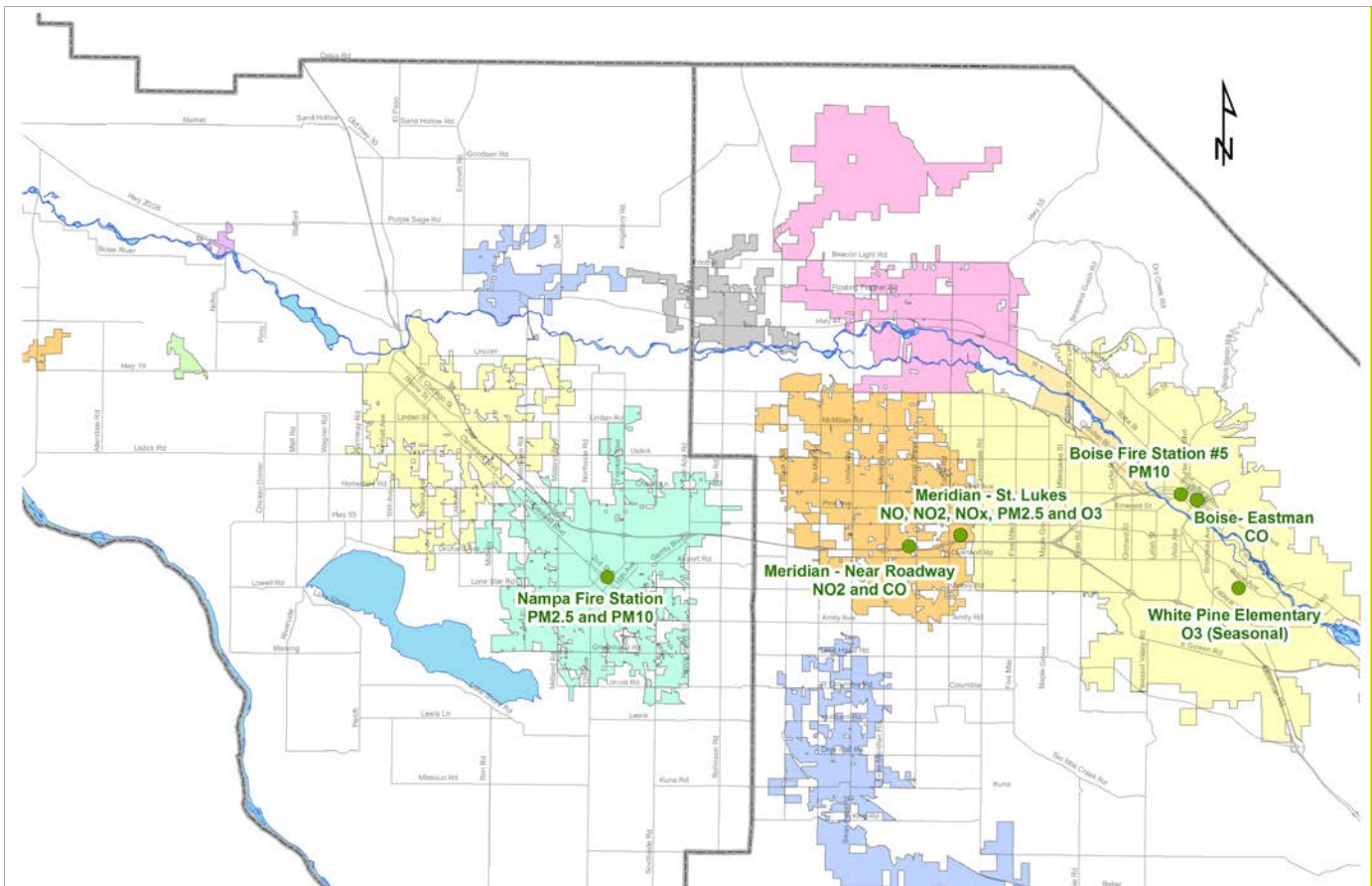


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

- Carbon Monoxide (CO)** A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
- Oxides of nitrogen (NOx)** Oxides of nitrogen; a precursor (building block) of ozone. NOx is a generic term for mono-nitrogen oxides NO and NO₂ (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures
- Ozone (O3)** A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and **NOx** combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
- PM2.5** Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
- PM10** Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

COMPASS BOARD AGENDA ITEM VIII-B

Date: October 17, 2016

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 six days in the moderate air quality category in the Treasure Valley during the month of September 2016.

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

YEAR TO DATE SUMMARY

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

	Good	Moderate	Unhealthy to Hazardous	Total
2007	227	125	12	364
2008	266	99	1	366
2009	277	83	5	365
2010	321	44	0	365
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	179	89	7	275

Notes: 2008 and 2012 were Leap Years hence the extra day. In 2007, one day of data is missing for the month of May.

Air Quality Categories:

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

Implication (policy and/or financial):

None.

More Information:

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

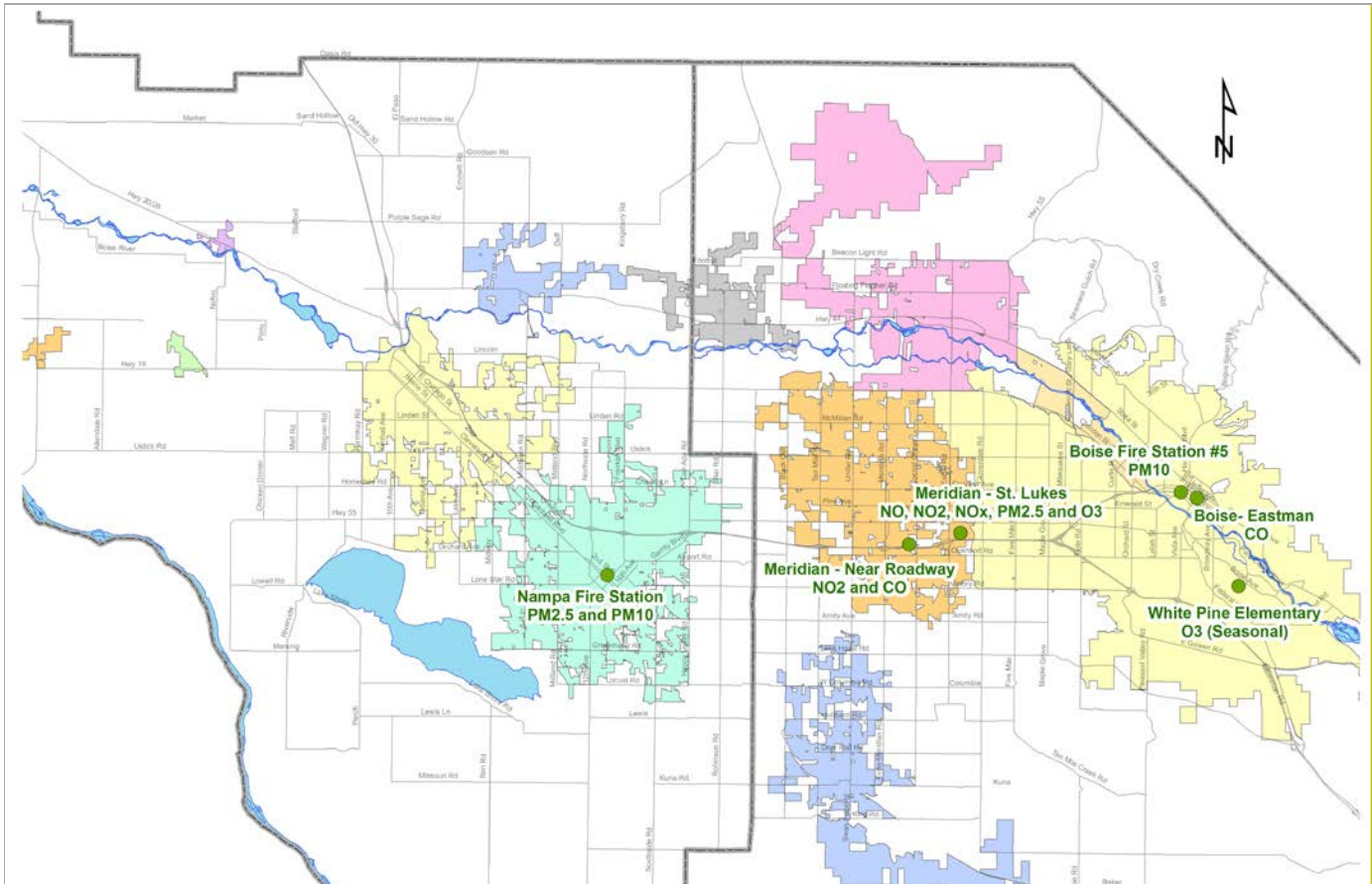


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

- Carbon Monoxide (CO)** A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
- Oxides of nitrogen (NOx)** Oxides of nitrogen; a precursor (building block) of ozone. NOx is a generic term for mono-nitrogen oxides NO and NO₂ (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures
- Ozone (O3)** A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and [NOx](#) combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
- PM2.5** Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
- PM10** Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

