



# Appendix D

## Agency Coordination



## Stakeholder Interviews and Survey Summary

# MEMORANDUM

**Date:** Friday, July 12, 2024

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**Project:** Let's Ride Treasure Valley

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**To:** Lila Klopfenstein, COMPASS

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**From:** Stephanie Borders, HDR; Katie Angell, HDR

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**Subject:** Social and Political Risk Analysis

## SOCIAL AND POLITICAL RISK ANALYSIS

The purpose of this memorandum is to provide relevant research and understanding of the potential risks associated with the stakeholder, public, and political engagement for the High-Capacity Transit Planning and Environmental Linkages (PEL) Study, aka Let's Ride Treasure Valley.

The goal of this memorandum is to provide relevant strategies to enhance engagement and feedback with stakeholders and mitigate potential social or political risks. The engagement and risk mitigation strategies discussed in this memo fall into two categories; those strategies relevant to the current PEL process and strategies that should be employed in future work (beyond this study). Using this analysis, the study team will review the Public Involvement Plan (PIP) to determine if strategy updates are necessary.

### Study Background

COMPASS is the metropolitan planning organization (MPO) for Ada and Canyon Counties in southwest Idaho. COMPASS is currently conducting a PEL study within COMPASS' planning area, commonly referred to as the Treasure Valley. The PEL study is branded Let's Ride Treasure Valley and is a partnership between COMPASS and its member agencies to further examine a future high-capacity transit connection east to west across Ada and Canyon Counties.

The study marks a formal (but early) step in the federal environmental process to begin to position a potential future project for federal funding. The lead federal agency for this study is the Federal Transit Administration. Primary transportation corridors in the Treasure Valley are oriented in the east-west direction serving the predominant travel pattern, including Interstate-84 (I-84), which runs through the valley, with Interstate-184 (I-184 or the Connector) serving downtown Boise. Continued population growth, increasing travel demand along east-west corridors, and deteriorating performance in the I-84/I-184 corridor have prompted COMPASS and its member agencies to study high-capacity transit options that connect major activity centers in the cities of Caldwell, Nampa, Meridian, and Boise (Figure 1).

*NOTICE: All draft and final planning products produced during this PEL process may be adopted during a subsequent environmental review process in accordance with 23 USC 168, with the goal of not revisiting during future National Environmental Policy Act (NEPA) processes.*

Figure 1: Study Area



Source: Study Team

## Assessment Overview

The study team has developed this Social and Political Risk Assessment to inform the Public Involvement Plan and overall approach to engaging stakeholders. The purpose of this report is to identify political and partner perceptions of the Let’s Ride Treasure Valley effort. Identifying potential risks will help the team tailor outreach methods and messages and give COMPASS an understanding of the challenges it may face during the PEL and beyond.

This report is a snapshot in time and will continue to evolve as the public is engaged in the process. As part of this report, we have developed a list of recommendations to mitigate potential risks and develop effective outreach strategies that cater to the diverse community members, perspectives, and needs in the Treasure Valley.

The assessment includes insights gathered in the following methods:

- Online Survey: March – April 2024.
- Key Stakeholder Interviews: March – June 2024.
- Visioning Workshop: March 2024.
- Community Analysis: June 2024.

## KEY TAKEAWAYS

The sections below summarize various points of input and guidance received during the team’s survey, research, and interviews related to stakeholder and political engagement. Where

appropriate, suggested outreach strategies are paired with the key takeaways gained from this input and research.

## Online Survey

An online survey was sent to 250 members of the COMPASS workgroups listed below. The study team received 52 survey responses (Table 1).

- Regional Transportation Advisory Committee.
- Active Transportation Workgroup.
- Affordable Housing Advisory Workgroup.
- Demographic Advisory Workgroup.
- Environmental Review Workgroup.
- Freight Advisory Workgroup.
- Grant Resource Alignment Workgroup.
- Public Participation Workgroup.
- Public Transportation Workgroup.
- Geographic Advisory Workgroup.
- Regional Operations Workgroup.
- Rural Prioritization Process Workgroup.

**Table 1: Survey – Key Takeaways and Strategies**

Key Takeaways	Suggested Outreach Strategies
<p>The most effective messaging regarding benefits of high-capacity transit includes:</p> <ol style="list-style-type: none"> <li>1. Congestion management.</li> <li>2. Transportation choices and affordability.</li> <li>3. Economic benefits.</li> </ol> <p>Perceived potential positive impacts for residents include:</p> <ul style="list-style-type: none"> <li>● Managing congestion on main arterials by providing alternative transportation options.</li> <li>● Promoting economic development along transit corridors.</li> <li>● Increasing accessibility to jobs, services, and events.</li> <li>● Enhancing public health outcomes and reducing emissions.</li> </ul>	<p><b>Current PEL Strategies</b></p> <p>Develop messaging strategies that emphasize practical benefits such as higher-paying jobs, managing congestion, more travel options, and cost-effectiveness compared to freeway widening; while acknowledging challenges in rural areas and advocating for efficient use of taxpayers' dollars.</p>
<p>The main barriers to expanding transit/high-capacity transit service include:</p> <ol style="list-style-type: none"> <li>1. Available funding.</li> <li>2. State political will.</li> <li>3. Perception that it is not needed/would not be used.</li> </ol> <p>Perceived potential negative impacts on residents include:</p> <ul style="list-style-type: none"> <li>● High capital and operational costs.</li> </ul>	<p><b>Current PEL Strategies</b></p> <p>Develop transit information and educational materials aimed at specific audiences including elected officials, the business community, and the public. The goal should be to build understanding for the need, benefits, and funding options for high-capacity transit.</p>

## LET'S RIDE – TREASURE VALLEY

Key Takeaways	Suggested Outreach Strategies
<ul style="list-style-type: none"> <li>• Concerns about taxpayer dollars not benefiting residents.</li> <li>• Potential loss or renovation of historic buildings along transit corridors.</li> <li>• Lack of first- and last-mile connections.</li> <li>• Potential increase in rents around transit hubs without affordable housing prioritization.</li> </ul>	
<p>The following places ranked the most important for residents to have high-capacity transit access to:</p> <ol style="list-style-type: none"> <li>1. Essential services (grocery stores, hospitals, social services, etc.).</li> <li>2. Office parks/business centers/larger employers</li> <li>3. Intermodal connections (airports, intercity bus stations, etc.).</li> </ol>	<p><b>Suggested Future Strategies</b></p> <p>Hold pop-up events with these types of organizations and/or at these types of locations to gather feedback on potential ridership, transit needs, and other feedback needed. These organizations can help identify pop-up locations to connect with their clients/constituents:</p> <ul style="list-style-type: none"> <li>• Idaho Department of Health and Welfare.</li> <li>• RISE Idaho.</li> <li>• Idaho Office for Refugees.</li> <li>• Disability Rights Idaho.</li> <li>• Farmers markets.</li> <li>• Shopping areas.</li> <li>• Other public venues.</li> <li>• Local colleges and universities.</li> </ul>
<p>When asked what advice respondents had for COMPASS when engaging with the public, they provided the following suggestions:</p> <ul style="list-style-type: none"> <li>• Engage meaningfully with environmental justice (EJ) communities and transit-dependent populations to ensure their needs are addressed.</li> <li>• Utilize local television news interviews and presentations to Chambers of Commerce, Rotary Clubs, Lions Clubs, and other local groups for outreach.</li> <li>• Tailor outreach efforts to each local historic preservation commission to address concerns about historic buildings along transit corridors.</li> <li>• Secure political and transportation organizations' buy-in to ensure study support and funding.</li> <li>• Conduct targeted neighborhood outreach.</li> <li>• Survey students, current transit riders, and major employers to gauge support and gather feedback.</li> </ul>	<p><b>Current PEL Strategies</b></p> <p>Develop targeted outreach to Hispanic and minority communities, potentially through trusted community advisors and faith-based organizations (already known in these communities). The goal is to encourage organizations to act as surrogates for the study and disseminate information and build understanding in their communities. Potential target organizations may include:</p> <ul style="list-style-type: none"> <li>• Community Council of Idaho.</li> <li>• Iglesia Damasco Caldwell.</li> <li>• Iglesia La Luz Del Mundo Nampa.</li> <li>• Our Lady of the Valley Caldwell.</li> <li>• Idaho Hispanic Business Association.</li> <li>• Idaho Hispanic Chamber of Commerce.</li> <li>• Idaho Hispanic Community Center.</li> </ul> <p><b>Suggested Future Strategies</b></p> <p>Develop a media plan to raise awareness through interviews and press coverage. Use study talking points for consistency in messaging.</p> <p>Develop a high-level presentation to give to service organizations and reach out to these organizations to schedule outreach.</p> <p>Develop a list of historic preservation groups in the area and host a meeting with the groups to discuss potential impacts and gather feedback.</p> <p>Prepare a packet of information for neighborhood associations/groups that could be shared via email or at neighborhood meetings including annual meetings of homeowners associations, or National Night Out.</p>

Key Takeaways	Suggested Outreach Strategies
	<p>Work with Valley Regional Transit (VRT) to incorporate high-capacity transit education or questions into their regular on-board surveys.</p> <p>Identify a small group of elected officials that understand the concept and benefits of high-capacity transit. This group could help message the PEL study and any future actions necessary post-study.</p>

## Stakeholder Interviews

Interviews were conducted in-person and virtually with the following elected officials and community representatives:

- Mayor Robert Simison – City of Meridian.
- Mayor Lauren McClean – City of Boise.
- Mayor Debbie Kling – City of Nampa.
- Mayor Jarom Wagoner – City of Caldwell.
- Commissioner Brad Holton – Canyon County.
- Commissioner Rod Beck – Ada County.
- CEO Elaine Clegg – Valley Regional Transit.
- Commissioner Alexis Pickering – Ada County Highway District.
- An attempt was made by COMPASS to schedule an interview with leadership at the Idaho Transportation Department without success.

Interviewees had mixed opinions on developing an east/west transit system, with some expressing enthusiasm for rail, bus rapid transit, or a combination. Some key stakeholders advocated for converting roadway lanes to bus rapid transit lanes. Supporters cite growth and new residents as reasons for transit development. Delays in project development could raise costs and limit available land. Some officials doubt the need for transit, favoring alternatives such as bicycles, micromobility devices, and ride-share services. Stakeholders noted that that transit is sometimes pitted against other community priorities (like public safety) in local budgets. This can result in divisions among decision makers and prompt funding cuts, whether there is strong opposition to transit or not. Despite disagreements, interviewees were clear that identifying a stable funding source (outside of municipal/county budgets) is needed to advance transit expansion and long-term commitment across partners. Consensus was also apparent on prioritizing convenience and efficiency, potentially through a north-south transit system supporting east/west high-capacity connections. Suggestions include developing a pilot project and organizing a coalition of leaders to build momentum independently of existing organizations (Table 2).

**Table 2: Interviews – Key Takeaways and Strategies**

Key Takeaways	Suggested Outreach Strategies
<p>Success depends on convenience for users. Alternatives need to consider this issue and show the benefits and ease of use for travelers to gain support. A regional system needs to have strong ties to the local system. The initial high-capacity line could serve as a trunk but will only be successful with the support of the broader transit network (local bus, other regional connections, and potentially future high-capacity line).</p>	<p><b>Current PEL Strategies</b> Use consistent and focused messaging on the development of a robust transit network (not just a single high-capacity line).</p>
<p>Support or lack of support could be political. If constituents do not see or support the need for implementing transit, or do not think it would be used, it is unlikely elected officials will fund potential improvements.</p>	<p><b>Suggested Future Strategies</b> Invite speakers to give presentations on similar systems that are successful. Encourage the public to show support to elected officials through letter writing campaigns or phone calls. Share reports from public engagement with elected officials. Hold round-table discussions with transit users and elected officials so that they can hear first-hand stories of how their constituents would benefit from an expanded high capacity transit system.</p>
<p>Cost is an issue for elected officials. Key stakeholders stated they are not currently inclined to help pay for long-term maintenance of a transit system of any type. While federal funds could fund initial construction of the system, concerns were raised regarding the funding of ongoing operation and maintenance of a system.</p>	<p><b>Current PEL Strategies</b> Develop information and messaging related to the compounding regional economic benefits of investments of high-capacity transit.</p>
<p>Staff-level support is higher than at the management/elected official level with employees at agencies, cities, and counties.</p>	<p><b>Current PEL Strategies</b> Support staff to educate the decision-makers in their respective organizations. This could be incorporated into the suggested strategy in Table 1 regarding information and materials aimed at elected officials, as well as a long-term regional strategy supported by the business community.</p>
<p>Elected officials who have the perception that their constituents would not use transit have based that on what they have heard from a subset of the public.</p>	<p><b>Current PEL Strategies</b> Clearly outline the benefits of implementing a system to everyone. Study messaging should focus on the costs and benefits of implementing high-capacity transit. Messaging should tie-in to the purpose and need and potentially include:</p> <ul style="list-style-type: none"> <li>• High-capacity transit provides a new travel choice that does not exist within the region today.</li> <li>• Improvements to quality of life.</li> <li>• Benefits to air quality/noise reduction.</li> <li>• Supports mobility of transportation-challenged populations.</li> </ul>

## Visioning Workshop

COMPASS held a visioning workshop with members of the Technical Working Group (COMPASS Public Transportation and Environmental Review Workgroups) in March 2024 to help identify benefits and potential challenges from group members' perspectives, and accomplish the following:

- Kick off the study.
- Provide a common understanding of the study outcomes.
- Begin developing relationships with new members of the study team.
- Discuss study scope, ideas, issues, and opportunities to inform the PEL process.

**Table 3: Key Takeaways and Strategies**

Key Takeaways	Suggested Outreach Strategies
<p>The following activity centers should be priorities for high-capacity transit service:</p> <ul style="list-style-type: none"> <li>• Downtown areas for the cities.</li> <li>• College/university campuses.</li> <li>• Employment centers in the corridor.</li> <li>• Boise Airport.</li> <li>• Areas with high residential density.</li> <li>• I-84 interchanges, including Ten Mile.</li> <li>• Places where people congregate to shop, watch sports, or seek medical attention.</li> </ul>	<p><b>Suggested Future Strategies</b></p> <p>Focusing outreach on frequent visitors to activity centers can help the team understand if they could benefit from high-capacity transit. Refer to Table 1 recommendations on pop-up events at activity centers.</p>
<p>To be successful, future service should be relevant to people's lives and supported by the public and legislators.</p>	<p><b>Current PEL Strategies</b></p> <p>Relevance to Treasure Valley residents' lives should be a common theme throughout engagement and educational materials.</p>

## Community Analysis

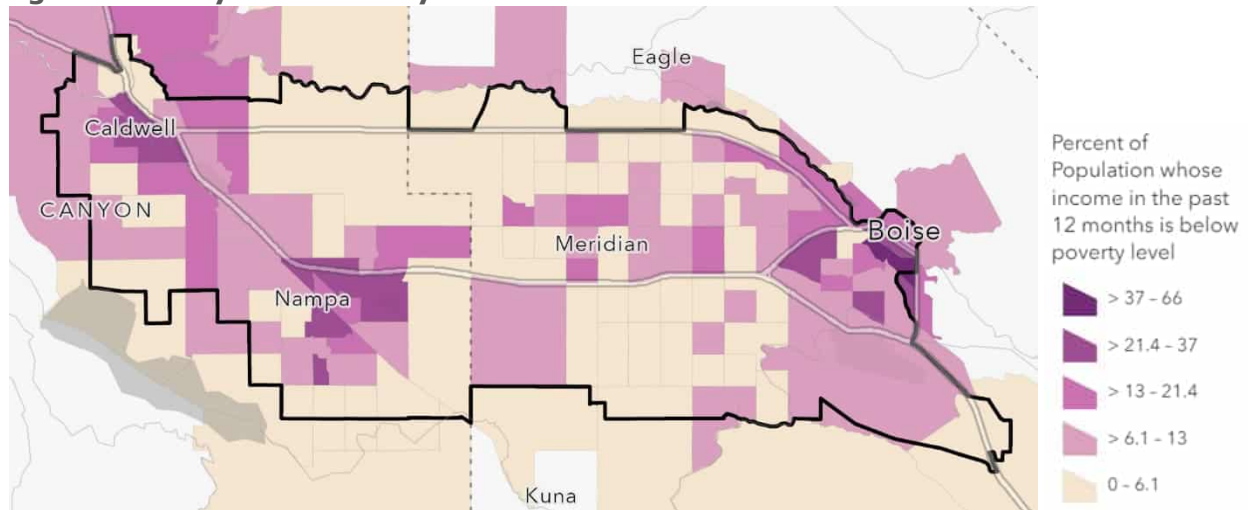
In addition to the input received through the survey, interviews, and workshop, the engagement team conducted a brief review of community data to better understand the socioeconomic, demographic, and community health profile of residents in the study area. The engagement team used readily available 2018-2022 American Community Survey five-year estimates to better understand the intersection of key variables used to identify hard-to-reach populations. These variable categories included poverty, internet access, Justice40 disadvantaged communities, limited English ability, income, and race and ethnicity. The goal of examining this information was to identify communities where enhanced targeted outreach should take place to ensure equitable engagement opportunities.

### POVERTY

Across the study area, an estimated 9% of the population lives below the poverty level. Census tracts with the highest concentration of poverty are located south of downtown Boise. These tracts are represented by the medium to dark pink colors in Figure 2 and include tracts 10.02 (66%), 9.02 (57%), 1.01 (37%) and 20 (34% of population). Communities facing high

concentrations of poverty may benefit from pop-up events at local grocery stores, community centers, or community gathering places.

**Figure 2: Study Area Poverty**

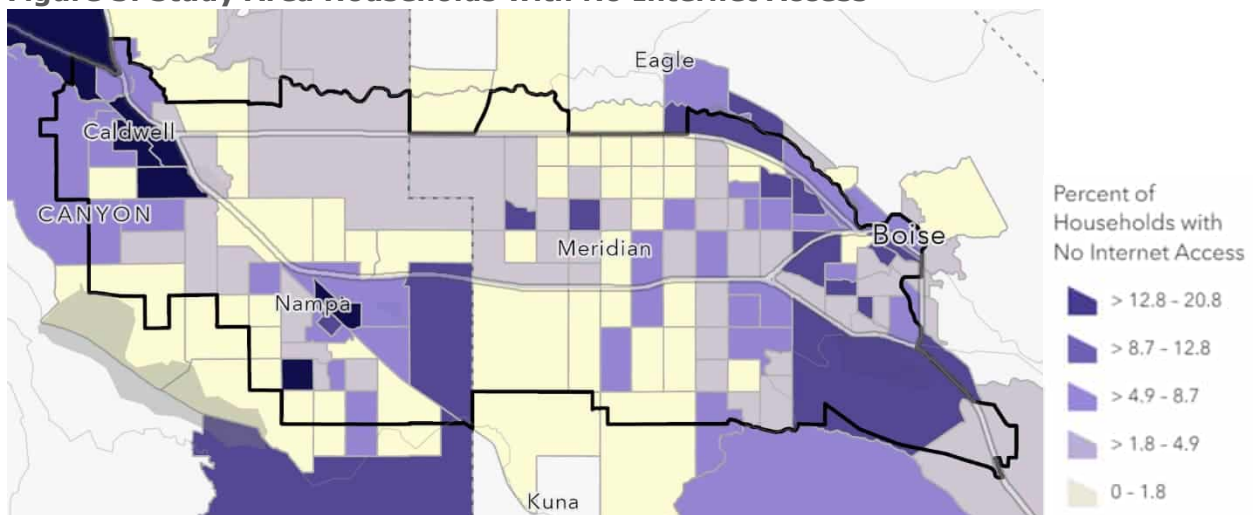


Source: 2018-2022 American Community Survey 5-Year Estimates

**HOUSEHOLDS WITH NO INTERNET ACCESS**

Across the study area, an estimated 2% of households do not have internet access at home. The highest concentration of households without internet are located in the Caldwell and Nampa areas. These tracts are represented by the medium to dark purple colors in Figure 3. The specific tracts included are 202 (21%), 217.02 (19%), 213 (18%), and 215 (18%). When planning public engagement strategies, it is critical to consider individuals who will be harder to reach via online engagement (social media) or online public meetings. To ensure all communities have equal access to engagement opportunities, the study team should consider identifying high-traffic areas (grocery stores, schools, etc.) to inform or engage with the community.

**Figure 3: Study Area Households with No Internet Access**



Source: 2018-2022 American Community Survey 5-Year Estimates

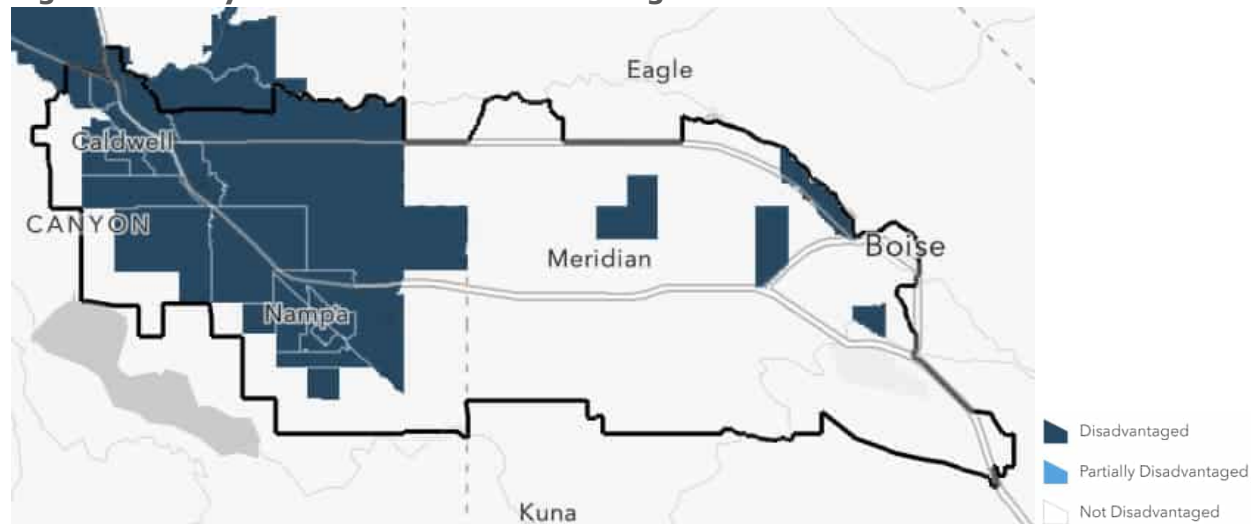
**JUSTICE40 DISADVANTAGED COMMUNITIES**

The goal of the Justice40 Initiative is to provide 40% of the overall benefits of certain federal investments in eight key areas to disadvantaged communities. These eight key areas are: climate change, clean energy and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, the remediation and reduction of legacy pollution, health burdens, and the development of critical clean water infrastructure.

A community is highlighted as disadvantaged if it is in a census tract that is (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated socioeconomic burden. In addition, a census tract that is completely surrounded by disadvantaged communities and is at or above the 50th percentile for low income is also considered disadvantaged (Source: Climate and Economic Justice Screening Tool)

There are 22 census tracts identified as Justice40 Disadvantaged tracts in the study area, predominantly located in the western portion (Figure 4). There is one Transportation Disadvantaged tract (219.04) encompassing a portion of the far northwestern part of the study area.

**Figure 4: Study Area Justice40 Disadvantaged Communities**



Source: Climate and Environmental Justice Screening Tool

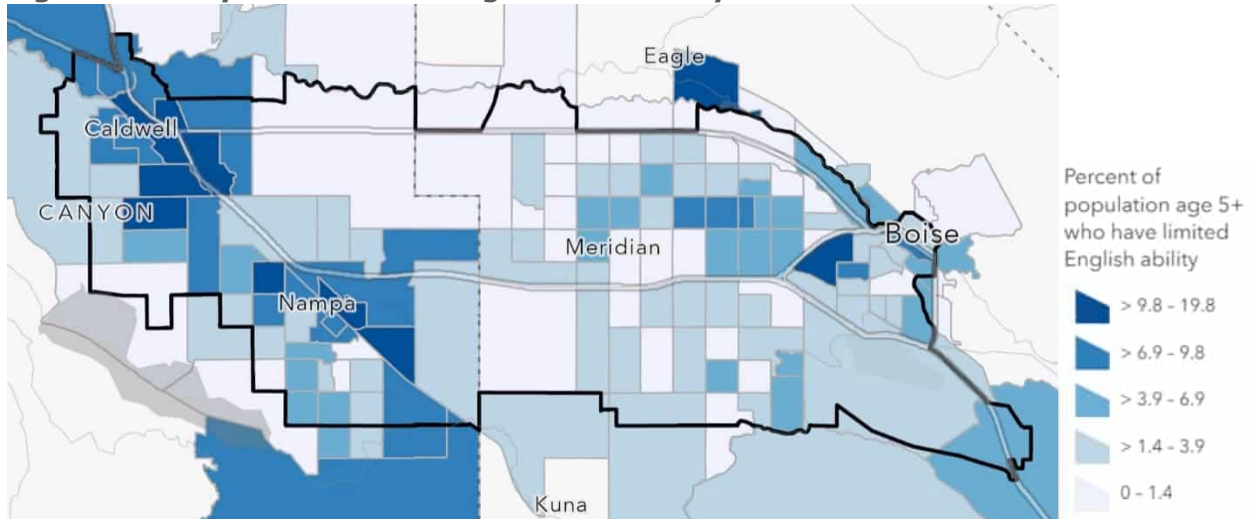
**LIMITED ENGLISH PROFICIENCY (LEP)**

Across the study area, approximately 4% of people age 5+ have limited English ability. These tracts are represented by the medium to dark blue colors in Figure 5. Many of these areas are concentrated in and around the City of Caldwell. The specific tracts with the highest concentration of residents with limited English abilities include tracks 213 (20%), 20 (17%), 212.01 (16%), and 217.02 (16%). These tracts also have higher concentrations of Hispanic/Latino households than others in the study area. For example, in Tract 213, 20% of households speak Spanish at home and English less than “very well.”

