



MEMO TO TRANSPORTATION COMMISSION

Agenda Topic on the Transportation Commission Agenda

From: Miranda Carson, Coordination Planner

Meeting Date: October 4, 2021

Presenter: Miranda Carson

Estimated Time: 10 minutes

Topic: Staff Communications

Below are summaries of relevant correspondences received by City Staff since the last TC meeting.

Black Cat at Gondola Crosswalk Request

Ashley Aven, Meridian citizen sent a message to the Mayors office requesting assistance to have a crosswalk installed at Gondola Rd and Black Cat. I coordinated with Ms. Ave, ACHD, and the West Ada School District (WASD).

Kendall Kemmer at ACHD confirmed that WASD's plan is to extend the walk zone for Pleasant View Elementary School west of Black Cat. Before doing so they will need to design and construct both a pedestrian hybrid beacon at the crossing as well as a 20 MPH School Speed Zone on Black Cat. They are currently in the process of choosing a consultant to do the design work. ACHD will work with them to get this moving forward.

WASD communicated they do not have a full timeline yet. The first meeting between WASD and ACHD is next week. That is step one; then they will begin work on the next steps in the process including design.

COMPASS Charter School Traffic

The City has received a couple citizen comments regarding concerns with traffic on Black Cat between Pine and Franklin during the morning arrival and afternoon dismissal. This is the location of the new Compass Charter School.

I went out to observe the traffic during dismissal. There was traffic typical of a school zone as well as students walking on the shoulder and crossing at non-marked locations.

Lt Shawn Harper worked with his Police department team and had this feedback:

The Traffic Team has been looking at this since the beginning of the school year. We worked with Compass to put out messaging to parents to enter and exit from specific directions onto Black Cat to minimize problems. The school also expressed a higher than expected volume of traffic there due to bus shortages this year, specifically in the beginning.

We talked to ACHD about the problem as well and they are less than concerned about it. Black Cat is a two lane road there with no room or plan for improvement in the foreseeable future. I think a lot of this has to do with the fact that this is the first year the school is open,

and residents aren't used to it. The traffic can get pretty gnarly, but it does around just about every school in Meridian, and it is a short lived issue.

Kendall Kemmer from ACHD also provided this feedback:

Since the school was not required to install a southbound left-turn lane, on Black Cat, north of Aviator Street Cat, ACHD looked at this and has started the design process to add the left-turn lane. I can check on the status with our Design Department and will also check with Planning to see if they have a tentative date for the start of construction.

I will follow up on this issue when I have future information and a timeline for improvements.

Meridian City Council and ACHD Commission Joint Meeting

On September 20th, the Meridian City Council hosted a joint meeting with the ACHD Commission. The full meeting can be watched here: <https://www.youtube.com/watch?v=EpY6bNftSyQ> The following is a brief summary of the meeting:

- Multi-Use Pathway for Pedestrians and Bicyclists – Gary Inselman presented on ACHD's decision to begin including multi-use pathways in designs. He also covered the decision to recess the pathway crossings in some locations. Discussion was had between the board members. City Council and the Mayor questioned the consistency and safety of the recessed crossings. The ACHD Commission does plan to continue forward with the treatment.
- 2022 Legislative Coordination Efforts – House Bill 389 was discussed. There was discussion regarding presenting a united front of support for more local options. There was also discussion regarding the need for a dedicated funding source for transit, fuel tax options, and the possible sunseting of Safe Routes to School funding.
- Idaho Transportation Department Highway 16 Update – Growth in the Fields area is coming as the ID-16 project progresses and with the opening of Owyhee High School. This will put more pressure on the local road system in that area as well. Because of the pressure ID-16 expansion will bring, ACHD may be advancing projects in the Fields area.

Joseph Leckie Reappointment

Joseph Leckie was reappointed by the Mayor as Youth Commissioner on the Meridian Transportation Commission on September 14th. His term will run through August 31, 2022. We appreciate his willingness to serve.

Chinden, Bergman Access

On August 3rd Jake Melder, ITD Public Information Officer sent the following to Mr. Steed:

Hello Mr. Steed,

I am managing public communication for the Chinden widening project at ITD. Mark Wasdahl attended the Meridian Transportation Commission meeting yesterday and let me know you and the Commission had questions about the traffic maneuvers from Fred Meyer to head east on Chinden Boulevard (U.S. 20/26).

The treatment for this stretch of Chinden is very similar to what we did for Eagle Road (SH-55) in placing median barriers. Traffic will be able to turn right out of Fred Meyer and make a U-turn at the signalized intersection with Linder Road. I've sketched out the maneuver for vehicles coming out at Bergman Way, below.

During construction, traffic out of Fred Meyer was directed to go north on Bergman and use Temple Drive to get to either Linder or Meridian Road. That was due to space constraints at the

Chinden/Linder intersection during construction. With that intersection fully open, the below maneuver is the easiest route for traffic to take. We anticipate this maneuver being adopted in short order. However, if there are ongoing concerns about traffic on Temple, we might look at working with ACHD and placing some traffic calming measures on the local road, such as speed bumps, which would discourage non-neighborhood trips.

If you have additional questions or would like to discuss this more, I'd be happy to set up a virtual or in-person meeting with the appropriate ITD staff.

Chairman Steed responded the same day:

Mr. Melder,

Thanks for writing. I do understand what you are doing, but wonder how the public is supposed to know the maneuver. Surely you don't want to now direct cars on the 1.5 mile drive through the neighborhood that you mention was used during construction.

Currently there is an "East 20/26" sign with a left arrow at the south end of the Fred Meyer Grocery south east exit, right before the service station. That sends vehicles to tee into Bergman but there are no other signs of what to do next. Perhaps the point is to get cars further back from the Linder/Chinden intersection before having to cross lanes to do the prescribed U-turn. I don't know; it all seems rather confusing until you somehow learn it.

Thanks for contacting me and I don't know what a zoom call would accomplish at this point. I would still like to have ITD come to the Transportation Commission and explain the big picture of how you want 20/26 to work in the long run.

The correspondence ended with Mr. Melder's response:

Thank you for the additional details, Mr. Steed. I've struggled with the sign on the property directing people to take Grey Fox to Bergman in order to head to eastbound 20/26. First, I can't nail down who's sign it is. ITD doesn't claim it and it's outside ACHD's right of way. I'm not sure how it came to be and, as you mentioned, it was there before construction on Chinden.

It's also not technically wrong. So the strategy right now has been to let things settle out and see what people do now that construction on the highway is mostly wrapped up. As you pointed out, the 1.5 miles of neighborhood driving is annoying, so I think we'll see adoption of the U-turn movement pretty quickly. That said, we'll monitor the situation with ACHD and the City of Meridian. If the Commission has recommendations for treatments to better navigate motorists I know both transportation agencies will be open to hearing you out.

I'm going to add Justin Price, our normal representative to the MTC, to this thread. Between him and me, we'd be happy to find the best person to lay out the vision for the corridor for the commission. In the meantime, I'd invite you to watch a video we created that outlines the corridor vision at a high level. That video can be found at <https://youtu.be/C63VtPeVNck>. You can also learn more about upcoming projects on the corridor at <https://itdprojects.org/ChindenWest/>.