ITEM VIII-C

Attendance List

<u>Member Agency/Name</u>	16-Jan	Feb '16	Mar '16	Apr '16	May '16	June '16	July '16	Aug '16 No Mtg	Sept '16	Oct '16 No Mtg	Nov '16	Dec '16	TOTAL
General Members													
ACHD/T.Ferch/ J. Lucas	1	1	1	1	1	1	1		1				8
Ada County /M. Basham/M. Leatherman	1	1	1	1	1	1	1		1				8
BSU/D. Alexander	1			1	1	1			1				5
Canyon County/K. McCormick/P. Nilsson/D. Root	1	1	1		1	1	1		1				7
Canyon Highway District #4/C. Hopper	1		1	1					1				4
City of Boise/ D. Fluke/ K. Gallagher/Z. Piepmeyer	1	1	1	1	1	1	1		1				8
City of Caldwell/R. MacDonald	1	1		1	1				1				5
City of Eagle/N. Baird Spencer	1	1	1	1	1	1	1		1				8
City of Garden City/J. Thornborrow	1	1	1	1	1				1				6
City of Kuna/W. Howell	1	1	1	1	1	1	1		1				8
City of Meridian/C. Hood/B. McClure	1	1	1	1	1	1	1		1				8
City of Middleton/R. Falkner	1	1	1	1		1	1		1				7
City of Nampa/J. Barnes/C. Bowman		1	1	1	1	1	1		1				7
City of Parma/N. Leigh	1	1	1		1	1			1				6
City of Star/C. Bell													0
City of Wilder/Vacant as of 8/2016							1						
IDEQ/M. Toole							1						1
ITD/Amy Schroeder	1	1	1	1	1	1			1				7
Public Participation Committee/D. Smith	1	1	1		1	1	1		1				7
Valley Regional Transit/R. Jalbert	1	1	1		1	1	1		1				7
Ex officio Members													
Central District Health/R. Howarth		1					1						2
Governor's Office/D. Hensley													0



Memorandum

To: Matt Stoll, Executive Director
From: Jessica Wilson, Data Analyst
Date: August 9, 2016
Re: **Request for Approval of Administrative Modification #20 for the FY2016-2020 Regional Transportation Improvement Program**

ACTION REQUESTED:

Approval of Administrative Modification #20 for the FY2016-2020 Regional Transportation Improvement Program (TIP).

BACKGROUND:

Modifications are requested by Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) to move funds between phases to allow for contract work and new cost estimates.

STATUS:

Per ACHD:

- **Capital Maintenance, ACHD - FY2016 (13907) STP-TMA** - Move \$29,000 from construction engineering to construction to cover cost estimates. No change to overall funding total.

Per ITD:

- **Pathway, Dry Creek Trail and Underpass, Eagle (13916) TAP-TMA** - Move \$41,000 from construction to construction engineering (CC) to cover contract work for wetland mitigation. No change to overall funding total.

Approval:

All changes for Administrative Modification #20 in this memorandum and detailed on Attachment 1, are approved as of August 9, 2016.

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

Attachment (1)

pc: 685.03
JW:nb T:\FY16\600 Projects\685 101 TIP\FY1620TIP\Amendments\160804AdminMod20ltr.docx

Administrative Modification #20
FY2016-2020 Regional Transportation Improvement Program

Per ACHD, August 3, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13907	Capital Maintenance, ACHD - FY2016	2016					95	375	470
	Funding Source: STP-TMA Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. (Federal = \$279,833) Move \$29,000 from CE to CN to cover cost estimates. No change to overall funding total.	2017					66	404	0
		2018							0
		2019							0
		2020							0
		PD							0
		SUM	0	6	0	0	95	375	470
					66	404			

Per ITD, August 3, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13916	Pathway, Dry Creek Trail and Underpass, Eagle	2016		6			0	0	6
	Funding Source: TAP-TMA Provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle and connects the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55. It will connect the Dry Creek Pathway and the northeast side of the city of Eagle with the Boise River Greenbelt. (Federal = \$279,833) Move \$41,000 from CN to CE (CC) to cover contractor work for wetland mitigation. No change to overall funding total.	2017					37	221	258
		2018					78	180	38
		2019							0
		2020							0
		PD							0
		SUM	0	6	0	0	37	221	302
					78	218			

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

UT = Utilities
CE = Construction Engineering
CN = Construction

FY = Fiscal Year
KN = Key Number

STP-TMA = Surface Transportation Program - Transportation Management Area (Boise Urbanized Area)
TAP-TMA = Transportation Alternatives Program - Transportation Management Area (Boise Urbanized Area)
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Memorandum

To: Matt Stoll, Executive Director
From: Jessica Wilson, Data Analyst
Date: August 22, 2016
Re: **Request for Approval of Administrative Modification #21 for the FY2016-2020 Regional Transportation Improvement Program**

ACTION REQUESTED:

Approval of Administrative Modification #21 for the FY2016-2020 Regional Transportation Improvement Program (TIP).

BACKGROUND:

Modifications are requested by the Idaho Transportation Department (ITD) to increase funds on a project.

STATUS:

Per ITD:

- **Old Highway 30, Plymouth Street Bridge, Caldwell (13494) Bridge (Local)** - Increase preliminary engineering consultant by \$15,000 using funds available in the Bridge (Local) program. (0.16% increase).

Approval:

All changes for Administrative Modification #21 in this memorandum and detailed on Attachment 1, are approved as of August 22, 2016.

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

Attachment (1)

pc: 685.03
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Administrative Modification #21
FY2016-2020 Regional Transportation Improvement Program

Per ITD, August 18, 2016

Key No	Project	Cost year	Scheduled Costs (including Match) (costs in \$1,000)							
			PE	PEC	RW	UT	CE	CN	SUM	
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	2016		0						0
	Funding Source: Bridge (Local)	2017		15	149					149
	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. (Federal = \$6,053,000)	2018								0
		2019								0
		2020								0
		PD					830	5539		6369
		SUM	0	0	149	0	830	5539		6518
Increase PEC by \$15,000 using funds available in the Bridge (Local) program. (0.16% increase)									15	
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	2016								0
	Funding Source: STP-U	2017								0
	Same as above. (Federal = \$2,137,000)	2018								0
		2019			435					435
		2020				171				171
		PD					284	1416		1700
		SUM	0	435	171	0	284	1416		2306
No change to this funding source.										

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

UT = Utilities
CE = Construction Engineering
CN = Construction

FY = Fiscal Year
KN = Key Number

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

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Memorandum

To: Matt Stoll, Executive Director
From: Jessica Wilson, Data Analyst
Date: August 29, 2016
Re: **Request for Approval of Administrative Modification #22 for the FY2016-2020 Regional Transportation Improvement Program**

ACTION REQUESTED:

Approval of Administrative Modification #22 for the FY2016-2020 Regional Transportation Improvement Program (TIP).

BACKGROUND:

Modifications are requested by Valley Regional Transit (VRT) to change the description of two projects. Additionally, Idaho Transportation Department (ITD) requests to increase funds and match current cost estimates on two projects.

STATUS:

Per VRT:

- **Transit – Associated Capital Enhancements, Nampa – FY2014 (12778) FTA 5307 SU** - Add shop equipment in the description to match current needs. No change to funding.
- **Transit – Associated Capital Improvements, Nampa (18911) FTA 5307 SU** - Add support vehicles in the description to match current needs. No change to funding.

Per ITD:

- **SH-55 (Karcher Road) and Indiana Avenue Intersection, Caldwell (13475) HSIP-** Decrease construction engineering \$65,000, construction \$881,000, and deobligate preliminary engineering consultant \$50,000. Increase utilities \$15,000 to match ITD’s current cost estimates.
- **US 20/26, Broadway Bridge, Christ Chapel Mitigation, Boise (19181) HSIP-** Increase construction engineering \$2,000 and construction \$30,000 to cover cost overruns. Project was originally obligated in FY2015. Funds from statewide balancing. (Increase of 14.2% of total cost).

Approval:

All changes for Administrative Modification #22 in this memorandum and detailed on Attachment 1, are approved as of August 29, 2016.

