



# Working together to plan for the future

## COMPASS EXECUTIVE COMMITTEE MEETING JANUARY 14, 2020 - 1:30 P.M. COMPASS, 2nd FLOOR LARGE CONFERENCE ROOM 700 NE 2nd STREET, SUITE 200 MERIDIAN, IDAHO

### \*\* AGENDA \*\*

#### I. CALL TO ORDER (1:30)

#### II. OPEN DISCUSSION/ANNOUNCEMENTS

#### III. CONSENT AGENDA

Page 2 \* A. Approve November 12, 2019, Executive Committee Meeting Minutes

#### IV. ACTION ITEMS

1:35 \* A. Establish February 24, 2020, COMPASS Board Annual Meeting  
Page 7 Agenda

*COMPASS staff proposed agenda items for the annual meeting of the COMPASS Board scheduled February 24, 2020, are attached.*

1:55 \* B. Adopt Resolution 05-2020 Amending the Transportation  
Page 16 Improvement Program (TIP)

*Toni Tisdale will seek Executive Committee's adoption of a resolution amending the FY2020-2026 TIP to add two bridge projects, two federal lands access projects, and additional regionally significant projects.*

#### V. INFORMATION/DISCUSSION ITEMS

2:10 A. Status Report – 2020 Idaho Legislative Session  
*Ken Burgess will provide a status report on the 2020 Idaho legislative session.*

2:30 B. Status Report – Federal Grant Applications  
*Matt Stoll will provide a status report on competitive grant applications submitted for and/or anticipated to be pursued for federal funding.*

Page 38 \* C. Status Report – Regional Transportation Advisory Committee (Memo Only)

#### VI. OTHER

#### VII. ADJOURNMENT (2:40)

**\*Enclosures 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.* T:\FY20\900 Operations\Exec\Agendas\agenda 01142020.docx



**EXECUTIVE COMMITTEE AGENDA ITEM III-A**

Date: January 14, 2020

**EXECUTIVE COMMITTEE MEETING  
NOVEMBER 12, 2019  
COMPASS, 2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM  
MERIDIAN, IDAHO**

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

**ATTENDEES:** Sara Baker, Commissioner, Ada County Highway District  
Elaine Clegg, Councilmember, City of Boise, **Chair Elect**, via telephone  
Tom Dale, Commissioner, Canyon County, **Chair**  
Tammy de Weerd, Mayor, City of Meridian  
Jay Gibbons, Commissioner, Canyon Highway District #4  
Debbie Kling, Mayor, City of Nampa  
Meg Leatherman for Kendra Kenyon, Commissioner, Ada County  
Nathan Leigh, Mayor, City of Parma  
Stan Ridgeway, Mayor, City of Eagle, **Secretary-Treasurer**  
Joe Stear, Mayor, City of Kuna

**MEMBERS ABSENT:** Garret Nancolas, Mayor, City of Caldwell, **Vice Chair**

**OTHERS PRESENT:** Morgan Andrus, Community Planning Association  
Ken Burgess, Veritas Advisors  
Meg Larsen, Community Planning Association  
Amy Luft, Community Planning Association  
Andrew Mitzel, Governor's Office, via telephone  
Matt Stoll, Executive Director, Community Planning Association  
Dave Wallace, Ada County Highway District

**CALL TO ORDER:**

Chair Tom Dale called the meeting to order at 1:34 p.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

General announcements were made.

**CONSENT AGENDA**

**A. Approve October 8, 2019, Executive Committee Meeting Minutes**

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

## **ACTION ITEMS**

### **A. Establish December 16, 2019, COMPASS Board Annual Meeting Agenda**

Matt Stoll presented staff proposed Agenda Items 1-22 for the December 16, 2019, COMPASS Board of Directors' annual meeting. Matt requested the latitude to amend the agenda as necessary.

After discussion, **Joe Stear moved and Debbie Kling seconded approval of Agenda Items 1-22 for the COMPASS Board of Directors' annual meeting as presented. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

### **B. Recommend COMPASS Board Officer Slate for Annual Meeting**

Matt Stoll presented the recommended slate of COMPASS Board officers for 2020 for approval at the December 16, 2019, COMPASS Board annual meeting:

Elaine Clegg, Chair; Garret Nancolas, Chair Elect; Joe Stear, Vice Chair; Debbie Kling, Secretary/Treasurer; and Tom Dale, Immediate Past Chair.

After discussion, **Tammy de Weerd moved and Sara Baker seconded to recommend the 2020 COMPASS Board officer slate as presented for COMPASS Board approval. Motion passed unanimously.**

### **C. Recommend 2020 Federal Transportation Position Statements for COMPASS Board Approval**

Ken Burgess presented proposed 2020 federal transportation position statements for COMPASS Board approval.

#### **COMPASS encourages timely reauthorization of the FAST Act.**

The Fixing America's Surface Transportation (FAST) Act expires September 30, 2020. Consistent federal investment through a new long-term surface transportation reauthorization, developed in consultation with federal, state, and local partners, would allow local governments to address much-needed infrastructure improvements. Any new package must adequately reflect the role local governments play in the national transportation network.

- Provide more direct funding to local governments and increase local decision-making authority: The FAST Act made some progress toward more direct funding to local governments, while placing greater responsibility on those entities to develop and meet system performance goals. COMPASS encourages more direct allocation and flexibility to regions, MPOs, cities, and counties with transportation infrastructure responsibilities.
- Maintain and increase set-aside for off-system bridges: Nearly eighty percent of the nation's bridges are the responsibility of local entities (not on the federal-aid highway system). This funding is needed for local entities to safely operate and maintain these bridge structures.
- Streamline the federal permitting process (One Federal Decision): COMPASS supports the streamlining of the federal transportation project delivery process to facilitate timely construction of federally funded projects and reduce project delays and expense.
- Increase federal funding for public transportation: Public transportation providers in both urban and rural areas of Idaho operate on very limited funding. Congress should provide

more robust growth in federal public transportation programs to help public transportation systems meet the needs of their communities.

- Maintain federal support for non-motorized transportation options: Encouragement to participate in, and incentives to provide safe bicycle and pedestrian mobility options should remain a priority for Congress. Federally funded transportation projects should incorporate safe bicycle and pedestrian pathways.
- Support maintaining fiscal constraint requirement on long-range plans: Long range transportation plans are currently required to be limited to projects that can be completed with the level of funding reasonably expected to be available. This is a responsible approach to transportation planning, and limits the creation of unreasonable expectations that projects could be completed when funding is inadequate. COMPASS opposes eliminating the fiscal restraint requirements for long-range plans.

### **Congress must provide long-term solvency of the Highway Trust Fund.**

COMPASS recognizes the Highway Trust Fund will become insolvent in 2021. Congress must solve this funding issue in a permanent, meaningful way, eliminating the need for short-term infusion of general fund dollars. Reauthorization proposals must address HTF funding to meet national transportation demands.

- Support federal fuel excise tax increase: The federal fuel tax has not been increased since 1993 (26 years), and remains the most readily available “user-pay” solution to stabilizing the Highway Trust Fund.
- Index federal fuel tax to rate of inflation: Indexing the motor fuels tax to rate of inflation will mitigate many of the political challenges associated with funding the Highway Trust Fund into the future.
- Add additional Road User Charge concepts: Improvements in fuel efficiency and development of alternative fuel vehicles have a negative effect on the Highway Trust Fund. Additional user fee concepts such as a mileage-based user fees, are necessary to capture evolving trends and changes in relation to transportation infrastructure funding.
- Rail Corridor Use:  
**COMPASS urges Congress and the Federal Railroad Administration (FRA) to ensure that the expectations set in the Rail Passenger Service Act of 1970 (RPSA) for reasonable cooperation between intercity passenger rail providers and railroad companies is upheld.** Agreements for local use of rail owned by rail companies should not be subjected to unreasonable compensation requests and unjustifiable delay, and the FRA should utilize their authority to achieve the intent of law.