ID-16 Update

City staff member Brian McClure requested an update on the ID-16 project and received this response on August 13th from Merrill Sharp, ITD Project Manager.

Good morning Brian,

The construction phasing will be broken into 3 construction projects. There will be the I-84 to Franklin Rd; Ustick Rd to US-20/26; and the third will be Franklin Rd to Ustick Rd. these are part of our phase 2 design that is right in the middle of design now. As far as which will be constructed first, that depends on which section is ready first with their plans and right of way. The two ends will be constructed first, likely will be going on at the same time. the middle portion will be delayed by a few

months as the design is not as far along as the ends. The plan is to start construction in Spring/Summer of 2022.

The Phase 2 construction will build the first portion of the interchange at I-84 and will build at grade intersections at Franklin, Ustick and US-20/26. It will also build bridges over Cherry Ln and McMillan Rd with no connections. There will also be bridges over the railroad, 10 mile creek, 5 mile creek, and a ped bridge over 5 mile creek east of McDermott road. along with a few improvements to the local roads on Franklin, Ustick, and McDermott. There will be two new access roads also that will provide access to multiple parcels connecting to Cherry Ln and McMillan Rd.

Phase 3 is just about ready to start design this fall and will take a couple years to complete. Phase 3 will include the full system interchange at I-84 with free-flowing ramps and several new structures. It will build the bridges over Franklin, Ustick and US-20/26 that will complete the full interchanges so SH-16 traffic can go over these cross roads without stopping like they will in phase 2. A full interchange at SH-44 is also included in phase 3. This phase will be constructed likely in 3 construction packages but will dependent on the funding which is allocated yet.

The Sh-16 bridge over the 5 mile creek is designed to span the creek and also a proposed pathway (on the north side of the 5 mile creek). There is also a pedestrian bridge over the 5 mile creek that is being designed to be just on the east side of McDermott road. it will connect the paths/sidewalks that the developers are already built on that side of McDermott.

Hope this helps

Citizen Request for Transit Information

A citizen sent the following message to Valley Regional Transit (VRT):

I see you are in the process of adding a Meridian route that starts from The Village Mall over to Nampa and etc. But how do you manage to get your riders who want to go from Boise to the Village Mall? Also, I understand this second thing is all depending on how many riders ride, but you need to lengthen your times past 6pm for routes, make them end at 10 or so, then maybe you will see more people riding the bus.

Stephen Hunt at VRT responded August 13th:

Dear Customer,

Thank you for writing in about the new 30 route connecting Ten Mile Crossing and Kleiner Park. This route is the first step in expanding transit service in Meridian and it connects three major centers within the City (Ten Mile Crossing, Downtown Meridian and Kleiner Park). The service at Ten Mile Crossing will connect to routes 40 and 42 which connect to both Nampa and Boise.

Evening service and connections between Kleiner Park and Boise are potential service expansions that will continue to improve how transit can serve Meridian. We have already begun looking at how these services could be provided but do not currently have specific plans for when/if they would begin.

For more information about VRT's plans for service growth please see ValleyConnect 2.0 [here](#).

Deercrest Restricted Parking Request Update

Mr. Peters let me know he was not able to obtain the required signatures on the petition for time restricted parking. I sent him the following information on September 2nd:

Without full participation ACHD will not post just a single section “No Parking”; the City would also not support signing a single section. That precedent could quickly become confusing for both motorists and code enforcement.

I do want to let you know of some current restrictions that are in place there to address your initial concern regarding apartment traffic exiting onto Deer Crest. Our code currently states users cannot park “within twenty (20) feet of a crosswalk or a bike/pedestrian curb ramp”. The corners along the apartment’s egresses all have curb ramps. If users are not parked in the 20 foot buffer, there will be a proper sight triangle for exiting vehicles. If users are parking within 20 feet of the curb ramp, you are within your rights to reach out to Meridian Code Enforcement. If you would like more information, take a look at Meridian Code

https://library.municode.com/id/meridian/codes/code_of_ordinances?nodeId=TIT7MOVETR_CH2_PARE_7-2-2PRPA. There is also information in the code regarding the length of time vehicles can be parked on public streets.

To report a concern call the non-emergency dispatch at (208) 377-6790 for more timely response from a Community Service Officer or Patrol Officer as Code Enforcement doesn’t work evenings or weekends. Dispatch will prioritize the call as a unit becomes available.

Mr. Peters inquired about signing the curb ramps or painting the curbs red 20 feet from the ramps. John Wasson, ACHD Traffic Engineer responded:

ACHD no longer paints curbing red to indicate ‘No Parking Zones’. We have not done that for over 20 years that I personally know of and there are no plans to start doing so. Paint is not visible in low light or bad weather conditions and requires consistent maintenance to be able to be enforceable. Rather than paint, ACHD – where and when needed – installs ‘No Parking’ signs.

ACHD does not sign for private driveways, which typically includes apartment and business driveways. ACHD has a policy that specifically addresses situations such as this, but unfortunately you did not have adequate neighborhood support for ACHD to install parking restrictions on Deercrest. It is the responsibility of the driver departing the driveway to exercise due caution in pulling forward until they are able to see past any parked cars. If vehicles actually block the driveway or violate Meridian parking codes, then your tenants can contact the Meridian Police Department or non-emergency dispatch (208-377-6790) and an officer can respond and address the situation.

Finally, I believe it is important for you to remind your tenants that there are multiple ways in and out of the apartment complex. If they are not comfortable with using the eastern most access point, there are five other access points to get out to Deer Crest, Linder or McMillan.

Master Street Map Comments

ACHD Kicked off the 2022 Master Street Map Update and requested comments from the City. A summary of the comments sent is attached.