Due to the distribution of LEP and Hispanic/Latino households across the study area, it is recommended to provide Spanish translation for materials in addition to identifying opportunities

to engage with LEP populations in the Hispanic/Latino community through faith-based organizations or local schools.

**Figure 5: Study Area Limited English Proficiency**

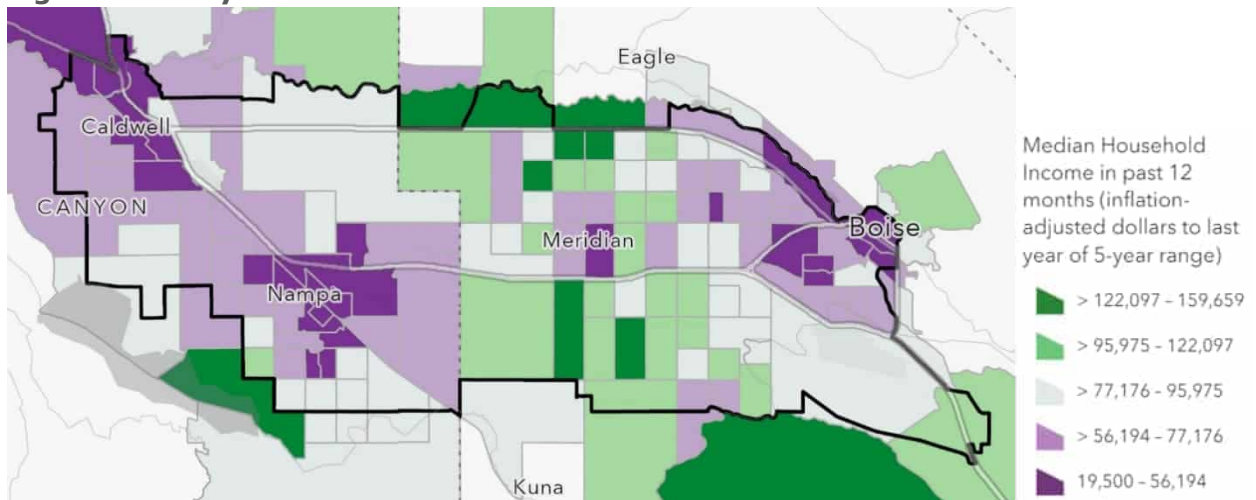


Source: 2018-2022 American Community Survey 5-Year Estimates

**MEDIAN HOUSEHOLD INCOME**

Across the study area, the median household income is approximately \$74,000. The tract with the highest income is 103.55 (approximately \$150,000). The tracts with the lowest range from approximately \$20,000 to \$36,000 in downtown Boise, near Boise State University, and in areas of the cities of Caldwell and Nampa. These tracts include 1.01, 10.02, 9.02, 205.06, 217.02, and 201. These tracts are highlighted in darker purple in Figure 6.

**Figure 6: Study Area Median Household Income**

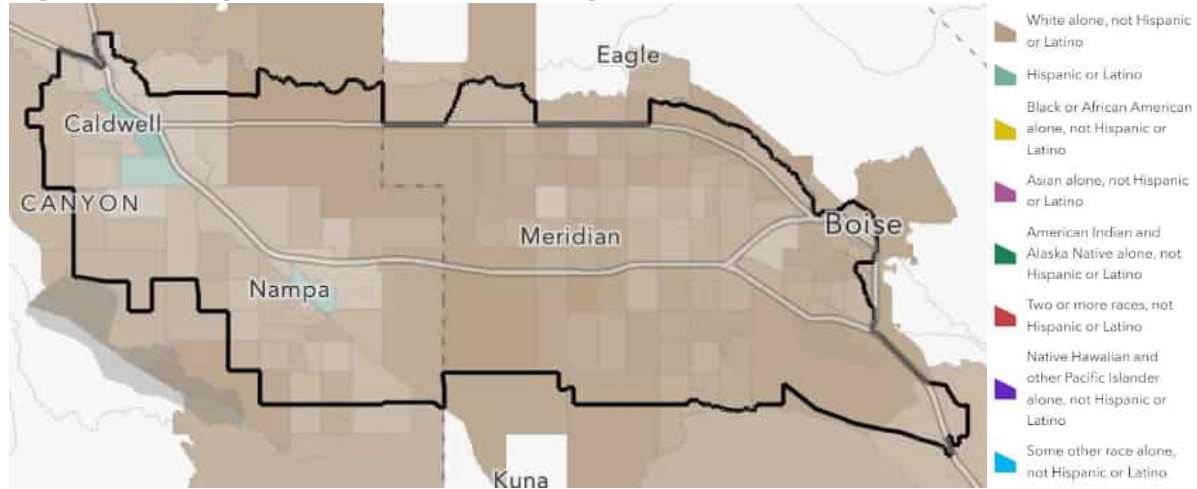


Source: 2018-2022 American Community Survey 5-Year Estimates

**RACE AND ETHNICITY**

The race/ethnicity in the majority of the study area is “White Alone, Not Hispanic or Latino,” although there are concentrations of Hispanic or Latino populations in the cities of Caldwell (Tract 212.02, 213 and 217.02) and Nampa (Tract 202) (Figure 7).

**Figure 7: Study Area Race and Ethnicity**



Source: 2018-2022 American Community Survey 5-Year Estimates

**COMMUNITY AND POLITICAL PROFILE**

Based on the examination of the general community demographics and research on the nature of the political landscape of the Treasure Valley, the study team has created the profile presented in Table 4. The outreach and engagement strategies proposed in this document were generated based on the profile’s attributes. The goal was to create engagement tactics that resonate with Treasure Valley residents and decision makers. It should be noted that the study area holds residents and employees with a wide range of social, cultural, political, and economic differences. This profile is intended to represent the major themes extracted from the team’s research.

**Table 4: Community and Political Profile**



**People**

Across the study area, 68% of the population lives in family households, with 29% of the population in 2-person households. Thirty-three percent of family households have one or more people under 18 years old, with 24% of those households being a married-couple family. A high percentage (98%) of households have access to a computer.

Twenty-eight percent of the population (age 3+) is enrolled in school. The largest group of students (6.3%) are enrolled in 5-8<sup>th</sup> grade, followed by undergraduate college students (6.2%), which is likely stemming from multiple colleges and universities falling within the study area. Educational attainment is moderate-high in this area, with 23% of adults age 25+ having a bachelor’s degree and 8% having not graduated high school. The national and Idaho average for attainment of a bachelor’s degree is 20%



### Economy

The study area is an economic generator for the Treasure Valley region with a wide range of employment centers including health care facilities, commercial/entertainment, office, and light industrial facilities. The median household income is ~\$74,000, with 16% of households making \$75,000-\$99,000 annually, and 33% of households making more than \$100,000 annually. Workers predominantly work within the counties where they live (83%). The most dominant industries are healthcare/social services (14%) and retail trade (12%). Dominant occupations are office/administrative support (12%) and management (10%).



### Politics

Political positions and opinions within the study area vary. However, trends follow similar positions across the state. Residents tend toward fiscal conservatism. While many see value in the services provided by the local, state, and federal governments, there is desire to minimize government spending and focus on essential services. Many stakeholders generally believe that transit is an important service for the region; however, many also see transit as more important for others, specifically residents that have limited choice (either financially or have no access to a vehicle).



### Culture

English is the predominant language spoken at home; however, concentrations of Spanish speaking communities are established primarily in Caldwell and Nampa. These communities contribute to a higher level of ethnic diversity when compared to other portions of the region. There are 22 census tracts identified as Justice40 Disadvantaged tracts, predominantly located in the western portion of the study area.

## SUGGESTED OUTREACH STRATEGIES

### JUSTICE40 AREAS

Based on the results noted above, select areas of Caldwell, Nampa, Meridian, and Boise meet the federal government's definition as Justice40 Disadvantaged. This is primarily based on the percentages of households with no internet access, limited English ability, and high concentrations of Hispanic or Latino populations. Below are suggestions on outreach based on these findings.

### STRATEGY #1 – GO TO THE STAKEHOLDERS (CURRENT PEL STRATEGIES)

Focus events and outreach activities in areas of historically underserved communities. Locations may include:

#### CALDWELL

- Caldwell High School.
- Van Buren Elementary School.

#### NAMPA

- Nampa Public Library.
- Idaho Hispanic Community Center
- Central Elementary School.
- Lakeview Park.
- New Horizons Dual Language School.
- Lakeview Elementary School.

### *DOWNTOWN BOISE*

- Boise High School.
- Boise State University.
- Ann Morrison Park.
- Julia Davis Park.

### **STRATEGY #2 – USE A MIX OF TRADITIONAL AND SOCIAL MEDIA (CURRENT PEL STRATEGIES)**

Target outreach using social media advertisements, local media, and newspaper in both Spanish and English. Press releases to seed stories could be a cost-effective method to highlight study activities in the media. KTVB Channel 7 is one local option that provides local news on their webpage in Spanish. Local radio stations tend to be a source of information for Spanish speaking populations. Nampa radio stations “LaGrand” and “La Podersosa” could be considered to feed project information.

### **STRATEGY #3 – COMMUNICATE IN THEIR LANGUAGE (CURRENT PEL STRATEGIES)**

All printed materials should be translated to Spanish and made available on the project website. The project website should be designed to select desired language to provide as broad accessibility as possible.

### **GENERAL AND POLITICALLY FOCUSED STRATEGIES**

Additional strategies should be considered to build understanding for the high-capacity transit effort. These should focus on sharing study information with messaging that is tailored to specific stakeholders. These additional strategies are detailed below.

### **STRATEGY #4 – CAPITALIZE ON EXISTING ACTIVITIES (SUGGESTED FUTURE STRATEGIES)**

The study team should consider developing a “road show” to provide information and feedback opportunities at key decision points. The team could capitalize on existing events by offering to provide presentations, staff, informational booths, etc. Examples of events may include:

- Julius Kleiner Park Live (Meridian).
- Summer Concerts in Memorial Park (Caldwell).
- Meridian Main Street Market.
- First Thursdays in Downtown Caldwell.
- Snake River Stampede (Nampa).
- Downtown Nampa Third Thursday Events.
- Public Works Week Expo (Meridian)

### **STRATEGY #5 – CREATE MESSAGES THAT RESONATE (CURRENT PEL STRATEGIES)**

It will be critical that project information and messages resonate with the range of potential stakeholders, including residents that may not support public transit. Messaging that identifies the potential impacts to employment, the economy, and local businesses can resonate with these groups. While this is not an attempt to develop direct support for high-capacity transit, messaging should clarify the purpose of the transit line and how transit can be beneficial.

### **STRATEGY #6 – BUILD A COALITION (SUGGESTED FUTURE STRATEGIES)**

To advance the effort (beyond this study), COMPASS could consider working to coordinate a regional coalition to build understanding for the effort. Similar projects in other communities have been organized and funded by the local government entities; however, building understanding and support to advance is typically led by local business and civic interests (as opposed to government). As a regional organization, COMPASS would be well positioned to help initiate this, without taking a public facing role – initiate and allow others to lead and advance. It is suggested the coalition be broad-based, with key leadership from the regional business community. Organizations like the Boise Metro Chamber of Commerce, civic organizations, or similar groups could be critical leaders to continue to organize and advance the concept of high-capacity transit in the region.



## TWG Meetings



# Visioning Workshop Summary

**March 29, 2024**  
 COMPASS Board Room  
 9 a.m. – 11 a.m.

**PEL Workshop Team:**

- Lila Klopfenstein – COMPASS
- Amy Luft – COMPASS
- Chris Proud – HDR
- Zach Bentzler – HDR
- Cameron Waite- HDR
- Stephanie Borders – HDR
- Laura Myer - Jacobs



**Study Background**

This study is a partnership between COMPASS and their member jurisdictions to further examine a future high-capacity transit connection east to west across the Treasure Valley region, south of the Boise River. The Planning and Environmental Linkages (PEL) Study will determine opportunities for developing a high-capacity transit corridor, define a purpose and need to guide the analysis of alternatives, and recommend next steps toward project implementation.

To begin stakeholder engagement, COMPASS held a Visioning Workshop with members of the Technical Working Group (COMPASS Public Transportation and Environmental Review Workgroups) to accomplish the following:

- » Kickoff the project with these stakeholders.
- » Provide a common understanding of the project outcomes.
- » Begin developing relationships with new members of the project team.
- » Discuss project scope, ideas, issues, and opportunities to inform the PEL process.

The working group is comprised of transportation service and subject matter experts from across the Treasure Valley who will advise the project and provide input at key milestones.

**24** people attended and participated in the in-person discussion and activities.



Susan Sturges with the Environmental Protection Agency (EPA) and Justin Zweifel with the Federal Transit Administration (FTA) joined the meeting virtually.

Copies of the sign-in sheets and agenda are included in Appendix A.

# WELCOME AND STUDY OVERVIEW



Participants were welcomed to the workshop and asked to introduce themselves. HDR Project Manager, Chris Proud, gave an overview of the meeting agenda and discussed the meeting purpose. Chris and members of the team presented the following information:

- » Scope and desired outcomes
- » Review of study process
- » Key engagement activities
- » PEL overview and how it differs from past studies
- » Past planning efforts
- » Current conditions



**Participants asked the following questions during the presentation:**



## **Why aren't there any north/south corridors identified on the study area maps?**

Zach Bentzler with HDR stated that at the initial phase, the project team is looking at east/west corridors. The PEL is building on past planning efforts that focused on east/west transit corridors. Chris Proud added that the team will dig further into the direction and trends of trips within the study area.



## **Clarify the start and ending points for the yellow and red arrows on the map.**

Zach explained that the study area is split into demographic areas. There are three main demographic areas and ten subareas identified. He also stated that the arrows are pointing between various demographic areas, not specific start and end points.



## **Is Highway 44 outside of the study area?**

The team explained that there are two parallel east/west high-capacity planning efforts – one north and one south of the Boise River; the PEL is focusing on the area south of the river. Elaine Clegg, CEO of Valley Regional Transit (VRT), said they have a robust plan for north of the river with bus rapid transit on State Street/State Highway 44.

*A copy of the presentation is included in Appendix B.*



## ISSUE IDENTIFICATION ACTIVITY

The study team set up easels with flipcharts and a map of activity centers and transit propensity hot spots at each table. Participants were asked to count off by numbers into five groups and join the table associated with their number to discuss the following issues:



- » Which activity centers should be a priority for high-capacity transit service?
- » What problem(s) are we trying to solve?
- » What is important as we consider transit corridors and modes?
- » What does success look like?
- » What happens if we do nothing?

Each group identified a recorder/presenter to report out the discussion highlights to the larger group. Discussion highlights are listed after each question below. Common themes are consolidated for this summary.

*Copies of the flip chart notes from each group and the map provided for the discussion are included in Appendix C.*

### Which activity centers should be a priority for high-capacity transit service?

- » Downtown areas for the cities.
- » College/University campuses, including Boise State University, College of Idaho, Northwest Nazarene University, and College of Western Idaho.
- » Employment centers.
  - Hwy 16 is a future employment corridor
  - Micron Technology
- » Boise Airport.
- » Areas with residential density.
- » I-84 interchanges, including Ten Mile, which is developing.
- » Places where people congregate to shop, watch sports, or seek medical attention.

### What problem are we trying to solve?

- » Congestion on highways/freeways.
- » Capacity – can't widen all freeways to fix congestion.
- » Maintaining/improving quality of life.
- » Increasing access to jobs and housing.
- » Reducing costs with mobility/financial benefits.
- » Opportunities for freight and passenger synergies.

## What does success look like?

- » Expand transit system we have today.
- » Efficiency and effectiveness of passenger service.
  - Doesn't interfere with freight
  - Work with railroads
- » Intermodal connectivity.
- » Reduce congestion by increasing transit ridership.
- » Identify and preserve a transit corridor.
- » Identify connections to a north/south route.
- » Success – land use and transit will be integrated – development will willingly rely on transit.
- » High ridership supported development.
- » Sustainable source of funding for construction and operation.
- » People having a choice – safe, convenient, reliable.
- » Relevant to people's lives – supported by public and legislators.
- » Move around the valley without a car.
- » Reliable service.
- » Timely, efficient service that can compete with automobile travel times.
- » Ease of use – convenience/cost/safety.
- » Shouldn't have to drive to use high-capacity transit.
- » Use existing and planned park and ride and transit facilities.



## What happens if we do nothing?

- » Future generations suffer similar but intensified issues.
- » Sprawl with no supporting infrastructure.
- » Isolation for car-dependent areas.
- » Future cost impacts because it will get more expensive the longer it takes.
- » Economic losses due to congestion and attracting new commerce to the area.
- » Unsustainable infrastructure costs.
- » Increased congestion and delay.
- » Increased loss of agricultural land.
- » Less efficient land and transportation infrastructure connection.
- » Build more traffic lanes.
- » More time spent sitting in traffic.
- » Deteriorating level of service on roadways.
- » Lose economic competitiveness within the region.
- » Lose opportunity for increased connectivity.
- » Limiting growth potential.



Map not to scale



**After the presentations, attendees discussed some final thoughts and next steps. The final thoughts included:**

- We should include the area and interchanges leading to Micron Technology (Gowen and Eisenman interchanges).
- Will need a circulation transit system around the high-capacity transit corridor.
- The biggest challenge will be solving for a single high-capacity transit service plus the local circulation systems.
- Screen alternatives based on the potential for connections with local transit circulators.
- Identify corridor with good connections to the local circulators.
- Additional study of a north/south corridor would be a good idea.
- Should we include input from the younger generation?



Chris talked about the timing of the next meeting and activities, including development of the purpose and need statement. Lila Klopfenstein, COMPASS Project Manager, thanked the group for their time and participation and the meeting was adjourned.

## TWG Meeting #1 Attendees

Stakeholders				
Agency	First	Last	Invited	Attended
ACHD	Sean	Kelly	X	X
ACHD	Tom	Laws	X	X
Ada County Development Services	Brent	Moore	X	X
Boise Air Terminal/Gowen Field (BOI)	Jill	Singer	X	X
Bureau of Land Management	David	Draheim	X	
Bureau of Land Management	Jared	Fluckiger	X	
Bureau of Land Management	Brent	Ralston	X	
Canyon County	Sabrina	Minshall	X	
City of Boise	Bre	Brush	X	X
City of Caldwell	Wayne	Herbel	X	X
City of Garden City	Hanna	Veal	X	X
City of Meridian	Hether	Hill	X	X
City of Meridian	Brian	McClure	X	X
City of Nampa	Doug	Critchfield	X	X
City of Nampa	Breanna	Son	X	
EPA Region 10	Susan	Sturges	X	
Federal Highway Administration	Maureen	Gresham	X	
FHWA, Idaho Division	Gus	Loeffelholz	X	X
FTA Region 10	Justin	Zweifel	X	
Highway District No. 4	Lenny	Riccio	X	X
ID DEQ, Boise Regional Office	Beth	Bahem	X	
ID Fish and Game	Brandon	Flack	X	
ID Water Resources	Emily	Barnes	X	
ID Water Resources	Neeley	Miller	X	
Idaho Transportation Department, District 3	Mark	Wasdahl	X	X
ITD, District 3	Scott	Rudel	X	X
ITD, HQ	Wendy	Terlizzi	X	X
Nampa Highway District No. 1	Randy	Noble	X	
Shoshone-Paiute Tribes	Sherry	Crutcher	X	
SHPO	Kayla	McEtreath	X	X
SHPO	Ashley	Molloy	X	
SHPO	Travis	Pitkin		
SHPO	Chris	Shaver	X	X
U.S. Fish and Wildlife Service	Kassondra	Dumke	X	
USACE, Boise Field Office	Jacob	Cordtz	X	
USACE, Boise Field Office	Greg	Martinez	X	
USDA, Idaho State Office	David	Anderson	X	X
USDA, Idaho State Office	Greg	Becker	X	
USDA, Idaho State Office	Amie	Miller	X	
VRT	Elaine	Clegg	X	X
VRT	Kate	Dahl	X	X
VRT	Stephen	Hunt	X	X

Project Team				
Agency	First	Last	Invited	Attended
COMPASS	Amy	Luft	X	X
COMPASS	Austin	Miller	X	X
COMPASS	Lila	Klopfenstein	X	X
COMPASS	MaryAnn	Waldinger	X	X
COMPASS	Matt	Stoll	X	X
Consultant - HDR	Cameron	Waite	X	X
Consultant - HDR	Christopher	Proud	X	X
Consultant - HDR	Lauren	Platman	X	
Consultant - HDR	Stephanie	Borders	X	
Consultant - HDR	Zach	Bentzler	X	X
Consultant - Jacobs	Andrew	Barash	X	
Consultant - Jacobs	Laura	Meyer	X	

# MEETING SUMMARY

**Project:** Let's Ride Treasure Valley

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**Subject:** Technical Working Group (TWG) Meeting Summary

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**Meeting Date:** Thursday, May 02, 2024

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**Meeting Time:** 9:30 am to 11:00am

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**Meeting Location:** Virtual meeting via TEAMS

## PREFACE

This summary reflects the general notes and action items for this meeting to the best of the knowledge of the note-taker. If you have any questions or issues, please contact Ylana Padgett at [ylana.padgett@hdrinc.com](mailto:ylana.padgett@hdrinc.com).

## MEETING NOTES

### Welcome, Introductions, and Agenda Review

Lila Klopfenstein (COMPASS Project Manager) and Chris Proud (Consultant Lead) welcomed the group. Lila noted appreciation for everyone attending and provided an overview of the meeting's purpose and brief study status.

Chris facilitated round-table re-introductions to remind all members what groups, constituents, and community groups each member represents.

Chris provided an overview of the agenda for the meeting (see slide deck Attachment A).

### Meeting Purpose

Chris gave a high-level overview of the meeting's purpose, highlighting that the primary goal is to obtain feedback from the group on the purpose and need statement. Chris also noted that once feedback is received, the purpose and need statement will be revised. The revised purpose and need statement will be forwarded to the Regional Transportation Advisory Committee (RTAC) and the COMPASS board for action. So, input from the TWG is essential to help inform the RTAC and COMPASS board.

### TWG Meeting #1 Recap and Study Progress

Zach Bentzler summarized the details and outcomes of the first TWG meeting (March 2024). During that meeting, the study team provided an overview of the study as a basis. The TWG members then broke into teams to brainstorm key issues and opportunities that formed a basis for the draft purpose and need statement. Zach noted a few of the questions asked and input received.

Zach also led the group through an overview of the process, stating that there are four main phases:

- Phase 1: This is the study development phase and is the phase where data and feedback gathering happens. We are currently at the end of phase 1.
- Phase 2: This is the initial screening phase
- Phase 3: During this phase, alternatives are narrowed down into what are seen as the best alternatives and further screening is done.
- Phase 4: This phase is focused on making recommendations based on the alternative screening in the previous phases.

Zach emphasized that the goal of gathering input from today's meeting is to review the purpose and needs. He noted how the purpose and needs will ultimately help form the criteria that will be used to evaluate alternatives.

### **Purpose and Needs Context**

Laura Meyer gave an overview of the purpose and needs, what they are, how they are used in this type of a study, and provided context to why these are important and how they were developed. She explained that purpose and need statements are a fundamental part of the federal planning process for Planning and Environmental Linkages (PEL) studies and for future NEPA (National Environmental Policy Act) studies. The purpose describes what the project is and what the intended outcomes of the project are, and the needs explain why the project is needed and includes data to substantiate the needs. Laura explained that our study's lead agency, the Federal Transit Administration (FTA), will ultimately review and accept the purpose and need statement.