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

Attachment (1)

pc: 685.03
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Administrative Modification #22
 FY2016-2020 Regional Transportation Improvement Program

Per Valley Regional Transit, August 22, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
12778	Transit - Associated Capital Enhancements, Nampa - FY2014	2016						144	144
	Funding Source: FTA 5307 SU	2017							0
	Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, shop equipment , or information posting in the Nampa Urbanized Area. (Federal = \$115,000) Add shop equipment in the description to match current needs. No change to funding.	2018							0
		2019							0
		2020							0
		PD							0
		SUM	0	0	0	0	0	144	144
18911	Transit - Associated Capital Improvements, Nampa	2016						540	540
	Funding Source: FTA 5307 SU	2017					430	430	
	Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, support vehicles , or information posting in the Nampa Urbanized Area. FY2015 funds carried over to FY2016. (Federal = \$920,000) Add support vehicles in the description to match current needs. No change to funding.	2018					60	60	
		2019					60	60	
		2020					60	60	
		PD						0	
		SUM	0	0	0	0	0	1150	1150

Per ITD, August 24, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13475	SH-55 (Karcher Road) and Indiana Avenue Intersection, Caldwell	2016		0	-14	14	297	2968	3265
	Funding Source: HSIP	2017		-50		29	232	2087	2284
	Rehabilitate, widen, and signalize the intersection of SH-55 (Karcher Road) and Indiana Avenue. Karcher Road will be widened to 5 lanes and Indiana will be widened to 3 lanes. This project will improve safety and mobility. (Federal = \$2,116,000) Decrease CE \$65,000, CN \$881,000, and deobligate PEC \$50,000. Increase UT \$15,000 to match ITD's current cost estimates.	2018							0
		2019							0
		2020							0
		PD							0
		SUM	0	0	-14	14	297	2968	3265

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13475	SH-55 (Karcher Road) and Indiana Avenue Intersection, Caldwell	2016							0
	Funding Source: Local Participating	2017						50	50
	Same as above No change to funding source.	2018							0
		2019							0
		2020							0
		PD							0
SUM	0	0	0	0	0	50	50		
19181	US 20/26, Broadway Bridge, Christ Chapel Mitigation, Boise	2016					0	0	0
	Funding Source: Bridge Restoration	2017							0
	The Christ Chapel mitigation required prior to Broadway Bridge construction. (Federal = \$30,000) Increase CE \$2,000 and CN \$30,000 to cover cost overruns. Project was originally obligated in FY2015. Funds from statewide balancing. (Increase of 14.2% of total cost)	2018							0
		2019							0
		2020							0
		PD							0
SUM	0	0	0	0	0	2	30	32	

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

UT = Utilities
 CE = Construction Engineering
 CN = Construction

FY = Fiscal Year
 KN = Key Number

5307 = Federal Transit Administration formula funds
 FTA = Federal Transit Administration
 HSIP = Highway Safety Improvement Program
 SU = Small Urban (Nampa Urbanized Area)

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Working together to plan for the future

Memorandum

To: Matt Stoll, Executive Director
From: Jessica Wilson, Data Analyst *yw*
Date: September 15, 2016
Re: **Request for Approval of Administrative Modification #23 for the FY2016-2020 Regional Transportation Improvement Program**

ACTION REQUESTED:

Approval of Administrative Modification #23 for the FY2016-2020 Regional Transportation Improvement Program (TIP).

BACKGROUND:

Modifications were requested by ITD staff to reflect adjustments funded through End-of-Year Plan. The COMPASS Board approved these as priority needs on June 20, 2016. In addition, ACHD requests to move funds between phases.

STATUS:

Per ACHD:

- **Franklin Road and Cloverdale Road Intersection (08698) STP-TMA** - Deobligate \$21,000 from construction and move \$21,000 to construction engineering (\$18,000 to CC and \$3,000 to CE) to cover cost overruns. No change to total cost.

Per ITD:

- **SH-55 (Eagle Road), I-84 to SH-44 Micro Seals, Ada County (13466) Pavement Preservation** - Advance construction and construction engineering to FY2016 and increase construction \$205,000 and construction engineering \$18,000. Funds from End-of-Year Plan.
- **Pathway, Garden City to Americana Boulevard, Boise (13514) STP-TMA** - Increase right-of-way \$143,000 to cover cost increase, funds from End-of-Year Plan. **TAP-TMA** - Increase construction \$63,377 to cover cost increase, funds from End-of-Year Plan. **TAP-State** - Increase construction \$41,623 and construction engineering \$28,000 to cover cost increase, funds from End-of-Year Plan.
- **US-95, Wilder to Parma, Seal Coat, Canyon County (19407) Pavement Preservation** - Decrease preliminary engineering consultant \$37,000 and transfer to KN 13932 (not in COMPASS area) to cover preliminary engineering overrun.
- **US-95, US-30, US-20, Seal Coats (19254) Pavement Preservation** - Increase construction engineering \$39,000 and decrease construction \$485,000 to match ITD's current cost estimates. Increase preliminary engineering consultant \$5,000 and transfer \$20,000 from preliminary engineering consultant to KN 13387 to cover cost overrun.
- **SH-55, Snake River Bridge, Marsing (13387) Bridge Restoration** - Increase preliminary engineering \$64,000 to cover cost overrun. Funds from KN 19254 (\$20,000) and KN 13929 (Not in the COMPASS area) (\$44,000).
- **US-95 Bridge Replacement at US 20/26 UPRR Overpass, Canyon County (12886) Bridge Restoration** - Increase CN \$421,000, funds from Statewide Balancing to cover final cost estimate. Deobligate \$105,000 from preliminary engineering and move to KN 19111 (\$60,000) and KN 19415 (\$45,000). Deobligate \$14,000 from preliminary engineering consultant and move to KN 13463 to cover cost overrun.

- **US 20/26 and Franklin Road Intersection, Canyon County (19111) Strategic Initiatives** - Increase preliminary engineering consultant \$60,000 to cover cost overrun, funds from KN 12886.
- **US 20/26 Intersection Improvements, Canyon County (19415) Strategic Initiatives** - Increase preliminary engineering consultant \$45,000 to cover cost overrun, funds from KN 12886.
- **SH-44, Junction I-84 to Plummer Road in Star, Canyon County (13463) Restoration** - Increase preliminary engineering consultant \$7,000 and PE \$7,000 to cover cost overrun, funds from KN 12886.
- **Old Highway 30, Plymouth Street Bridge, Caldwell (13494) Restoration** - Advance preliminary engineering consultant from FY2019 to FY2016 to match other funding source. Funds from End-of-Year Plan. No change to project total.

Approval:

All changes for Administrative Modification #23 in this memorandum and detailed on Attachment 1, are approved as of September 15, 2016.



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

Attachment (1)

pc: 685.03
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Administrative Modification #23
FY2016-2020 Regional Transportation Improvement Program

Per ACHD, September 7, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
08698	Franklin Road and Cloverdale Road Intersection	2016	-1	-1	-1	-1	4	0	0
	Funding Source: STP-TMA	2017					25	-21	0
	Widen the intersection at Franklin Road and Cloverdale Road. (Project tied to KN 12062). (Federal = \$0)	2018							0
		2019							0
		2020							0
		PD							0
	Deobligate \$21,000 from CN and move \$21,000 to CE (\$18,000 to CC and \$3,000 to CE) to cover cost overruns. No change to total cost.	SUM	-1	-1	-1	-1	4	0	0
						25	-21	0	

Per ITD, September 7, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13466	SH-55 (Eagle Road), I-84 to SH-44 Micro Seals, Ada County	2016					0	0	1988
	Funding Source: Pavement Preservation	2017					174	1814	1988
	Preventive maintenance (seal coats) on SH-55 (Eagle Road). (Federal = \$2,049,000)	2018					0	0	0
		2019							0
		2020							0
		PD							0
	Advance CN and CE to FY2016 and increase CN \$205,000 and CE \$18,000. Funds from End-of-Year Plan*. (10.6% increase of total cost)	SUM	0	0	0	0	174	1814	1988
						192	2019	2211	

Per ITD, September 8, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13514	Pathway, Garden City to Americana Boulevard, Boise	2016	1	0	-1	-6	147	238	379
	Funding Source: STP-TMA	2017			142				522
	Construct a new 12-foot wide paved pathway south of the Boise River to fill a significant 4,100 linear foot gap in the greenbelt system. The pathway will extend from Main Street (Joe's Crab Shack) to Ann Morrison Park at Americana Boulevard to serve pedestrians and bicyclists. (Federal = \$484,000)	2018							0
		2019							0
		2020							0
		PD							0
	Increase ROW \$143,000 to cover cost increase, funds from End-of-Year Plan*. (7.2% increase of total cost)	SUM	1	0	-1	-6	147	238	379
								522	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PEC	RW	UT	CE	CN	SUM	
13514	Pathway, Garden City to Americana Boulevard, Boise	2016						0	0	
	Funding Source: TAP-TMA Same as above. (Federal = \$58,000) Increase CN \$63,377 to cover cost increase, funds from End-of-Year Plan*. (7.2% increase of total cost)	2017						63	63	
		2018							0	
		2019							0	
		2020							0	
		PD							0	
		SUM	0	0	0	0	0	0	0	0
							63	63		
13514	Pathway, Garden City to Americana Boulevard, Boise	2016					0	355	355	
	Funding Source: TAP-State Same as above. (Federal = \$391,000) Increase CN \$41,623 and CE \$28,000 to cover cost increase, funds from End-of-Year Plan*. (7.2% increase of total cost)	2017						28	397	425
		2018								0
		2019								0
		2020								0
		PD								0
		SUM	0	0	0	0	0	0	355	355
							28	397	425	
13514	Pathway, Garden City to Americana Boulevard, Boise	2016					25	-979	-954	
	Funding Source: Local Participating Same as above. No change to funding source.	2017							0	
		2018							0	
		2019							0	
		2020							0	
		PD							0	
		SUM	0	0	0	0	0	25	-979	-954