Master Street Map Comments

Legend

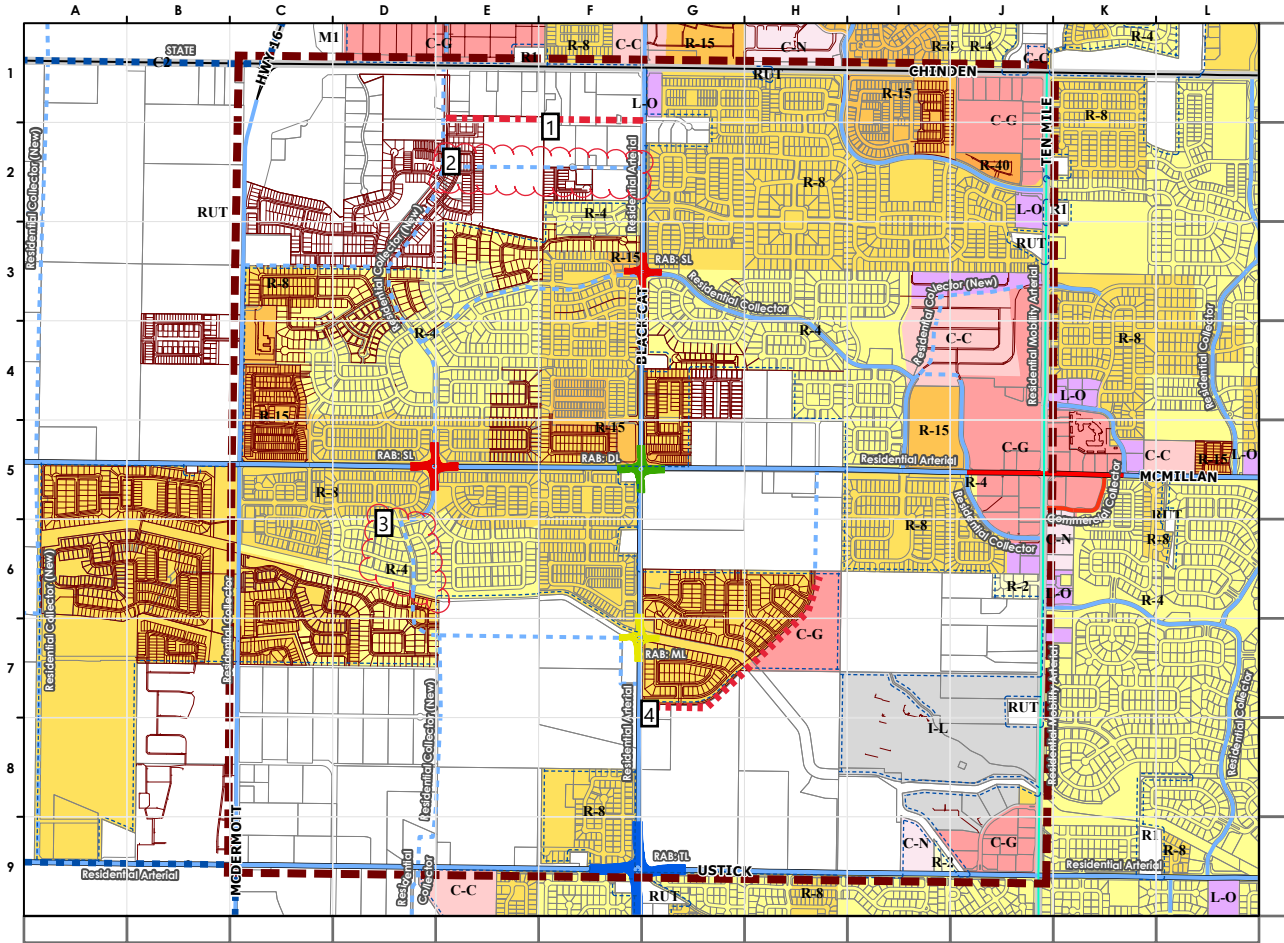
- Page Frame
- Area of Impact
- Meridian City Limits
- Prelim Lines
- Parcels
- MSM
 - State System*
 - Residential Mobility Arterial
 - Planned Commercial
 - Residential
 - Commercial
 - Proposed Residential**



00.05.1 0.2 0.3 0.4 Miles



Date Exported: 9/16/2021 9:11 AM



Summary of Comments on MSM Review 2021.pdf

Page: 4

✓ Number: 1 Author: mcarson Subject: Line Date: 9/16/2021 11:31:13 AM
Ramblin/New School site collector

👉 Author: chood Subject: Sticky Note Date: 9/17/2021 4:03:13 PM

The current location of the east-west proposed residential collector south of Chinden, west off of Black Cat does not work. WASD has a new middle school planned that will not accommodate the extension through the middle of their site and the Hubble project is conditioned to build the road from Levi Lane to the east, on the "flag" and north part of the WASD site. Please move collector north to Black Cat.

☁ Number: 2 Author: mcarson Subject: Polygon Date: 9/16/2021 11:30:19 AM

This collector should be moved up to connect to Ramblin rather than Larry Ln. There is a school site here that the current alignment intersects.

👉 Author: chood Subject: Sticky Note Date: 9/17/2021 4:03:29 PM
Yes!

☁ Number: 3 Author: mcarson Subject: Polygon Date: 9/16/2021 11:39:10 AM
Has been built

👉 Number: 4 Author: mcarson Subject: Polygonal Line Date: 9/16/2021 11:47:15 AM
Collector is coming in with Quartet developments. Some final plats already approved.

Master Street Map Comments

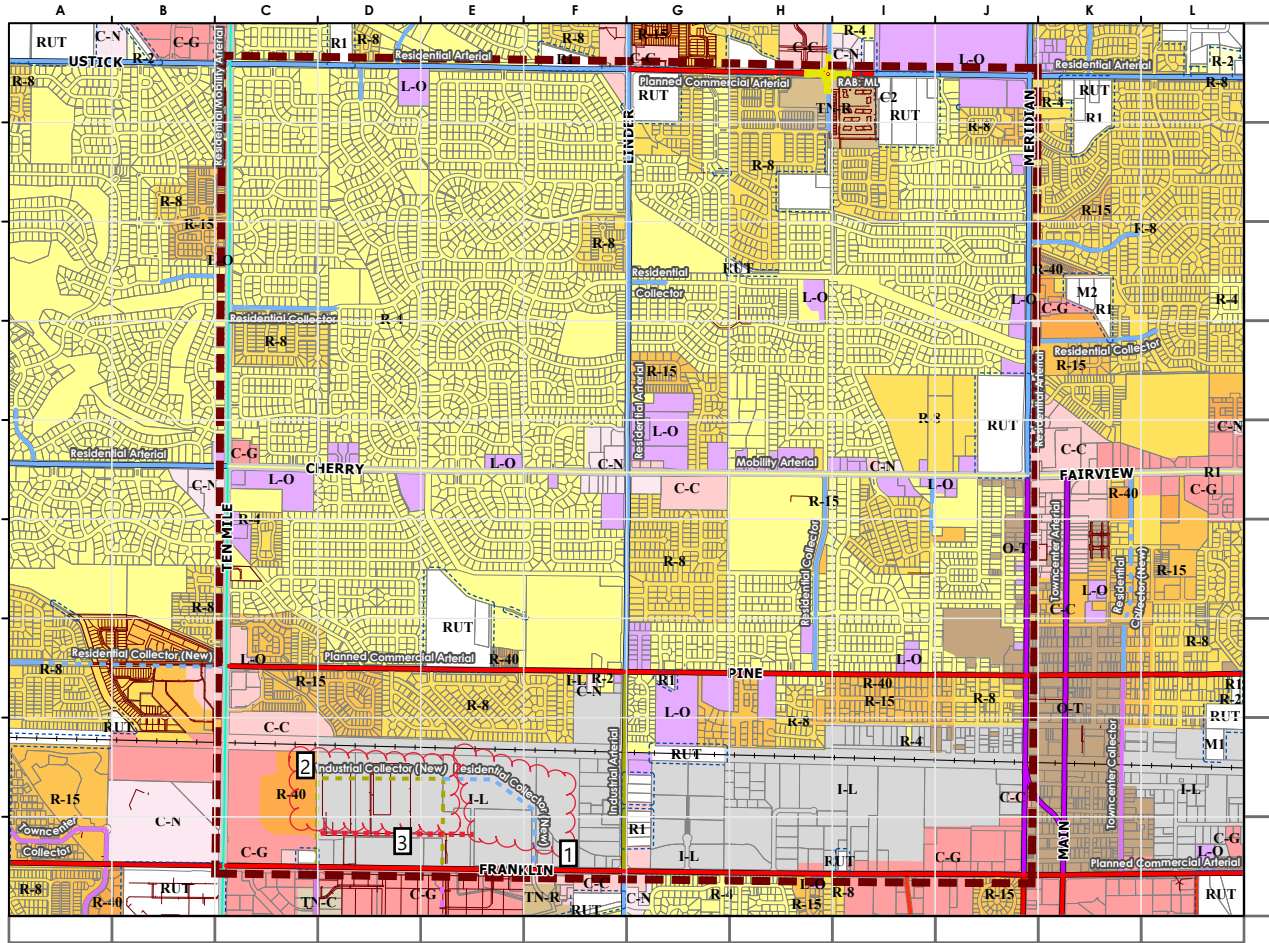
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- Page Frame
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- MSM
- Mobility Arterials
- Residential Mobility Arterial
- Planned Commercial
- Residential
- Town Center
- Commercial
- Industrial
- Town Center
- Proposed Industrial**
- Proposed Residential**
- Proposed Town Center**