Laura then went on to discuss what informed the purpose and needs, noting that the purpose and need statement from the 2020 Treasure Valley High Capacity Transit Study was used as a starting point. Updates were made using current data, recent stakeholder input and ongoing interviews, and the online stakeholder questionnaire from which 52 responses were collected. Once information from TWG meeting #2 is incorporated, the RTAC and COMPASS board will take action on the purpose and need statement. Finally, the purpose and need statement will be made available for public feedback.

### **PURPOSE**

Laura reviewed the draft purpose statement noting this is a draft and we are seeking input from the TWG group.

***The purpose of the project is to improve east-west mobility and accessibility between downtown Boise and the City of Caldwell (south of the Boise River) through reliable and convenient high-capacity transit service that links activity centers with high transit propensity.***

### **NEEDS**

Chris Proud explained how the needs were developed. Four major topics were identified: population increase, east/west travel patterns, transportation reliability and travel times, and

employment growth. These were seen to have the largest bearing on how transportation conditions might change and how needs might be influenced. Chris presented slides on each of these topics, demonstrating some of the data and findings for each and how the analysis for each of those topics was done.

### GOALS

Chris Proud provided an overview of how the purpose, needs, and goals all relate stating:

- The purpose is the overarching concept and is fairly broad.
- The needs focus on data that back up the purpose.
- The goals begin to get more specific and provide the detail on the things that the project aims to change.

For this project, those goals might be to achieve more transit connectivity or transit mobility, expanding transit to serve the needs of the community or provide more travel mode choices. Key items to consider are ensuring that the land use plans are compatible for transit, advancing the financial feasibility of the solutions and considering associated costs and potential funding opportunities, and phasing opportunities.

## Questions and Discussion

A question was asked about what community working group (CWG) means. The CWG is a group representing a variety of interest groups and will help vet public materials before they go to the public. The CWG will meet twice throughout the study and is the last group to provide input before going to the public. A question was raised concerning the stakeholder interviews, noting that some people had some concern about the funding and the need for High-Capacity Transit, and whether there was any discussion around mode and if mode made a difference on their response. There was discussion then around how certain corridors will lend themselves better to different modes and how to evaluate and develop criteria to examine modes in the alternatives development and analysis. Ultimately the purpose and need are being established for high-capacity transit and modes would become relevant in the alternatives development.

The group discussed land use, specifically related to the annual crop scale data layer produced by USDA. COMPASS staff noted that the layer represents current agricultural lands based on the assessor codes and verified using orthographic photography. This information is being further verified with COMPASS. The main reason agricultural land was brought up here was to show that travel patterns may be affected by changes in land use, especially if agricultural land will be changing to other uses.

### Virtual Polling Activity and Results

Two virtual polls were administered during the meeting. The purpose of the polls were to gauge the position of the TWG members relative to the purpose and need statement. The first poll focused on the purpose statement. The results were:

- 50%: Great – don't change a thing.
- 30%: On the right track – but I have some edits.

- 20%: Requires work – let's rethink these points.
- 0% Off base – this misses the mark.

The second poll asked participants about their thoughts on the needs and goals, those results were:

- 53%: Great – don't change a thing.
- 26%: On the right track – but I have some edits.
- 21%: Requires work – let's rethink these points.
- 0% Off base – this misses the mark.

### Virtual Whiteboard Activity and Discussion

Chris went through the list of participants to solicit feedback and comments, asking if there are any specific edits to the purpose, needs, and goals statements that people would like to suggest. While participants commented, Zach took notes, posting those notes on the virtual white board for participants to see.

#### DISCUSSION ON PURPOSE

- **Geographic areas:** There was a question raised regarding naming geographic areas in the purpose statement. It was suggested to specifically name all four cities (Caldwell, Nampa, Meridian, and Boise). Concern was expressed that the purpose statement refers to Downtown Boise and not Boise as a whole. It was explained that Downtown Boise is a focal point for transportation and much of the growth in population and employment is likely to occur in the focused Downtown Boise area. It was noted that purpose statement should be broad enough to not exclude connections to the Boise airport or other potential future connections such as Micron, Mountain Home, etc.
- **Service to Core of Downtown Boise:** The previous point raised the question of whether making it down into the core of Downtown Boise is critical. Valley Regional Transit acknowledges downtown as a key destination but recognizes challenges in accessing it. There is consideration for at least getting near downtown and ensuring strong connections into downtown from that point.
- **Service:** The idea that high-capacity transit could act as a 'spark' for broader network expansion was discussed. This core corridor or 'spine' could prove the concept and encourage further development of the transit network. City of Boise representatives agree on the potential to integrate high-capacity transit with local routes.
- **Activity Centers:** There was some question about referring to activity centers and if it might be clearer to focus on population and job density instead, since if you are focusing on propensity for high-capacity transit, we would need to serve places that have a high density of jobs or population or both. The counter to this point was that by doing this you may be excluding some places that might be high activity centers but not necessarily have massive employment or population number associated with it. This also raised a question on how activity centers capture student populations. Another related concern was that the definition of activity center is not clear, and it may result in bypassing major employment and residential centers. There was general concern about the phrase

“activity center” and that it may be misleading as to what is included, leading to comments in a public meeting.

- **Goods Movement:** Suggestions were made to include both people and goods in the purpose statement, emphasizing East-West mobility. Freight was also mentioned as being an important topic of discussion and exploration in developing the purpose statement and fitting freight and goods movement into the criteria.
- **Mitigating Congestion:** There was discussion around the region’s approach to mitigating congestion, which has primarily involved expanding or building new roadways and which is not typically effective. There is a need for a more meaningful solution.
- **Diversity of East-West Corridors:** there was discussion on the region’s reliance on the I-84 corridor due to its high speed for vehicles and if I-84 corridor falls out of the mix, the purpose statement could be updated to encourage diversity in East-West corridors.
- **Use of Language:** The importance of using plain language when describing concepts like ‘high transit propensity’ was emphasized. One suggestion was to explain these terms directly in the purpose statement rather than in a goal or need statement. Also to be clearly addressed in the purpose statement would be the intent around which cities will be focused on. There was also some discussion on the possibility that some more specific items such as congestion could be addressed in the goals section instead.

### DISCUSSION ON NEEDS AND GOALS

- **Poll on Needs and Goals:** Chris highlighted that more than half of the participants feel they are on the right track with the data they are using. However, some comments suggest a need for rethinking.
- **Transit Connectivity:** There was some concern that the current goals assume the existence of travel choices and transit connectivity; regional transit connectivity needs to be established as a need, as it is currently lacking in many ways.
- **Establishing Regional Mobility:** There was consensus around the need to establish regional mobility; the corridor should increase regional accessibility and provide a transportation option that connects regional destinations better, highlighting the need for a viable alternative to driving. There are few other viable travel choices other than driving.
- **Financially Feasible Solutions:** There was discussion around reordering the goals to prioritize preserving corridors and phasing systems before advancing financially feasible solutions.
- **Reframing of Needs:** VRT requested the team consider issues in the purpose statement including: the stress population growth puts on infrastructure and open space; the lack of transportation choices limiting economic competitiveness; the region’s lack of a high-capacity transit corridor that is integrated with development; and deteriorating transportation reliability and travel times. VRT requested additional research to see if regional data exists to support these challenges.
- **Transit Reliability and Corridor Exclusivity:** It was called out that transit reliability will deteriorate due to congestion and the need to focus on east west travel patterns and possible competition of travel modes along those corridors. There is an opportunity for a level of exclusivity along those corridors that may or may not be desirable or acceptable

at this point, but we an assumption is being made that we could get some level of exclusivity across the board, but by comparison, some might be better than others depending on what we're talking about.

- **Land use:** Discussion occurred around protecting agriculture, especially in Western Canyon County and preventing sprawl into that area. It was noted that this project could be integral in helping reduce that sprawl as it would potentially allow for more focused development patterns. Emphasis was placed on needing to highlight those focused land use patterns.

### Closing and Next Steps

- Chris encouraged participants to re-review the purpose and need document that was previously sent to the TWG to see if what they learned in the meeting influenced their comments. Once reviewed, Chris asked participants to please send additional feedback by Monday, May 6, 2024 so those comments can be incorporated for review and action by the RTAC and COMPASS board.
- The next TWG meeting is planned for August 21<sup>st</sup> (but may shift as needed).
- Following the August TWG meeting, the team will begin preparing for public engagement and a public meeting which will be held in September. The intent for the public meeting is to share the initial screening criteria and all the information this group has been working through. There may be requests for this group to do some work off-line between now and then.
- The team will be working on refinements to the purpose and need document.
- Lila also mentioned that if there are any additional people who should be members of the TWG, to please send those suggestions to her.
- There is a webpage on the COMPASS website under public transportation and High-Capacity network for this project <https://compassidaho.org/public-transportation-high-capacity-transit/>.

### CONCLUSION OF MEETING

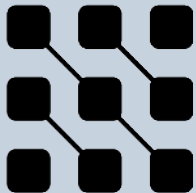
Lila Klopfenstein and Chris Proud thanked the group for their time and efforts during the meeting and reminded participants to reach out with comments, questions, or concerns.

## ATTACHMENTS

- A. TWG #2 Slide Deck
- B. Draft Purpose and Need Statement (sent to TWG prior to this meeting)
- C. Virtual White Board Notes
- D. Virtual Chat Notes
- E. Attendee List

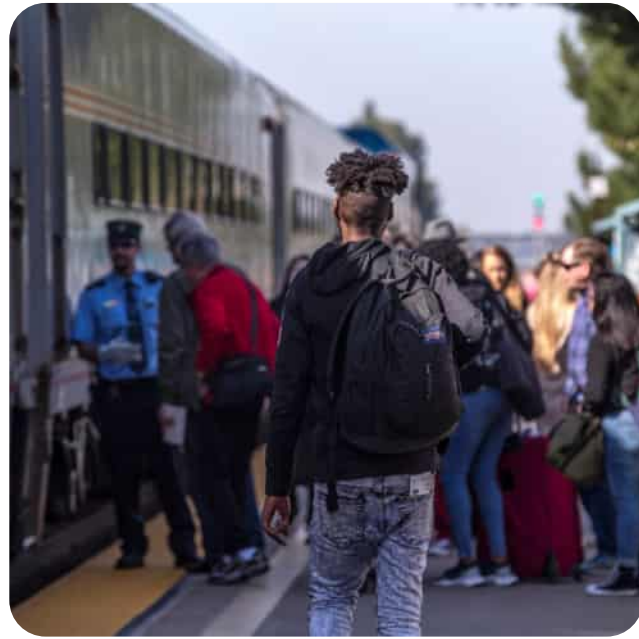
# **ATTACHMENT A**

**Technical Working Group (TWG) Meeting  
#2 Slides**



**LET'S RIDE**

TREASURE VALLEY



 **LET'S RIDE**  
TREASURE VALLEY

Technical Working Group  
(TWG) Meeting #2

May 2, 2024



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

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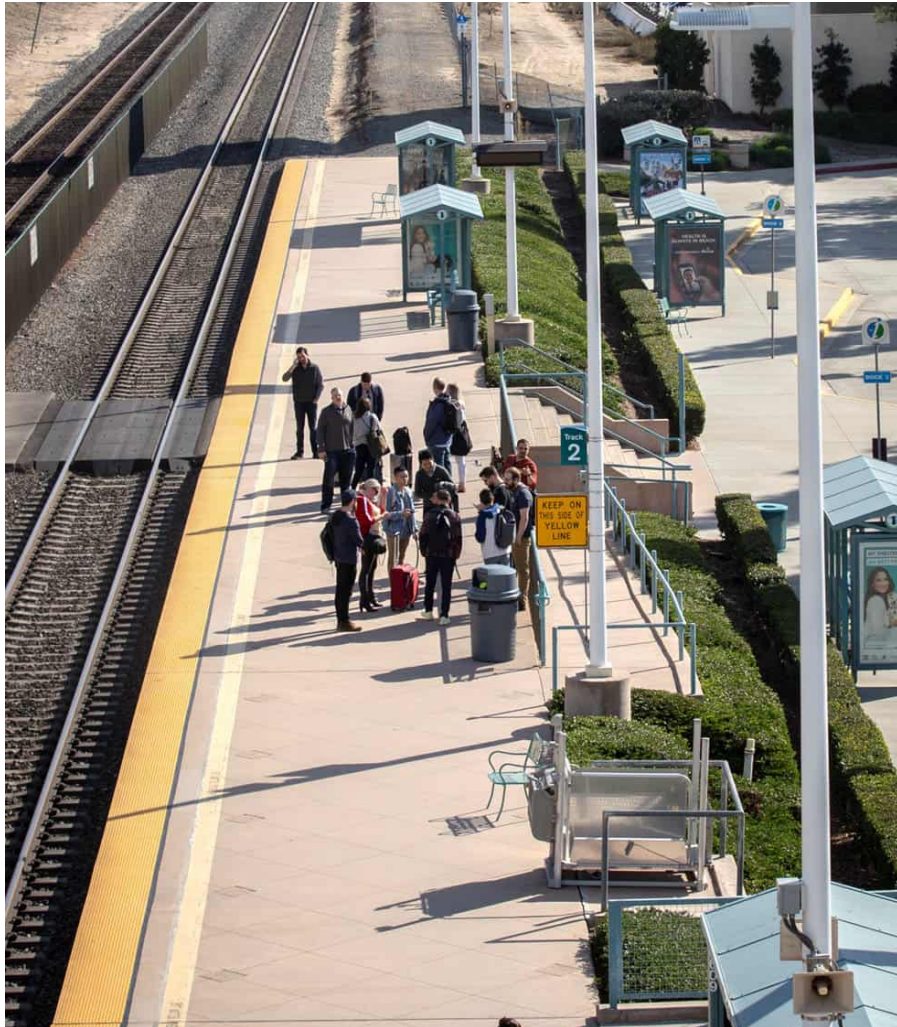
# Welcome, Introductions, and Agenda Review

# Welcome and Introductions

- Welcome
- COMPASS opening remarks:
  - Lila Klopfenstein
- Round table introductions (name and organization)
  - Check connections
- Virtual logistics



# Agenda Overview



- Welcome and introductions
- TWG #1 recap and project progress
- Purpose and need background
- Discussion exercise
  - Purpose: polling, discussion, and input
  - Needs: polling, discussion, and input
- Next steps



- Clarify the draft purpose and needs statement
- Obtain TWG input and guidance
- Advance refinements for Regional Transportation Advisory Committee (RTAC) and COMPASS Board action

# Meeting Purpose

"Efforts and courage are not enough without purpose and direction."

– *President John F. Kennedy*

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## TWG #1 Meeting Recap and Project Progress

- Visioning exercise
- Input focused on:
  - Enhancing mobility choice
  - Expanding the transit network
  - Influencing land use
  - Building transit ridership
  - Considering freight movements
  - Improving safety
  - Avoiding more sprawl

## WELCOME AND STUDY OVERVIEW

Participants were welcomed to the workshop and asked to introduce themselves. HDR Project Manager, Chris Proud, gave an overview of the meeting agenda and discussed the meeting purpose. Chris and members of the team presented the following information:

- » Scope and desired outcomes
- » Review of study process
- » Key engagement activities
- » PEL overview and how it differs from past studies
- » Past planning efforts
- » Current conditions



Participants asked the following questions during the presentation:



**LET'S RIDE**  
TREASURE VALLEY



## Visioning Workshop Summary

**Why aren't there any north/south corridors identified on the study area maps?**

Zach Bentzler with HDR stated that at the initial phase, the project team is looking at east/west corridors. The PEL is building on past planning efforts that focused on east/west transit corridors. Chris Proud added that the team will dig further into the direction and trends of trips within the study area.

**Clarify the start and ending points for the yellow and red arrows on the map.**

Zach explained that the study area is split into demographic areas. There are three main demographic areas and ten subareas identified. He also stated that the arrows are pointing between various demographic areas, not specific start and end points.

*A copy of the presentation is available in Appendix A.*

March 29, 2024  
COMPASS Board Room  
9 a.m. – 11 a.m.

**PEL Workshop Team:**  
Lila Klopfenstein – COMPASS  
Amy Luft – COMPASS  
Chris Proud – HDR  
Zach Bentzler – HDR  
Cameron Walte – HDR  
Stephanie Borders – HDR  
Laura Myer – Jacobs



### Study Background

This study is a partnership between COMPASS and their member jurisdictions to further examine a future high-capacity transit connection east to west across the Treasure Valley region, south of the Boise River. The Planning and Environmental Linkages (PEL) Study will determine opportunities for developing a high-capacity transit corridor, define a purpose and need to guide the analysis of alternatives, and recommend next steps toward project implementation.

To begin stakeholder engagement, COMPASS held a Visioning Workshop with members of the Technical Working Group (COMPASS Public Transportation and Environmental Review Workgroups) to accomplish the following:

- » Kickoff the project with these stakeholders.
- » Provide a common understanding of the project outcomes.
- » Begin developing relationships with new members of the project team.
- » Discuss project scope, ideas, issues, and opportunities to inform the PEL process.

The working group is comprised of transportation service and subject matter experts from across the Treasure Valley who will advise the project and provide input at key milestones.

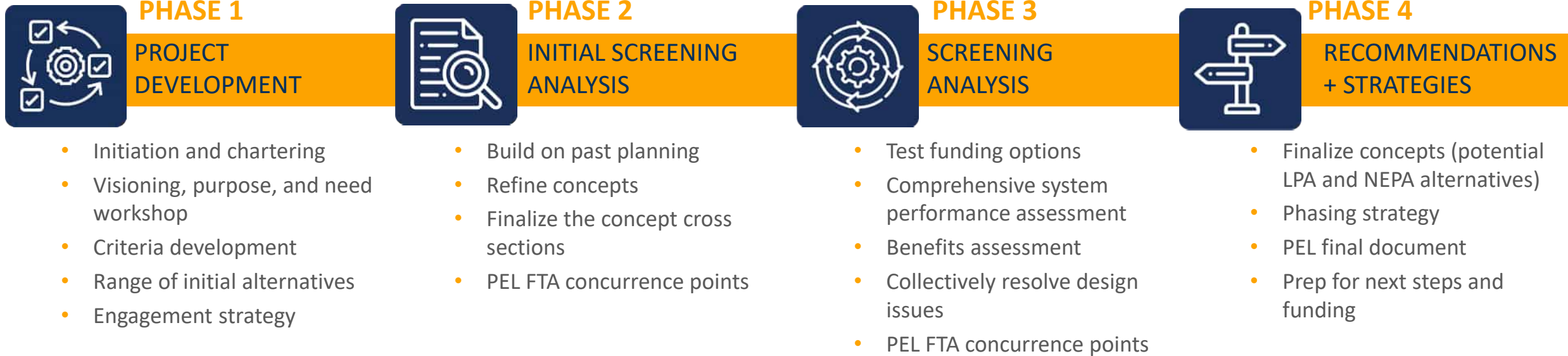
**24** people attended and participated in the in-person discussion and activities.



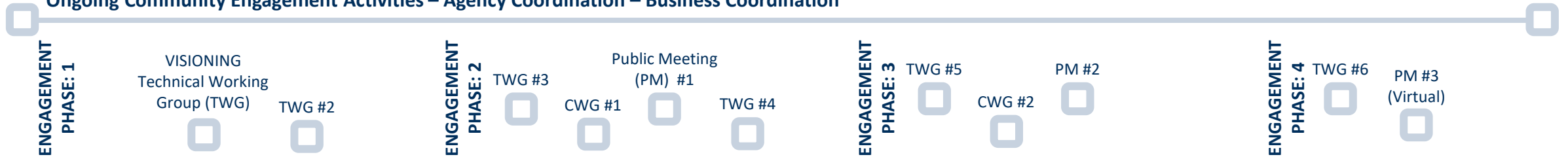
Susan Sturges with the Environmental Protection Agency (EPA) and Justin Zweifel with the Federal Transit Administration (FTA) joined the meeting virtually.

Copies of the sign-in sheets and agenda are included in Appendix A.

# Our Process



## Ongoing Community Engagement Activities – Agency Coordination – Business Coordination



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## Purpose and Needs Context

# Purpose and Need Statement

What  
and  
Why?

- **What is a purpose and need statement?**
  - Describes what a federal agency is proposing and why.
  - Services as the basis for developing and evaluating alternatives.
- **Elements of purpose and need**
  - Purpose: What is the desired transportation outcome?
  - Needs: Why is this project needed?
  - Goals and Objectives: How will success be measured?

# Informing the Purpose and Need



## Evaluated COMPASS data (2050 projections)

- Population
- Employment
- Transportation



## Considered stakeholder input

- Visioning Workshop
- Stakeholder Questionnaire
  - Solicited input from 250 people who sit on COMPASS committees and workgroups
- Stakeholder Interviews (ongoing)
  - Mayors of Caldwell, Nampa, Meridian, and Boise
  - Canyon County Commission
  - Ada County Commission
  - Idaho Transportation Department
  - Ada County Highway District
  - Valley Regional Transit

### Additional steps in developing purpose and need:

- Discuss today with TWG
- Present to Executive Committee, RTAC, and Board
- Present to CWG and public
- Incorporate feedback as appropriate
- Concurrence from FTA

# Draft Purpose Review

The purpose of the project is to **improve east-west mobility and accessibility** between downtown Boise and the City of Caldwell (south of the Boise River) through **reliable and convenient high-capacity transit service that links activity centers** with high transit propensity.