After discussion, **Sara Baker moved and Stan Ridgeway seconded to recommend the proposed 2020 federal transportation position statements for COMPASS Board approval. Motion passed unanimously.**

### **D. Recommend Position Statements for 2020 Idaho Legislative Session for COMPASS Board Approval**

Ken Burgess presented 2020 Idaho legislative session position statements for COMPASS Board approval.

## **COMPASS supports increasing state and local transportation revenue.**

Idaho's current transportation funding level remains inadequate to address the state's needs. State and local transportation entities still face critical funding shortfalls for maintenance and expansion projects.

- Increase state motor fuels excise tax: The state fuel excise tax is currently the most effective "user-fee" mechanism available to secure additional adequate funding for state and local transportation needs. COMPASS supports increasing the state fuel excise tax to meet the infrastructure needs of Idahoans, reduce congestion, increase safety, and improve the flow of freight.
- Consider indexing state fuels excise tax to rate of inflation: Indexing the state fuels tax to rate of inflation would mitigate the challenges of increasing costs of construction over time, and the perceived political risk of active rate changes on the part of the legislature.
- Consider alternative user-charge concepts: New automotive technologies and increased fuel efficiency necessitate expanding transportation user-fee concepts beyond fuel excise tax and automobile registration. A mileage-based user fee is reasonable to ensure all users of Idaho's roads and bridges pay a share of those costs.
- Reinstitute Strategic Initiatives "surplus eliminator" provision for transportation: The Strategic Initiatives funding mechanism proved to be a useful mechanism for state and local maintenance projects. Those funds were used to successfully leverage additional federal grant funds for I-84. COMPASS supports reinstating this transportation funding mechanism and maintaining a 60-40 state/local share of those funds.

## **Support Local Option Sales Tax Authority.**

Local Option Sales Tax Authority legislation could provide local units of government a tool to request supplemental infrastructure revenue for specific projects as approved by voters. COMPASS recognizes the value of such a tool to enhance roadway and/or transit projects to the benefit of our region.

## **Support dedicated funding source for public transportation.**

Idaho is one of few states in the country that does not provide a dedicated funding source for public transportation needs. As the population of the state and region continues to grow and diversify, both urban and rural public transportation entities struggle to meet the mobility needs of their communities.

## **Support statutory authority to implement High Occupancy Vehicle (HOV) lanes.**

Current statutory language restricts locations in which HOV lanes may be utilized.

**Support dedicated funding for safe, community-oriented bicycle and pedestrian options.** Safe community and neighborhood-oriented bicycle and pedestrian options should be a priority for the state.

**Support a state-wide hands-free electronic device while driving statute.** The use of electronic devices while driving has proven to be a major traffic safety issue in Idaho, responsible for a preventable number of injuries and deaths. COMPASS supports implementing a state-wide driving safety policy prohibiting the use of handheld devices while driving a motor vehicle on state and local roadways.

**Support implementation of a weight/distance fee for heavy commercial and farm vehicles.** COMPASS supports implementation of a mileage-based fee structure for heavy vehicles travelling on state and local roadways to include out-of-state vehicles travelling through the state. Heavier axle weights and additional axles exert proportionately more wear on Idaho roadways. An updated fee structure for heavier vehicles should account for the maintenance costs of such wear.

After discussion, **Jay Gibbons moved and Joe Stear seconded to recommend the proposed 2020 Idaho legislative session position statements for COMPASS Board approval as presented with the following changes:**

**Remove wording "and additional axles" in the position "Support implementation of weight/distance fee for heavy commercial and farm vehicles."**

**Motion passed unanimously.**

**E. Approve Board Member Travel**

Matt Stoll presented a travel request for Garret Nancolas to attend the National Association of Regional Councils' National Conference of Regions February 9-13, 2020, in Washington D.C.

After discussion, **Joe Stear moved and Nathan Leigh seconded approval of the travel request for Garret Nancolas to attend the National Association of Regional Councils' conference February 9-13, 2020, in Washington D.C. as presented. Motion passed unanimously.**

**ADJOURNMENT**

Chair Tom Dale adjourned the meeting at 2:22 p.m.

Approved this 14th day of January 2020.

By: \_\_\_\_\_  
**Elaine Clegg, Chair  
Community Planning Association  
of Southwest Idaho**

**Attest:**

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

# EXECUTIVE COMMITTEE AGENDA ITEM IV-A

Date: January 14, 2020

## EXECUTIVE COMMITTEE WORKSHEET FOR COMPASS BOARD AGENDA

<i>Item</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>1</sup></i>	<i>Time</i>	<i>Presenter</i>	<i>Proposed Agenda</i>	<i>RTAC Agenda</i>	<i>Program No.</i>
1.	Approve Minutes from most recent Board Meeting	Yes	Meets Idaho Code and various grant requirements.	Consent Agenda	N/A	N/A	Bimonthly	N/A	820
2.	Receive Minutes from most recent Executive Committee Meeting	Yes	Meets Idaho Code and various grant requirements.	Consent Agenda	N/A	N/A	Bimonthly	N/A	820
3.	Receive Minutes from most recent Finance Committee Meeting	Yes	Meets Idaho Code and various grant requirements.	Consent Agenda	N/A	N/A	As Appropriate	N/A	820
4.	Status Report – Current Air Quality Issues	No	Mary Ann Waldinger will provide a monthly report on current air quality issues.	Ex. Dir. Report	N/A	N/A	Bimonthly	N/A	801
5.	Receive Project Milestone Report	No	Toni Tisdale will provide a Project Milestone Report.	Ex. Dir. Report	N/A	N/A	Every Other Meeting	N/A	685
6.	Status Report – Standing Committee Attendance	No	Per Board request of May 17, 2004.	Ex. Dir. Report	N/A	N/A	Bimonthly	N/A	820

<sup>1</sup> Action; Consent Agenda; Executive Director's Report; Information; Special Item; Committee Reports; Open Discussion/Announcements

<i>Item</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>1</sup></i>	<i>Time</i>	<i>Presenter</i>	<i>Proposed Agenda</i>	<i>RTAC Agenda</i>	<i>Program No.</i>
7.	Receive Administrative Modifications to the Regional Transportation Improvement Program	Yes	Toni Tisdale will provide memorandums of approval for Administrative Modifications.	Ex. Dir. Report	N/A	N/A	As Appropriate	N/A	685
8.	Approve List of Records for Destruction	No	Megan Larsen will seek COMPASS Board of Directors' approval of the list of records to destroy per the guidance in the Records Retention Policy.	Consent Agenda	N/A	N/A	As Appropriate	N/A	991
<b>CURRENT AGENDA ITEMS</b>									
9.	Ratify Action Amending the TIP	Yes	Toni Tisdale will seek Board of Directors' ratification of a resolution amending the FY2020-2026 TIP to add two bridge projects, two federal lands access projects, and additional regionally significant projects.	Consent	N/A	Toni Tisdale	February	January	685
10.	Confirm Finance Committee Membership	Yes	Finance Committee Bylaws require COMPASS Board confirmation of Finance Committee membership at the first Board meeting following the annual Board meeting.	Consent	N/A	N/A	February	N/A	N/A
11.	Status Report – State and Federal Legislative Issues	No	Ken Burgess will provide a status report on state and federal legislative issues.	Information/ Discussion	20	Ken Burgess	February	N/A	701



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12.	Overview of <i>Communities Motion 2050</i>	No	Liisa Itkonen will provide overview of <i>Communities Motion 2050</i> .	Information/ Discussion	30	Liisa Itkonen	February	December	661
13.	Review Results of <i>Communities in Motion 2050</i> Public Involvement #1	No	Carl Miller will review the results of the first public survey for <i>Communities Motion 2050</i> .	Information/ Discussion	30	Carl Miller	February	November	661
14.	Review Results of Rails-with-Trails Study	No	Rachel Haukkala will review the results of the Rails-with-Trails study for conceptual design and planning level cost estimates.	Information/ Discussion	20	Rachel Haukkala	February	October	661
<b>UPCOMING AGENDA ITEMS</b>									
15.	Accept the 2020 Population Estimates	Yes	Carl Miller will seek COMPASS Board of Directors' acceptance of the 2020 population estimates.	Action	20	Carl Miller	April	N/A (March 2020/ DAWG)	620
16.	Update Policies for Transportation Improvement Program Amendments and Communities in Motion Updates	Yes	Toni Tisdale and Liisa Itkonen will seek COMPASS Board of Directors' approval to update policies for Transportation Improvement Program Amendments and Communities in Motion updates.	Action	10	Toni Tisdale/ Liisa Itkonen	April	March	685/ 661