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Date Exported: 9/16/2021 9:11 AM




 Number: 1 Author: mcarson Subject: Polygon Date: 9/17/2021 4:07:39 PM
This area is Industrial in the FLUM. This should be an Industrial Collector.

 Number: 2 Author: mcarson Subject: Polygon Date: 9/16/2021 12:31:42 PM
Update is needed to reflect FedEx development

 Author: chood Subject: Sticky Note Date: 9/17/2021 4:14:36 PM
And Amazon.

Ten Mile SAP has network plan though. The City will need to update the TMSAP to reflect "as built" too.


 Number: 3 Author: mcarson Subject: Line Date: 9/16/2021 12:31:04 PM
Chewie (FedEx) Final Plat approved. This should be moved south to reflect the development plan.

Master Street Map Comments

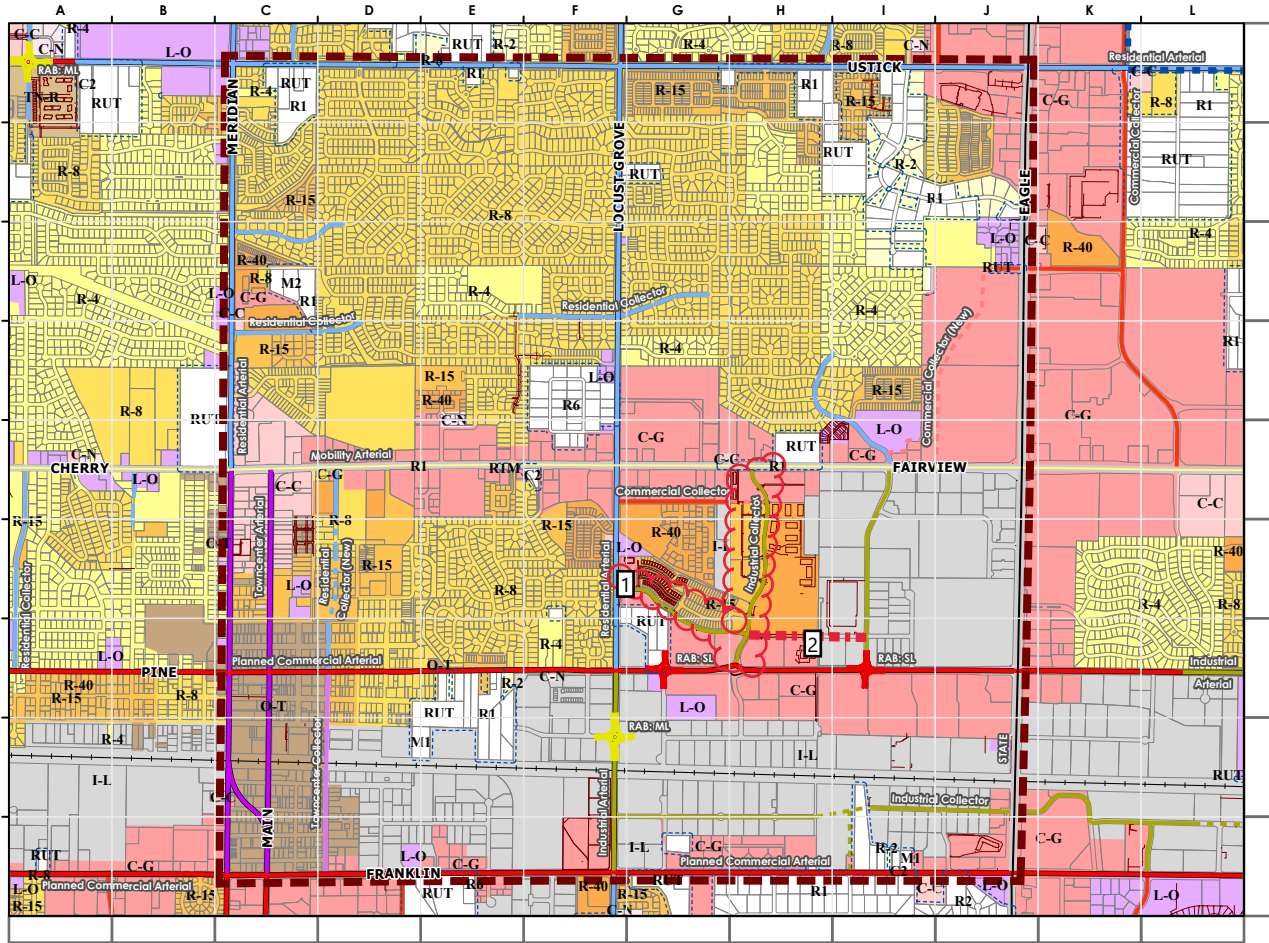
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- Page Frame
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- State System**
- Mobility Arterials
- Planned Commercial
- Residential
- Town Center
- Industrial
- Commercial
- Industrial
- Residential
- Town Center
- Proposed Commercial**
- Proposed Industrial**
- Proposed Residential**

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Date Exported: 9/16/2021 9:11 AM




 Number: 1 Author: mcarson Subject: Polygon Date: 9/16/2021 3:34:00 PM

This is a mixed use area, largely residential. It may be more fitting to call this a residential or commercial collector.

 Author: chood Subject: Sticky Note Date: 9/17/2021 4:18:34 PM

Agreed. Industrial doesn't make sense. However, these roads (Webb Way and State Ave) are now built. Let's have the designations reflect the cross-section. Edinson?

 Number: 2 Author: mcarson Subject: Line Date: 9/16/2021 3:33:05 PM

E State Ave is on development plans to run through here.

 Author: chood Subject: Sticky Note Date: 9/17/2021 4:18:59 PM

This road now exists. See comment above and reflect designation built.