# Draft Needs

## INCREASING POPULATION



**Canyon County Pop**  
2000-2023: **+100%**



**Ada County Pop**  
2000-2023: **+74%**



## FOCUSED EAST-WEST TRAVEL PATTERNS



Downtown Boise is **geographically bounded** and the state's center for **business, culture, and education**

By 2050, **29%** of all study area **commute trips** will focus on **Downtown Boise**



## DETERIORATING TRANSPORTATION RELIABILITY AND TRAVEL TIMES

**Transit reliability** will continue to **degrade** with growing congestion



By 2050, **travel times** between Caldwell and Downtown Boise are **projected to increase by 50%** (peak morning/evening directions)

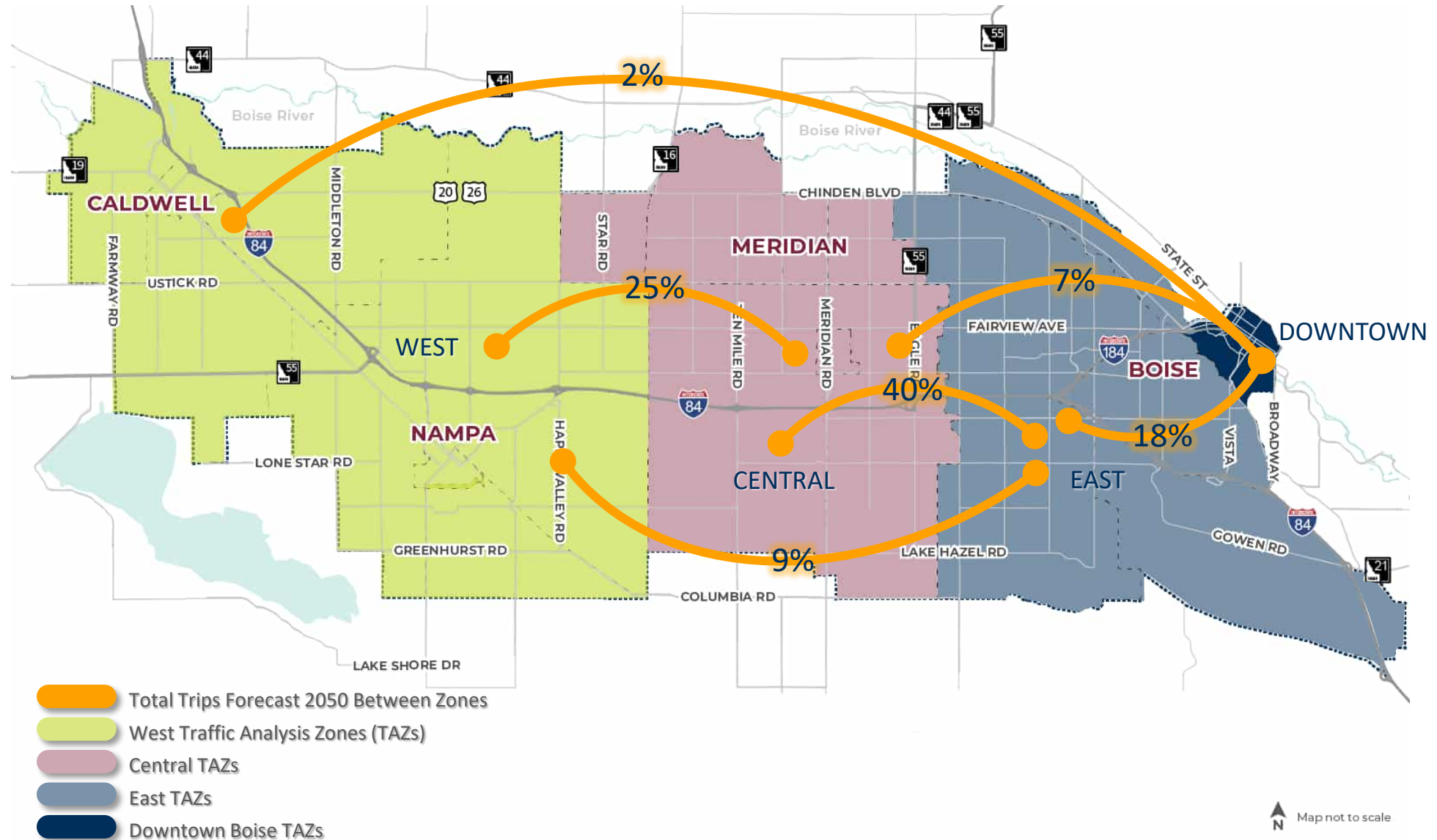


## EXPANDING EMPLOYMENT

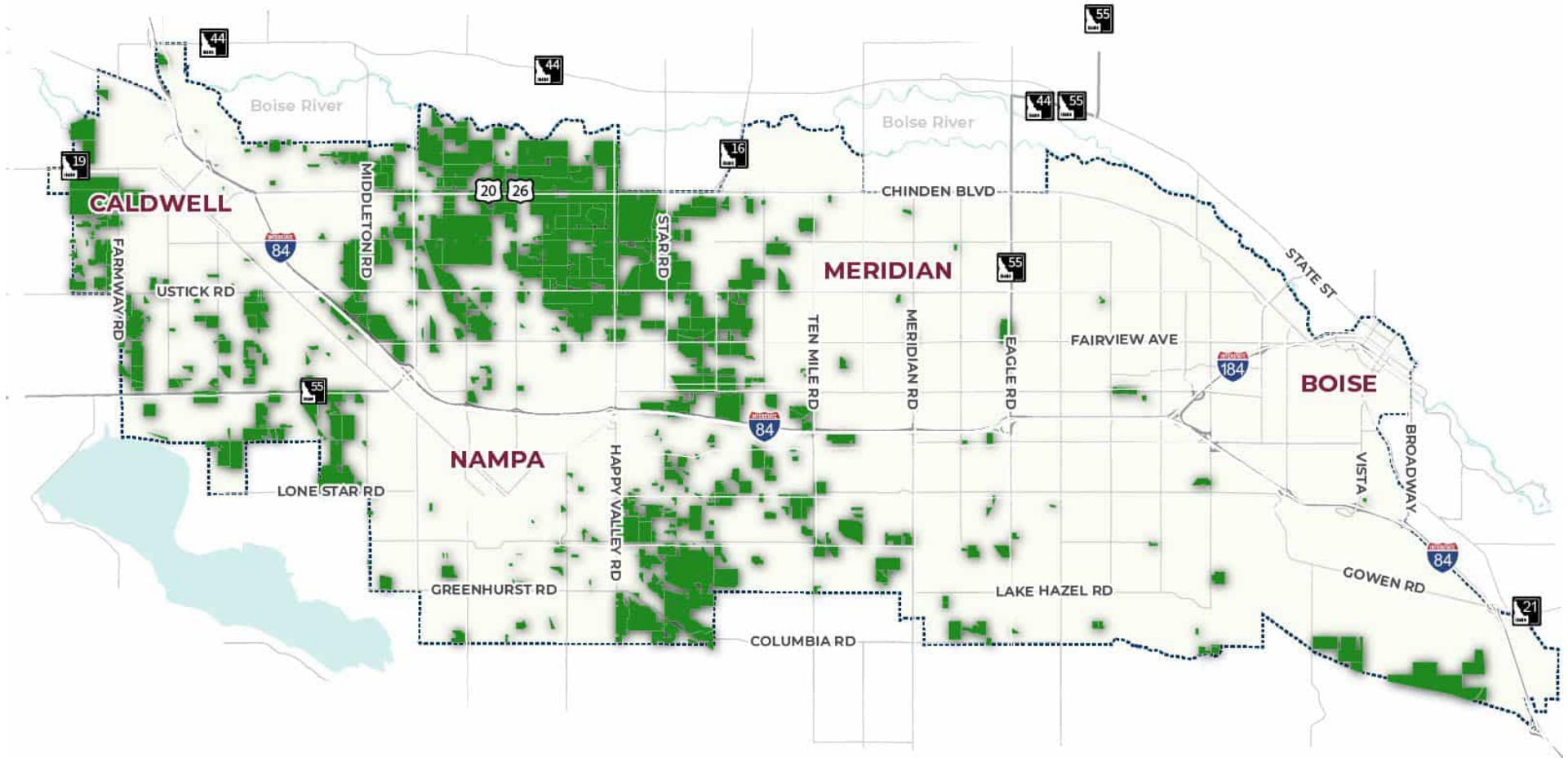
**85%** of the regions jobs are **concentrated in Boise, Meridian, Nampa, and Caldwell**

By 2050, study area employment is forecast to grow **+375,000 jobs** **accounting for 79% of the region's jobs**

# 2050 Percent of Total Trips



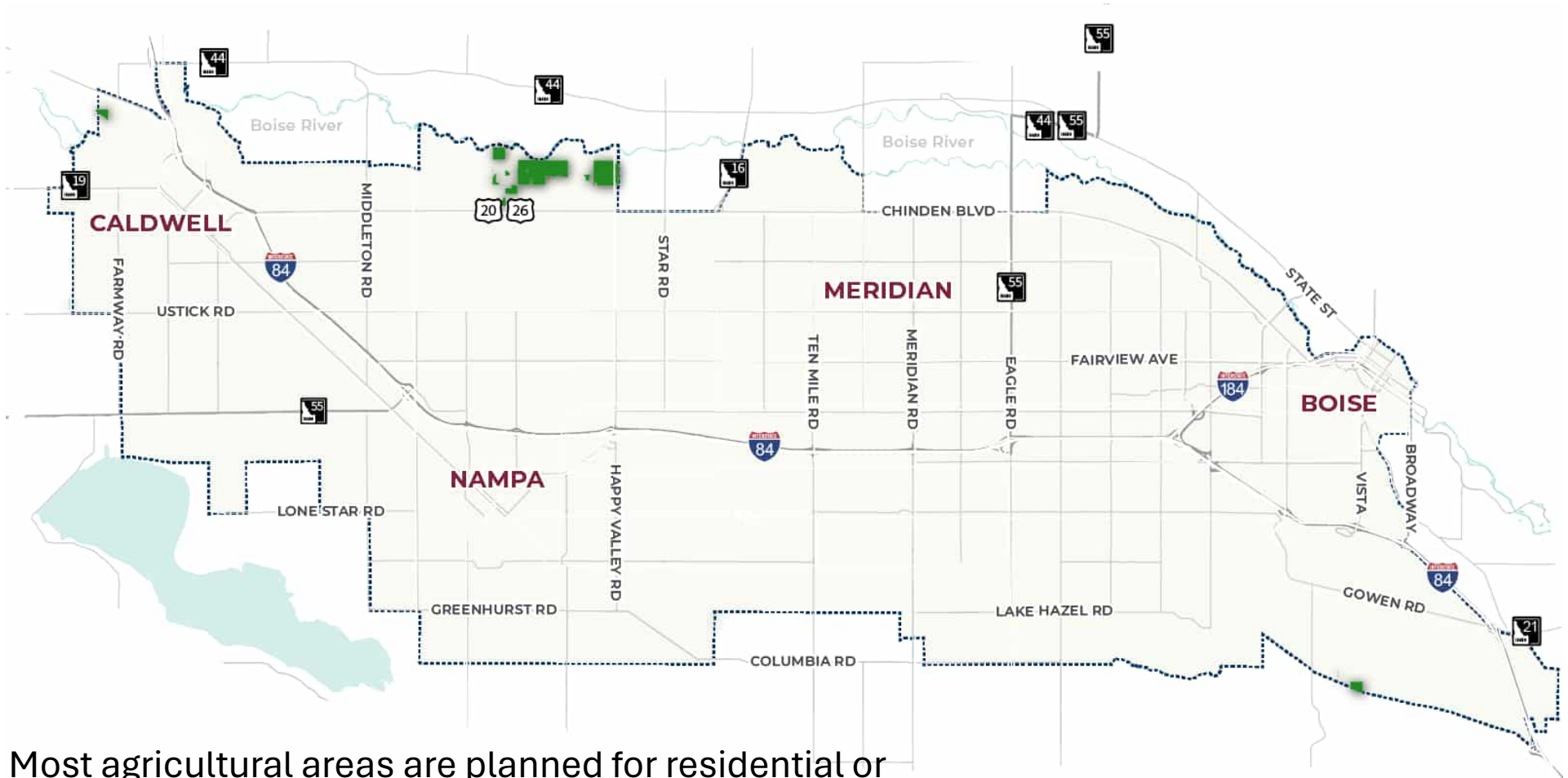
# 2022 Agricultural Land Use




 2022 Agricultural Land Use

 Map not to scale

# 2050 Agricultural Land Use



Most agricultural areas are planned for residential or mixed use based on 2050 land use plans.

 2050 Agricultural Land Use

 Map not to scale

# Draft Goals Review



- Improve **transit connectivity**
- Improve **transit mobility**
- Expand **travel choices**
- Develop **compatible plans** for high-capacity transit, land use, and transportation
- Advance **financially feasible** solutions
- Preserve **corridor** and **phase system** to grow with demand

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## Exercise – Purpose and Needs Discussion

# Exercise Instructions



- Conduct virtual poll via TEAMS
  - ‘Take the pulse of the group’
  - Where are we on purpose?
  - Where are we on needs and goals?
- Discuss purpose statement
  - Obtain feedback via virtual whiteboard
- Discuss needs and goals
  - Obtain feedback via virtual whiteboard
- Clarify refinements

# Purpose Polling



## Virtual Poll - Purpose

# Purpose Discussion



Discussion - Purpose

# Needs and Goals Polling



## Virtual Poll – Needs and Goals

# Needs and Goals Discussion



## Discussion – Needs and Goals



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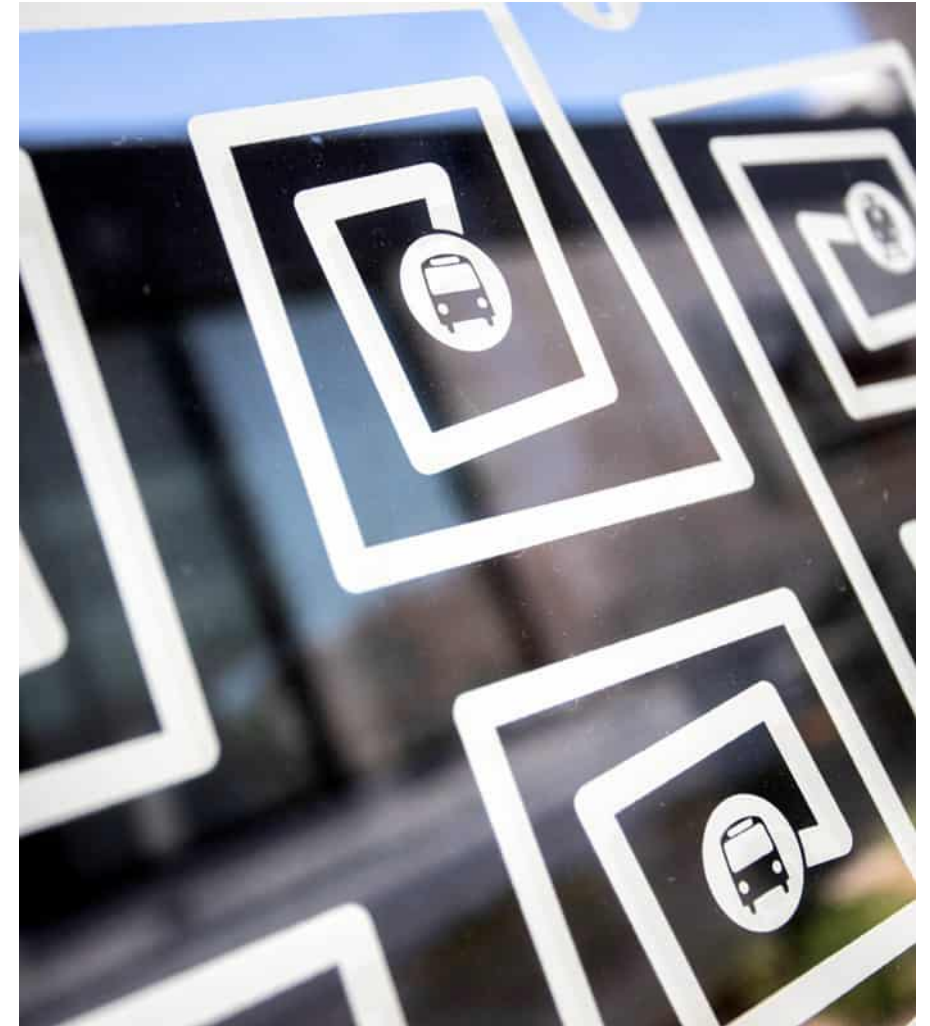
Next Steps

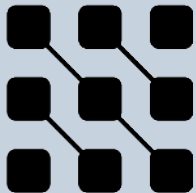


# Next Steps

- Next meeting
  - August 21<sup>st</sup> (tentative)
- Action item recap
  - Refinements of purpose and need
  - RTAC (May 22)
  - COMPASS Board (Jun 17)
- Summary notes and slide deck
- Any additional members?
  - Email Lila: [lklopfenstein@compassidahoho.org](mailto:lklopfenstein@compassidahoho.org)
- New webpage
  - <https://compassidahoho.org/public-transportation-high-capacity-transit/>
- Closing

**THANK YOU!**





**LET'S RIDE**

TREASURE VALLEY

# **ATTACHMENT B**

## **Draft Purpose and Need**

# DRAFT Purpose and Need

DRAFT DOCUMENT – For review by  
Technical Working Group members.

## Study Context

The Community Planning Association of Southwest Idaho (COMPASS) and their member jurisdictions recently initiated the Let's Ride Treasure Valley study. This study is examining a future high-capacity transit connection east to west across the Treasure Valley region south of the Boise River. This study is different from past high-capacity transit planning efforts. This is a Planning and Environmental Linkages (PEL) study, marking a formal (but early) step in the Federal environmental process to begin to position a potential future project for Federal funding. The lead agency for this study is the Federal Transit Administration (FTA).

## Document Context

This document provides draft summary-level information regarding the purpose and need statement and the goals and objectives for the Let's Ride Treasure Valley study. This information is based on a variety of data points and stakeholder engagement input activities including:

- **Existing and Future Conditions Report** – Population, employment, and transportation data for the region (Ada and Canyon counties) collected for the study's Existing and Future Conditions Report (draft in development).
- **Technical Working Group (TWG)** – Input provided during the March 2024 Visioning Workshop of the TWG comprised of a range of federal, state, and local jurisdictions and agency stakeholders.
- **Stakeholder Interviews and Questionnaire** – Information garnered during multiple stakeholder interviews with elected officials and senior agency leadership (ongoing April and May 2024) and an online questionnaire sent to jurisdictions and agencies.

This document is a draft and is intended to facilitate discussion and further refinement of the purpose and need statement and the goals and objectives in collaboration with stakeholders. This document is being presented to the TWG for review, input, and further discussion in the TWG meeting #2, scheduled for May 2024.

## Role of the Purpose and Need Statement

The purpose and need statement presented in this document *articulates the reasons high-capacity transit is being examined for the Treasure Valley*. A purpose and need statement is used in PEL and National Environmental Policy Act (NEPA) studies to focus on the

specific problems to be addressed. The purpose and need is the foundation of the alternatives development and screening process, as alternatives are developed and evaluated based on their ability to meet the purpose and need. The study outcomes will include recommendations to advance alternatives that best meet the purpose and need.

FTA guidance identifies the purpose, the needs, and the objectives as components of a purpose and need statement. The purpose defines the transportation problem to be solved and “should be stated as the positive outcome that is expected.” The needs “should establish the evidence that the deficiency or problem exists or will exist if projected population and planned land use growth are realized.” Regarding objectives, FTA guidance states “...FTA must include a clear statement of the objectives that the proposed action is intended to achieve in the purpose and need (23 U.S.C. § 139(f))...” Objectives should be achievable and measurable and may be used to evaluate alternatives, especially for complex projects.” A purpose and need statement is not mode-specific or partial to a specific solution, but FTA guidance provides that “A general travel corridor or general mode or modes (such as highway, transit, or a highway/transit combination) resulting from planning analyses may be part of the project’s purpose and need statement.”

The subsequent tables present the draft purpose, needs, goals, and objectives for consideration.

## Draft Purpose Statement

Proposed Let’s Ride Treasure Valley Purpose Statement	Notes
<p>The purpose of the project is to improve east-west mobility and accessibility between downtown Boise and the City of Caldwell (south of the Boise River) through reliable and convenient high-capacity transit service that links activity centers with high transit propensity.</p>	<ul style="list-style-type: none"> <li>• Mobility is defined as the “ability to move place to place” (23 CFR § 630.1004)</li> <li>• Using the term “activity centers” to capture all types of trip generators – residential, employment, event centers, campuses, etc.</li> <li>• Transit service should be prioritized for areas with higher transit propensity (potentially encouraging or focusing on density and activity centers).</li> </ul>

## Draft Needs

Proposed Let’s Ride Treasure Valley Needs	Notes
<p><b>Increasing Population in the Study Area</b></p> <ul style="list-style-type: none"> <li>• Between 2000 and 2023, Canyon County increased 96% - almost doubling - in population to 258,000 residents. This is projected to increase another 31% by 2050.</li> <li>• Between 2000 and 2023, Ada County’s population increased 74% to 525,000 residents. This is projected to increase another 28% by 2050.</li> </ul>	<ul style="list-style-type: none"> <li>• This information reflects current population, employment, and travel projections. When 2055 projections are available, the team will review to identify any trends that may warrant updates.</li> </ul>

Proposed Let's Ride Treasure Valley Needs	Notes
<ul style="list-style-type: none"> <li>Today, nearly 34% of the of the region's residents live within Boise, Meridian, Nampa, and Caldwell. 45% of the region's population growth between 2022 and 2050 is projected in just these cities.</li> </ul>	
<p><b>Expanding Employment in the Study Area</b></p> <ul style="list-style-type: none"> <li>In 2022, more than 85% of the region's jobs were in Boise, Meridian, Nampa, and Caldwell. Between 2022 and 2050, it is projected that 65% of the region's job growth will be concentrated in these cities</li> <li>By 2050, study area employment is forecast to grow to over 375,000, accounting for over 79% of the region's jobs.</li> </ul>	
<p><b>Deteriorating Transportation Reliability and Travel Times</b></p> <ul style="list-style-type: none"> <li>Between 2023 and 2050, travel times between Caldwell and Downtown Boise are projected to increase by approximately 50% in the peak travel directions during the morning and evening periods.</li> <li>Reliability and overall travel times for transit in the study area will continue to degrade due to increased traffic and congestion.</li> </ul>	
<p><b>Focused East-West Travel Patterns</b></p> <ul style="list-style-type: none"> <li>Downtown Boise sits at the eastern end of the valley, bounded by the Boise River and the foothills, and will continue to be the major business, governmental, cultural, and educational center for southwest Idaho.</li> <li>Employment will continue to concentrate in downtown Boise, with 58,000 jobs by 2050 representing approximately 12% of region's employment and 29% of the region's employment growth.</li> <li>Most study area commute trips remain oriented to downtown Boise, forming 29% of all commute trips by 2050.</li> </ul>	

## Draft Goals and Objectives

Proposed Let's Ride Treasure Valley Goals and Objectives	Notes
<p><b>Improve Transit Connectivity</b></p> <ul style="list-style-type: none"> <li>Connect major activity centers.</li> <li>Prioritize service to areas with high transit propensity.</li> </ul>	<ul style="list-style-type: none"> <li>The term "activity centers" captures all types of trip generators – residential, employment, event centers, campuses, etc.</li> <li>Some major employment centers do not lend themselves to transit use (e.g., lower density employment hubs or big box retail). Serving residential areas with higher-density and/or more transit-dependent populations may yield higher ridership than other residential areas.</li> </ul>

Proposed Let's Ride Treasure Valley Goals and Objectives	Notes
<p><b>Improve Transit Mobility</b></p> <ul style="list-style-type: none"> <li>• Provide transit priority where possible.</li> <li>• Provide efficient transit transfer opportunities for planned future bus system, active transportation, and potential park and rides.</li> <li>• Minimize transit travel time between major origins and destinations.</li> </ul>	
<p><b>Expand Travel Choices</b></p> <ul style="list-style-type: none"> <li>• Provide new regional transit connections.</li> <li>• Maximize high-capacity transit ridership.</li> <li>• Manage parking at key transit destinations to promote transit ridership.</li> </ul>	<ul style="list-style-type: none"> <li>• Parking management is important to travel demand management and building transit ridership. This objective is not a differentiator for alternatives but could be incorporated into the implementation plan.</li> </ul>
<p><b>Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation</b></p> <ul style="list-style-type: none"> <li>• Prioritize service to areas with opportunities for transit-oriented development.</li> <li>• Appropriately manage impacts to traffic operations.</li> <li>• Appropriately manage impacts to freight operations.</li> </ul>	<ul style="list-style-type: none"> <li>• Compatibility of plans may necessitate updates to existing plans to support high-capacity transit recommendations.</li> </ul>
<p><b>Advance Financially Feasible Solutions</b></p> <ul style="list-style-type: none"> <li>• Develop high-capacity transit solutions and promote local policies that align with federal funding criteria, including FTA Capital Investment Grants Program, FTA regional formula funds, and U.S. Department of Transportation discretionary grants.</li> </ul>	<ul style="list-style-type: none"> <li>• Alignment with federal funding criteria is critical to financial feasibility.</li> </ul>
<p><b>Preserve Corridor and Phase System to Grow with Demand</b></p> <ul style="list-style-type: none"> <li>• Preserve corridor(s) identified for high-capacity transit service.</li> <li>• Develop high-capacity transit solutions with potential for phasing and future network expansion outside of the study area.</li> </ul>	<ul style="list-style-type: none"> <li>• This study will not necessarily result in one alternative for corridor preservation. While corridor preservation is not a likely outcome of this study, it is important to begin to highlight. The objective of corridor preservation could be incorporated into the implementation plan prepared as part of this study.</li> <li>• Some stakeholder interviews noted skepticism about funding and concern regarding support for high-capacity transit extending all the way from Boise to Caldwell. Phasing the improvements could result in initial segments advancing for funding and development; ultimately building out the full high-capacity transit vision over time. This is consistent with sentiments expressed during visioning workshop.</li> </ul>

# **ATTACHMENT C**

## **Virtual Whiteboard Activity**

# DRAFT PURPOSE DISCUSSION

Mention all four cities. Reiterated several times.

Need to make it known that the service needs to hit points within the 4 cities.

Include "people and goods". Population and employment growth. We want to minimize the transportation impacts of population and employment growth.

Can the transit investment/infrastructure also support movement of "goods"?

More sense to list the 4 major cities due to population and employment, rather than east-west mobility.

Use simple language like a place - "name of the city" - rather than jargon like "activity center".

"Activity Center" and/or also focus on population and job density.

Linking activity centers language is awkward. People don't go between activity centers. They go from their homes or places of work to activity centers.

List all four cities. Change transit propensity to 'strong potential transit usage'.

Is making the service into the core of Boise Downtown critical? Elaine noted that getting downtown is difficult due to the bench, but making that link would be critical.

Key origins and destinations!

Wording is specific to Downtown Boise and Caldwell - does that limit us to an airport connection? Don't exclude/preclude additional transit service extensions.

Consider future connections to the east (such as Micron)

Ensure that the purpose and need is compliant with the way FTA does NEPA.

Call out that HCT mode shift is a proven way to mitigate congestion.

Keep the Purpose statement as short as possible and move some of the ideas to the Needs or Goals.

Diversity of east-west travel options.

The purpose of the project is to **improve east-west mobility and accessibility** between downtown Boise and the City of Caldwell (south of the Boise River) through **reliable and convenient high-capacity transit service that links activity centers** with high transit propensity.

How will this make quality of life or commuting or people's lives better?

Wendy T - "propensity" not easily understood by the public. Reiterated several times.

# DRAFT NEEDS AND GOALS DISCUSSION

Callout that transit reliability will deteriorate due to general traffic deterioration.

East-west freight/goods movement competes with people movement.

We don't want to be too exclusive about choosing corridors and technology.

Easiest way to protect Agriculture is to build cities with more focused land uses.