<i>Item</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>1</sup></i>	<i>Time</i>	<i>Presenter</i>	<i>Proposed Agenda</i>	<i>RTAC Agenda</i>	<i>Program No.</i>
17.	Approve FY2020 Membership Dues	Yes	Meg Larsen will seek approval of the proposed membership dues for FY2020.	Action	15	Meg Larsen	April	N/A	601
18.	Status Report – State and Federal Legislative Issues	No	Ken Burgess will provide a status report on state and federal legislative issues.	Information/Discussion	15	Ken Burgess	April	N/A	701
19.	Status Report – Finance Committee	No	The Finance Committee Chair will provide a status report on the Finance Committee meeting.	Information/Discussion	5	Finance Committee Chair	April	N/A	N/A
20.	Review Fiscal Impact Analysis Tool/Results	No	Carl Miller and Carson Bise will review fiscal impact analysis process.	Information/Discussion	20	Carl Miller/ Carson Bise	April	March	661
21.	Review Draft “What If” Scenarios for <i>Communities in Motion 2050</i> and preview public involvement 2 survey	No	Carl Miller will review draft “what if” scenarios for <i>Communities in Motion 2050</i> , and Amy Luft will preview the survey presenting them to the public for feedback.	Information/Discussion	25	Carl Miller/ Amy Luft	April	March	661
22.	Executive Session – Personnel Matter Idaho Code [74-206 (b)]	Yes	The Board of Directors will go into executive session to receive the Executive Committee’s performance evaluation and recommendation for the Executive Director. No action will be taken in the session.	Executive Session	TBD	Chair	June	N/A	N/A

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23.	Consider retention and salary adjustment of Executive Director	Yes	The Board will consider whether to retain the Executive Director and whether to adjust the salary of the Executive Director.	Action	5	Chair	June	N/A	N/A
24.	Approve Priorities for the End-of-Year Program and Redistribution	Yes	Toni Tisdale will seek COMPASS Board of Directors' approval of the priorities for the End-of-Year Program and Redistribution.	Action	10	Toni Tisdale	June	May	685
25.	Review the Draft FY2021-2027 Regional Transportation Improvement Program (TIP) Project List	No	Toni Tisdale will provide a review of all projects included in the Draft FY2021-2027 TIP, prior to the public involvement period.	Information/ Discussion	20	Toni Tisdale	June	May	685
26.	Adopt Resolution Approving the FY2021 Unified Planning Work Program and Budget (UPWP)	Yes	Megan Larsen will seek approval of the FY2021 UPWP.	Action	15	Meg Larsen	August	N/A	601
27.	Approve COMPASS Workgroup Charters	No	Megan Larsen will seek approval of the COMPASS Workgroup Charters for FY2021.	Action	5	Meg Larsen	August	N/A	601

<i>Item</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>1</sup></i>	<i>Time</i>	<i>Presenter</i>	<i>Proposed Agenda</i>	<i>RTAC Agenda</i>	<i>Program No.</i>
28.	Accept Transit Asset Management Targets	No	Carl Miller will seek COMPASS Board of Directors' acceptance of the regional transit asset management targets.	Action	15	Carl Miller	August	May	661
29.	Approve the Draft COMPASS FY2022-2028 COMPASS funding Application Guide	Yes	Toni Tisdale will seek COMPASS Board of Directors' approval of the Draft COMPASS FY2022-2028 COMPASS funding Application Guide.	Action	20	Toni Tisdale	August	July	685
30.	Approve FY2021 <i>Communities in Motion</i> Implementation Grants and Project Development Program projects	Yes	Kathy Parker will seek COMPASS Board of Directors' approval of FY2021 CIM Implementation Grants and Project Development Program projects.	Action	15	Kathy Parker	August	July	685
31.	Adopt the COMPASS Complete Networks Policy	No	Carl Miller will seek COMPASS Board of Directors' adoption of the COMPASS Complete Networks Policy.	Action	20	Carl Miller	August	July	661
32.	Status Report – Finance Committee	No	The Finance Committee Chair will provide a status report on the Finance Committee meetings.	Information/ Discussion	5	Finance Committee Chair	August	N/A	N/A
33.	Review Results of <i>Communities Motion 2050</i> Public Involvement 2	No	Carl Miller and Amy Luft will review the results of the second public survey for <i>Communities Motion 2050</i> .	Information/ Discussion	20	Carl Miller and Amy Luft	August	July	661

<i>Item</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>1</sup></i>	<i>Time</i>	<i>Presenter</i>	<i>Proposed Agenda</i>	<i>RTAC Agenda</i>	<i>Program No.</i>
34.	Review the <i>Communities in Motion 2050</i> Goals and Objectives	No	Liisa Itkonen will review the <i>Communities in Motion 2050</i> goals and objectives.	Information/ Discussion	20	Liisa Itkonen	August	July	661
35.	Establish 2021 COMPASS Board and Executive Committee meeting Dates and Location. Provide 30 Day Notice of Annual Meeting	Yes	COMPASS Staff will seek approval of COMPASS Board and Executive Committee meeting dates, times, location and provide 30 day notice of annual meeting.	Consent Agenda	N/A	N/A	October	N/A	N/A
36.	Adopt Resolution X-2020, Approving the FY2021-2027 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will see COMPASS Board of Directors' adoption of a resolution approving the FY2021-2027 TIP and associated air quality conformity demonstration.	Action	20	Toni Tisdale	October	September	685
37.	Adopt Resolution Approving Rural Application Prioritization	Yes	Toni Tisdale will seek COMPASS Board of Directors' adoption of a Resolution approving priorities for rural applications.	Action or Consent	10	Toni Tisdale	October	September	685
38.	Approve the <i>Communities in Motion 2050</i> Goals and Objectives	No	Liisa Itkonen will seek COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> goals and objectives.	Action	20	Liisa Itkonen	October	August	661

<i>Item</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>1</sup></i>	<i>Time</i>	<i>Presenter</i>	<i>Proposed Agenda</i>	<i>RTAC Agenda</i>	<i>Program No.</i>
39.	Adopt <i>Communities in Motion 2050</i> Preferred Growth Scenario	No	Carl Miller will seek COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> preferred growth scenario.	Action	20	Carl Miller	October	September	661
40.	Approve FY2021 Resource Development Plan	Yes	Kathy Parker will seek COMPASS Board of Directors' approval of FY2021 Resource Development Plan.	Action	15	Kathy Parker	October	August	685
41.	Review Past <i>Communities in Motion</i> Implementation Grant and Project Development Program Projects	No	Kathy Parker will review past <i>Communities in Motion</i> Implementation Grant and Project Development Program projects.	Information/ Discussion	15	Kathy Parker	October	August	685
42.	Leadership in Motion Awards Presentation	No	Board Chair and Executive Director will present the 2020 COMPASS Leadership in Motion awards.	At Luncheon; before meeting	20	Chair/ Matt Stoll	December Luncheon	N/A	653
43.	Confirm Regional Transportation Advisory Committee Membership	Yes	COMPASS Bylaws require the COMPASS Board of Directors' confirmation of RTAC membership.	Consent Agenda	N/A	N/A	December	N/A	N/A
44.	Confirm 2021 Board officers; Chair, Chair Elect, Immediate Past Chair. Elect Secretary-Treasurer	Yes	COMPASS Bylaws require the Board confirm ascension of new Board officers and election of new Secretary-Treasurer.	Action	N/A	N/A	December	N/A	N/A