Master Street Map Comments

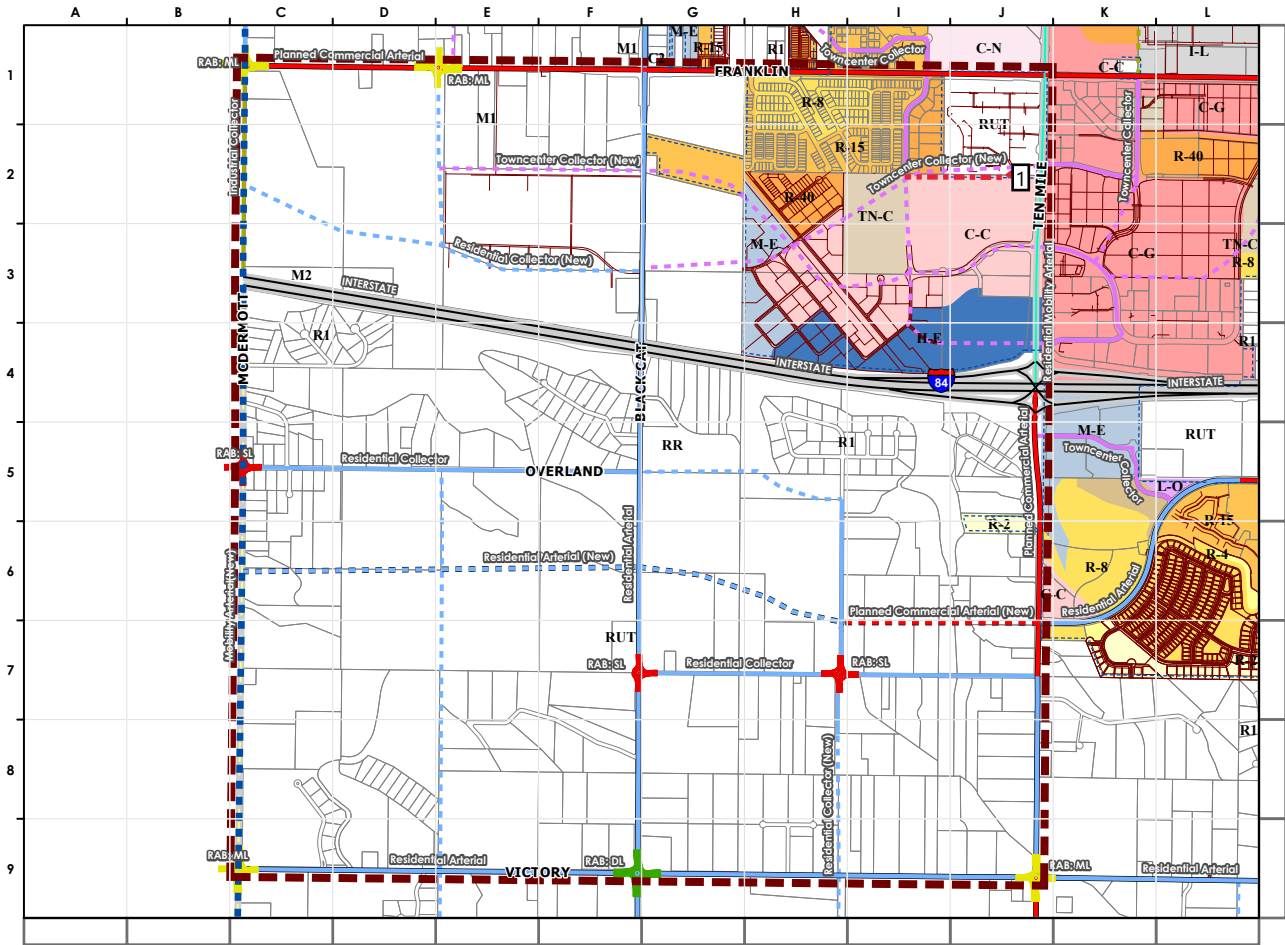
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- Page Frame
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- Parcels
- MSM
- State System**
- Mobility Arterials (New Alignment)
- Residential Mobility Arterial
- Planned Commercial
- Residential
- Proposed Planned Commercial
- Proposed Residential
- Industrial
- Residential
- Town Center
- Proposed Industrial**
- Proposed Residential**
- Proposed Town Center**

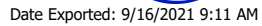
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Meridian
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Date Exported: 9/16/2021 9:11 AM