## INCREASING POPULATION



Canyon County Pop  
2000-2023: +100%



Ada County Pop  
2000-2023: +74%



Downtown Boise is geographically bounded and the state's center for **business, culture, and education**

## FOCUSED EAST-WEST TRAVEL PATTERNS



By 2050, **29%** of all study area **commute trips** will focus on **Downtown Boise**



## DETERIORATING TRANSPORTATION RELIABILITY AND T

Transit reliability will continue to **degrade** with growing congestion



Lenny - What's the source of the 50% increase and does it include build/no build.



## EXPANDING EMPLOYMENT

By 2050, study area employment is forecast to grow **+375,000 jobs** accounting for **79%** of the region's jobs

**85%** of the regions jobs are concentrated in Boise, Meridian, Nampa, and Caldwell

Reorder to start with the corridor preservation, phasing and develop a HCT system (that doesn't exist today).

"Establish" another regional transportation option.

Need is lack of transportation options, not the increase in employment and job growth.

Cost of mobility, lack of transportation choices, increasing household and transportation costs, no integration between HCT and land use/development.

- Improve **transit connectivity**
- Improve **transit mobility**
- Expand **travel choices**
- Develop **compatible plans** for high-capacity transit, land use, and transportation
- Advance **financially feasible** solutions
- Preserve **corridor** and **phase system** to grow with demand

# DRAFT GOALS AND OBJECTIVES DISCUSSION

Wendy T -  
"propensity"  
not easily  
understood by  
the public.

- Improve Transit Connectivity
  - Connect major activity centers.
  - Prioritize service to areas with high transit propensity.
- Improve Transit Mobility
  - Provide transit priority where possible.
  - Provide efficient transit transfer opportunities for planned future bus system, active transportation, and potential park and rides.
  - Minimize transit travel time between major origins and destinations.
- Expand Travel Choices
  - Provide new regional transit connections.
  - Maximize high-capacity transit ridership.
  - Manage parking at key transit destinations to promote transit ridership.
- Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation
  - Prioritize service to areas with opportunities for transit-oriented development.
  - Appropriately manage impacts to traffic operations.
  - Appropriately manage impacts to freight operations.
- Advance Financially Feasible Solutions
  - Develop high-capacity transit solutions and promote local policies that align with federal funding criteria, including FTA capital investment grants program, FTA regional formula funds, and U.S. Department of Transportation discretionary grants.
- Preserve Corridor and Phase System to Grow with Demand
  - Preserve corridor(s) identified for high-capacity transit service.
  - Develop high-capacity transit solutions with potential for phasing and future network expansion outside of the study area.

Lenny - Should we consider adding characteristics or discussion of desired mode within goals and objectives?

Lenny - Objectives are vague - should be measurable- (Manage parking..., Appropriately manage impact to traffic/ operations). What does "appropriate" mean?

Lenny - Which local policies would be included here?



# **ATTACHMENT D**

## **Teams Meeting Chat Notes**

# Attachment D – Chat Notes

[10:20 AM] Brian McClure (Unverified)

Also Activity Center is defined in CIM. See the map. IF that's not the intent (such as the Ford Center), the be careful

like 2

[10:21 AM] Sean Kelly (Unverified)

"Between downtown Boise and City of Caldwell" seems awkward. Perhaps something more succinct like "From Caldwell to Boise." Simple statements can be expounded on.

like 1

[10:21 AM] Stephen Hunt (Guest)

Between Boise, Meridian, Nampa and Caldwell

like 1

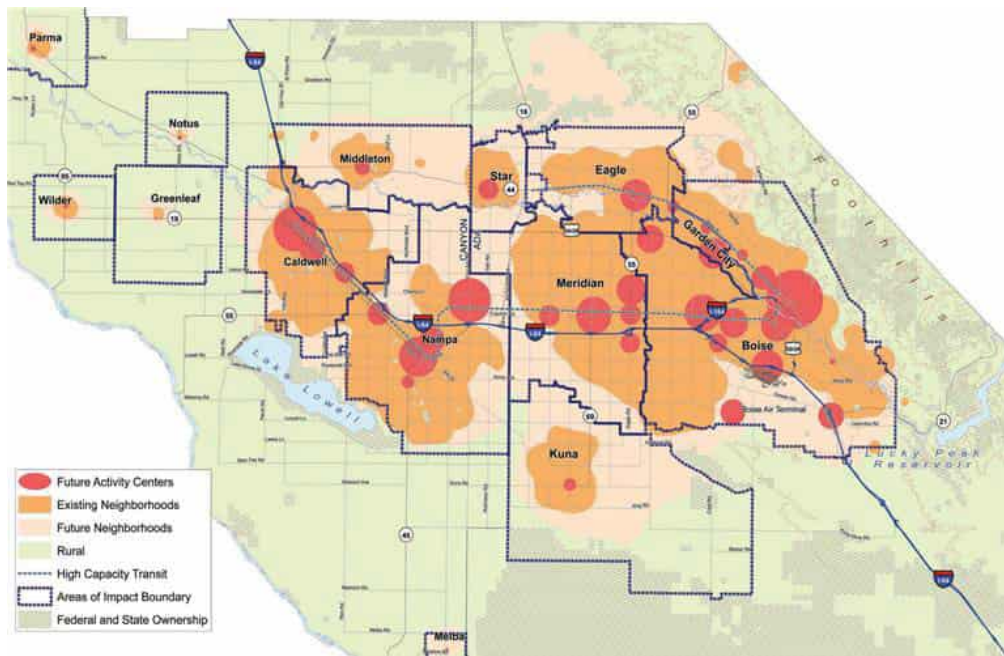
[10:24 AM] Sean Kelly (Unverified) Centers of Gravity?

[10:24 AM] Mary Ann Waldinger (Guest)

agri layer represents CURRENT (not future) using the assessor codes and verified using Ortho photos.

[10:29 AM] Brian McClure (Unverified)

In case helpful for others:



like 1

[10:37 AM] Stephen Hunt (Guest)

I also think that if you list the cities, you won't need to call out "South of the River"  
like 1

[10:39 AM] Brian McClure (Unverified)

FTA sorry, not FHWA.

Stephen Hunt (Guest)

I also think that if you list the cities, you won't need to call out "South of the River"

[10:42 AM] Lila Klopfenstein (Guest)

Our intent regarding "south of the Boise river" is to differentiate between planning efforts along State Street. Thoughts?

[10:44 AM] Stephen Hunt (Guest)

State Street doesn't connect the Boise Meridian Nampa and Caldwell so listing the cities excludes that corridor.

like 1

[10:45 AM] Brian McClure (Unverified)

It seems like just differentiating from State by saying south of the river, alienates many of the agencies and most of the population that needs this. Its not clear

[10:46 AM] Proud, Christopher via Forms

Card - access it on <https://go.skype.com/cards.unsupported>.

[10:46 AM] Proud, Christopher via Forms

Card - access it on <https://go.skype.com/cards.unsupported>.

[10:46 AM] Padgett, Ylana

Same order as last poll:

1) Great - dont change a thing

2) On the right track

3) Requires Work

4) Off base

[10:47 AM] Mark (Unverified)

Unfortunately, my computer is calling your poll a "bot" and has disabled it. I would have entered "On the right track . . ."

laugh 1

[10:47 AM] Mark (Unverified)  
Its my personal computer and not my work computer.

[10:48 AM] Brian McClure (Unverified)  
Agree with Bree

[10:51 AM] Sean Kelly (Unverified)  
Adapt to inevitable congestion increase

[10:52 AM] David Anderson (Unverified) Curious where limiting sprawl/building better cities fits in the needs/goals? like 1

[10:56 AM] Jill Singer (Unverified)  
I need to go to another meeting, thanks! like 1 laugh 1

[10:57 AM] Lila Klopfenstein (Guest)  
Thanks, Jill!

David Anderson (Unverified)  
Curious where limiting sprawl/building better cities fits in the needs/goals? I agree. We should call out open space preservation should be explicitly called out in our needs.

[10:57 AM] Casey, Danielle (FTA) (Unverified)  
I have another meeting in just a moment. Thank you for having me, looking forward to reading the summary notes.

[10:57 AM] Doug Critchfield (Unverified)  
Need to go. Thanks everyone - keep the ball rolling!

[10:57 AM]  
Doug Critchfield (Unverified) left the chat.

[10:58 AM] Elaine Clegg (Unverified)  
There is not discussion about looking for opportunities of value capture around the corridor that is identified like 2

[11:03 AM] Elaine Clegg (Unverified)  
thank you this is great discussion!

# **ATTACHMENT E**

## **Attendee List**

## TWG Meeting #2 (Virtual) Attendees

Stakeholders				
Agency	First	Last	Invited	Attended
ACHD	Kristy	Inselman		X
ACHD	Sean	Kelly	X	
ACHD	Tom	Laws	X	
Ada County Development Services	Brent	Moore	X	X
Boise Air Terminal/Gowen Field (BOI)	Jill	Singer	X	X
Boise Airport	Rebecca	Hupp		X
Bureau of Land Management	David	Draheim	X	
Bureau of Land Management	Jared	Fluckiger	X	
Bureau of Land Management	Brent	Ralston	X	
Canyon County	Sabrina	Minshall	X	
City of Boise	Bre	Brush	X	X
City of Caldwell	Wayne	Herbet	X	
City of Garden City	Hanna	Veal	X	
City of Meridian	Hether	Hill	X	X
City of Meridian	Brian	McClure	X	X
City of Nampa	Doug	Critchfield	X	X
City of Nampa	Breanna	Son	X	
EPA Region 10	Susan	Sturges	X	
Federal Highway Administration	Maureen	Gresham	X	
FHWA, Idaho Division	Gus	Loeffelholz	X	X
FTA Region 10	Danielle	Casey	X	X
FTA Region 10	Justin	Zweifet	X	
Highway District No. 4	Lenny	Riccio	X	X
ID DEQ, Boise Regional Office	Beth	Bahem	X	X
ID Fish and Game	Brandon	Flack	X	
ID Water Resources	Emily	Barnes	X	
ID Water Resources	Neeley	Miller	X	
Idaho Transportation Department, District 3	Mark	Wasdahl	X	X
ITD, District 3	Scott	Rudel	X	
ITD, HQ	Wendy	Tertizzi	X	X
Local Highway Technical Assistance Council	Karissa	Nelson		X
Nampa Highway District No. 1	Randy	Noble	X	
Shoshone-Paiute Tribes	Sherry	Crutcher	X	
SHPO	Kayla	McElreath	X	X
SHPO	Ashley	Molloy	X	X
SHPO	Travis	Pitkin		
SHPO	Chris	Shaver	X	
U.S. Fish and Wildlife Service	Kassondra	Dumke	X	
USACE, Boise Field Office	Jacob	Cordtz	X	
USACE, Boise Field Office	Greg	Martinez	X	
USDA, Idaho State Office	David	Anderson	X	X
USDA, Idaho State Office	Greg	Becker	X	
USDA, Idaho State Office	Amie	Miller	X	
VRT	Elaine	Clegg	X	X
VRT	Kate	Dahl	X	X
VRT	Stephen	Hunt	X	X

Project Team				
Agency	First	Last	Invited	Attended
COMPASS	Amy	Luft	X	X
COMPASS	Austin	Miller	X	X
COMPASS	Lila	Klopfenstein	X	X
COMPASS	MaryAnn	Waldinger	X	
COMPASS	Matt	Stoll	X	
Consultant - HDR	Cameron	Waite	X	
Consultant - HDR	Christopher	Proud	X	
Consultant - HDR	Lauren	Platman	X	
Consultant - HDR	Stephanie	Borders	X	
Consultant - HDR	Zach	Bentzler	X	X
Consultant - Jacobs	Andrew	Barash	X	
Consultant - Jacobs	Laura	Meyer	X	

# MEETING SUMMARY

**Project:** Let's Ride Treasure Valley

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**Subject:** Technical Working Group (TWG) Meeting #3 Summary

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**Meeting Date:** Tuesday, July 30, 2024

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**Meeting Time:** 9:30 am to 11:00 am

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**Meeting Location:** Virtual meeting via TEAMS

## PREFACE

This summary reflects the general notes and action items for this meeting to the best of the knowledge of the note-taker. If you have any questions or issues, please contact Mae Thompson at [mae.thompson@hdrinc.com](mailto:mae.thompson@hdrinc.com).

## MEETING NOTES

### Welcome, Introductions, and Agenda Review

Lila Klopfenstein (COMPASS Project Manager) and Chris Proud (Consultant Lead) welcomed the group. Chris facilitated introductions of all participants on the virtual Teams call, which had 24 stakeholders and 9 project team members (see Appendix D for full list).

Chris provided an overview of the agenda for the meeting (see slide deck Attachment A).

### Meeting Purpose

Chris provided a high-level overview of the meeting. He highlighted that the primary goals of the meeting were to discuss the evaluation process, proposed measures, and the range of alternatives. Chris shared that the input collected from the TWG will be valuable in finalizing the evaluation measures and process for the alternatives. Chris noted that the meeting participants will have one week to review the materials and provide comments.

### TWG Meeting #2 Recap and Project Progress

Lila provided an overview of the previous TWG meeting in May and described the process of creating the draft purpose and need statement. The purpose and need statement was developed based on input from the TWG meetings, interviews, and survey responses.

In May, the COMPASS Regional Technical Advisory Committee recommended the draft purpose, needs and goals for the project. In June, the COMPASS Board of Directors accepted the draft purpose, needs, and goals for the project. Per the COMPASS Board's direction, minor wording changes were made to focus on reliability. However, the language is not finalized until public feedback has been completed. The Community Working Group (CWG) will review the

draft purpose statement and need statement before the public events in September. Additionally, the CWG will support the promotion of public open-house events.

Lila presented the four phases of the project and the activities associated with each phase. She noted the two-year year project will include community engagement, agency coordination, and business coordination. Chris stated that there are two sets of in-person public open houses planned, fall 2024 (Sept 24<sup>th</sup> -25<sup>th</sup>) and winter 2025. Each in-person open house includes two meetings on back-to-back nights. One open house will be located in the western portion of the study area and one located in the eastern portion of the study area. A final virtual public meeting is anticipated near the end of the project in spring/summer 2025. Exact dates remain to be determined for the later public events.

### **DISCUSSION**

There was a question about the final language for the purpose and need statement and if it was sent to the TWG. It was discussed that the Board requested to change the placement of the words *reliability* and *convenience* in the purpose statement and – in the need statement – acknowledge that existing modes in the planned future transportation system may not be able to accommodate future demand. The study team is working to accommodate these changes, as appropriate, and will provide the latest language to the TWG.

The next step for the purpose and need statement is for the public to review during the study's upcoming open houses. The Federal Transit Administration (FTA) will then provide a final review of the purpose and need statement. FTA will not provide concurrence with the language until the public has had the opportunity to provide input.

### **Evaluation Process, Proposed Measures, and Input**

Chris presented the evaluation process for the alternatives. The evaluation process includes three distinct tiers – Tier 1: Fatal Flaw Evaluation, Tier 2: Detailed Evaluation, and Tier 3: Final Alternatives. Chris described Tier 1 as comparing the alternatives to determine the ability to meet the basic tenets of the purpose and need statement. He described Tier 2 as a detailed evaluation of the alternative through qualitative and quantitative measures. Lastly, Chris described Tier 3 as the final evaluation of the alternatives with modeling and more thorough analysis. He stated that while multiple alternatives may remain after Tier 2, the top three performing alternatives (plus the no build alternative) will be further evaluated through Tier 3. The goal is to narrow the options to avoid unnecessary and costly analysis if and when the project advances (beyond this PEL).

Chris reviewed the project's goal statements and noted these were developed in collaboration with the TWG and others. Related to the goals, he noted the measures are aligned with at least one of the five goals. Chris reiterated that the central portion of the meeting was to discuss the measures for Tier 2 and Tier 3. Chris noted that some flexibility is built into the measures to allow the team to adjust as the evaluation occurs since it is difficult to know if measures truly work as anticipated to differentiate alternatives until the team is in the process of analysis. Therefore, measures can be adjusted as long as the adjusted measures continue to meet the

original intent. Chris noted that policy barriers do not limit the measures but instead focus on what is technically feasible.

### **DISCUSSION**

A question about Tier 1 and whether the measures are open for discussion was raised. It was discussed that the Tier 1 measures will analyze the alternatives, comparing against the purpose and need statement. Tier 1 will focus on eliminating those that do not meet the basic tenets of the purpose and need statement. The difference between Tier 1 and Tier 2 is the level of detail and analysis. Chris stated that each tier progresses to evaluate more detailed information, including further refinements of each alternative.

There was a question about the connection between the purpose, needs, goals, and tiers. A question was posed about the connection between the goals and measures in Tiers 2 and 3 regarding job hubs and facilities. Chris stated that qualitative and quantitative measures will be created based on the goals – to help analyze specific links to job hubs. He said this analysis will become more detailed throughout each tier (as measures are refined, new data is available at each tier, and as alternatives are further refined).

### **MEASURES DISCUSSION**

Chris presented the proposed measures building from the purpose, needs, goals, and objectives. For specific comments and edits for each measure, please see Attachment B.

#### *Improve Transit Connectivity and Mode Share*

- There was concern that these measures only focus on those areas with high potential for ridership, but not total population and jobs. It was discussed that the populations mentioned in Tier 2 (seniors, those without a vehicle, low-income residents, etc.) would serve as a proxy for more analysis and detail in Tier 3 when the whole network will be evaluated.
- Chris explained that the alternatives are mode-agnostic in the initial analysis but modes will be considered in Tier 2 and Tier 3.

#### *Improve Transit Reliability*

- Does the fact that we do not have existing rail facilities in the region hurt rail in this category, or is this based on potential?
  - The project team replied that the focus is on potential alternatives and the future. Depending on the whole system and network, a long-term vision can be considered.
- Are options limited to existing surface alignments? Could they be underground or elevated to be more efficient?
  - The project team shared that, at this point in the process, these factors do not limit the options. However, the study would not be looking at fully elevated options, such as a monorail or gondola, as those options would not be considered reasonable alternatives i.e., technically and economically feasible.

- There was a discussion about using adopted plans to evaluate alternatives and potential bike and pedestrian connections.
  - The project team replied that stated that adopted plans and the funded CIM 2050 system will be the baseline for future plans.

### *Expand Travel Choices and Mobility*

- It was discussed to evaluate the regional service at different times of the day.

### *Develop Compatible Plans for High-Capacity, Land Use, and Transportation*

- There was a comment about the existing land use plans and how to incorporate areas that do not anticipate transit oriented development or redevelopment but have the capacity to develop in that direction.
  - It was discussed that the adopted plans will be the baseline for options.
- It was discussed that local and federal processes have varied timelines and processes. The suggestion is to build in time and resources to work through these processes, specifically in areas where cities and federal lands meet.

### **Advance Financially Feasible Solutions**

- There was a question about if the rail owners needed to sign off on the PEL.
  - The project team replied that rail representatives were on the call, and ongoing coordination would be important. From the technical perspective, the rail owners would not have to be signatories to the PEL. But, there would likely need to be ongoing discussion between the planning team and the rail owners to understand long-term plans and alignment. Any agreements between the rail operator and public entities would need to be signed during the NEPA process.
  - It was shared that the FRA recommended re-establishing long-distance passenger rail in this corridor. This would add complexity but also could allow passenger rail to use the track. It was mentioned that other planning work is being conducted in addition to the PEL.

TWG members are requested to review the proposed measures for Tier 2 and Tier 3 and provide feedback to the study team by August 7<sup>th</sup>. The goal is to validate the measures before the team begins work on the Tier 1 analysis. TWG members were sent the slide deck with measures and the range of alternatives.

## **Review Proposed Range of Alternatives**

Chris briefly presented the 11 alternatives (including the No Build/No Action), which can be viewed in the slide deck (attachment A). It was noted that the majority of the alternatives are included based on their review in past planning. It is possible that most TWG members are familiar with many of the proposed alternatives.

Chris reiterated that the TWG members have had input into the creation of the range of alternatives. The TWG kickoff and visioning meeting validated the inclusion of certain

alternatives. Additionally, the TWG input resulted in two new alternatives that were not previously examined under past planning. These new alternatives include a connection to the Boise Airport and a connection to the Micron Campus.

There was a question regarding how any rail connection could link to downtown Boise or if a transfer to another mode (bus, shuttle, etc.) would be required to connect from the Boise Depot to downtown. Lila noted that a rail would likely terminate at the Boise Depot (as in past planning); however, the study team is examining options that could extend rail closer into central Boise. Should these alternatives remain in future tiers of screening, the alternatives will be further developed. At this stage, the alternatives are simple alignments with significant assumptions about their technical feasibility.

TWG members are requested to review the range of alternatives and provide feedback to the study team by August 7<sup>th</sup>. The goal is to validate the range of alternatives reasonably represents the options for further analysis.

### **Closing and Next Steps**

Chris reviewed the next steps for the TWG. He stated the next meeting will be in the winter. He asked that participants review the slide deck, specifically Tier 2 and Tier 3 measures, and provide comments by August 7<sup>th</sup>. He reminded everyone of the upcoming events and meetings, including the Community Working Group meeting (August 20<sup>th</sup>), Public Open Houses (September 24<sup>th</sup> -25<sup>th</sup>), and the Environmental Review work group (October 31<sup>st</sup>). He stated that at the public meetings, there will be an online questionnaire for people to complete during or after the meeting.

### **CONCLUSION OF MEETING**

Lila Klopfenstein and Chris Proud thanked the group for their time and efforts during the meeting and reminded participants to reach out with comments, questions, or concerns.

## **ATTACHMENTS**

- A. TWG #3 Slide Deck Presentation
- B. Virtual Whiteboard Comments
- C. Virtual Chat Box from Meeting
- D. Attendee List
- E. Post Meeting Comment Summary

Attachment A: TWG #3 Slide Deck Presentation



**LET'S RIDE**

TREASURE VALLEY



 **LET'S RIDE**  
TREASURE VALLEY

Technical Working Group  
(TWG) Meeting #3

July 30, 2024



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

1

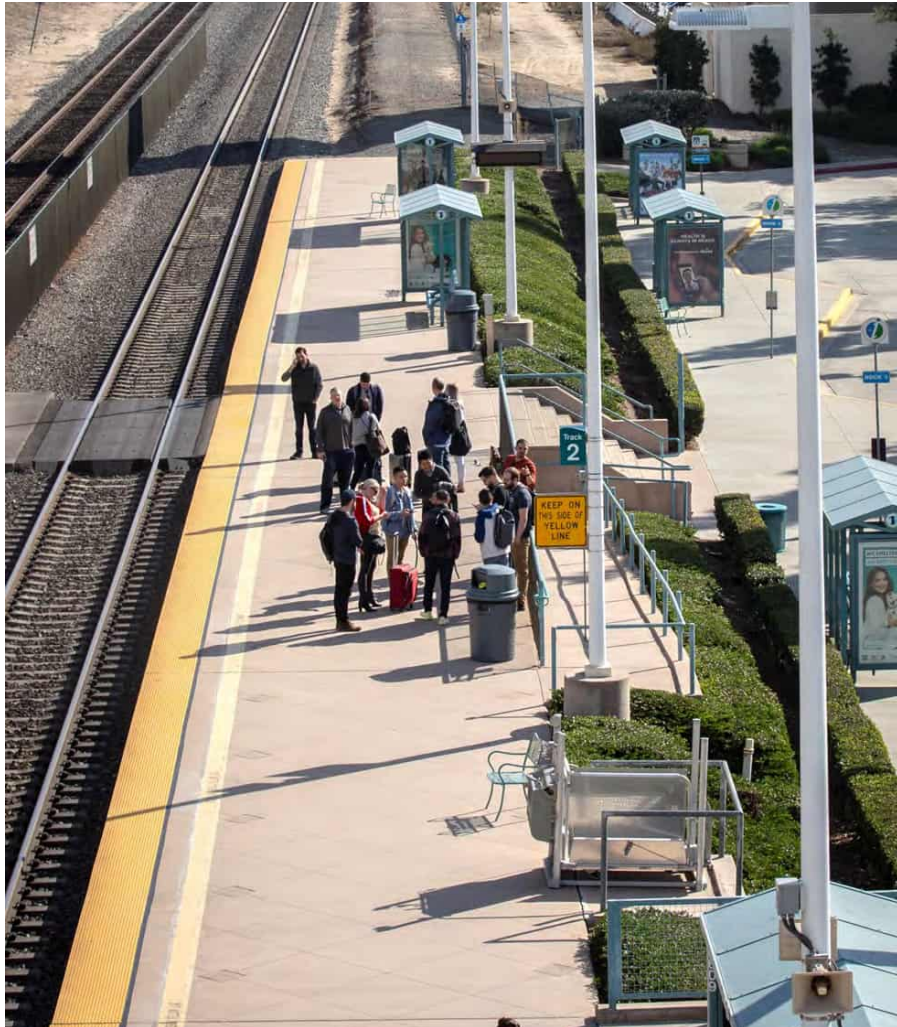
# Welcome, Introductions, and Agenda Review

# Welcome and Introductions

- Welcome
- COMPASS opening remarks:
  - Lila Klopfenstein
- Round table introductions (name and organization)
  - New participants (railroads, additional ITD, etc.)
  - Check connections
- Virtual logistics



# Agenda Overview



1. Welcome and introductions
2. TWG #2 recap and project progress
  - Purpose and need acceptance and public review
3. Evaluation process, proposed measures, and input
4. Review proposed range of alternatives
5. Next steps

- Present the evaluation process, measures, and range of alternatives
- Obtain TWG input and guidance (one week review)
- Advance Tier 1 evaluation and stakeholder input

# Meeting Purpose

"On assessment: measure what you value instead of valuing only what you can measure."