Per ITD, September 9, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PEC	RW	UT	CE	CN	SUM	
19407	US-95, Wilder to Parma, Seal Coat, Canyon County	2016		45				615	660	
	Funding Source: Pavement Preservation Seal coat SH-95 from Wilder to Parma to preserve the existing pavement that is in good condition. (Federal = \$577,000) Decrease PEC \$37,000 and transfer to KN 13932 (not in COMPASS area) to cover PE overrun.	2017			8				623	
		2018							0	
		2019							0	
		2020							0	
		PD							0	
		SUM	0	45	8	0	0	0	615	660
								623		
19254	US-95, US-30, US-20, Seal Coats	2016		0			85	1785	1895	
	Funding Source: Pavement Preservation Seal coat US-95 from Parma north city limits (milepost 46.6) to the Junction with I-84 (milepost 60.72), US-20 from Oregon State line (milepost 0) to Junction US-95 (milepost 1.5), US-30 from Junction US-95 (milepost 21.53) to Junction SH-72 (milepost 27.94), to preserve this section of roadway in good condition. (Federal = \$1,337,000) Increase CE \$39,000 and decrease CN \$485,000 to match ITD's current cost estimates. Increase PEC \$5,000 and transfer \$20,000 from PEC to KN 13387 to cover cost overrun.	2017			5			124	1300	1429
		2018							0	
		2019							0	
		2020							0	
		PD							0	
		SUM	0	0	5	0	0	85	1785	1895
							114	1300	1429	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13387	SH-55, Snake River Bridge, Marsing	2016	40 <u>104</u>	125	100				265 <u>329</u>
	Funding Source: Bridge Restoration Bridge replacement on SH-55 over the Snake River near Marsing. (69% Canyon County and 31% Owyhee County). (Federal = \$7,180,000) Increase PE \$64,000 to cover cost overrun. Funds from KN 19254 (\$20,000) and KN 13929 (Not in the COMPASS area) (\$44,000). (0.7% increase of total cost)	2017					968	6452	7420
		2018							0
		2019							0
		2020							0
		PD							0
		SUM	40 <u>104</u>	125	100	0	968	6452	7685 <u>7749</u>
12886	US-95 Bridge Replacement at US 20/26 UPRR Overpass, Canyon County	2016	-66 <u>-171</u>	0 <u>-14</u>			825	5500 <u>5921</u>	6259 <u>6561</u>
	Funding Source: Bridge Restoration 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. (Federal = \$6,079,000) Increase CN \$421,000, funds from Statewide Balancing to cover final cost estimate. Deobligate \$105,000 from PE and move to KN 19111 (\$60,000) and KN 19415 (\$45,000). Deobligate \$14,000 from PEC and move to KN 13463 to cover cost overrun. (4.8% increase of total cost)	2017							0
		2018							0
		2019							0
		2020							0
		PD							0
		SUM	-66 <u>-171</u>	0 <u>-14</u>	0	0	825	5500 <u>5921</u>	6259 <u>6561</u>
19111	US 20/26 and Franklin Road Intersection, Canyon County	2016		40 <u>100</u>					40 <u>100</u>
	Funding Source: Strategic Initiatives Improve the safety at the intersection of US 20/26 and Franklin Road by adding traffic signals and other necessary improvements. (Federal = \$1,019,000) Increase PEC \$60,000 to cover cost overrun, funds from KN 12886. (5.5% increase of total cost)	2017							0
		2018							0
		2019						1000	1000
		2020							0
		PD							0
		SUM	0	40 <u>100</u>	0	0	0	1000	1040 <u>1100</u>
19415	US 20/26 Intersection Improvements, Canyon County	2016	50	40 <u>85</u>					90 <u>135</u>
	Funding Source: Strategic Initiatives Add right turn lanes and paved shoulder to three intersections along the US 20/26 corridor (Midland, Northside, and Can-Ada). This will provide a safe place for deceleration and turning movements along a high speed commuting corridor. (Federal = \$700,000) Increase PEC \$45,000 to cover cost overrun, funds from KN 12886. (6.3% increase of total cost)	2017							0
		2018							0
		2019							0
		2020						620	0
		PD							0
		SUM	50	40 <u>85</u>	0	0	0	620	710 <u>755</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13463	SH-44, Junction I-84 to Plummer Road in Star, Canyon County	2016	0	-85			800	7997	8712
	Funding Source: Restoration	2017	7	-78					8726
	Rehabilitate SH-44 from I-84 in Canyon County to Plummer Road in Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts. (Federal = \$8,086,000)	2018							0
		2019							0
		2020							0
		PD							0
		SUM	0	-85	0	0	800	7997	8712
		7	-78					8726	
Increase PEC \$7,000 and PE \$7,000 to cover cost overrun, funds from KN 12886. (0.2% increase of total cost)									

Per ITD, September 12, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	2016		0					0
	Funding Source: STP-U	2017		435					435
	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. (Federal = \$2,137,000)	2018							0
		2019			435				435
		2020			0	171			171
		PD					284	1416	1700
		SUM	0	435	171	0	284	1416	2306
	Advance PEC from FY2019 to FY2016 to match other funding source. Funds from End-of-Year Plan*. No change to project total.								
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	2016		15					15
	Funding Source: Bridge (Local)	2017			149				149
	Same as above. (Federal = \$6,053,000)	2018							0
		2019							0
		2020							0
		PD					830	5539	6369
		SUM	0	15	149	0	0	0	6533
	No change to funding source.								

*End-of-Year Plan = COMPASS provides ITD a list of funding priorities, approved by the COMPASS Board, for the End-of-Year plan to ensure obligation of all available funds. Funds that were not obligated by the extended date of August 1, 2016, were "swept" by ITD staff. Swept funds are used within the same program for funding needs included in the End-of-Year Plan.

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

UT = Utilities
 CE = Construction Engineering
 CN = Construction

FY = Fiscal Year
 KN = Key Number

ACHD = Ada County Highway District
 ITD = Idaho Transportation Department
 STP-TMA = Surface Transportation Program - Transportation Management Area (Boise Urbanized Area)
 TAP-State = Transportation Alternatives Program - Statewide
 TAP-TMA = Transportation Alternatives Program - Transportation Management Area (Boise Urbanized Area)

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COMPASS BOARD AGENDA ITEM VIII-E

Date: October 17, 2016

Topic: Status Report – Project Milestone Report

Background/Summary:

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

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

The next report will be in the February 2017 Board packet, and will include additional information as data retrieval is automated. If you have questions about a specific project, please call for more information.

Implication (policy and/or financial):

There are no policy or financial implications.

More Information:

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

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Project Milestone Report

As of 10/5/16

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
Capital Maintenance, ACHD - FY2015 (12363)	ACHD	2010	\$5,414,541	2014	N/A	2015	Construction is 86% complete and expected to be complete in late fall 2016. Waiting for completion of the greenbelt pathway, Main Street and Fairview Ave.
Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$1,345,000		Obligated	N/A	Obligated	
Capital Maintenance, ACHD - FY2016 (13907)	ACHD	2013	\$590,000	2014	N/A	2016	Construction will begin fall 2016 with an estimated completion of spring 2016, depending on weather conditions.
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	
Capital Maintenance, ACHD - FY2017 (13479)	ACHD	2012	\$6,902,000	2015	N/A	2017	Design is 67% and on schedule.
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		
Cherry Lane, Linder Road to Meridian Road, Lighting Improvements, ACHD (18717)	ACHD	2015	\$514,000	2015	N/A	2017	Design is 100% complete as of 3/30/16 and the project is on schedule. The notice to proceed to construction is expected by March 21, 2017, with construction complete by June 14, 2017
Install continuous street lighting to improve driver safety and reduce nighttime accidents on Cherry Lane from Linder Road to Meridian Road. <i>Funding source - HSIP</i>		\$514,000		Obligated	N/A		
Cole Road, I-84 to Franklin Road, Boise (RD207-16)	ACHD	2014	\$4,842,000	N/A	2016	2019	
Widen roadway from three-lane to five-lane section with curb, gutter, sidewalk, and bike lanes, or as otherwise determined by the Cole Road and Franklin Road concept report. <i>Funding source - Local (Regionally Significant)</i>		\$4,749,000		N/A	Obligated		
Cole Road, West Spectrum Street to South Century Way, Medians, ACHD (19685)	ACHD	2015	\$247,000	2015	N/A	2017	Design is 77% complete. Construction to start March 2017 and estimated completion May 2017
Install raised concrete median to replace the existing temporary median on Cole Road between Spectrum Street and South Century Way. The temporary, median was installed in segments over the last few years as crash data identified a high number of left turn crashes. The raised concrete will better delineate the median and the left turn pockets and reduce crashes. The addition of a median has a crash reduction factor of 39%. <i>Funding source - HSIP (local)</i>		\$247,000		Obligated	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
Franklin Road, Black Cat Road to Ten Mile Road, Meridian (12368)	ACHD	2010	\$11,463,657	2011	2014	2016	Utility work is underway. Notice to proceed construction on November 1, 2016. Estimated completion date of October 6, 2017.
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	
Linder Road and Deer Flat Road Intersection, Kuna (KN 13492)	ACHD	2012	\$3,505,000	2015	2020	2020	Design is 63% complete, with construction scheduled in FY2020. COMPASS staff is trying to advance ROW funds through balancing.
Improve the intersection at Linder Road and Deer Flat Road in Kuna, including the addition of curb, gutter, sidewalk, and bike lanes. <i>Funding source - STP-U</i>		\$1,936,000		Obligated	Obligated		
Linder Road, Franklin Road to Pine Avenue, Meridian (KN RD213-16)	ACHD	2015	\$3,026,000	2016	2017	2020	Design is 43% complete.
Widen Linder Road to five lanes with curb, gutter, sidewalk, and bike lanes between Franklin Road and Pine Avenue. Project includes upgrade of the Union Pacific Railroad crossing and replacement and widening of a bridge structure. <i>Funding source - Local (Regionally Significant)</i>		\$3,026,000		Obligated			
Overland Road and Vista Avenue Lighting (KN 19387)	ACHD	2015	\$156,000	2016	2017	2020	Design is 100% complete as of June 10, 2016. The project is ready to bid. Construction is estimated to complete by December 22, 2016.
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			
Pathway, Orchard Street, Kuna (14342)	ACHD / Kuna	2013	\$156,274	2014	N/A	2015	Advertisement for bid released August 29, 2016. Construction was estimated to complete by September 30, 2016.
Project will provide pedestrian and bicycle facilities on the west side of Orchard Street from Avalon Street south to the Kuna Greenbelt. Work will include curb, gutter, and sidewalk on the north half up to the end of pavement. The southern portion will include a paved 6-foot paved pathway. <i>Funding source - Community Choices</i>		\$92,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
State Street and Collister Drive Intersection, Boise (13481)	ACHD	2012	\$10,683,450	2015	2017	2018	Design is 73% complete. ROW was delayed from FY2016 to FY2017.
Intersection improvements at State Street and Collister Drive in the City of Boise. <i>Funding source - STP-TMA</i>		\$5,000,000		Obligated			
Ustick Road, Linder Road to Meridian Road, Meridian (RD202-35)	ACHD	2013	\$3,721,000	2015	2015	2018	Design and ROW acquisition is complete.
Widen Ustick Road from Linder Road to Meridian Road to five lanes with curb, gutter, sidewalks and bike lanes. <i>Funding source - Local (Regional Significant)</i>		\$2,960,000		Obligated	Obligated		
Ustick Road, Meridian Road to Locust Grove Road, Meridian (RD202-37)	ACHD	2013	\$3,087,000	2015	2015	2017	Design and ROW acquisition is complete.
Widen Ustick Road from Meridian Road to Locust Grove Road from two-lane to five-lane urban section with curbs, gutter, sidewalks and bike lanes. Project will require acquisition of 96 feet of right-of-way. <i>Funding source - Local (Regional Significant)</i>		\$5,415,000		Obligated	Obligated		
Pathway, Garden City to Americana Boulevard, Boise (13514)	Boise	2012	\$3,425,654	2013	2015	2016	The City was awarded an additional \$276,000 through the End-of-Year Program. Construction is complete.
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	
10th Avenue Bridge, Caldwell (13055)	Caldwell	2011	\$1,813,000	2013	N/A	2018	
Replace bridge on 10th Avenue over Indian Creek in Caldwell. <i>Funding source - Bridge (Local)</i>		\$595,000		Obligated	N/A		
21st Avenue, Chicago Avenue to Cleveland Boulevard, Caldwell (13052)	Caldwell	2011	\$2,653,464	2012	2015	2016	Awaiting bid for construction.
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	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
Centennial Way Roundabout, Caldwell (13484)	Caldwell	2012	\$2,859,000	2014	2020	PD	
Replace an angled intersection at SH-19 and Simplot Boulevard, I-84 B (in two separate legs of the couplet at Cleveland Boulevard and Blaine Street) and Simplot Boulevard (a six-leg intersection) with a roundabout intersection. <i>Funding source - STP-U</i>		\$2,231,000		Obligated			
Middleton Road and Ustick Roundabout, Caldwell (13487)	Caldwell	2012	\$1,314,000	2014	2020	PD	
Improve a four-way stop at the Middleton Road and Ustick Road intersection by building a roundabout to help traffic flow and congestion. <i>Funding source - STP-U</i>		\$950,000		Obligated			
Centennial Way Roundabout, Caldwell (13956)	Canyon Highway District	2012	\$2,814,000	2014	2020	PD	
Replace an angled intersection at SH-19 and Simplot Boulevard, I-84 B (in two separate legs of the couplet at Cleveland Boulevard and Blaine Street) and Simplot Boulevard (a six-leg intersection) with a roundabout intersection. <i>Funding source - STP-U</i>		\$2,231,000		Obligated			
Old Highway 30, Plymouth Street Bridge, Caldwell (13494)	Canyon Highway District / Caldwell	2012	\$9,545,000	2016	2020	PD	
Replace the Plymouth Street bridge with a new two-lane structure. The existing bridge will remain in place for use as a bicycle and pedestrian bridge. <i>Funding source - STP-U and Bridge (Local)</i>		\$9,104,000		Obligated			
Riverside Road and Lake Shore Drive, Rehabilitation, Canyon County (14362)	Canyon Highway District	2014	\$3,550,000	2015	N/A	2017	
This project will rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. This is a Federal Land Access Program project managed by Western Federal Lands. <i>Funding source - FLAP</i>		\$3,550,000		Obligated	N/A		
Planning, Communities in Motion Update, COMPASS, Eagle (13047)	COMPASS	2011	\$307,000	2016	N/A	N/A	
Fund specific studies and public involvement activities related to updating Communities in Motion, the regional long-range transportation plan. Costs only include direct expenses for the project (no staff time). <i>Funding source - STP-TMA</i>		\$307,000		Obligated	N/A	N/A	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
Pathway, Dry Creek Trail and Underpass, Eagle (13916)	Eagle	2013	\$345,000	2014	N/A	2017	The project was originally split into two phases, which combined in FY2016. Due to issues completing the final plans, the City of Eagle requested to delay the project until FY2017.
Provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle and connects the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55. It will connect the Dry Creek Pathway and the northeast side of the City of Eagle with the Boise River Greenbelt. <i>Funding source - TAP-TMA</i>		\$121,000		Obligated	N/A		
Pathway, Mill Creek Elementary, Middleton (18838)	Greater Middleton Parks and Rec	2014	\$323,000	2016	N/A	2017	
Install a 12-foot pathway from Cornell Street to Mill Creek Elementary, which will cross a new bridge and connect to a pathway to Johnson Park Estates and the back entrance to Mill Creek Elementary. An eight-foot pathway will also be constructed from the back entrance to the front of the school with connections to Middleton Road and around the perimeter of the Mill Creek Elementary School parking lot. <i>Funding source - TAP-State</i>		\$316,000		Obligated	N/A		
I-84, Garrity Interchange Eastbound On-Ramp, Nampa (KN 13934)	ITD	2013	\$949,749	2014	N/A	2015	
Add additional lanes to the I-84 Eastbound on-ramp from Garrity Boulevard in Nampa. One lane will be added from northbound Garrity road and two dual left turn lanes from southbound Garrity Road, resulting in a total of four lanes on the ramp. The two outside lanes will merge at staggered locations along the ramp resulting in no change to the number of lanes currently entering the interstate. These improvements will address the congestion and safety concerns currently at the interchange. <i>Funding source- Restoration (ST2)</i>		\$594,000		Obligated	N/A	Obligated	
I-84, Pavement Striping – FY15&16 (KN 12343)	ITD	2011	\$627,272	2014	N/A	2016	Project combined with KN13023 FY2016.
Restripe state highways in District 3. <i>Funding source- Restoration (ST2)</i>		\$300,000		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	
I-84, Pavement Striping – FY2017 (KN 13464)	ITD	2012	\$642,000	2013	N/A	2017	Project is in process of being removed. Work will still be completed through ITD maintenance forces, rather than specific project.
Restripe state highways in District 3. <i>Funding source- Traffic Operations</i>		\$340,000		Obligated	N/A		
I-84, Pavement Striping – FY2018 (KN 13939)	ITD	2013	\$360,000	2014	N/A	2018	Project is in process of being removed. Work will still be completed through ITD maintenance forces, rather than specific project.
Restripe state highways in District 3. <i>Funding source- Traffic Operations</i>		\$360,000		Obligated	N/A		
I-84, Sand Hollow Interchange, Canyon County (KN 19047)	ITD	2014	\$5,870,000	2015	N/A	2017	
Replace the structurally deficient Oasis Road bridge over I-84 at Exit 17 in Sand Hollow on I-84. The project will also address safety concerns with the lengths and alignments of interchange ramps. The current lighting will also be assessed. <i>Funding source- Bridge Restoration</i>		\$8,700,000		Obligated	N/A		
I-84, SH-44 to Sand Hollow Interchange, Canyon County (KN 19602)	ITD	2015	\$4,439,880	2016	N/A	2017	Construction was advanced to FY2017 in the update.
Rehabilitate I-84 from the intersection with the Sand Hollow Interchange (milepost 17.4) to SH-44 (milepost 24.8) to address cracking and poor road conditions. Mill off the existing pavement and add new asphalt. Improvements includes the use of a stress absorbing fiberglass mat layer. <i>Funding source - Restoration</i>		\$4,175,000		Obligated	N/A		
I-84, Sign Structures at US 20/26 and I-84B/Centennial Way, Caldwell (KN 18830)	ITD	2014	\$1,093,000	2015	N/A	2019	
Replace signs on the ground with overhead signs at US 20/26 (exits 26) and I-84B/Centennial Way (exit 27) in Caldwell. These improvements will bring the signs up to current national standards. <i>Funding source -Traffic Operations and Restoration</i>		\$1,093,000		Obligated	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
I-84, US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa (KN 19589)	ITD	2015	\$12,647,000	2016	N/A	2018	
Reconstruct and realign I-84 from US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa. This project will address cracking and poor road condition along 3.7 miles of I-84. ITD plans to remove two feet on either side of each crack and replace the section with flowable fill asphalt. Milling the entire section will smooth the surface before resurfacing the roadway. <i>Funding source - Pavement Preservation and Restoration</i>		\$12,732,000		Obligated	N/A		
I-84B, Canyon Street to Grant Avenue, Nampa (KN 13931)	ITD	2013	\$4,442,000	2014	N/A	2017	
Rehabilitate the pavement and restore the riding surface of the roadway along the I-84 Business Loop in Nampa, between Canyon Street and Grant Avenue. Currently some areas are in fair condition while others are in very poor condition. This project will improve the pavement, repair deficient curb gutters, and modify pedestrian ramps to current standards. <i>Funding source - Restoration</i>		\$5,104,000		Obligated	N/A		
SH-16 and Beacon Light Road Intersection Improvements, Ada County (KN 18872)	ITD / ACHD	2014	\$2,176,000	2015	2016	2017	
Improve the safety at the intersection of SH-16 and Beacon Light Road. Safety improvements include adding a signal and widening the intersection. <i>Funding source - HSIP, Local, and STP-TMA</i>		\$1,000,000		Obligated	Obligated		
SH-44, Canyon Canal Bridge, Middleton (KN 18950)	ITD	2014	\$2,460,000	2016	N/A	2019	The scope has not changed, but new estimates show the project was originally underfunded. Funds from statewide balancing in FY2016 and available funds in the program in FY2019.
Replace the structurally deficient cast-in-place concrete bridge over the Canyon Canal with a precast box culvert on SH-44 in Middleton. Other improvements include replacing the curbs, gutters, sidewalks, and railings. <i>Funding source - Bridge Restoration</i>		\$700,000		Obligated	N/A		
SH-44, Corridor Study, I-84 in Canyon County to Eagle Road (KN 07827)	ITD	1998	\$4,673,433	N/A	N/A	2017	
Study the SH-44 corridor to recommend possible future improvements. <i>Funding source - Early Development</i>		\$2,500,000		N/A	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
SH-44, Junction I-84 to Plummer Road in Star, Canyon County (KN 13463)	ITD	2012	\$8,644,490	2013	N/A	2016	
Rehabilitate SH-44 from I-84 in Canyon County to Plummer Road in Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts. <i>Funding source - Restoration</i>		\$9,082,000		Obligated	N/A	Obligated	
SH-45, Snake River Bridge, Walters Ferry (KN 13389)	ITD	2012	\$7,083,000	2015	N/A	2017	
Rehabilitate and refurbish the bridge on SH-45 over the Snake River near Walters Ferry to mitigate scouring, or wear, on the riverbed (88% Canyon County and 12% Owyhee County). <i>Funding source - Bridge Restoration</i>		\$6,623,000		Obligated	N/A		
SH-55 (Eagle Road) and SH-44 (State Street), CFI Intersection, Eagle (KN 19572)	ITD	2015	\$6,403,000	N/A	N/A	PD	This project is in Early Development. It was initially programmed as a small intersection project – but after analyzing and hiring a consultant to review design year traffic volumes, the project went from a simple intersection project to a ½ CFI. ITD did not have funding for an expansion, so ITD moved it to Early Development (ED) to compete for Strategic Initiatives. It was not selected for FY2021, but it remains in ED for FY2022 funding under key 13476. Staff is in process of making these changes.
Alleviate congestion, improve traffic operations, and increase safety factors for all users of the intersection at SH-55 (Eagle Road) and SH-44 (State Street). Construction is expected to cost \$5,753,000, but is considered "unfunded." <i>Funding source - Early Development</i>		\$6,403,000		N/A	N/A		
SH-55 (Eagle Road), I-84 to SH-44 Micro Seals, Ada County (KN 13466)	ITD	2012	\$2,105,000	2013	N/A	2016	
Preventive maintenance (seal coats) on SH-55 (Eagle Road). <i>Funding source - Pavement Preservation</i>		\$1,990,000		Obligated	N/A	Obligated	
SH-55 (Karcher Rd.) and Hoskins, Pride, and Riverside, Canyon County (KN 18779)	ITD	2014	\$1,655,000	2015	N/A	2019	
Re-design the intersections at Hoskins Road, Pride Lane, and Riverside Road to improve safety on SH-55 northwest of the Deer Flat National Wildlife Refuge (Lake Lowell). A preliminary safety analysis indicates new turn lanes will be warranted. <i>Funding source - Strategic Initiatives</i>		\$1,595,000		Obligated	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
SH-55 (Karcher Road) and Indiana Avenue Intersection, Caldwell (13475)	ITD	2012	\$2,975,108	2013	2015	2016	
Rehabilitate, widen, and signalize the intersection of SH-55 (Karcher Road) and Indiana Avenue. Karcher Road will be widened to 5 lanes and Indiana will be widened to 3 lanes. This project will improve safety and mobility. <i>Funding source - HSIP and Local</i>		\$3,800,000		Obligated	Obligated	Obligated	
SH-55 (Karcher Road) and Midway Road Intersection, Nampa (13025)	ITD	2011	\$4,830,000	2012	2016	2017	
Add a traffic signal and other operational improvements at the intersection of SH-55 (Karcher Road) and Midway Road in Nampa. <i>Funding source - HSIP</i>		\$4,600,000		Obligated	Obligated		
SH-55 (Karcher Road) and Nampa/Caldwell Blvd. Intersection, Nampa (13033)	ITD	2011	\$1,575,744	2012	2016	2016	
Install new signage, upgrade pavement markings, optimize signal timing and coordinate signals with others in the area in order to reduce crashes at the intersection of SH-55 (Nampa-Caldwell Boulevard) and Karcher Road. Traffic channelization and access control measures in the area will also be considered. <i>Funding source - Strategic Initiatives</i>		\$1,080,000		Obligated	N/A	Obligated	
SH-55 and Farmway Road Intersection, Canyon County (18841)	ITD	2014	\$1,370,000	2016	2017	2017	
Rehabilitate, widen, and signalize the intersection of SH-55 and Farmway Road in Canyon County. Project will add left-turn lanes on north and south-bound Farmway Road. On SH-55, a combination of right-turn and auxiliary through lanes will be added with dedicated left turn lanes and one continuous through lane for each side, for a total of five 12-foot lanes on the SH-55 legs, and three 12-foot lanes on Farmway Road. <i>Funding source - Safety</i>		\$3,000,000		Obligated			