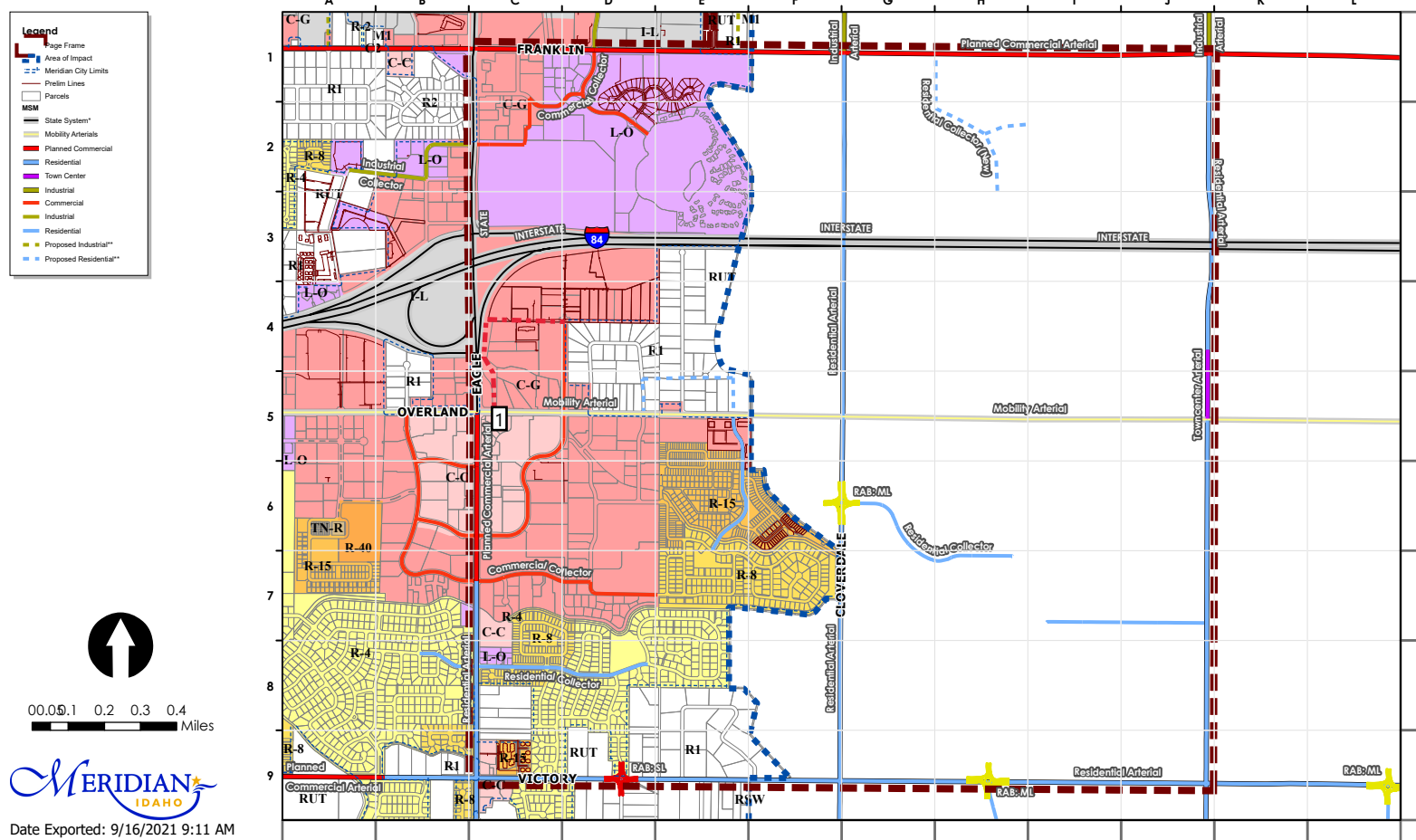



 Number: 1 Author: mcarson Subject: Polygonal Line Date: 9/16/2021 3:54:25 PM
Minor shift south along the property line.




🔍	Number: 1	Author: mcarson	Subject: Polygonal Line	Date: 9/16/2021 4:04:27 PM
	Slight shift to follow planned development			
🔍	Number: 2	Author: mcarson	Subject: Polygonal Line	Date: 9/16/2021 4:04:56 PM
	Slight shift to follow planned development			
🔍	Number: 3	Author: mcarson	Subject: Polygonal Line	Date: 9/16/2021 4:06:09 PM
	remove			
🔍	Number: 4	Author: mcarson	Subject: Polygonal Line	Date: 9/16/2021 4:05:44 PM
	Slight shift to follow planned development			
🔍	Number: 5	Author: mcarson	Subject: Polygonal Line	Date: 9/17/2021 4:22:06 PM
	No fronting houses and supports high residential density. Add residential collector (S. Grand Fork Way)			
🔍	Number: 6	Author: mcarson	Subject: Polygonal Line	Date: 9/16/2021 4:22:22 PM
	extend slightly			
🔍	Author: chood	Subject: Sticky Note	Date: 9/17/2021 4:21:09 PM	
	Yes, built (S. Spanish Fork Way)			

Master Street Map Comments




 Number: 1 Author: mcarson Subject: Polygonal Line Date: 9/16/2021 4:45:48 PM
Rackham to Silverstone commercial collector planned

 Author: chood Subject: Sticky Note Date: 9/17/2021 4:25:29 PM
ACHD please verify. Did conditions for these projects require Rackham to be improved to collector status? If not, no change.

Master Street Map Comments

Legend

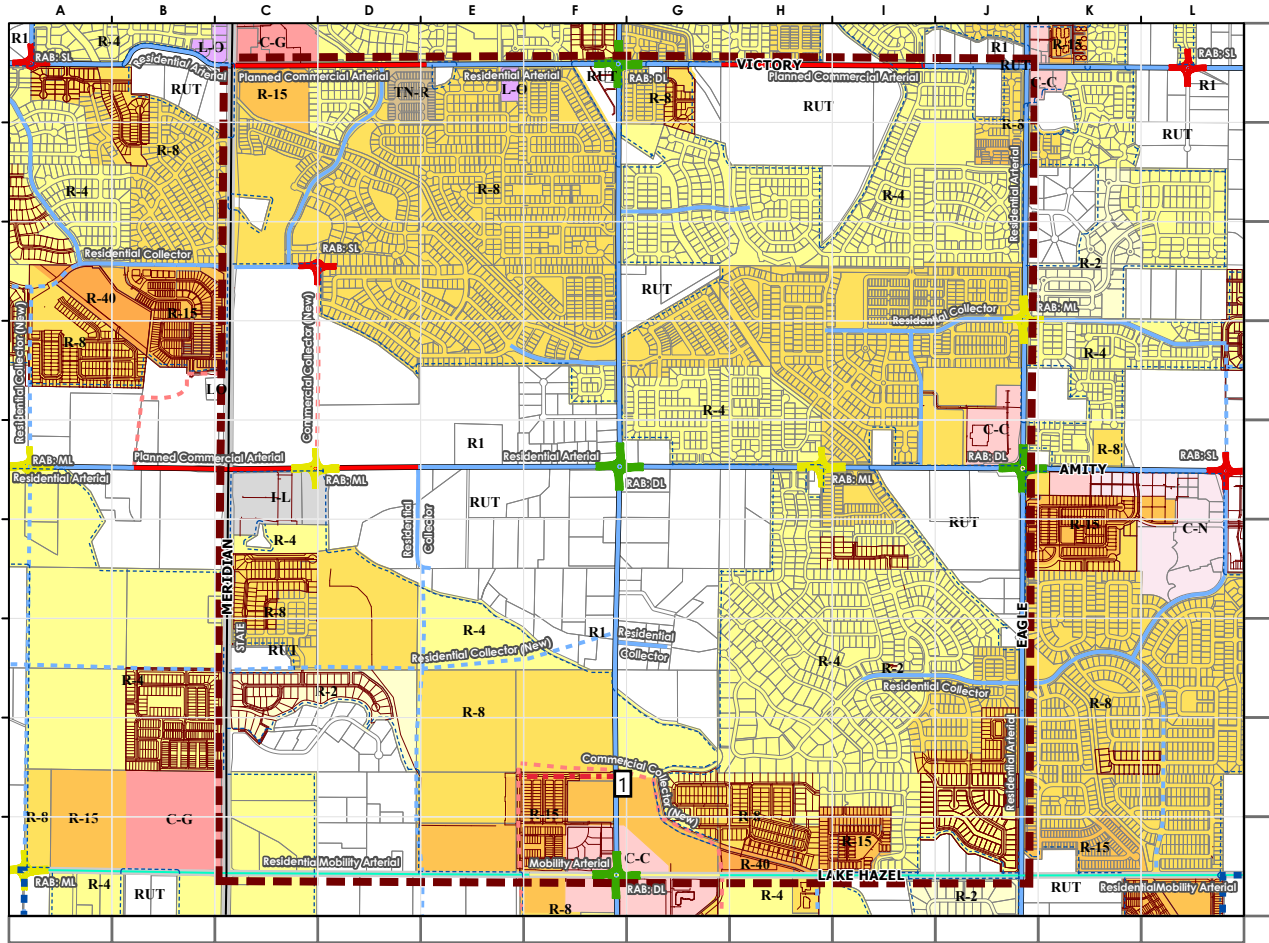
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- Residential
- Proposed Commercial**
- Proposed Residential**





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Date Exported: 9/16/2021 9:11 AM



 Number: 1 Author: mcarson Subject: Polygonal Line Date: 9/16/2021 5:09:09 PM
Adjust the alignment slightly to match Apex plan.

 Author: chood Subject: Sticky Note Date: 9/17/2021 4:27:13 PM
Please adjust east side too, to align.