– *Andy Hargreaves*

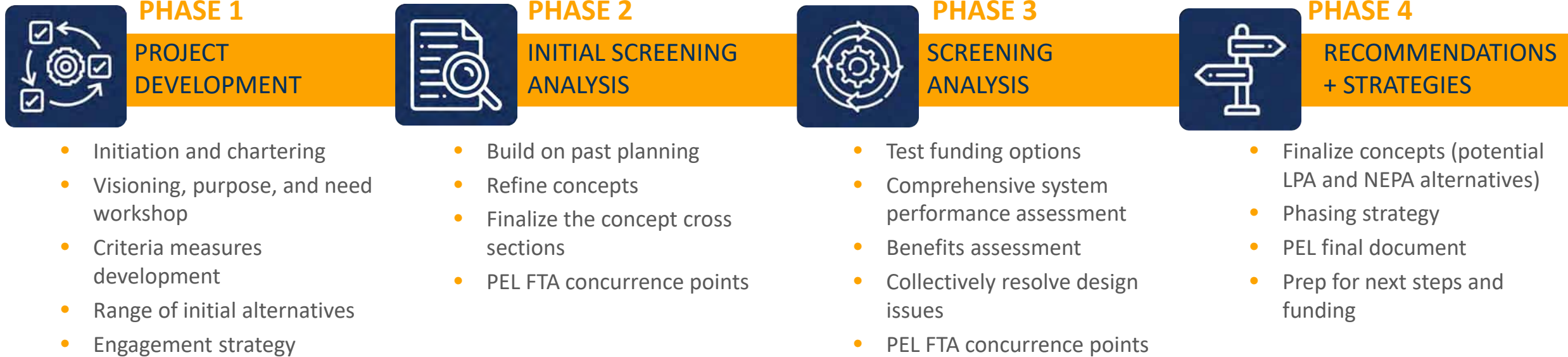
2

## TWG #2 Meeting Recap and Project Progress

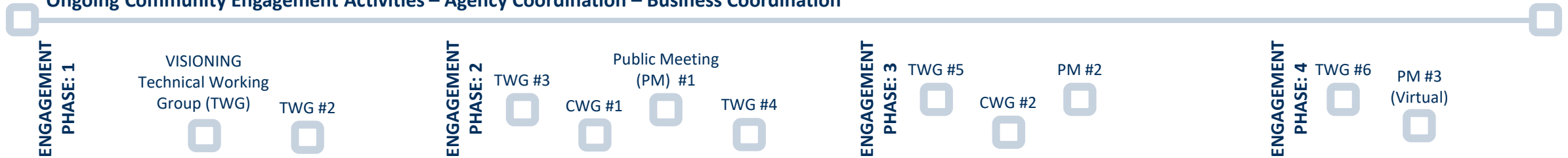
- Draft purpose and need review
- Review and acceptance:
  - Regional Technical Advisory Committee
  - COMPASS Board of Directors
  - Minor wording edits and focus on reliability
- Upcoming review:
  - Community working group (CWG)
  - Public open house planned for September 2024 (more information coming soon)



# Our Process



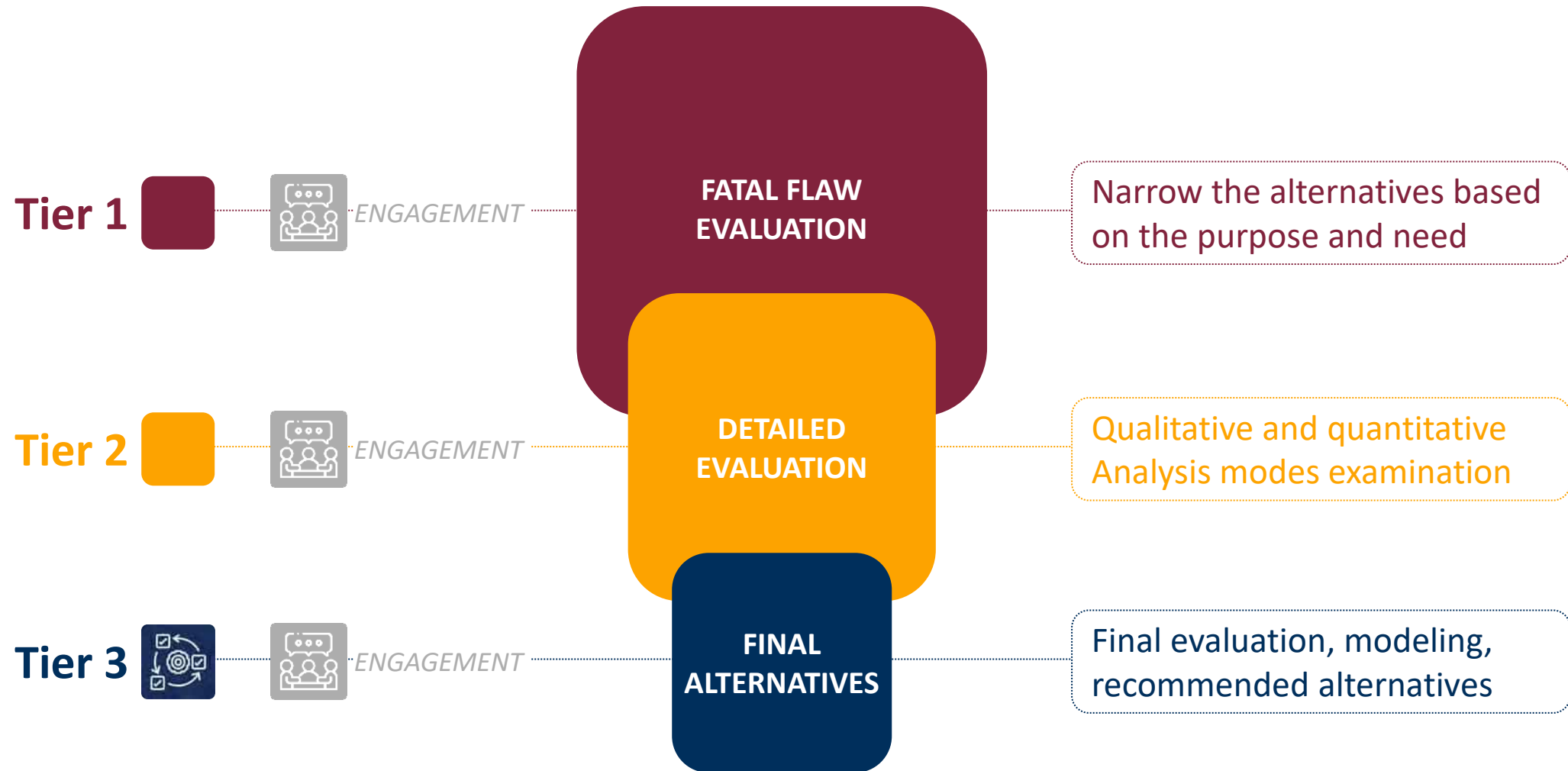
## Ongoing Community Engagement Activities – Agency Coordination – Business Coordination



3

## Evaluation Process, Proposed Measures, and Input

# Evaluation Process



# Building on Our Stated Goals



**Improve  
Transit  
Connectivity  
and Mode  
Share**



**Improve  
Transit  
Reliability**



**Expand Travel  
Choices and  
Mobility**

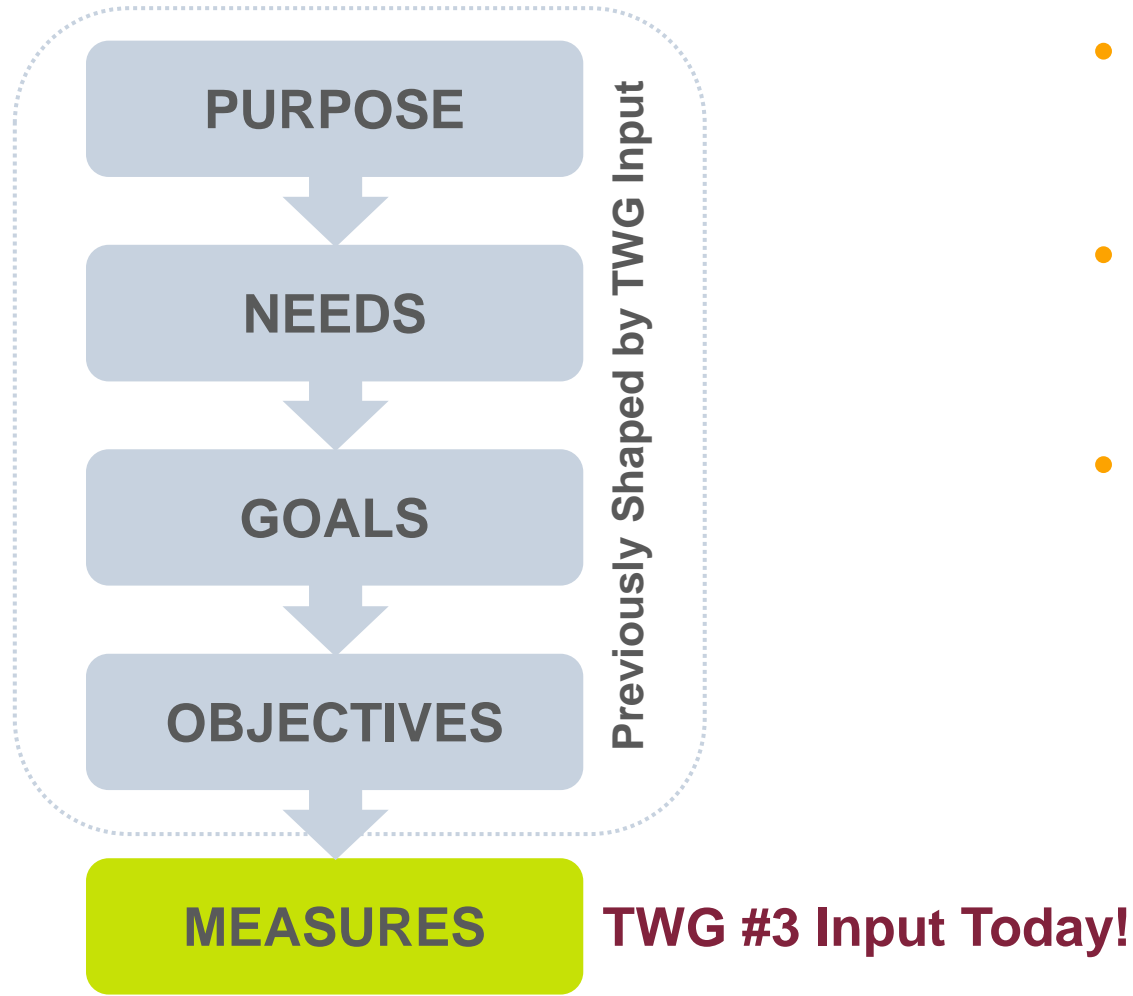


**Develop  
Compatible  
Plans for  
High-Capacity  
Transit, Land  
Use, and  
Transportation**



**Advance  
Financially  
Feasible  
Solutions**

# Creating the Measures



- TWG #1 Visioning and TWG #2
  - Provided input and context to purpose, need, goals, and objectives
- Concurrence on purpose, need, goals, objects
  - Upcoming public input
- Measures require flexibility in application
  - May shift depending on how they perform, differentiation, data available, etc.

Goals - Objectives	
<b>Improve Transit Connectivity and Mode Share</b>	<ul style="list-style-type: none"> <li>• Establish a high-capacity transit corridor connecting key regional origins and destinations with strong potential for transit use.</li> <li>• Maximize transit ridership.</li> </ul>
<b>Improve Transit Reliability</b>	<ul style="list-style-type: none"> <li>• Promote reliable and predictable travel through design, operations, and transit priority strategies.</li> <li>• Provide transit service with reliable operations and predictable travel times.</li> <li>• Minimize transit travel times between major origins and destinations.</li> <li>• Appropriately manage impacts to traffic operations.</li> </ul>
<b>Expand Travel Choices and Mobility</b>	<ul style="list-style-type: none"> <li>• Provide regional transit service.</li> <li>• Provide service throughout the day.</li> <li>• Provide efficient transit transfer opportunities for the existing and planned future bus system, active transportation, and potential park and rides.</li> <li>• Manage parking at key transit destinations to promote transit ridership.</li> </ul>
<b>Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation</b>	<ul style="list-style-type: none"> <li>• Prioritize service to areas with opportunities for transit supportive development, growing populations, or growing employment.</li> <li>• Expand transportation choices to improve access to jobs, services, and resources.</li> <li>• Manage impacts and enhance opportunities to support freight/goods movement.</li> </ul>
<b>Advance Financially Feasible Solutions</b>	<ul style="list-style-type: none"> <li>• Develop high-capacity transit solutions and promote local policies that align with federal funding criteria, including FTA Capital Investment Grants Program, FTA regional formula funds, and U.S. Department of Transportation discretionary grants.</li> <li>• Preserve the corridor(s) identified for high-capacity transit service.</li> <li>• Develop high-capacity transit solutions with the potential for other funding sources.</li> <li>• Develop high-capacity transit solutions with the potential for phased implementation.</li> <li>• Maintain opportunities for future network expansion.</li> </ul>

# Measures Context



- Measures and range of alternatives are not limited by policy barriers
  - Unique Idaho laws, etc.
- Tier 1 evaluation
  - *Does the alternative meet the project's purpose and need statement?*
- Provide context for the Tier 2 and Tier 3 measures
- Clarifying questions and feedback
  - Provide one week for additional feedback

# Improve Transit Connectivity and Mode Share



## TIER 2 - MEASURES

- Transit service coverage
  - Links to major existing and future origins/destinations?
- Active transportation (first/last mile) connectivity
  - Existing or potential active transportation networks providing the first and last mile links?
- Transit ridership
  - Connecting areas with the potential for high transit usage, i.e. seniors, those without a vehicle, students, low-income residents, etc.?

Measures for  
your input  
are in red!



## TIER 3 - MEASURES

- Potential ridership
  - Level of estimated ridership
- Capacity
  - Level of capacity could be achieved given the mode chosen?
- Pedestrian connectivity
  - Existing and future pedestrian connections at stop/station locations?
- Bicycle connectivity
  - Existing and future bicycle connections at stop/station locations?
- Greater transit network benefits
  - Efficient first and last mile transit connections at stops/stations; and support the planned transit network?

## Improve Transit Reliability



### TIER 2 - MEASURES

- Reliability through design
  - Provides sufficient exclusivity and priority for transit to maximize reliability and predictability for users?
- Travel time
  - Comparative travel times for alternatives between major origins and destinations?
- Traffic operations
  - Potential impacts to traffic operations?



### TIER 3 - MEASURES

- Reliability through design
  - Level of reliability and travel time benefits gained from specific priority interventions?
- Maintenance
  - Potential maintenance facility options support efficient operations of the service?
- Traffic interactions
  - Level of delay anticipated given the alternative's interaction with general traffic or other modes at major intersections/level rail crossings, number of grade separations, etc.?

## Expand Travel Choices and Mobility



### TIER 2 - MEASURES

- Regional service and operations
  - Connects regional destinations with the transit planned for regular service?
- Transit network integration
  - Integration into the existing and planned transit network, including transit opportunities in CIM 2050?
- Parking and park and ride
  - Encourages mode shift by minimizing the need for users to drive to access the new transit service?



### TIER 3 - MEASURES

- Regional service and connectivity
  - Performance considering the planned future transit network (CIM 2050), station locations (markets served), and regional connectivity?
- Operational performance
  - Performance considering the planned frequency, dwell time, potential for on-time performance, and number of interconnecting transit services, etc.?
- Mode shift
  - Reduction in VMT?

# Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation



## TIER 2 - MEASURES

- Transit oriented communities
  - Prioritizes service to areas of growth with existing or future transit supportive development opportunities?
- Community access to services
  - Expands mobility choices to community resources and services (healthcare, grocery stores, community facilities, etc.)?
- Greater transportation network
  - Manages impacts and/or enhances opportunities to support freight/goods movement?



## TIER 3 - MEASURES

- Supportive growth and economic development
  - Station areas in relation to future growth, considering plans for transit focused development, economic development, and land use policies?
- Environmental impacts and benefits
  - Impacts or benefits to environment resources, specifically historic, natural, and social resources?
- Air quality improvements
  - Reduction in GHG emissions or other relevant measure from the regional model?

## Advance Financially Feasible Solutions



### TIER 2 - MEASURES

- Funding options
  - Aligns with the general federal, local, and private funding opportunities?
- Corridor preservation
  - Ability of the alternative's corridor to reasonably be preserved for high-capacity transit?
- Implementation
  - Complexity of the infrastructure improvements in relation to implementation, phasing, and future expansion?



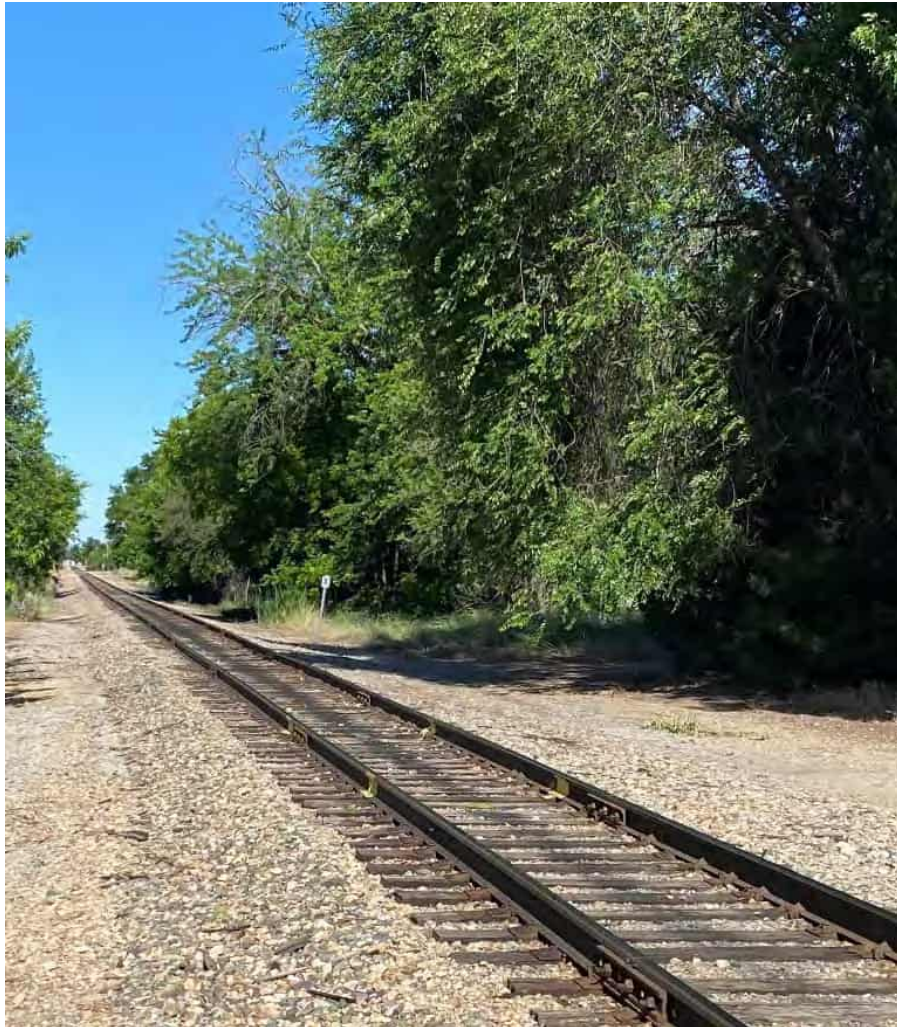
### TIER 3 - MEASURES

- Conceptual capital cost
  - Conceptual capital cost?
- Conceptual operating cost
  - Conceptual operating cost?
- Funding options
  - Conceptual cost aligns with the federal, local, and private funding opportunities?
- Corridor preservation
  - Ability to reasonably be acquired or secured (lease agreement, etc.) for high-capacity transit?
- Phasing and constructability
  - Complexity of construction, construction impacts, and construction risks when considering phasing?

4

## Range of Alternatives

# Alternatives Development and Background



- Alternatives development input on the range of alternatives
  - Significant past planning
  - TWG #1 visioning
  - TWG #2 purpose and need
  - Online questionnaire

# No Build Alternative

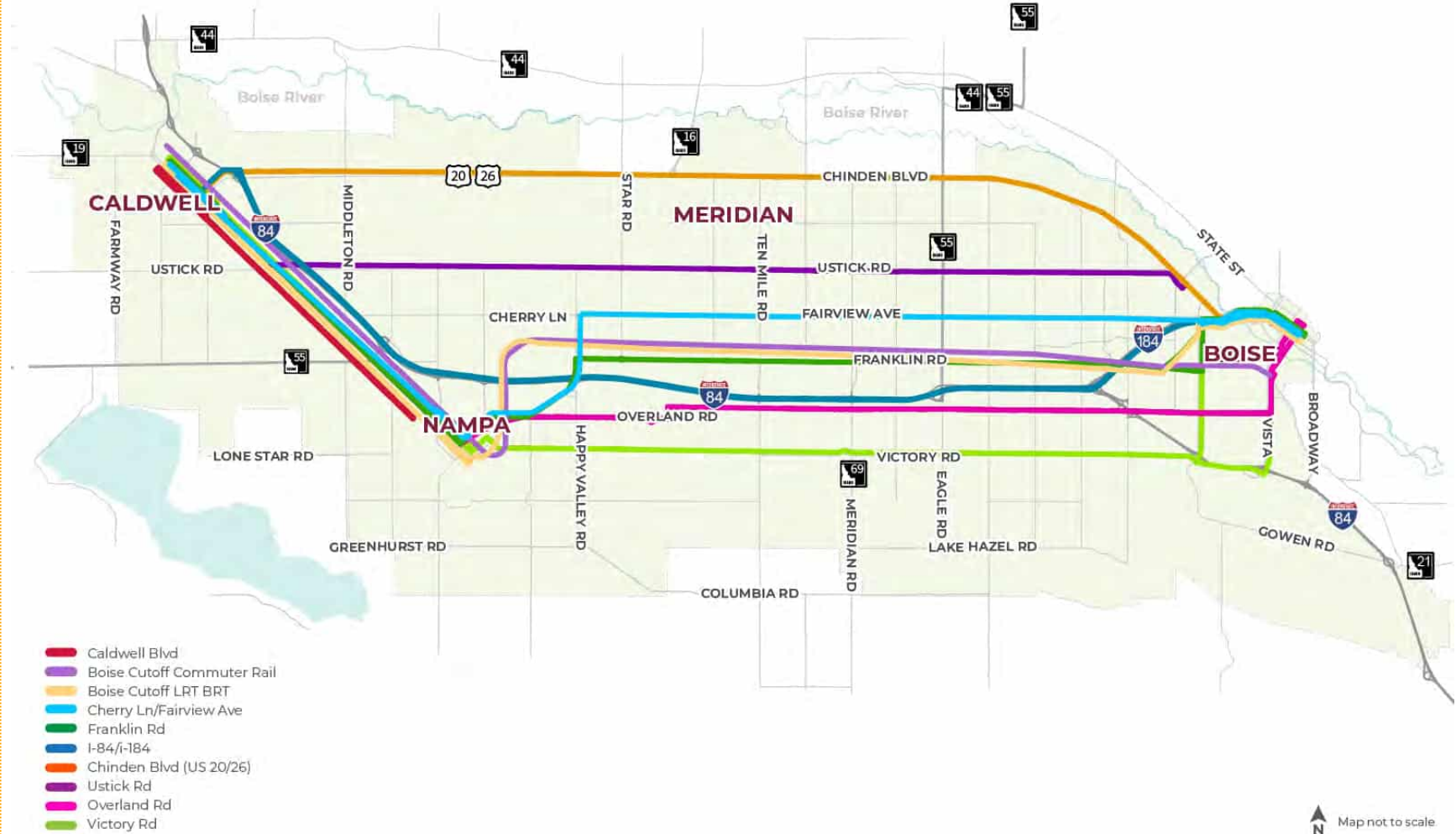
- In development
  - *What happens if we only construct currently funded projects?*
- Includes approved projects for CIM 2050
- Serves as a point of comparison for the 'build' alternatives