<i>Item</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>1</sup></i>	<i>Time</i>	<i>Presenter</i>	<i>Proposed Agenda</i>	<i>RTAC Agenda</i>	<i>Program No.</i>
45.	Approve 2021 Federal Transportation Position Statements	Yes	Ken Burgess will seek COMPASS Board of Directors' approval of 2021 federal transportation position statements.	Action	15	Ken Burgess	December	N/A	N/A
46.	Approve 2021 Idaho Legislative Session Position Statements	Yes	Ken Burgess will seek COMPASS Board of Directors' approval of 2021 Idaho legislative session position statements.	Action	15	Ken Burgess	December	N/A	701
47.	Adopt Resolution Approving Revision 1 of the FY2019 Unified Planning Work Program and Budget (UPWP)	Yes	Megan Larsen will seek COMPASS Board of Directors' approval of Revision 1 of the FY2021 UPWP.	Action	10	Matt Stoll	December	N/A	N/A
48.	Approve <i>Communities in Motion 2050</i> Implementation Tasks	No	Carl Miller or Liisa Itkonen will seek COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> implementation tasks.	Action	20	Carl Miller or Liisa Itkonen	April 2021	March 2021	661

## EXECUTIVE COMMITTEE AGENDA ITEM IV-B

Date: January 14, 2020

### Topic: Amendment to the FY2020-2026 Regional Transportation Improvement Program (TIP)

#### Request/Recommendation:

COMPASS staff seeks Executive Committee adoption of Resolution 05-2020 (Attachment 1) amending the FY2020-2026 TIP. The Regional Transportation Advisory Committee (RTAC) recommended approval on December 16, 2019. Staff will request ratification of this action by the COMPASS Board of Directors on February 24, 2020.

#### Background/Summary:

COMPASS Policy 2019-02, COMPASS Regional Transportation Improvement Program (TIP) Amendments, requires COMPASS Board of Directors' approval under the following situations:

No.	Amendment Criteria	Public Involvement
1	Add new project	X
2	Remove project	X
3	Advance or delay funds across fiscal years outside the first four years of the program	
4	Significant change to project termini or scope	X
5	Change that affects air quality conformity demonstration	X
6	Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa	
7	Change in project costs, if project total increases by more than 30% or \$2,000,000, whichever is less, with minimum change amount of \$25,000	
8	Conversion of funds from local to federal using limitations in #7	

A summary of the actions in the amendment is provided below, including a reference to the criteria number requiring an amendment from the table above. Financial details are provided in Attachment 1.

- The Idaho Transportation Department (ITD) requests to add the **Interstate 84 Bridge Repair** project (**Key Number 20251**). ITD staff started design on a district-wide project for bridge repair on Interstate 84. Through preliminary design work, the bridge improvement locations were subsequently determined for the project – all in Canyon County. ITD requests this project be added to the COMPASS TIP because the locations of the improvements are now known (Criteria #1).
- The Local Highway Technical Assistance Council (LHTAC) was awarded federal funding through a nationally-competitive process to improve eight bridges in southern Idaho. One of the bridges is the **South 4<sup>th</sup> Avenue, Indian Creek Bridge in the City of Caldwell**



(**Key Number 22593**). Because of its location, LHTAC has requested that this project be added to the COMPASS TIP (Criteria #1).

- The Ada County Highway District (ACHD) and Canyon Highway District both applied for Federal Lands Access Program (FLAP) funds through the Federal Highway Administration's Western Federal Lands program. Both applications were awarded funds and need to be added to the program. The projects are: **Western Heritage Byway, Swan Falls Road, ACHD (Key Number 22600)** and **Indiana and Orchard Shared Roadway, Canyon County (Key Number 22602)** (Criteria #1).
- During development of the FY2020-2026 TIP, ACHD was in the process of updating their FY2020-2024 Integrated Five Year Work Plan. Six additional projects, funded with local funds, need to be included in the COMPASS TIP, as they are considered "regionally significant" (Criteria #1). In addition, six projects need to be updated to match funding and phasing of ACHD's FY2020-2024 Integrated Five Year Work Plan (Criteria #3 and #7).

A public comment period on these projects was open November 26 through December 10, 2019. Verbatim comments are provided in Attachment 2. Seventeen comments were received; staff does not recommend changes based on public comment received.

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

This amendment adds new projects, changes project years, and funds cost increases to allow funds to be ready for immediate obligation.

**More Information:**

- 1) Attachment 1: Resolution 05-2020
- 2) Attachment 2: Verbatim public comments
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

TT: T:\FY20\600 Projects\685 TIP\FY1923TIP\200114mmoEXECTIPamend\_2.docx

**RESOLUTION NO. 05-2020**

**FOR THE PURPOSE OF AMENDING THE FY2020-2026 REGIONAL  
TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

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

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

**WHEREAS**, a public comment period was held November 26 through December 10, 2019, for people to review and comment on projects proposed to be added to the program, as required;

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

**WHEREAS**, the Community Planning Association of Southwest Idaho developed this amendment to the FY2020-2026 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the amendment to the FY2020-2026 Regional Transportation Improvement Program.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Executive Committee approves the amendment to the FY2020-2026 Regional Transportation Improvement Program.

**ADOPTED** this 14th day of January 2020.

**By:** \_\_\_\_\_  
**Elaine Clegg, 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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COMPASS Amendment #2 for the  
FY2020-2026 Regional Transportation Improvement Program (TIP)

ITD, October 23, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
20251	I-84 Bridge Repair	2019							0
	Funding Source: STP-State	2020							0
	Provide bridge deck preservation and preventative maintenance to the bridges, approaches, and guardrails on bridges on I-84 in the City of Nampa at the following locations: Franklin Boulevard Interchange, Phyllis Canal, Union Pacific Railroad, and 11 <sup>th</sup> Avenue. (Federal = \$1,323,000)	2021					ϑ	ϑ	ϑ
		2022					408	1020	1428
		2023							0
		2024							0
	SUM	0	0	0	0	ϑ	ϑ	ϑ	
Add project. Previous obligations = \$115,000					408	1020	1428		

Local Highway Technical Assistance Council, November 4, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
22593	South 4 <sup>th</sup> Avenue, Indian Creek Bridge, Caldwell	2019							0
	Funding Source: CHBP	2020	ϑ	ϑ					ϑ
	Improve bridge on South 4 <sup>th</sup> Avenue over Indian Creek in the City of Caldwell. The bridge is currently reported in poor condition. Funds from the Competitive Highway Bridge Program. (Federal = \$1,236,000)	2021	49	349					398
		2022						ϑ	ϑ
		2023						936	936
		2024							0
	SUM	ϑ	ϑ	0	0	0	ϑ	ϑ	
Add project. Overall total = \$1,586,000 Previous obligations = \$0		49	349				936	1334	
22593	South 4 <sup>th</sup> Avenue, Indian Creek Bridge, Caldwell	2019							0
	Funding Source: Bridge	2020							0
	Same as above. (Federal = \$221,000)	2021					ϑ		ϑ
		2022					239		239
		2023							0
		2024							0
	SUM	0	0	0	0	ϑ	0	ϑ	
Add project.					239		239		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
22593	South 4 <sup>th</sup> Avenue, Indian Creek Bridge, Caldwell	2019							0
	Funding Source: Local Participating	2020							0
	Same as above. (Federal = \$0)  Add project.	2021						ϑ	ϑ
								13	13
		2022							0
		2023							0
		2024							0
		SUM	0	0	0	0	0	ϑ	ϑ
								13	13

Western Federal Lands, November 13, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
22600	Western Heritage Byway, Swan Falls Road, ACHD	2019							0
	Funding Source: FLAP	2020							0
	Add five-foot shoulders to Swan Falls Road from just north of Initial Point Road to the southern terminus of the roadway using Federal Lands Access Program funds. Project will also improve accessibility to Bureau of Land Management facilities. Project managed by Western Federal Lands. (Federal = \$5,372,000)  Add project. Previous obligations = \$426,000	2021							0
		2022			ϑ				ϑ
					20				20
		2023			ϑ				ϑ
					150				150
		2024			ϑ			ϑ	ϑ
					213			4045	4258
	2025					ϑ	ϑ	ϑ	
						539	405	944	
		SUM	0	ϑ	0	0	ϑ	ϑ	
				383			539	4450	5372
22602	Indiana and Orchard Shared Roadway, Canyon County	2019							0
	Funding Source: FLAP	2020							0
	Add four-foot paved shoulders on Indiana Avenue from Roosevelt Avenue to Orchard Avenue and on Orchard Avenue from Indiana Avenue to Riverside Road in Canyon County (approximately 1.5 miles) using Federal Lands Access Program funds. Project managed by Western Federal Lands. (Federal = \$3,453,000)  Add project. Previous obligations = \$297,000	2021							0
		2022			ϑ				ϑ
					220				220
		2023			ϑ				ϑ
					230				230
		2024					ϑ	ϑ	ϑ
						300	2703	3003	
		SUM	0	ϑ	0	0	ϑ	ϑ	
				450			300	2703	3453