Master Street Map Comments

Legend

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MSM

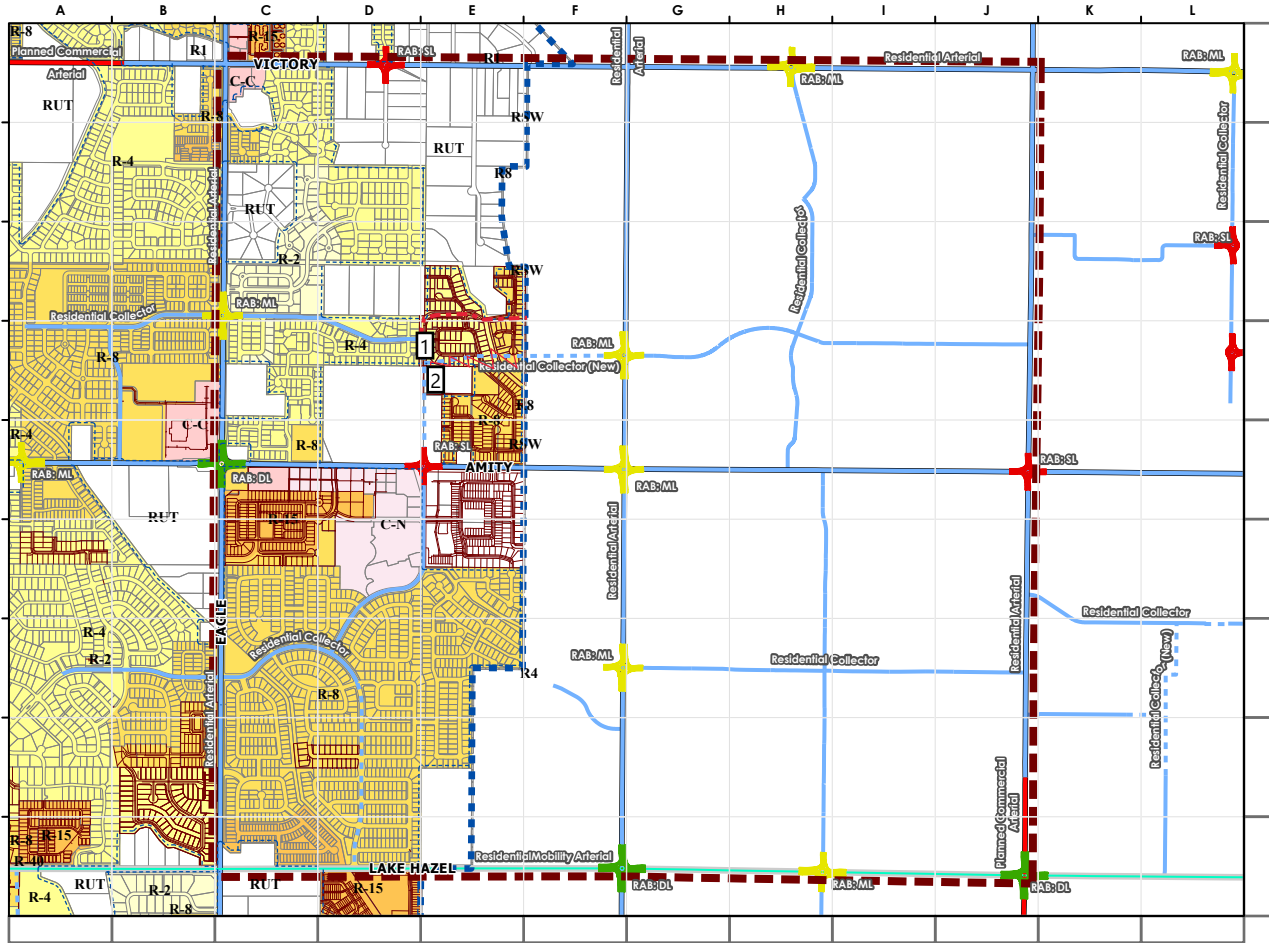
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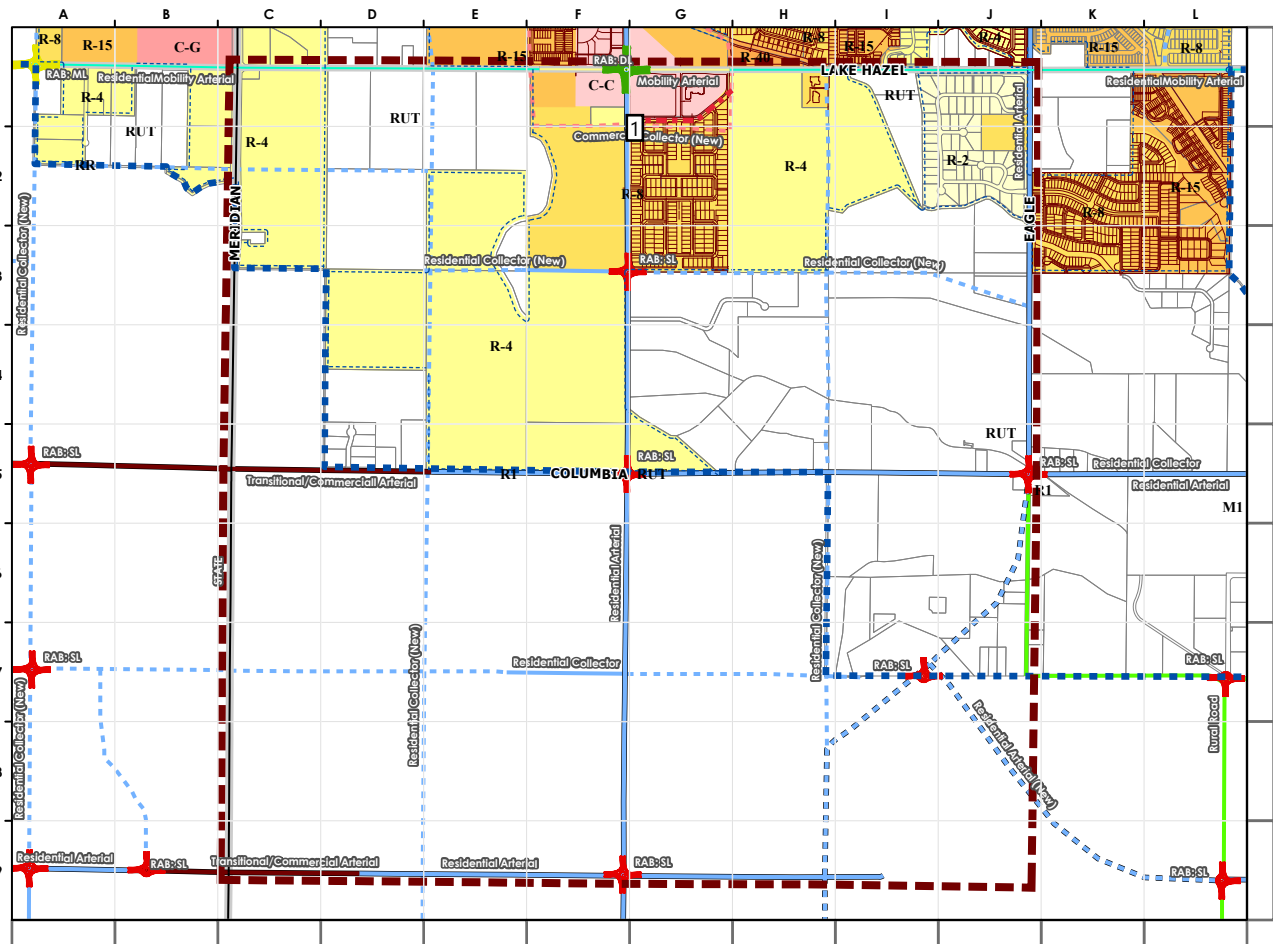


 Number: 1 Author: mcarson Subject: Polygonal Line Date: 9/16/2021 5:21:39 PM
Adjust to reflect Shelburne East connecting to Bott Ln

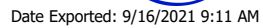
 Author: chood Subject: Sticky Note Date: 9/17/2021 4:28:55 PM
via Hillsdale Avenue.