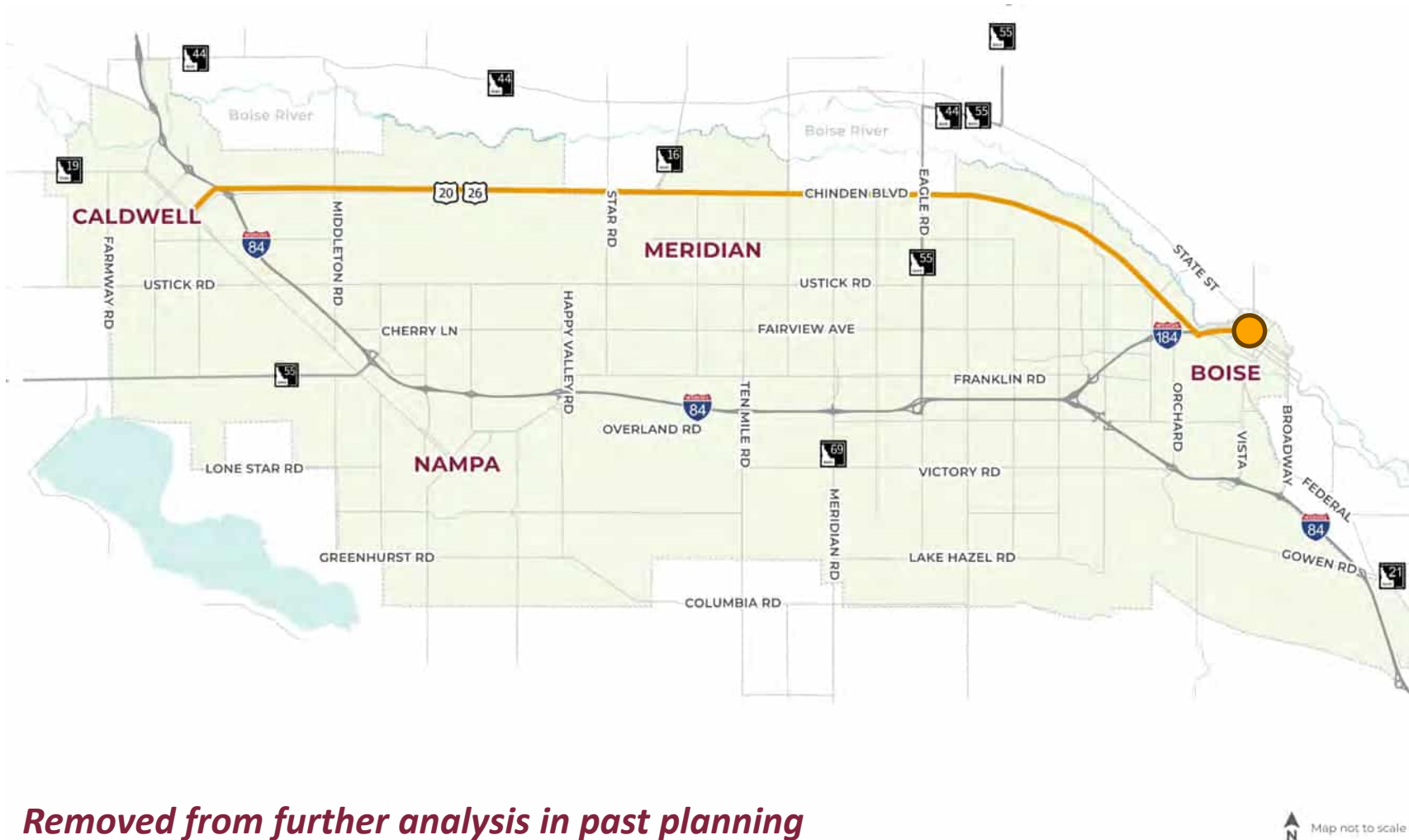
# Past Planning Alternatives

## DETAILS

Set of alternatives previously reviewed in the *Treasure Valley High Capacity Transit Study 2020 Update*.



# Chinden Boulevard Alternative



*Removed from further analysis in past planning*

## **DETAILS**

Begins at Main Street Station. Fairview Avenue and Main Street one-way couplet between downtown and Chinden Boulevard.

Turns northwest onto Chinden Boulevard until it transitions to North 21st Avenue.

Uses the one-way couplet of Cleveland Boulevard and Blaine Street to access Caldwell and terminates at Kimball Avenue.

# Ustick Road Alternative

## DETAILS

Begins at Main Street Station. Fairview Avenue and Main Street one-way couplet between downtown and Chinden Boulevard.

At Chinden Boulevard the alternative heads northwest turning south onto Curtis Road, then immediately turns west onto Ustick Road for 23 miles.

Uses the one-way couplet of Cleveland Boulevard and Blaine Street to access Caldwell and terminates at Kimball Avenue.



*Removed from further analysis in past planning*

Map not to scale

# Fairview Avenue/Cherry Lane Alternative



## DETAILS

Begins at Main Street Station. Follows Fairview Avenue and Main Street one-way couplet between downtown Boise and Orchard Street.

At Orchard Street, travels west along Fairview Avenue/Cherry Lane, then turns south on Idaho Center Boulevard/Garrity Boulevard, and 11th Avenue into downtown Nampa.

From Nampa, follows Cleveland Boulevard to Caldwell.

Uses the one-way couplet of Cleveland Boulevard and Blaine Street to Caldwell and terminates at Kimball Avenue.

*Advanced in past planning*

# Boise Cutoff Railroad Alternatives

## DETAILS

BRT or LRT begins at Main Street Station. Follows Fairview Avenue and Main Street one-way couplet between downtown Boise and Orchard Street.

South on Orchard Street, entering the Boise Branch railroad and then follows the Boise Cutoff to Nampa. Crossing the Union Pacific Railroad, then on-street in downtown Nampa. Northwest to Caldwell on Cleveland Boulevard.

Uses the one-way couplet of Cleveland Boulevard and Blaine Street to downtown Caldwell and terminates at Kimball Avenue.

Commuter rail follows Boise Cutoff/Union Pacific mainline, with the eastern terminus at the Boise Depot.



*Advanced in past planning*

# Franklin Road Alternative



*Advanced in past planning*

## DETAILS

Begins at Main Street Station. Follows Fairview Avenue and Main Street one-way couplet. The alternative would vary depending on the mode. A mixed-flow BRT option would continue onto Orchard Street, turn west onto Franklin Road. LRT or dedicated BRT would run south on Orchard Street as far as Irving Street and then use the Boise Branch Line to connect with Franklin Road. All modes would follow Franklin Road and turn south and go along Garrity Boulevard, and 11th Avenue into Nampa. From Nampa, follows Cleveland Boulevard to Caldwell.

Uses the one-way couplet of Cleveland Boulevard and Blaine Street to Caldwell and terminates at Kimball Avenue.

# I-84/I-184 Alternative

## DETAILS

Begins at Main Street Station. Follows Fairview Avenue and Main Street one-way couplet, accessing I-184 at the Fairview Avenue interchange. Follows I-184 onto I-84 to the exit at Highway 20/26 in Caldwell. Travels south onto 21st Avenue and turns at the Cleveland Boulevard and Blaine Street couplet to access Caldwell.

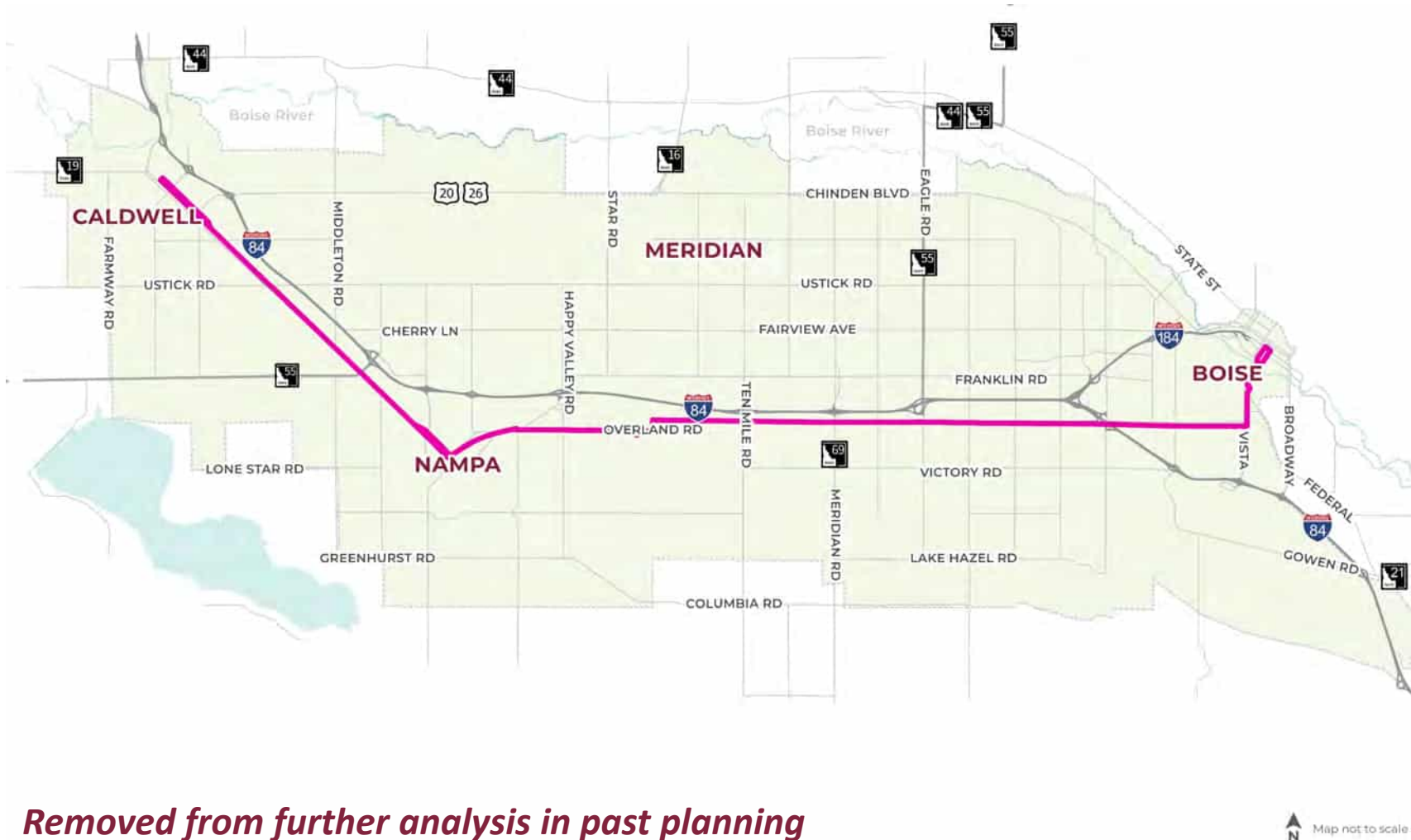
The past studies presented two concepts for how transit may operate on I-84. Under BRT-Mixed Traffic, the bus would pick up passengers at stops located on interchange ramps or along the freeway shoulder. The BRT - exclusive guideway concept would operate in an exclusive guideway within the freeway right-of-way.



*Advanced in past planning*

Map not to scale

# Overland Road Alternative



*Removed from further analysis in past planning*

## DETAILS

Begins at Main Street Station. Follows the 9th Street and Capitol Boulevard one-way couplet until it transitions to Capitol Boulevard at Island Avenue. From there, the alternative would continue south on Capitol Boulevard/Vista Avenue, then turn west onto Overland Road. Overland Road ends at McDermott Road, where the alternative turns south and back west onto Airport Road until it meets 11th Avenue in Nampa. From Nampa, the alternative would run on Cleveland Boulevard to Caldwell.

Uses the one-way couplet of Cleveland Boulevard and Blaine Street to Caldwell and terminates at Kimball Avenue.

# Victory Road/Powerline Road Alternative

## DETAILS

The study presented two options to access downtown Boise. Via Orchard Street, this alternative would begin at Main Street Station and follow the Fairview Avenue and Main Street one-way couplet. Turning south at Orchard Street, then turn west on Victory Road.

Option two would access downtown Boise via Vista Avenue, beginning at Main Street Station and follow the 9th Street and Capitol Boulevard one-way couplet until it transitions to Capitol Boulevard at Island Avenue. Continuing south on Capitol Boulevard/Vista Avenue, then turn west onto Wright Street (airport frontage road). At Orchard Street, continues onto Victory Road.



# Boise Airport Connection Alternative



*Not considered in past planning*

## DETAILS

Two alternatives are proposed to connect high-capacity transit to the Boise Airport. These alternatives may be evaluated at design options associated with other connecting alternatives (as opposed to stand alone alternatives).

The Victory Road/Powerline Road could connect Vista Avenue to the Boise Airport and downtown Boise.

The I-84/I-184 alternative requires more modification. Rather than use I-184, the alternative would follow I-84 to the Vista Avenue interchange then follow South Vista Avenue into downtown Boise.

# Micron Connection Alternative

## DETAILS

Two alternatives are proposed to connect high-capacity transit to the Micron Campus. These alternatives may be evaluated at design options associated with other connecting alternatives (as opposed to stand alone alternatives).

The first option begins at the State Capitol Building and follows the 9th Street and Capitol Boulevard one-way couplet, to Capitol Boulevard. Continuing south on Capitol Boulevard, then southeast on Federal Way to the Micron Campus.

The second option follows I-84 from either the Vista Avenue interchange or Broadway Avenue interchange to the Eisenman Road interchange.



*Not considered in past planning*



5

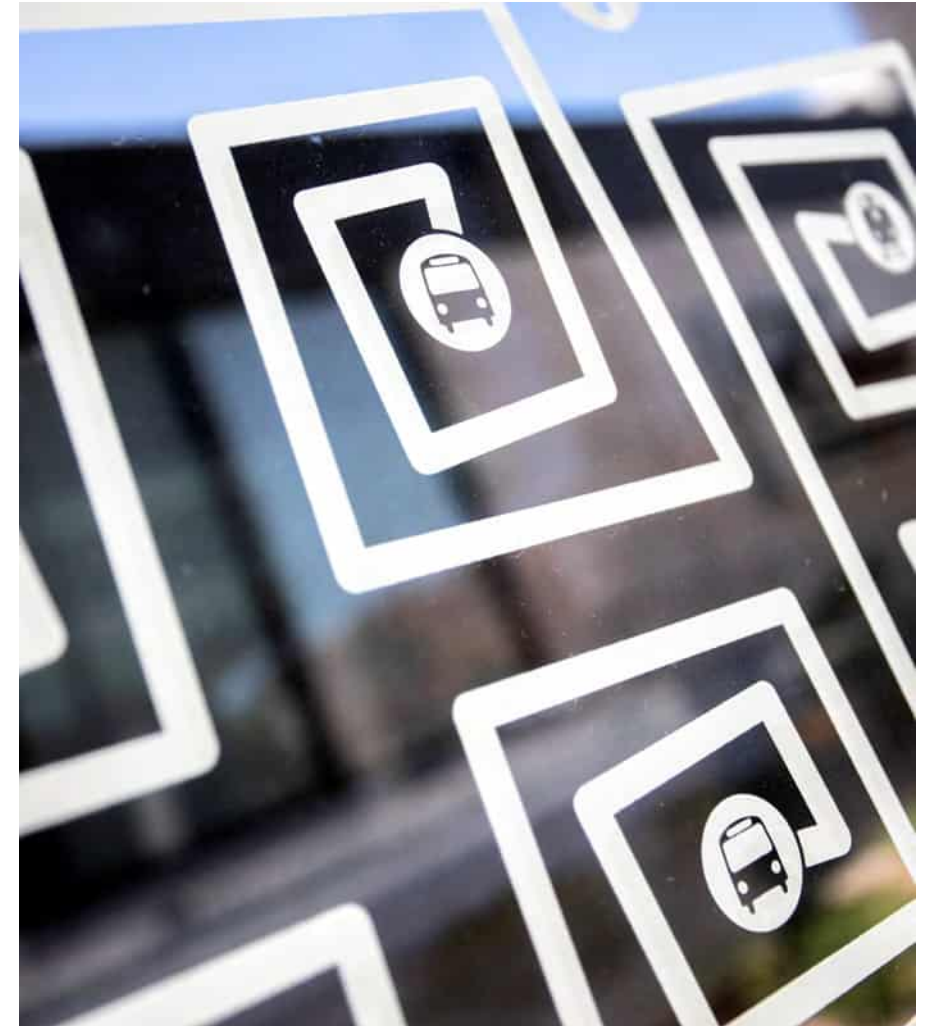
Next Steps



# Next Steps

- Next meeting
  - Winter (TBD)
- Action item recap
  - Refinements of measures
  - One week review of proposed Tier 2/3 measures and alternatives
  - CWG meeting (Aug 20)
  - Upcoming open houses x2 (west and east) (Sept 24 - 25)
  - Online questionnaire
  - Environmental Review Workgroup (Oct 31)
- Summary notes and slide deck
- Any additional members?
  - Email Lila: [lklopfenstein@compassidaho.org](mailto:lklopfenstein@compassidaho.org)
- Closing

**THANK YOU!**

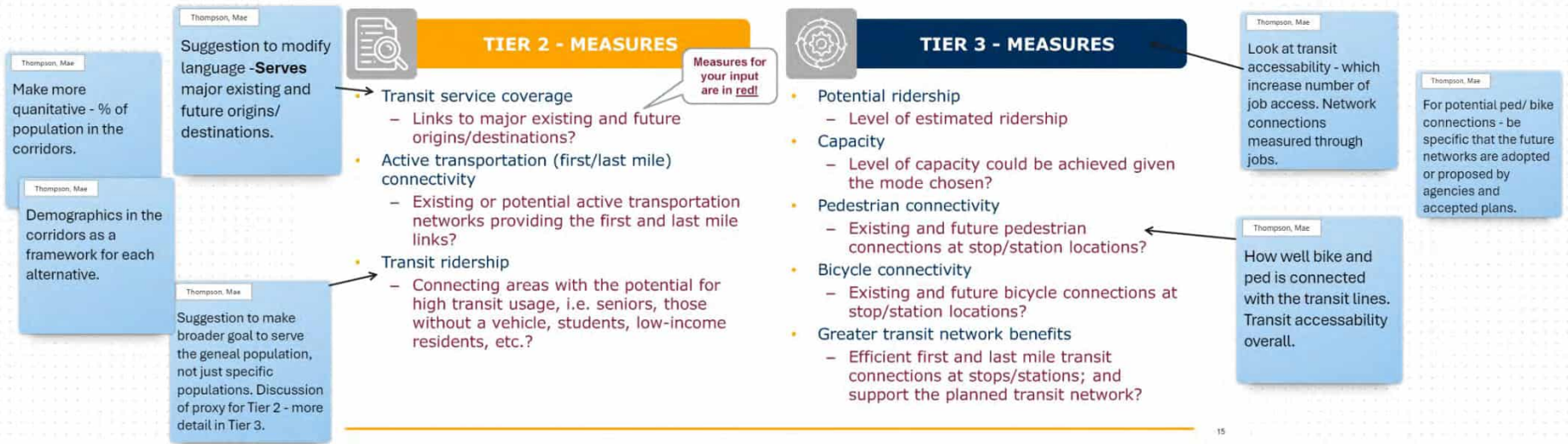




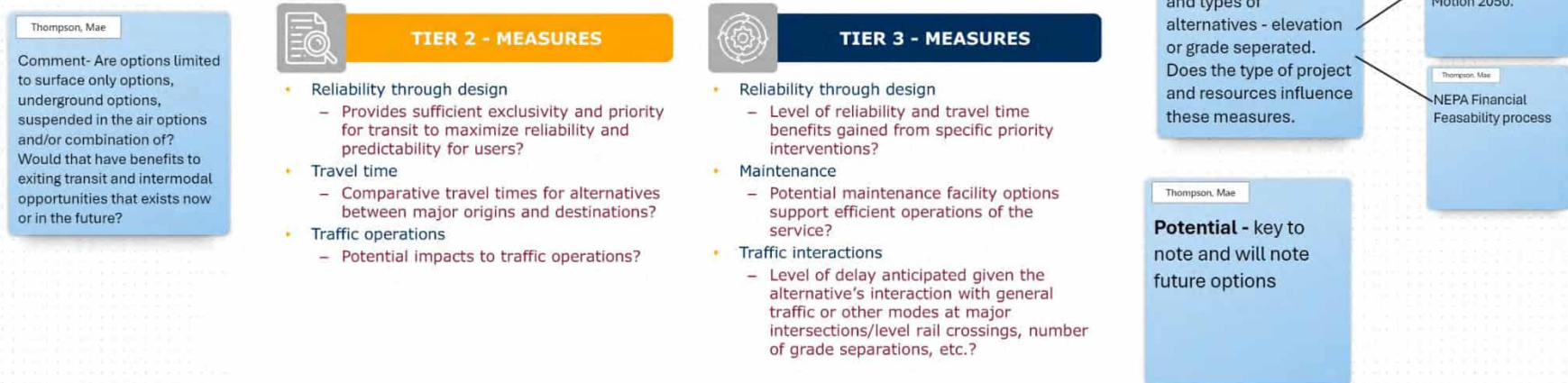
**LET'S RIDE**

TREASURE VALLEY

## Attachment B: Whiteboard Comments and Notes



Are these a reasonable set of measures for Tier 2 and Tier 3?



## Expand Travel Choices and Mobility

Chris



### TIER 2 - MEASURES

- Regional service and operations
  - Connects regional destinations with the transit planned for regular service?
- Transit network integration
  - Integration into the existing and planned transit network, including transit opportunities in CIM 2050?
- Parking and park and ride
  - Encourages mode shift by minimizing the need for users to drive to access the new transit service?



### TIER 3 - MEASURES

- Regional service and connectivity
  - Performance considering the planned future transit network (CIM 2050), station locations (markets served), and regional connectivity?
- Operational performance
  - Performance considering the planned frequency, dwell time, potential for on-time performance, and number of interconnecting transit services, etc.?
- Mode shift
  - Reduction in VMT?

Thompson, Mae

Regional service and connectivity - look at accessibility at different times in day. Look at LOS at various time points.

17

## Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation

Chris



### TIER 2 - MEASURES

- Transit oriented communities
  - Prioritizes service to areas of growth with existing or future transit supportive development opportunities?
- Community access to services
  - Expands mobility choices to community resources and services (healthcare, grocery stores, community facilities, etc.)?
- Greater transportation network
  - Manages impacts and/or enhances opportunities to support freight/goods movement?



### TIER 3 - MEASURES

- Supportive growth and economic development
  - Station areas in relation to future growth, considering plans for transit focused development, economic development, and land use policies?
- Environmental impacts and benefits
  - Impacts or benefits to environment resources, specifically historic, natural, and social resources?
- Air quality improvements
  - Reduction in GHG emissions or other relevant measure from the regional model?

Thompson, Mae

If future plans involve infra. & land use has own set of process. City and federally owned lands - timing and analysis. Build in - time and resources for federal land and process.

Thompson, Mae

add Noise as a factor

Thompson, Mae

Can freight and goods movement be in Tier 3? Important to represent in Tier 2 and 3.

Thompson, Mae  
For potential - look at data and existing conditions.

Thompson, Mae  
Land use - existing land use plans that dont anticipate dev or redev along rail corridor or commerical corridors. Both have capacity for dev.



**TIER 2 - MEASURES**

- Funding options
  - Aligns with the general federal, local, and private funding opportunities?
- Corridor preservation
  - Ability of the alternative's corridor to reasonably be preserved for high-capacity transit?
- Implementation
  - Complexity of the infrastructure improvements in relation to implementation, phasing, and future expansion?



**TIER 3 - MEASURES**

- Conceptual capital cost
  - Conceptual capital cost?
- Conceptual operating cost
  - Conceptual operating cost?
- Funding options
  - Conceptual cost aligns with the federal, local, and private funding opportunities?
- Corridor preservation
  - Ability to reasonably be acquired or secured (lease agreement, etc.) for high-capacity transit?
- Phasing and constructability
  - Complexity of construction, construction impacts, and construction risks when considering phasing?

Thompson, Mae

Comment: A measure that appears to be missing is impacts to communities (displacements, community cohesion, safety, etc.)

Thompson, Mae

Would like to capture the upside of complexity. Consider the benefits of complexity - freight impacts, but consider other impacts that could be beneficial as well.

Thompson, Mae

The hope is to capture these through previous measures. Brainstorm other measures that may be important.

Thompson, Mae

This corridor - Amtrak and long range rail. Need to have multiple conversations.