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
SH-55, Overhead Message Sign to Avimor, Ada County (18787)	ITD	2015	\$1,285,000	2015	N/A	2016	
This project on SH-55 will mill off the old pavement and inlay new asphalt from milepost 50.2 (near the overhead message sign) to milepost 51.7 at Avimor. The project will extend the service life of the roadway. Other improvements include upgrading the guardrails. <i>Funding source - Restoration</i>		\$1,150,000		Obligated	N/A	Obligated	
SH-55, Snake River Bridge, Marsing (13387)	ITD	2012	\$10,704,710	2015	2016	2017	
Bridge replacement on SH-55 over the Snake River near Marsing. (69% Canyon County and 31% Owyhee County). <i>Funding source - Bridge Restoration</i>		\$8,074,000		Obligated	Obligated		
South Orchard Access Road, Railroad Crossing, Ada County (12360)	ITD	2010	\$504,000	2011	2015	2015	
Add a railroad gate and signal at the South Orchard Access Road. <i>Funding source - Safety</i>		\$206,000		Obligated	Obligated	Obligated	
US 20/26, Corridor Study, Caldwell to Boise (07826)	ITD	1998	\$3,957,197	2006	N/A	N/A	
Study the US 20/26 corridor to recommend possible future improvements. <i>Funding source - Early Development</i>		\$2,500,000		Obligated	N/A	N/A	
US 20/26, Broadway Bridge, Boise (11588)	ITD	2008	\$23,083,544	2014	2015	2015	
Rebuild the Broadway Bridge including pedestrian facilities. Expand to a six-lane section. <i>Funding source - Restoration and Bridge</i>		\$5,950,000		Obligated	Obligated	Obligated	
US 20/26 Intersection Improvements, Canyon County (19415)	ITD	2015	\$960,000	2016	N/A	2019	
Add right turn lanes and paved shoulder to three intersections along the US 20/26 corridor (Midland, Northside, and Can-Ada). This will provide a safe place for deceleration and turning movements along a high speed commuting corridor. <i>Funding source - Strategic Initiatives</i>		\$670,000		Obligated	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
US 20/26, Branstetter Street to Junction I-184, Garden City (13928)	ITD	2013	\$2,485,961	2014	N/A	2016	
Rehabilitate the pavement on Chinden Boulevard. (US-20/26) in Garden City from Branstetter Street to the junction with I-184 by removing the top layer of asphalt and replacing it with new. The improvement will extend the lifespan of the road pavement. <i>Funding source - Strategic Initiatives</i>		\$2,732,000		Obligated	N/A	Obligated	
US 20/26, Locust Grove Road to Cloverdale Road, Ada County (13927)	ITD	2013	\$701,960	2014	N/A	2016	
Restore the pavement on US 20/26 between North Locust Grove and Cloverdale Road in Boise and Eagle by grinding off some of the existing asphalt and replacing it with new. This improvement will extend the lifespan of the existing pavement and provide a safer, smoother driving condition. <i>Funding source - Strategic Initiatives</i>		\$3,276,000		Obligated	N/A	Obligated	
US 20/26, Parma Junction to I-84, Seal Coat, Canyon County (19332)	ITD	2015	\$868,750	2016	N/A	2018	
Seal coat US 20/26 from the Parma Junction to I-84 to preserve this section of roadway in good condition. <i>Funding source - Pavement Preservation</i>		\$830,000		Obligated	N/A		
US 20/26, Smeed Parkway to Middleton Road, Caldwell (13921)	ITD	2013	\$12,861,000	2014	N/A	N/A	Project was removed in the Update.
Project will design a project to reconstruct, realign, and widen US 20/26 from Smeed Parkway to Middleton Road in Caldwell. Construction totals \$12,000,000, but is considered "unfunded." <i>Funding source - Early Development</i>		\$12,010		Obligated	N/A	N/A	
US-95 Bridge Replacement at US 20/26 UPRR Overpass, Canyon County (12886)	ITD	2010	\$7,121,166	2014	N/A	2016	
Replace the bridge on US-95 over the Union Pacific Railroad at the junction of US 20/26 in Canyon County near the City of Parma. <i>Funding source - Bridge Restoration</i>		\$6,825,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
US-95, Wilder to Parma, Seal Coat, Canyon County (19407)	ITD	2015	\$651,990	2016	N/A	2016	
Seal coat SH-95 from Wilder to Parma to preserve the existing pavement that is in good condition. <i>Funding source - Pavement Preservation</i>		\$660,000		Obligated	N/A	Obligated	
Pathway, Rail with Trail, Meridian (13918)	Meridian	2013	\$575,000	2016	N/A	2018	
Construct a multi-use pathway either along or parallel to the railroad tracks for one-half mile near downtown Meridian. City of Meridian is completing design with local funds. <i>Funding source - TAP-TMA and Local - Participating</i>		\$565,000		Obligated	N/A		
Pedestrian Improvements, Middleton Heights Elementary, Middleton (18954)	Middleton	2014	\$339,000	2015	N/A	2016	
Add missing segments of sidewalk that lead to Middleton Heights Elementary on the west side of Cemetery Road in Middleton. <i>Funding source - TAP-State</i>		\$339,000		Obligated	N/A	Obligated	
SH-44, ADA Ramp Improvements, Middleton (19008)	Middleton	2014	\$46,996	N/A	N/A	2016	
Provides for Americans with Disabilities Act (ADA) ramp improvements at seven locations on SH-44 between Eaton Road and Marjorie Avenue in the City of Middleton. <i>Funding source - Traffic Operations</i>		\$43,000		N/A	N/A	Obligated	
South Cemetery Road, SH-44 to Willow Creek, Middleton (12048)	Middleton	2009	\$3,470,000	2012	2017	2018	Right-of-way was scheduled using local/developer funds. The environmental evaluation is almost complete, which will allow right-of-way negotiations to begin. ROW funds were carried over to FY2017 in the Update.
Construct a new 0.284 mile roadway segment linking SH-44 and Middleton Road by way of Sawtooth Lake Drive in Middleton. <i>Funding source - STP-U and Local</i>		\$2,231,000		Obligated			
16th Avenue Signal Project, Nampa (13958)	Nampa	2013	\$256,794	2012	N/A	2015	
This project will install crash reduction signalization countermeasures at the following intersections along 16th Avenue: 3rd Street North, 2nd Street South, 3rd Street South, and 7th Street South. <i>Funding source-HSIP(Local)</i>		\$172,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
Colorado and Holly Signal and Pedestrian Improvements, Nampa (13486)	Nampa	2012	\$963,000	2015	N/A	2020	The City has submitted the Plans, Specifications, and Engineer's Estimate package. Construction may be advanced if funds become available.
Install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa. <i>Funding source - STP-U and Local Participating</i>		\$675,000		Obligated	N/A		
Greenhurst Road Signals, Nampa (KN 13959)	Nampa	2013	\$404,547	2015	N/A	2016	
Install crash reduction signalization countermeasures at three successive intersections along East Greenhurst Road. <i>Funding source - HSIP Local</i>		\$133,000		Obligated	N/A	Obligated	
ITS, Northside Boulevard Signal Upgrades, Nampa (KN 18702)	Nampa	2014	\$291,000	2016	N/A	2017	
Install traffic signal crash reduction counter measures at three signalized intersections by updating signalization hardware and technology to improve turning movement efficiency and safety. Locations: Karcher Road and Northside Boulevard, and Northside Boulevard and 6th Street North. <i>Funding source - HSIP Local</i>		\$291,000		Obligated	N/A		
Pedestrian Improvements, Lake Lowell Pathway, Nampa (KN 19065)	Nampa	2014	\$267,000	2016	N/A	2017	
Install pedestrian and bicycle safety improvements at the Wilson Pathway crossing at Lake Lowell Avenue in Nampa. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, sidewalk modifications with guardrail, lighting, crosswalk markings, and signage. <i>Funding source - TAP-State</i>		\$267,000		Obligated	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
Pedestrian Improvements, Near Nampa High, Nampa (KN 18977)	Nampa	2015	\$786,000	N/A	N/A	2016	City requested to remove two other projects and move the funds to this project, which was underfunded.
Design and construct pedestrian improvements on Lake Lowell Avenue near Nampa High School. The project will improve driveway entrances for the high school parking lots, provide better pedestrian crossing, and improve access control. Project uses FY2013 funding. FY2015 project carried over to FY2016. <i>Funding source -FTA 5307 SU</i>		\$424,000		N/A	N/A	Obligated	
Pedestrian Improvements, Near Skyview High, Nampa (KN 19069)	Nampa	2015	\$63,000	N/A	N/A	2016	
Design and construct pedestrian safety improvements on East Greenhurst Road near Skyview High School. The project will improve pedestrian crossing at the intersection of Greenhurst and the entrance to Skyview High School (just east of Chestnut Street). Rectangular Rapid Flashing Beacons will be installed to alert drivers and protect pedestrians. Project uses FY2013 funding. FY2015 project carried over to FY2016. <i>Funding source -FTA 5307 SU</i>		\$63,000		N/A	N/A	Obligated	
Pedestrian Improvements, South Midland Boulevard, Nampa (KN 14344)	Nampa	2013	\$194,000	2014	N/A	2017	
Place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed to improve safety concerns at the intersection. <i>Funding source - TAP-State</i>		\$194,000		Obligated	N/A		
Pedestrian Improvements, Stoddard Pathway / Greenhurst Road, Nampa (KN 18867)	Nampa	2014	\$262,199	2015	N/A	2016	
Install pedestrian and bicycle safety improvements at the Stoddard Pathway crossing at East Greenhurst Road. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, pathway re-alignment, lighting, crosswalk markings, signage, and modifications to the parking lot layout to the north. <i>Funding source - TAP-State</i>		\$300,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
SH-45 (12th Avenue), 10th Street South to 12th Street South, Nampa (KN 19600)	Nampa	2015	\$291,000	2016	N/A	2017	
Install a pedestrian hybrid beacon on SH-45 (12th Avenue South) at a location between 10th Street South and 12th Street South. These improvements will increase driver awareness and protect pedestrians and bicyclists. The project includes a pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping. <i>Funding source - HSIP Local</i>		\$291,000		Obligated	N/A		
SH-45 (12th Avenue), Sherman Avenue to Dewey Avenue, Nampa (KN 19396)	Nampa	2015	\$291,000	2016	N/A	2017	
Install a pedestrian hybrid beacon on SH-45 (12th Avenue South) at a location between Sherman Avenue and Dewey Avenue. These improvements will increase driver awareness and protect pedestrians and bicyclists. The project includes pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping. <i>Funding source - HSIP Local</i>		\$291,000		Obligated	N/A		
Farmway Road and Extension 44 Road Rehabilitation, Canyon County (KN 13054)	Notus - Parma Highway District	2011	\$2,449,000	2012	N/A	2018	Final design is complete, and the consultant is working on revisions to the plans, specifications, and engineer's estimate package. Construction is scheduled in FY2018.
Reconstruct Farmway Road (US 20/26 to Extension 44 Road and Extension 44 Road from Farmway Road to I-84 ramps). Work includes eliminating abrupt shoulders and corrects sub-standard bridge crossings. <i>Funding source - STP-R</i>		\$3,186,000		Obligated	N/A		
Bicycle Parking, Main Street Station, VRT (19803)	VRT	2016	\$49,110	N/A	N/A	2016	
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	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
Capital Maintenance, VRT, Boise- FY2016 (13511)	VRT	2012	\$1,368,906	N/A	N/A	2016	
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	
SR2S, VRT, Ada County - FY2016 (13909)	VRT	2014	\$147,000	N/A	N/A	2016	
Safe Routes to School project to support up to three full-time staff serving schools in Ada County, with a focus on the Boise and Meridian School districts. The Treasure Valley YMCA will receive pass-through funds for this project. <i>Funding source - TAP-TMA</i>		\$147,000		N/A	N/A	Obligated	