 Number: 2 Author: mcarson Subject: Polygonal Line Date: 9/30/2021 12:23:16 PM
remove and realign

Page: 21



Page: 22



	Number: 1 Author: mcarson	Subject: Polygonal Line	Date: 9/16/2021 5:41:20 PM
	This is in the Pure Vida plans designed as a collector.		
	Number: 2 Author: mcarson	Subject: Polygonal Line	Date: 9/16/2021 5:43:12 PM
	propose some connection		
	Author: chood	Subject: Sticky Note	Date: 9/17/2021 4:38:37 PM
	Yes, connect Skybreak collector to Pura Vida collector.		
	Number: 3 Author: mcarson	Subject: Polygonal Line	Date: 9/16/2021 5:38:49 PM
	This is in the Skybreak plans designed as a collector.		
	Number: 4 Author: mcarson	Subject: Polygonal Line	Date: 9/30/2021 12:23:51 PM
	Add collector		

Keeping Up With COMPASS

September 2021

**A newsletter for COMPASS members to keep abreast of
COMPASS Board, committee, and workgroup actions.**

Board of Directors – August 16, 2021

More information: www.compassidaho.org/people/boardmeetings.htm

Next meeting date: October 18, 2021

August Action Items:

- Executive Director Compensation. Following a discussion in Executive Session, approved an increase in compensation for the COMPASS Executive Director. The Executive Director's performance evaluation was completed in the June 2021 Board of Directors' meeting, but a decision regarding a change in compensation was delayed until the Board of Directors had confirmed current fiscal year budget availability.
- CIM 2040 2.0 and FY2021-2027 TIP. Approved an [amendment](#) to *Communities in Motion 2040 2.0* (CIM 2040 2.0) to add four funded projects, an amendment to the FY2021-2027 Regional Transportation Improvement Program (TIP) to add eight funded projects (including the four from the CIM 2040 2.0 amendment), and a Board administrative modification to the [FY2021-2027 TIP](#) to increase the cost of one project.
- FY2022 UPWP. Adopted COMPASS' FY2022 Unified Planning Work Program and Budget ([UPWP](#)). Fiscal year 2022 begins October 1, 2021.
- CIM 2050 Vision. Approved the demographic allocation for the *Communities in Motion 2050* (CIM 2050) Vision for growth and transportation (preferred growth scenario) and directed staff to conduct a fiscal impact analysis on the CIM 2050 Vision, clarify activity center and area of impact data, make changes to the format of the vision map, and bring the analysis and revised map back to the Board at a future date. The demographic allocation that is the basis for the CIM 2050 Vision establishes the official growth scenario and demographic assumptions for CIM 2050 transportation analyses.
- CIM Implementation Grants/Project Development Program. Approved two projects for FY2022 *Communities in Motion* (CIM) Implementation Grants and three projects for FY2022 Project Development Program assistance.

August Information/Discussion Items:

- Boise State University Surveys. Received an overview of Boise State's annual public policy surveys and requested input on policy issues of interest for inclusion.
- Legislative Issues. Received a status report on state and federal legislative issues.

- Complete Network Policy. Reviewed the draft Complete Network Policy's purpose, organization, and uses. The policy will be brought to the Board of Directors for action in its October 18, 2021, meeting.

Executive Committee – August 10, 2021

More information: www.compassidaho.org/people/execmeetings.htm

Next meeting date: September 14, 2021

August Action Item:

- Canyon County Membership Dues. Discussed the Canyon County Board of Commissioners' insufficient appropriation and payment of COMPASS membership dues for the fourth quarter of FY2021 and directed staff to write a letter to Canyon County requesting payment of the remaining membership dues by August 31, 2021.

Finance Committee – August 19, 2021

More information: www.compassidaho.org/people/financemeetings.htm

Next meeting date: December 2, 2021

August Action Items:

- 2021 Audit. Approved the FY2021 audit process.
- Variance Report. Approved the October 1, 2020 – June 30, 2021, variance report.

August Information/Discussion Items:

- Disbursement Report. Reviewed disbursements made in the reporting period (July 3, 2021 – August 5, 2021).

Regional Transportation Advisory Committee (RTAC) – August 25, 2021

More information: www.compassidaho.org/people/rtacmeetings.htm

Next meeting date: September 22, 2021

August Special Item:

- Accessible Parking. Received an overview of issues and opportunities regarding accessible parking. This item will also be presented to the COMPASS Board of Directors in its October 18, 2021, meeting.

August Action Items:

- Scoring Subcommittee. Formed a subcommittee to review and recommend scoring criteria for project selection and priorities for *Communities in Motion 2050* (CIM 2050) and the FY2024-2030 Regional Transportation Improvement Program and other funding. The subcommittee will present the recommended scoring criteria to RTAC for review in November.

- CIM 2050 Funding Policy. At the request of the City of Nampa, rescinded the July recommendation of the CIM 2050 funding policy, with direction to reconvene the funding policy subcommittee to make revisions to the policy and bring a revised version back to RTAC in September.

August Information/Discussion Items:

- Pathway Prioritization. Reviewed the process for prioritizing funding for regional pathways in CIM 2050.

Workgroups

Rural Prioritization Workgroup

Meeting date: August 5, 2021

Highlights:

- Reviewed the project prioritization process for rural projects, programs open for application, and transportation needs of rural agencies in Ada and Canyon Counties.
- Recommended two construction projects and two transportation plan update projects for the Local Rural Highway Improvement Program. These recommended priorities will be brought to the COMPASS Board of Directors for approval in October, prior to being submitted with the applications to the Local Highway Technical Assistance Council in December.

Next meeting date: August 4, 2022

Active Transportation Workgroup

Meeting date: August 9, 2021

Highlights:

- Reviewed the first application of the prioritization methodology for the 2050 Regional Pathways and Bikeways plan.
- Reviewed the COMPASS Data Bike's deployment schedule for summer and fall 2021.

Next meeting date: September 13, 2021

Freight Advisory Workgroup

Meeting date: August 11, 2021

Highlights:

- Received an update on the 2021 Idaho Highway Freight Program Project Solicitation, with a new application.
- Received highlights from the August 10, 2021, Idaho Freight Summit.

Next meeting date: Fall 2021

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