COMPASS Staff Review, November 18, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
<b>RC029-9</b>	Ten Mile Road, Victory Road to Overland Road, Meridian	2019							0
	Funding Source: Local (Regionally Significant)	2020		0	0				0
				<u>10</u>	<u>248</u>				<u>258</u>
		2021							0
	Widen Ten Mile Road from Victory Road to Overland Road in the City of Meridian to five lanes with curb, gutter, sidewalk and Level 3 bicycle facility. (Federal = \$0)	2022						0	0
								<u>4058</u>	<u>4058</u>
		2023						0	0
								<u>214</u>	<u>214</u>
		2024							
		2025							
	<b>Add project, included in ACHD's FY2020-2024 IFYWP.</b> Previous obligations = \$5,000	SUM	0	0	0	0		0	0
				<u>10</u>	<u>248</u>			<u>4272</u>	<u>4530</u>
<b>RD216-05</b>	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
		2022							0
	Widen Lake Hazel Road from Maple Grove to Cole Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0)	2023							0
		2024		0					0
				<u>332</u>					<u>332</u>
		PD			0			0	0
					<u>60</u>			<u>3665</u>	<u>3725</u>
	<b>Add project, included in ACHD's FY2020-2024 IFYWP.</b> Previous obligations = \$0	SUM	0	0	0	0	0	0	0
				<u>332</u>	<u>60</u>			<u>3665</u>	<u>4057</u>
<b>RD209-18</b>	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
		2022		0	0				0
	Widen Lake Hazel Road from Eagle Road to Cloverdale Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0)	2023		<u>740</u>	<u>4</u>				<u>744</u>
		2024			0				0
					<u>201</u>				<u>201</u>
		2024				0	0	0	0
						<u>10</u>	<u>309</u>	<u>7287</u>	<u>7606</u>
	<b>Add project, included in ACHD's FY2020-2024 IFYWP.</b> Previous obligations = \$0	SUM	0	0	0	0	0	0	0
				<u>740</u>	<u>205</u>	<u>10</u>	<u>309</u>	<u>7287</u>	<u>8551</u>
<b>RD207-29</b>	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
		2022		0	0				0
	Widen Lake Hazel Road from Cloverdale Road to Five Mile Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0)	2023		<u>896</u>	<u>5</u>				<u>901</u>
		2024			0				0
					<u>438</u>				<u>438</u>
		2024			0				0
					<u>322</u>				<u>322</u>
		PD				0	0	0	0
						<u>194</u>	<u>299</u>	<u>5115</u>	<u>5608</u>
	<b>Add project, included in ACHD's FY2020-2024 IFYWP.</b> Previous obligations = \$0	SUM	0	0	0	0	0	0	0
				<u>896</u>	<u>765</u>	<u>194</u>	<u>299</u>	<u>5115</u>	<u>7269</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
RD207-30	Lake Hazel, Five Mile Road to Maple Grove Road, Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
		2022							0
	Widen Lake Hazel Road from Five Mile Road to Maple Grove Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0)	2023		618					618
		2024			246				246
		PD				60	62	3663	3785
	Add project, included in ACHD's FY2020-2024 IFYWP.	SUM	0	618	246	60	62	3663	4649
	Previous obligations = \$0								
RD207-19	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
		2022							0
	Widen Linder Road from US 20/26 (Chinden Boulevard) to SH-44 (State Street) in Ada County to five lanes with detached multi-use pathways on Linder Road from Chinden Boulevard to 1,000 feet north of Artesian Road. Right-of-way will be acquired for an ultimate seven-lane buildout. (Federal = \$0)	2023							0
		2024		1530	5	5			1540
		PD							1690
		SUM	0	1530	1605	5	0	15300	18440
	Add project, included in ACHD's FY2020-2024 IFYWP.								
	Previous obligations = \$349,000								
RD202-31	Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian	2019				198			198
	Funding Source: Local (Regionally Significant) STAR	2020						2070	2070
		2021		260					260
	Widen Ten Mile Road from McMillan Road to US 20/26 (Chinden) in the City of Meridian to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes an enhanced pedestrian crossing at Malta Drive. Project is funded by a private developer using State Tax Anticipated Revenue (STAR) funds. (Federal = \$0)	2022		0					0
		2023							0
		2024							0
		PD			550			2617	3167
		SUM	0	260	550	0	0	2617	3427
	Change funding source to STAR. Remove \$260,000 from FY2021 in design. Advance RW from PD to FY2019 and decrease by \$352,000 and advance construction from PD to FY2020 and decrease by \$547,000. Changes included in ACHD's FY2020-2024 IFYWP.			0	198			2070	2268
	Previous obligations = \$0								
	Overall decrease = 33.8%								

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	2019		465 0	5 0				470 0
	Funding Source: Local (Regionally Significant)	2020			900 0	5 0			905 0
	Widen Linder Road from SH-44 (State Street) to Floating Feather Road in the City of Eagle to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road (IN 207-03), two bridges, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguaro Drive. (Federal = \$0)	2021		0 465	0 6			4725 0	4725 471
		2022		0 10	0 939				0 949
		2023							0
		2024						0	0
		PD						5924	5924
		SUM	0	465 475	905 945	5 0	0	4725 5924	6100 7344
		Delay design from FY2019 to FY2021/2022 and increase by \$10,000, RW from FY2020 to FY2021/2022 and increase by \$40,000, and construction from FY2021 to FY2024 and increase by \$1,199,000. Remove UT funds. Changes included in ACHD's FY2020-2024 IFYWP.							
	Previous obligations = \$0 Overall increase = 20.4%								
RD202-32	Ten Mile Road, Ustick Road to McMillan Road, Meridian	2019		0 512	0 36				0 548
	Funding Source: Local (Regionally Significant)	2020		300 0		0 56	0 45	0 6652	300 6753
	Widen Ten Mile Road from Ustick Road to McMillan Road in the City of Meridian to five lanes including curb, gutter, sidewalk, bike lanes, two bridge structures, and enhanced crossings at <u>Tesino Drive and the pedestrian pathway south of Vicenza Way</u> . (Federal = \$0)	2021			630 0		0 5	0 667	630 672
		2022							0
		2023							0
		2024							0
		PD						3056 0	3056 0
		SUM	0	300 512	630 36	0 56	0 50	3056 7319	3986 7973
		Advance design from FY2020 to FY2019 and increase by \$212,000, RW from FY2021 to FY2019 and decrease by \$594,000, and construction from PD to FY2020/2021 and increase by \$4,263,000. Increase UT by \$56,000 and CE by \$50,000. Changes included in ACHD's FY2020-2024 IFYWP.							
	Previous obligations = \$0 Overall increase = 100.0%								
RD207-01	Orchard Street, Gowen Road to I-84 On-Ramp, Boise	2019		390 30					390 30
	Funding Source: Local (Regionally Significant)	2020		0 455	840 5	0 5			840 465
	Realign and widen Orchard Street from Gowen Road to I-84 in the City of Boise to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road	2021			0 420				0 420
		2022			0 420				0 420
		2023						0	0
		2024						4319	4319
		SUM							0



Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
	intersection as a multi-lane roundabout. (Federal = \$0)	PD						3998	3998
								<u>0</u>	<u>0</u>
	Decrease FY2019 PEC by \$360,000. Increase FY2020 PEC by \$455,000, RW by \$5,000 and UT by \$5,000 and decrease RW by \$835,000. Increase FY2020 RW by \$420,000. Increase FY2021 RW by \$420,000. Advance CN from PD to FY2023 and increase by \$321,000. Changes included in ACHD's FY2020-2024 IFYWP.	SUM	0	<del>390</del> <u>485</u>	<del>840</del> <u>845</u>	<del>0</del> <u>5</u>	0	<del>3998</del> <u>4319</u>	<del>5228</del> <u>5654</u>
	Previous obligations = \$0 Overall increase = 8.15%								
IN205-97	Cole Road, McGlochlin Street to Victory Road, Boise	2019			<del>1365</del> <u>1127</u>				<del>1365</del> <u>1127</u>
	Funding Source: Local (Regionally Significant)	2020		<del>0</del> <u>1</u>		<del>112</del> <u>88</u>	<del>63</del> <u>34</u>	<del>5060</del> <u>7951</u>	<del>5235</del> <u>8074</u>
	Widen Cole Road from McGlochlin Street to Victory Road in the City of Boise to five lanes with median U-turns. Project also includes intersection improvements at Cole Road and Victory Road to seven lanes in each direction. Project includes widening of a bridge and an enhanced pedestrian crossing at Cole Road and Diamond Street. (Federal = \$0)	2021					<del>0</del> <u>29</u>	<del>0</del> <u>842</u>	<del>0</del> <u>871</u>
		2022							0
		2023							0
		2024							0
		PD							0
		SUM	0	<del>0</del> <u>1</u>	<del>1365</del> <u>1127</u>	<del>112</del> <u>88</u>	63	<del>5060</del> <u>8793</u>	<del>6600</del> <u>10072</u>
	Decrease FY2019 RW by \$238,000. Increase FY2020 PEC by \$1,000 and CN by \$2,891,000 and decrease UT by \$24,000 and CE by \$29,000. Increase FY2021 CE by \$29,000 and CN by \$842,000. Decrease previous expenditures by \$68,000 to match actual. Changes included in ACHD's FY2020-2024 IFYWP.								
	Previous obligations = \$682,000 Overall increase = 45.9%								
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	2019							0
	Funding Source: Local (Regionally Significant)	2020			<del>0</del> <u>525</u>				<del>0</del> <u>525</u>
	Widen Eagle Road from Lake Hazel Road to Amity Road in the City of Meridian to five lanes with curb, gutter, sidewalk and Level 3 bike facility. (Federal = \$0)	2021				<del>0</del> <u>4</u>	<del>0</del> <u>5010</u>	<del>0</del> <u>5014</u>	<del>0</del> <u>5014</u>
		2022							0
		2023							0
		2024							0
		PD							0
	Add project to FY2019 – 2023 TIP; advance construction in FY2020 – 2026 TIP (originally added to FY2020-2026 TIP with CN in PD).	SUM	0	0	<del>0</del> <u>525</u>	<del>0</del> <u>4</u>	0	<del>0</del> <u>5010</u>	<del>0</del> <u>5539</u>
	Previous obligations = \$16,000								

Bold Key Number = public comment required

ACHD = Ada County Highway District  
CE = Construction Engineering  
CHBP = Competitive Highway Bridge Program  
CN = Construction  
FLAP = Federal Lands Access Program  
FY = Fiscal Year

IFYWP = Integrated Five Year Work Program  
PE = Preliminary Engineering  
PEC = Preliminary Engineering Consultant  
PD = Preliminary Development  
RW = Right-of-Way  
SH = State Highway

STP = Surface Transportation Program  
US = United State (highway)  
UT = Utilities

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# Public Comments Received (Verbatim)

## FY2020-2026 Regional Transportation Improvement Program Amendment

Public Comment Period: November 26 through December 10, 2019

Total number of comments received by COMPASS: 17

Outreach methods: Two email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

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>Having lived in Houston and Seattle, I know how important it is to have a Transit system. You need to build bus Park &amp; Ride lots along I-84...perhaps in Nampa and Meridian to start. Those transit centers will have their own access to I-84 for easy on and off. At some point, you will need to add a lane that is HOV designated during rush hours.</p> <p>At later dates, expand to say Caldwell.</p> <p>I may be mistaken, but I heard/read that there is some backwards law that determines when park and rides can be built. It seemed that if the population was high, then the P&amp;R's could not be built. If true, that needs to change.</p> <p>All of this needs to be done now! Construction will add to traffic woes, but if you wait, the traffic is only going to get worse on it's own.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>83706 Mark Spinks</p>	<p>Email</p>
<p>I hardly ever see the large city buses filled! I would recommend adding x100 new 12 person VANS and providing smaller bus stops threw out Boise and to the other cities, so drivers could get around them easier.</p> <p>I would also recommend that underground pneumatic tube transport be started under all major streets throughout Boise and to other cities in the valley. The tunnels would be built over 10 years as each road is dug up for new swearer and street tar replacement. Then all the tubes would be connected and new transport tubes installed. Each transport tube would run to each depart and loading dock every 15 minutes threw out the city and entire valley. The 2 programs would eliminate about 50% of the private wheeled transport. Large cargo trucks could unload outside of Boise and a tube, with merchandise, could be sent to businesses and warehouses threw out BOISE.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Lester A. Meade Retired Shop Teacher Retired Navy Vet</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Amity road need to be rebuilt to 3 lane with wide shoulders - and connected to COLE. Victory Street need to be widened to 4 lanes + center turn lane.</p> <p>Lake Hazel needs to be rebuild to 5 lanes from freeway to Meridian - like yesterday!</p> <p>I predict a population increase of 30 to 40 % in the next 10 years all south of Vivtory Street! I also see Kuna tripaling in population in the next 10 years because of the high price of land and housing in Boise. Most of these parents will be working in Boise. The amount of cars on the streets will double because each household will also have 2 to 4 teenage drivers. 🙄🙄🙄🙄</p>			
<p>I would like to submit my comments for the proposed amendment to the FY19-23 Regional TIP. I support the addition of the following projects into the TIP:</p> <ul style="list-style-type: none"> <li>• RC0299: Ten Mile Rd, Victory Rd to Overland Rd</li> <li>• RD2017-19: Linder Road, US 20/26 (Chinden) to SH44 (State)</li> </ul> <p>I support the addition of the following projects into the TIP if the multi-use paths are expanded from 10ft to 12ft:</p> <ul style="list-style-type: none"> <li>• RD216-05: Lake Hazel Rd, Maple Grove Rd to Cole Road</li> <li>• RD209-18: Lake Hazel Road, Eagle Road to Cloverdale Road</li> <li>• RD207-30: Lake Hazel Road, Cloverdale Road to Five Mile Road</li> </ul> <p>I urge COMPASS to support walking and bicycling as viable modes of transportation throughout the treasure valley by creating inviting places to walk, bike, scoot, and roll along these high speed, high volume corridors.</p> <p>Thank you for soliciting comments and incorporating public input into the decision-making process.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Rachel Grosso</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Most of the projects listed are road widening projects. These projects are mere bandaids as the population continues to boom. A public transit system needs to be implemented before it's too late.</p> <p>As housing in Boise becomes less affordable, people have to move further out of the city and commute for work. This would be a more economic option if it didn't take as much time or money to do so.</p> <p>Fuel costs alone are already taking up sizable amounts of middle class budgets, especially when more than one household member commutes. It becomes a tragedy when a car falls under disrepair due to the stress of a 60 mile commute and lack of time to do routine maintenance.</p> <p>Wages are not rising fast enough to support people actually living in Boise as their rent continues to go up. Without a public transportation option people of the middle class will be spending hours every day commuting, leaving less time for important life activities, such as exercising or cooking healthy meals. Those with children also incur increased childcare costs, as their children don't go to daycare from 8-5, but more often from 7-6, or even longer.</p> <p>Although the stresses are not solely due to transportation, lives could be improved significantly if mass transit were implemented. People could go from sitting for an extra one to two hours per day to a mere, reliable, 30 minutes a day, regardless of weather, regardless of traffic. Continuing to spend money on the bandaids of road expansion after road expansion is not a long term solution. Our roads will soon turn into the crowded, overpacked super freeways of California if something isn't done now.</p> <p>I genuinely appreciate your consideration of these comments.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Haley Tyron</p>	<p>Email</p>
<p>Last week an 8 car accident on I84 near Maple Grove with at least one other simultaneous accident near 13th St. on the Connector proved we are approaching gridlock. I took lots of pictures. Every east/west and north/south road was in gridlock.</p> <p>Daily, I see cars on Overland heading west after work and the solid line of cars goes from about Curtis Road to Meridian Road. An example of a north south route I see daily is a solid line of commuters from State Street, across Veterans Parkway, up Curtis, an ungodly long single lane of cars waiting for egress into I184 to head west to I84. The rest of</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>The Downtown Boise Multi-Modal Center (underground terminal at the Grove) cost about \$11 million, mostly using funds obtained through a nationally-competitive grant in fiscal year 2006. In fiscal year 2018, Valley Regional Transit reported over 1.1 million rides on the Ada County fixed route public transportation system alone. All public transportation services throughout Ada and Canyon</p>	<p>Jan Strough</p>	<p>Email</p>