Construction Completed - Awaiting Closeout							
Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Milestones (FY)			Status
				Design	Right-of-Way	Construction	
Amity Avenue, Nampa (10541)	Nampa	2006	\$9,338,377	2009	2012	2015	Construction complete.
Widen from four to five lanes urban section. <i>Funding source - STP-U</i>		\$10,750,000		Obligated	Obligated	Obligated	
SH-55, Intersection Karcher Road and Middleton Road, Nampa (12046)	City of Nampa / ITD	2009	\$5,783,052	2009	2012	2015	Construction complete.
Intersection improvement at the intersection of Karcher and Middleton Road in Nampa. <i>Funding source - STP-U and Safety</i>		\$1,723,000		Obligated	Obligated	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
Transit Projects - Federal Transit Administration Projects With Funds Lapsing in FY2016							
Transit - Acquisition of Service Demand Response, Nampa (18989)	TVT	2016	\$183,000	2016			
Provide administration and implementation of demand response service in the Nampa Urbanized Area. Project uses FY2013 and FY2014 funding. <i>Funding source - FTA 5310 SU</i>				Awarded			
Transit - Acquisition of Service, Nampa (19576)	TVT	2016	\$281,000	2016			
Provide administration and implementation of acquisition of service in the Nampa Urbanized Area. Project uses FY2015 and FY2016 funds. <i>Funding source - FTA 5310 SU</i>				Awarded			
Transit - Acquisition of Service Admin. and Implementation, Boise - FY2014 (14245)	VRT	2014	\$286,000	2016			
Provide administration and implementation of purchase of service in the cities of Meridian and Eagle in the Boise Urbanized Area. <i>Funding source - FTA 5310 LU</i>				Awarded			
Transit - Capital Lease or Purchase and Maintenance, Boise - F2013 (Boise) (13827)	VRT	2013	\$324,000	2016			
Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Boise Urbanized Area. <i>Funding source - FTA 5339 LU</i>				Awarded			
Transit - Capital Lease or Purchase and Maintenance, Boise (Boise) (19122)	VRT	2015	\$2,095,000	2016			
Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Boise Urbanized Area. <i>Funding source - FTA 5339 LU</i>				Awarded			

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
Transit - Technology Implementation, VRT - FY2013 (13830)	VRT	2013	\$100,000	2016			
This project will install automatic passenger counters, fare collection system upgrades, driver vehicle entry system for vehicle sharing pool and smart bus technology. <i>Funding source - FTA 5339 LU</i>				Awarded			
Transit - Vehicle Maintenance, Kuna Senior Center - FY2014 (18920)	VRT/ Kuna Senior Center	2015	\$5,000	2016			
Provide general maintenance on two vehicles for the Kuna Senior Center using funds from the Boise Urbanized Area. The vehicles travel between the cities of Kuna and Boise. <i>Funding source - FTA 5310 LU</i>				Awarded			

Status Report – Historical Alternative Transportation Trip Report

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

STATUS OF PUBLIC TRANSPORTATION PROJECTS

Boise Air Terminal	August 2016	August 2015	% Change
Monthly Air Passengers (Inbound and Outbound)	295,949	289,215	2.33%
*Monthly Air Freight (Inbound and Outbound) (tons)	N/A	N/A	N/A
Public Transportation Monthly Ridership	August 2016	August 2015	% Change
ACHD VanPool (Active Routes)	83	99	-21.91%
ACHD VanPool (Trips)			
Valley Regional Transit Boise Urbanized Area Services	100,918	94,450	6.85%
Valley Regional Transit Nampa Urbanized Area Services	13,145	12,251	7.30%
Total			
Other Public Transportation Reporting Average Hourly Ridership	August 2016	August 2015	% Change
**Valley Regional Transit Boise Urbanized Area Services	14.2	N/A	N/A
**Valley Regional Transit Nampa Urbanized Area Services	14.1	N/A	N/A

*Freight data was updated using multiple months; therefore, not comparable. Generally, air freight movement is down approximately 10% year-to-date.

** VRT hourly ridership data is not available for August 2015, and Boise Demand Response ridership is not included in the August 2016 total.

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

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Yearly Alternative Transportation Trip Report

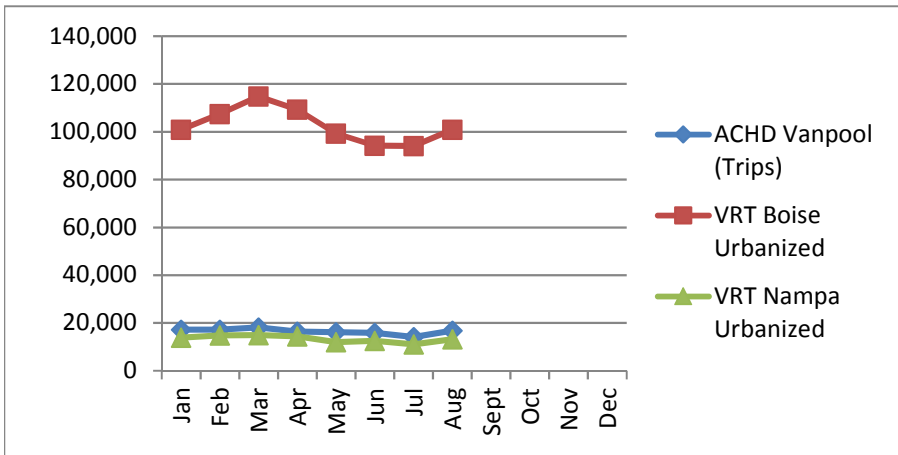
CY2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Aug	To Date % Change 15-16
ACHD Vanpool (Trips)	17,192	17,267	18,174	16,485	16,171	15,880	14,131	16,759					132,059	-14.49%
VRT Boise Urbanized	100,906	107,528	114,767	109,369	99,299	94,213	94,060	100,918					821,060	1.65%
VRT Nampa Urbanized	13,932	14,773	14,933	14,381	12,065	12,557	11,029	13,145					106,815	-10.88%

CY2015	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Aug	To Date % Change 14-15
ACHD Vanpool (Trips)	20,340	19,224	20,853	21,109	18,549	19,413	19,104	15,839	17,902	18,094	16,434	17,314	154,431	-11.22%
VRT Boise Urbanized	97,587	105,027	109,985	110,294	96,245	95,604	98,531	94,450	107,654	114,260	100,475	102,442	807,723	-3.95%
VRT Nampa Urbanized	16,518	16,822	15,912	17,770	13,682	13,659	13,241	12,251	13,597	15,241	13,749	11,713	119,855	-11.85%

CY2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Aug	To Date % Change 13-14
ACHD Vanpool (Trips)	24,139	21,360	22,305	23,405	20,955	20,566	21,693	19,517	20,985	22,149	17,661	20,675	173,940	-6.34%
VRT Boise Urbanized	112,101	109,219	110,125	118,204	103,073	93,007	98,974	96,200	112,883	120,882	98,160	106,720	840,903	-1.33%
VRT Nampa Urbanized	17,685	17,528	17,272	19,708	17,317	15,967	15,051	15,432	19,889	21,554	14,159	16,732	135,960	-6.69%

CY2013	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Aug	To Date % Change 12-13
ACHD Vanpool (Trips)	24,820	22,491	23,554	24,362	23,031	21,357	22,832	23,272	22,087	23,366	21,018	21,040	185,719	-0.50%
VRT Boise Urbanized	105,668	118,669	112,729	117,867	111,770	91,450	99,098	94,982	102,585	119,175	104,531	101,757	852,233	0.69%
VRT Nampa Urbanized	18,265	19,685	19,112	21,111	18,199	15,513	15,816	18,003	21,988	21,029	14,329	15,251	145,704	8.08%

2016



2015