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<p>the solid line of poor commuters are waiting on Curtis to cross Fairview, to go over the over pass, to cross Emerald, to get to Overland to head west and wait in the line on Overland to at least Eagle Road or Meridian Road.</p> <p>When I was with ITD, I attended meetings to put a bridge where The gravel pit is in Eagle to connect SH55 with I think Five Mile. Last time I drove by the the SH44/SH55 intersection, just to the west of the gravel pit I saw the area is filling up with apartments. I know stock answers. There needs to be more river crossings.</p> <p>Maple Grove Road south of Overland is so rough you need spurs.</p> <p>Everyone is talking about the nuisance and inefficiencies and wasted monies on Boise buses. Myself and others note we never see anyone or maybe one or two people on a bus. I recommend getting a daily count of passengers, getting paperwork on maintenance costs, getting readings from the DEQ, and eliminate these white elephants. What was the cost of our taxpayer money to put an underground terminal in under the Grove? It had to be tens if not hundreds of millions of dollars. I think before that much money is ever wasted again because a politician wants it, should go through Compass or a group of intelligent people and a group of common sense people.</p> <p>I looked at the results of your former transportation queries and i gleaned from it that people are never going to give up their individual cars and trucks. So, our quickest resolution to, what I think is an emergency transportation issue, is for you to work with employers and staggering work hours, work from home or other alternative.</p> <p>One idea I had a long time ago was to create "flush hours routes." Example: From 4PM to 6PM turn State Street into a Flush-hour One Way Grid outbound, keeping all the signals green (for our air quality too). Do the same thing with Chinden Blvd, same time frame. That might alleviate some I84 and Overland congestion. At the same time, make Fairview a one way grid Eastbound if you have to. You could create the same flush hour routes in the AM commuting time also only reverse. I know this idea seems far fetched but I heard it is being used in other cities.</p> <p>In the meantime I wish I could eliminate the little projects, say under 10 million, until all the poor working people have a better commute.</p> <p>Ps. Roundabouts. The three of them on or off of Cassia to Franklin Road, Boise, are insane, inefficient, uncalled for even if the did have other plans. One works, the one closed to Franklin for the Bishop Kelly kids who have a half mile long</p>	<p>County reported a total of almost 1.9 million rides during the same time frame.</p>		

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<p>wait to get out of school. But the other two to the south just make a lot of work and slow down emergency services. Further, why are we going to added expenses to add fancy grasses or flower bushes in roundabouts which means expensive water lines and maintenance costs. The driver has to see through the roundabout for merging purposes. Adding anything other than concrete with a lamp post in the middle is nuts. Please delegate common sense.</p> <p>While I am at it, speed bumps hurt when you are old and have arthritis. I have been to many cities over my lifetime and never, ever, have I had to deal with speed bumps. They should be removed. Example: you are pulling into the parking lot near Red Robin off of Milwaukee, immediately, we have to stop practically to go over an obnoxious speed bump right at the entrance. If we don't stop before going over, we will be back at the Spine Institute.</p> <p>Last but not least, the only somewhat halfway designed right parking lot in this valley is Costco off Cole. Who ever is designing all the these crazy fancy curbs and adding trees is nuts. Lay out the asphalt, that's all.</p> <p>Keep our costs to a minimum. Example: you are northbound Curtis or Orchard: you are going to get on the connector, there is fancy grass and underground water lines to keep the grass pretty, even under the overpass where old Main Street meets Chinden. Tons of fancy grass and water there. Please take it out and add lovely white rock and no water no mtce. Save the water for important things like your grandchildren, not making pretty grassy areas.</p> <p>The Village in Meridian should remove all the trees because you can't even see what stores are included in there. Look up parking lot lights in Google and you will be amazed at the ideas so much better than trees and more water lines and we could see where we want to shop.</p> <p>I said it all. I have been through this before in civil engineering and building and transportation issues.</p>			
<p>I support adding the 10 new projects</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Mac McOmber</p>	<p>Email</p>

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<p>I could not access the website from your Nov 26th e mail.</p> <p>What is the actual website? ***</p> <p>The website for Community comments of Regional transportation or some such. It is referenced in the Nov 26th e mail</p> <p>Here is comment I have had for a long time:</p> <p>My understanding is that there will not be large parking lots near the bus/ train along State Street. I firmly believe that people will not walk more than a few blocks to take the transportation. There needs to be adequate parking or people will just drive. I have experience with BART in the SF Bay area. They have provision for people to park at most stations. And have you seen the cars parked in a long line far from the stations for the Sacramento transportation? It can be seen as you pass on I 80.... What a nightmare for those people ***</p> <p>Thank you. I read it and it all looks good. I am glad you are looking ahead and acquiring land for the ultimate build-out of the PD207-19 project</p>	<p>Hi Claudia:</p> <p>What are you trying to locate? ***</p> <p>Here is the website for open comment on the Transportation Improvement Program: <a href="https://www.compassidaho.org/comm/comments.htm">https://www.compassidaho.org/comm/comments.htm</a>. There is an additional link within this website for the details regarding the projects currently proposed.</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors. If you have additional comments, please let me know and I will add them. ***</p> <p>Thank you! Your additional comments are added.</p>	<p>Claudia Fernsworth</p>	<p>Email</p>



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<p>I have mentioned several times and seems to fall on deaf ears. in stead of building highways to connect with I-84 why isn't a bypass freeway being considered? A freeway south of Kuna, Meridian, that would start somewhere between Nampa and Caldwell or close to eastern Nampa that would take the East West freeway traffic around Boise connecting somewhere in the Blacks Creek area with I-84. A lot of the freeway traffic are trucks, R.V.'s, vacationers, that are not stopping in Boise but are made to go thru the edge of Boise in traveling East or West to there destination. Thank you</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors. *** Regarding your question about a bypass:</p> <p>In developing the regional long-range transportation plan, Communities in Motion, COMPASS evaluates future transportation needs based on forecasted growth. A southern bypass for additional east-west connectivity was first considered in the 2006 plan. A Kuna-Mora Road to Bowmont Road connection is the #16 <a href="#">unfunded need</a> on the local system in the current long-range transportation plan, Communities in Motion 2040 2.0. The proposed corridor would include rebuilding the existing road and constructing a seven-mile extension, curb, gutter, sidewalks, and bike lanes. The corridor also includes two canal bridges and a railroad overpass. The planning-level cost estimate is over \$52 million to complete the proposed corridor.</p> <p>A four-phase study was started on the Kuna-Mora Road portion of the corridor in Ada County in 2007 by the Ada County Highway District (ACHD).</p> <ul style="list-style-type: none"> <li>• <a href="#">Kuna-Mora Road Corridor Study, Phase 1</a> was adopted by the ACHD Commission on November 8, 2008.</li> <li>• <a href="#">Kuna-Mora Road Corridor Study, Phase II</a> was postponed indefinitely on April 15, 2009, by the ACHD Commission, due to budget constraints.</li> </ul> <p>Recent freight studies show the vast majority of trucks using I-84 have a destination in the valley, rather than driving through.</p>	<p>Bruce Mark</p>	<p>Email</p>
<p>An I84 freeway exchange at Ustick Road would reduce congestion at Karcher. With all of the new home construction in Caldwell, it makes sense to add another exchange.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>(unsigned)</p>	<p>Email</p>

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<p>Please find federal, state and local funding to create a light rail system anywhere between Caldwell and Boise that would be so popular that it would generate so much ridership and publicity that the general public would want more such transportation. We need to start somewhere according to your master plan now. I grew up in Boston in the 50's and over the years, they have done wonders with commuting lines from way out in communities never thought possible. They have horrid traffic today, but just think if they had not been working on it over the years. Hats off to your organisation and for driving things forward in hopes of cleaner air and reducing our carbon footprint in our area.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Ed Shaul</p>	<p>Email</p>
<p>As a resident of Boise living in the Vista Neighborhood I am qualified and motivate to comment in support of the following projects. Unlike some of my neighbors, I applaud the planning and efficiency of ITD. Specifically, the projects to replace the Broadway bridge and improve Columbus Street were well managed and completed within the projected time frames. I use the new sidewalks on Columbus and Overland. I would support all ITD projects to improve the sidewalks on streets that intersect Vista Ave and provide improved access to the VRT route #3 (Mani St to Airport along Vista Ave).</p> <p>I support theses projects:  #19783: Bogus Basin Road Safety, Maintenance and Trailhead  #19847: Capital Maintenance, Local, Boise, FY2020  #18854: Capital Maintenance, VRT, Boise, FY2019 (I ride the bus Route #3 to get to work)  #18854: Planning and Mobility Management, VRT, Boise  #13903: Capital Maintenance, Phase 1, Boise, FY2019  #20003: Capital Maintenance, Phase 2, Boise, FY2019  #20091: Capital Maintenance, Phase 3, Boise, FY2019  #20536: Microseals, Ada and Canyon Counties (the reseal in my neighborhood was a great improvement)</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Gene McGill</p>	<p>Email</p>

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<p>Thanks for including multi-use pathways, sidewalks, Level 3 bicycle facility in a number of the projects where it is actually useful.</p> <p>Here's a picture of an area where I ride in November [from staff: referenced in link below, location is Las Cruces, NM]</p>  <p>Protected path along a major highway.</p> <p>I hope that Compass can get behind the idea of all streets should be complete streets and can encourage the development of off street pedestrian and bike paths along canals.</p> <p><a href="https://www.facebook.com/groups/626400844096182/permalink/2506796272723287/">https://www.facebook.com/groups/626400844096182/permalink/2506796272723287/</a></p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Davis Straub</p>	<p>Email</p>

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<p>With regard to these projects, I have one concern. Why is the improvement to Indiana and Orchard in Nampa requested? I am aware that property in that area was recently subdivided, but it is on the edge of and will impact Deer Flat National Wildlife Refuge.</p> <p>One other project request, not included that I'm aware of, is to widen Ustick Rd (Boise) from Mtn View to Cole Rd. This pattern of ACHD to funnel traffic from 5-lanes to 2 is ridiculous and a very ineffective method of moving traffic. ***</p> <p>I have one more comment that concerns a much needed roadway improvement...completing the widening of Fairview, between Locust Grove &amp; Eagle Rds, to five lanes to facilitate better traffic flow.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>The improvements to Indiana Avenue and Orchard Avenue would add four-foot paved shoulders to allow safer access to Deer Flat National Wildlife Refuge by pedestrians and bicyclists. This project is funded through the Federal Lands Access Program, which is specifically for projects that provide better access to federal lands. ***</p> <p>Thank you for your additional comment.</p>	<p>Tricia Matthews</p>	<p>Email</p>
<p>First, thanks to the inclusion of some facilities for bike lanes - like the level 3 bike facility (Ten Mile) and I'm assuming that the multi-use pathways listed are for bikes. Though I am not sure what a level 3 bike facility is and could not easily find the definition on your website (nor the multi-use pathways).</p> <p>I am wondering how bike friendly are the shoulder widening projects (like Swan Falls) and the shared road widening (Indianan &amp; Orchard) are for bicycles. I do know that it would be nice to have safe areas on these roads for biking.</p> <p>Also I would like to urge you to make the bike lanes safe and to consider future off-road pathways in their bridge replacement and repair plans. ***</p> <p>Thank you Toni for the information. I found the definitions for the different facilities. Though how does the shoulder widening projects (like Swan Falls) differ from the shared road widening (Indianan &amp; Orchard)?</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Please see <a href="#">ACHD's Roadway to Bikeways Plan</a> for definitions of bicycle facilities. Yes, multi-use pathways are for both pedestrian and bicycle use (we will add a definition of multi-use pathways on the COMPASS glossary webpage). See <a href="#">the Indiana Avenue and Orchard Avenue Shared Roadway</a> project development plan for additional information about a shared roadway. ***</p> <p>The projects on Swan Falls and Indiana and Orchard are very similar. The improvements on Swan Falls Road would add five foot paved shoulders to allow better access to the Birds of Prey National Conservation Area by pedestrians and bicyclists. The improvements to Indiana Avenue and Orchard Avenue would add four-foot paved shoulders to allow safer access to Deer Flat National Wildlife Refuge by pedestrians and bicyclists. These projects are funded through the Federal Lands Access Program, which is specifically for projects that provide better access to federal lands.</p> <p>Thank you for your interest</p>	<p>Annette Hanson 83712</p>	<p>Email</p>
<p>I disagree with the addition of these ten projects. The most urgent need in our valley is the extension of Hwy. 16. By adding these projects we are diapering funds across the valley that could be used for the completion of the Hwy 16 project.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Fred Hoadley</p>	<p>Email</p>

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<p>I support the projects listed in COMPASS Amendment #10 for the FY2019-2023 Regional Transportation Improvement Program (TIP) and Amendment #2 for the FY2020-2026 TIP. I am especially supportive of Key No. RD20719, Linder Road, US 20/26 (Chinden) to SH44 (State), Ada County. This project is critically needed to address the traffic demands on Linder Road between US 20/26 and SH44. The need for this project will become even more significant with the increased traffic resulting from the highway widening that is underway on US 20/26 from SH16 to Eagle Road, and from the significant commercial development that is underway for the new Costco at Ten Mile Road, and for the Linder Village development at Linder Road.</p> <p>Thank you for the opportunity to comment on these Amendments.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Richard L. Jacobson 83646</p>	<p>Email</p>
<p>I drive a dully with a 41 foot trailer. There is no way I can get turned on your "cute" little turns. Like the one you are planning on S. Cole and Victory. Remember, we are still in the country !</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>		<p>Email</p>

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## EXECUTIVE COMMITTEE AGENDA ITEM V-C

Date: January 14, 2020

### **Topic: Status Report - Regional Transportation Advisory Committee (RTAC)**

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

Information only.

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

RTAC Bylaws state that the RTAC Chair will submit a monthly status report on RTAC activities to the COMPASS Executive Committee. Below is an outline of agenda items and actions from the December 18, 2019, meeting.

#### **ACTION ITEMS**

##### **Transportation Improvement Program (TIP)**

RTAC recommended COMPASS Board of Directors' approval of a resolution amending the FY2019-2023 and FY2020-2026 TIPs to add two bridge projects, two federal lands access projects, and add six and amend six locally funded regionally significant projects. This item will be presented to the COMPASS Executive Committee for action in its January 14, 2020, meeting. That action will be presented to the full COMPASS Board for ratification in its February 24, 2020, meeting.

#### **INFORMATION ITEMS**

##### **Studies Coordination**

COMPASS staff presented an update on the [COMPASS studies coordination web page](#).

##### **Communities in Motion 2050**

COMPASS staff presented an update on progress on key tasks to develop *Communities in Motion 2050*.

#### **More Information:**

- 1) Contact Liisa Itkonen, COMPASS Principal Planner, at (208) 475-2241 or [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org) or Robb MacDonald, City Engineer, City of Caldwell, at (208) 455-4682 or [rmacdonald@cityofcaldwell.org](mailto:rmacdonald@cityofcaldwell.org).

FY20\800 System Maintenance\820 Committee Support\RTAC\Monthly Exec Report\Dec 2019 Exec Committee Status Report.docx