## Attachment C – Chat Box from Meeting

1. Lila Klopfenstein  
“[https://compassidaho.org/wp-content/uploads/06172024\\_Board\\_AMENDED\\_Packet.pdf](https://compassidaho.org/wp-content/uploads/06172024_Board_AMENDED_Packet.pdf)”
2. Stephen Hunt  
“Would it be possible to include an objective measure in tier 2, i.e. # of major destinations identified or % population or employment within a distance of alternatives.”
3. Brian McClure  
“The purpose of the project is to improve east-west mobility and accessibility between Boise, Meridian, Nampa, and Caldwell, providing reliable and convenient high-capacity transit service that links key origins and destinations with strong potential for transit use.”
4. Brian McClure  
“its the "key origins and destinations", that has me hung up”
5. Scott Rudel  
“Are options limited to surface only options, underground options, suspended in the air options and/or combination of? Would that have benefits to exiting transit and intermodal opportunities that exists now or in the future?”
6. Scott Rudel  
“Noise?”
7. Scott Rudel  
“Who owns the existing rail-lines and are those owners on board --- how will the PEL incorporate reasonable and prudent options to them?”
8. Elaine Clegg  
“I need to go, but am happy to meet again if necessary”
9. Wendy Terlizzi  
“I need to jump to the next meeting. Thanks”
10. Loeffelholz, Gus  
“I also need to go to another meeting.”
11. Stephen Hunt  
“Regarding the Micron connection, did you consider also extending the rail alignment from the depot to Micron?”
12. Platman, Lauren

“We did not, but can explore that as an option prior to our evaluation.”

13. Sturges, Susan (she/her/hers)

“A measure that appears to be missing is impacts to communities (displacements, community cohesion, safety, etc.)”

14. Stephen Hunt

“Thanks, you could also consider a rail extension option to connect with the airport.”

15. Brian McClure

“Many of those concepts fail Tier 1 review based on vision/purpose. I'm very interested in the conversation about which of those move forward to Tier 2”

## Attachment D: Attendee List – TWG #3 – July 31, 2024

Stakeholders				
Agency	First	Last	Invited	Attended
ACHD	Sean	Kelly	X	X
ACHD	Tom	Laws	X	X
Ada County Development Services	Brent	Moore	X	X
Ada Soil and Water Conservation District	Josie	Erskine	X	
Benesch	Nick	Peterson	X	X
BLM, Boise District Office	TJ (Terrell)	Meeks	X	X
Boise Air Terminal/Gowen Field (BOI)	Jill	Singer	X	X
Boise Air Terminal/Gowen Field (BOI)	Rebecca	Hupp	X	
Canyon County	Sabrina	Minshall	X	
City of Boise	Bre	Brush	X	X
City of Boise	Deanna	Dupuy	X	
City of Boise	Tessa	Greegor	X	
City of Caldwell	Wayne	Herbel	X	
City of Garden City	Hanna	Veal	X	X
City of Garden City	Jenah	Thornborrow	X	
City of Meridian	Brian	McClure	X	X
City of Meridian	Caleb	Hood	X	
City of Meridian	Hether	Hill	X	X
City of Nampa	Breanna	Son	X	
City of Nampa	Doug	Critchfield	X	X
EPA, Region 10	Susan	Sturges	X	X
FHWA, Idaho Division	Gus	Loeffelholz	X	X
FTA, Region 10 (Intern)	Olivia	Dunn		X
FTA, Region 10	Barney	Remington	X	X
FTA, Region 10	Justin	Zweifel	X	
FTA, Region 10	Danielle	Casey	X	X
FTA, Region 10	Ned	Conroy	X	
Highway District No. 4	Chris	Hopper	X	
Highway District No. 4	Lenny	Riccio	X	
ID DEQ, Boise Regional Office	Beth	Bahem	X	
ID DEQ, Boise Regional Office	Rebecca	Blankenau	X	
ID Fish and Game	Brandon	Flack	X	
ID Water Resources	Emily	Barnes	X	
ID Water Resources	Neeley	Miller	X	
Idaho Air and Army National Guard	Lt. Timothy	Gannon	X	

<b>Agency</b>	<b>First</b>	<b>Last</b>	<b>Invited</b>	<b>Attended</b>
Idaho Transportation Department, District 3	Mark	Wasdahl	X	
ITD, District 3	Scott	Rudel	X	X
ITD, HQ	Wendy	Terlizzi	X	X
LHTAC	Karissa	Nelson	X	
Nampa Highway District 1	Nick	Lehman	X	
Nampa Highway District 1	Noble	Lafferty	X	X
Shoshone-Paiute Tribes	Sherry	Crutcher	X	
SHPO	Ashley	Molloy	X	
SHPO	Chris	Shaver	X	
SHPO	Kayla	McElreath	X	
SHPO	Travis	Pitkin	X	
Treasure Valley Executive Airport at Caldwell (KEUL)	Rob	Oates	X	
US Fish and Wildlife Service	Randi	Connell	X	X
USACE, Boise Field Office	Greg	Martinez	X	
USACE, Boise Field Office	Jacob	Cordtz	X	
USDA, Idaho State Office	Amie	Miller	X	
USDA, Idaho State Office	David	Anderson	X	
USDA, Idaho State Office	Greg	Becker	X	
VRT	Elaine	Clegg	X	X
VRT	Kate	Dahl	X	X
VRT	Stephen	Hunt	X	X
Watco	Justin	Mahr	X	X
Watco	Matt	Hoobler	X	
<b>Project Team</b>				
<b>Agency</b>	<b>First</b>	<b>Last</b>	<b>Invited</b>	<b>Attended</b>
COMPASS	Amy	Luft	X	X
COMPASS	Austin	Miller	X	X
COMPASS	Lila	Klopfenstein	X	X
COMPASS	MaryAnn	Waldinger	X	X
COMPASS	Matt	Stoll	X	X
Consultant - HDR	Cameron	Waite	X	
Consultant - HDR	Christopher	Proud	X	X
Consultant - HDR	Lauren	Platman	X	X
Consultant - HDR	Mae	Thompson	X	X
Consultant - HDR	Stephanie	Borders	X	
Consultant - HDR	Zach	Bentzler	X	
Consultant - Jacobs	Andrew	Barash	X	
Consultant - Jacobs	Laura	Meyer	X	X

## Attachment E: Post Meeting Comment Summary

## Post Meeting Comment Summary – TWG Meeting #3

Agency	Date Received	Comment	Action
Boise Airport	8/7/2024	Integrating the Boise Airport into this overall transportation plan would greatly benefit our community in multiple ways (noted in subsequent comments).	Comment noted. Will consider as the analysis progresses.
Boise Airport	8/7/2024	Improve ease of access for tourists, making our city a more attractive destination and boosting the local economy.	Comment noted. Will consider as the analysis progresses.
Boise Airport	8/7/2024	Facilitate business travel, attracting more conferences and corporate events, thereby fostering economic growth and development.	Comment noted. Will consider as the analysis progresses.
Boise Airport	8/7/2024	For the local flying public, this plan would provide more convenient and efficient travel options, reducing travel times and enhancing the overall passenger experience.	Comment noted. Will consider as the analysis progresses.
Boise Airport	8/7/2024	Ultimately, airport integration would contribute to a more connected, vibrant, and prosperous community.	Comment noted. Will consider as the analysis progresses.
Boise Airport	8/7/2024	I like the Boise Airport Connection Alternative and prefer the Victory Road option over the I84 option, and I think it should be advanced in future planning. I also think the Micron Connection Alternatives should be advanced in future planning. I would concur with the comment that they should consider Airport, Micron, and Mountain Home.	Comment noted. Will consider as the analysis progresses.
EPA Region 10	8/7/2024	For Tier 3 Measures under Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation, EPA recommends including an additional measure for Community Impacts and Benefits (i.e., communities with environmental justice concerns, residential displacements, community cohesion, safety, etc.).	Comment incorporated. Criteria measure added consistent with this comment.
EPA Region 10	8/7/2024	We do not have substantive comments on the alternatives at this time.	Comment noted. Will consider as the analysis progresses.

City of Meridian	8/7/2024	I did think of one comment. I appreciated the look at Airport/Micron connections/alternatives, even if just to express/show awareness. I don't think that was in the base scope?	Comment noted. Will consider as the analysis progresses.
Idaho State Historical Society (SHPO)	8/7/2024	Our office doesn't have too many comments on the proposed measures and range of alternatives. Our office looks at impacts to historic properties by projects per 36 CFR 800, so the only thing we really noted was the implementation and alternatives sections. For implementation, it has "complexity of the infrastructure improvements in relation to implementation, phasing, and future expansion?" We would recommend that if you are able to use existing roadways or railways, it could potentially cutdown on impacts, which would hopefully help with phasing and future expansion. Many of the alternatives included follow the original "Boise Valley Loop" –Boise's first streetcar line. Some of the former roads where the streetcar ran, like Overland, Broadway are wide, and if included in an alternative may reduce impacts to historic properties, but also achieve some of your phasing and implementation goals.	Comment noted. As the alternatives are further defined in subsequent levels of screening, the study team intends to focus on existing transportation corridors (where possible) to minimize impacts. This is consistent with the approach noted from SHPO.
FTA Region 10	8/7/2024	Thank you for the opportunity to review the measures and range of alternatives. I only have one comment to add – On page 21 of the pdf, under the second tier 2 "Community Access to Services", would it make sense to add "recreational/social areas" or some similar wording? I'm guessing those could be included under the umbrella of 'community facilities', but as many may be privately owned (sporting stadiums, shopping other than grocery) they could be separated out.	Comment incorporated. Adjusted the criteria measure to specifically note recreational/social (to be inclusive of private facilities).

VRT	8/9/2024	<p>Goal 1 – Improve Transit Connectivity and Mode Share Tier 2 Measures</p> <p>Transit Service Coverage: Links to major existing and future origins/destinations</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o Measure needs to be quantitative, i.e. % of population within a distance (1/2 mile for bus-based corridors and 1 mile for rail based corridors based on people’s willingness to travel farther for rail) of the major origins or destinations in the corridors, or the same for the % of jobs.</li> <li>o The working group provided input into the destinations that need to be served, corridors that don’t connect those major existing or future destinations should be eliminated in tier 1 as not meeting the purpose and need.</li> </ul> </li> </ul>	<p>Comment noted. Population and employment will be utilized in Goal 2 - Transit Ridership criterion, following your recommendation. For the Transit Service Coverage criterion, the focus is on coverage and essentially verifying the alternative is actually connection places people want to travel to and from. Activity centers are a good surrogate for this.</p>
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VRT	8/9/2024	<p>Goal 1 – Improve Transit Connectivity and Mode Share Tier 2 Measures</p> <p>Active Transportation (first/last mile) connectivity: Existing or potential active transportation networks providing first and last mile links</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o Measure could easily be quantitative, i.e. miles of pathway etc. using existing current GIS tools such as the walkability analysis tool around station areas. A more qualitative measure could include assumptions to evaluate the completeness of the pedestrian network based on existing sidewalk networks or the right of way available to develop such networks, and existing or potential crossing conditions This approach could be used for either walking distances (1/2 mile) and/or bicycle distances (2 miles).</li> </ul> </li> </ul>	<p>Comment noted. Our intent is to develop as quantitative an analysis as possible at Tier 2 (consistent with your recommendations). However, this will depend on the completeness of the available data to conduct a comparison among alternatives.</p>
VRT	8/9/2024	<p>Goal 1 – Improve Transit Connectivity and Mode Share Tier 2 Measures</p> <p>Transit Ridership: Connecting areas with the potential for high transit usage, i.e. seniors, those without a vehicle, students, low-income residents, etc.</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o This measure should not be limited to certain demographics but include measurement of general population. Could quantify total population and jobs and density of corridor walk shed measure total population and jobs AND the demographics (income, seniors, vehicle accessibility etc.) of those areas.</li> </ul> </li> </ul>	<p>Comment incorporated. Population and employment will be utilized here at Tier 2, and appropriate buffers will be determined based on the refinements to the alternatives following Tier 1 and can be discussed with VRT. Higher population and employment are a good high-level measure for potential ridership. The transit propensity data can be considered in association with the Transit Support Communities criterion.</p>

VRT	8/9/2024	<p>Goal 1 – Improve Transit Connectivity and Mode Share Tier 3 Measures</p> <p>Potential Ridership: Level of estimated ridership</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o In addition to any high-level ridership forecasts VRT would strongly recommend using a transit accessibility analysis (U of M Accessibility Observatory provides a good methodology for this type of analysis) to determine how each alternative corridor impacts the average number of jobs and people that could be accessed on transit</li> <li>VRT also recommends that the study consider how policy or development activities (such as transit priority policies or allowing increased development densities) within the travel shed of various corridors would affect ridership in that corridor.</li> </ul> </li> </ul>	<p>Comment noted. At the Tier 3 level the regional model will be utilized to develop comparative ridership among the remaining alternatives. At a PEL level, we are not anticipating presenting absolute ridership numbers but a comparative analysis. The Accessibility Observatory analysis is a good suggestion for additional understanding of potential access; however, this is not open-source software and would require contracting with Univ. of Minnesota for this effort. While there could be value, this is not currently within the scope of services for this PEL. We do believe the overlapping criteria proposed for Tier 2 and Tier 3 related to multimodal access, transit support communities, transit propensity, etc. all provide information that will help the study team compare transit access and potential transit ridership. We can examine using open source data (like EPA Smart Location or other known, validated sources similar to Accessibility Observatory).</p>
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VRT	8/9/2024	<p>Goal 1 – Improve Transit Connectivity and Mode Share Tier 3 Measures</p> <p>Capacity: Level of capacity could be achieved given mode chosen</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o Measure could be represented in people per hour capacity. It may be helpful to represent these capacity measures as additions to the existing travel network capacity.</li> </ul> </li> </ul>	<p>Comment noted: Using the results of the ridership analysis, we intend to compare the technology (tentative transit vehicle), its design capacity, and the potential ridership to understand if the ridership is limited by capacity. People per hour may be a measure used (assuming the ridership information provides sufficient information to calculate this - time of day information). Need to discuss with compass if we get ridership by time of day.</p>
VRT	8/9/2024	<p>Goal 1 – Improve Transit Connectivity and Mode Share Tier 3 Measures</p> <p>Pedestrian Connectivity: Existing and future pedestrian connections at stop/station locations</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o Both the Pedestrian and the Bicycle measures for tier 3 should build on the active transportation connectivity measure in tier 2. Tier 3 should quantify what the pedestrian and bicycle networks connect transit to, i.e. the sum of people or jobs or schools or stores or community centers that within the walkshed. Alternatively, this could be summarized in ways similar to walk score which considers both the density and the mix of uses. Because the pedestrian walkshed will be smaller, the pedestrian connectivity measure will show more distinction between the corridors than the bicycle connectivity measure.</li> <li>o This tier could also evaluate the quality of the pedestrian network using measures such as pathway width, separating etc.</li> </ul> </li> </ul>	<p>Comment noted. Our intent is to develop as quantitative assessment consistent with your recommendations. However, this will depend on the completeness of the available data available and scaled to the budget for the analysis.</p>

VRT	8/9/2024	<p>Goal 1 – Improve Transit Connectivity and Mode Share Tier 3 Measures</p> <p>PBicycle Connectivity: Existing and future bicycle connections at stop/station locations</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o See Pedestrian Connectivity comments above.</li> </ul>	<p>Comment noted. Our intent is to develop as quantitative assessment consistent with your recommendations. However, this will depend on the completeness of the available data available and scaled to the budget for the analysis.</p>
VRT	8/9/2024	<p>Goal 1 – Improve Transit Connectivity and Mode Share Tier 3 Measures</p> <p>Greater transit network benefits: Efficient first and last mile transit connections at stops/stations; and support the planned transit network</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o See comments about transit accessibility analysis that analysis would be the best measure of network benefits. If an additional perspective is needed, the analysis could be further refined to measure how well transit accessibility meets specific travel patterns or other demographics.</li> </ul>	<p>Comment noted. This criterion is focused on how well the alternative does (or does not) benefit the existing and future transit network (beyond just this project). This criterion is not focused on all accessibility. Our intent is to develop as quantitative assessment consistent with your recommendations. However, as the data and methods used are refined for this criterion, we will be careful not to duplicate other evaluation points. At Tier 2, we will be examining the corridor opportunities (higher level) versus Tier 3, where we will identify specific station/stop locations. At Tier 3, the station/stop locations allow us to focus more specifically into transit network connectivity to the potential alternative.</p>
VRT	8/9/2024	<p>Goal 2 – Improve Transit Reliability Tier 2 Measures</p> <p>Reliability through design: Provides sufficient exclusivity and priority for transit to maximize reliability and predictability for users</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o Recommend simplifying this to % of exclusive/priority right of way or % of conflicts/intersections with priority if the ROW is not either exclusive or priority.</li> </ul>	<p>Comment incorporated. Your comment is consistent with our intended analysis of this criterion. Percent of exclusivity/priority is the likely measure that will be used.</p>

VRT	8/9/2024	<p>Goal 2 – Improve Transit Reliability Tier 2 Measures</p> <p>Travel time: Comparative travel times for alternatives between major origins and destinations</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o Could be either travel time or average speed.</li> </ul>	<p>Comment noted. Your comment is consistent with our intended analysis of this criterion. At Tier 2, consistent and accurate travel times are not likely available for all alternatives. At Tier 2, posted speed limits are typically used and adjustments made given the understanding of congestion points, etc. Available speed information will be incorporated where available. Travel times will be developed with COMPASS at for the Tier 3 modeling.</p>
VRT	8/9/2024	<p>Goal 2 – Improve Transit Reliability Tier 2 Measures</p> <p>Traffic operations: Potential impacts to traffic operations</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o Is this to measure negative impacts on traffic or positive benefits to transit reliability? If it is negative impacts on traffic will it also account for the potential of reduced congestion delay if high-capacity transit is successful? .</li> </ul>	<p>Comment noted. This criterion is focused on negative impact to traffic. This is a question that is always asked and the goal is to develop a reasonable response. You point is a good one. We do want to show the tradeoffs associated with the potential impact. It is possible that high-capacity transit could reduce VMT. We do not typically focus on congestion reduction; but rather try to focus on the people carrying capacity of an alternative. Latent SOV demand may backfill any VMT reductions from transit; however, transit has a greater ability to more efficiently (with less space) move more people.</p>

VRT	8/9/2024	<p>Goal 2 – Improve Transit Reliability Tier 3 Measures</p> <p>Reliability through design: Level of reliability and travel time benefits gained from specific priority interventions</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> </ul> <p>o See previous comments on Tier 2 reliability through design. If additional analysis is desired consider evaluating how well transit priority treatments scale. Meaning how much would future or additional travel demand degrade transit priority treatments.</p>	<p>Comment incorporated. Your comment is consistent with our intended analysis of this criterion. Percent of exclusivity/priority is the likely measure that will be used. At this stage of planning, degradation of priority measures based on future success can be gauged at a gross level. For example bus queue jumps may have challenges with right turning traffic versus fully exclusive transitways that do not engage with other traffic.</p>
VRT	8/9/2024	<p>Goal 2 – Improve Transit Reliability Tier 3 Measures</p> <p>Maintenance: Potential maintenance facility options support efficient operations of the service</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> </ul> <p>o Will this be a useful measure that isn't caught in cost or other metrics?</p>	<p>Comment noted. Identifying a general area where the maintenance facility could be located is helpful to understand how it works with the larger transit network. Any opportunity to combine facilities and place them meet the needs of the greater network can save cost and generate efficiencies (less dead head service, etc.).</p>
VRT	8/9/2024	<p>Goal 3 – Expand Travel Choices and Mobility Tier 2 Measures</p> <p>Regional service and operations: Connects regional destinations with the transit planned for regular service</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> </ul> <p>o See comments to Tier 2 measures in Goal 1 for transit service coverage. Alternatively. We could evaluate the cost (capital and operating) of the necessary connections to make a certain alternative perform at an assumed level and then identify any order of magnitude differences between corridors. VRT is updating its long-range plan and the CIM planning only identifies service that can be funded under current conditions so measuring against plans may not be very useful.</p>	<p>Comment incorporated. This criteria specifically focuses on part of the purpose and need that qualifies the proposed service as 'regional' and 'regular'. We will make some assumptions about the potential service plans at Tier 2 for each, but will not be creating detailed service plans. Comparing the different regional connectivity options based on a general comparison of cost (cap and ops) at a high-med-low level could be a good way of differentiating the alternatives.</p>

VRT	8/9/2024	<p>Goal 3 – Expand Travel Choices and Mobility Tier 2 Measures</p> <p>Transit network integration: Integration into the existing and planned transit network, including transit opportunities in CIM 2050</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o See comments to Tier 2 measures in Goal 1 for transit service coverage. Alternatively. We could evaluate (text stopped here in the letter).</li> </ul> </li> </ul>	<p>Comment noted. Our intended application of this criterion was to judge from a service planning perspective how easily (or not) the alternative fits within the existing and planned transit network. Recognizing the LRP and the CIM are constrained, this could be an evaluation of opportunities - comparing the plans as a basis and then having a service planner look for opportunities for adjustments to create more efficient service and better connected services.</p>
VRT	8/9/2024	<p>Goal 3 – Expand Travel Choices and Mobility Tier 3 Measures</p> <p>Regional service and connectivity: Performance considering the planned future transit network (CIM 2050), station locations (markets served), and regional connectivity</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o See comments about transit accessibility to Tier 3 measures in Goal 1. This measure could also look at how the various alternatives differ in terms of midday accessibility compared to peak hour accessibility.</li> </ul> </li> </ul>	<p>Comment noted. For Tier 3 we will be identifying stop locations and can dive more deeply into the real demographic and multimodal access potential for each.</p>

VRT	8/9/2024	<p>Goal 3 – Expand Travel Choices and Mobility Tier 3 Measures</p> <p>Operational performance: Performance considering the planned frequency, dwell time, potential for on-time performance, and number of interconnecting transit services, etc.?</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o See comments about transit accessibility to Tier 3 measures in Goal 1. Transit accessibility would measure the freedom provided by a complete transit network. In addition to looking at funded plans it would be helpful to compare the alternatives with a supporting network that have established frequency minimums typical for a high-performance network, rather than just the network we have funded in the long-range plan. This would help us understand what is possible with the various networks and ensure the selected network would scale well into the future.</li> </ul> </li> </ul>	<p>Comment noted. The intent with this criterion was to see if there are differences in the operational characteristics of each alternative (some better than others). We can work with VRT to define the operational assumptions for each.</p>
VRT	8/9/2024	<p>Goal 3 – Expand Travel Choices and Mobility Tier 3 Measures</p> <p>Mode shift: Reduction in VMT?</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o This measure could also use a transit accessibility factor such as quantified here (Transportation For America Reducing emissions with better transit, part two: Improve transit access - Transportation For America (t4america.org) and or could look at peak hour delay on parallel corridors and estimate impacts of high-capacity transit use on that congestion or the growth of that delay. (“Subways, Strikes, and Slowdowns: The Impacts of Public Transit on Traffic Congestion”, Michael L. Anderson, University of California, Berkeley and National Bureau of Economic Research, August 2013)</li> </ul> </li> </ul>	<p>Comment noted. Based on the current project scope, at Tier 3 COMPASS will run the regional model on the three Tier 3 alternatives. Generally, this is the accepted comparison for reduction on VMT and corresponding reduction on GHG emissions. Other methods could be considered, depending on the ability of COMPASS to incorporate these. Research referencing these other studies could be incorporated as well.</p>

VRT	8/9/2024	<p>Goal 4 – Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation Tier 2 Measures</p> <p>Transit oriented communities: Prioritizes service to areas of growth with existing or future transit supportive development opportunities?</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o Compare existing densities and development diversity in corridor travel sheds and compare current zoning and potential for zoning changes near identified stations.</li> </ul> </li> </ul>	<p>Comment noted. The comment references our general approach to this criterion, examining existing versus future land use; however, areas of underutilized land/vacant, etc. regardless of zoning will be considered at Tier 3 around stations/stops.</p>
VRT	8/9/2024	<p>Goal 4 – Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation Tier 2 Measures</p> <p>Community access to services: Expands mobility choices to community resources and services (healthcare, grocery stores, community facilities, etc.)?</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o Measure community resources near identified stops/stations</li> </ul> </li> </ul>	<p>Comment noted. Tier 3 will focus on areas surrounding stations/stops.</p>
VRT	8/9/2024	<p>Goal 4 – Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation Tier 2 Measures</p> <p>Greater transportation network: Manages impacts and/or enhances opportunities to support freight/goods movement?</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o Measurement needs to include high-level potential to positively impact movement of freight.</li> </ul> </li> </ul>	<p>Comment noted and requires additional follow-up. As we refine the method to apply this criterion, it will be important to better understand the goals related to freight movement. Most arterial corridor alternatives could be impacted (positive and negative depending on the configuration). The rail corridor could result in opportunities for more freight movement. We need to discuss the vision for freight with VRT and stakeholders to refine this.</p>

VRT	8/9/2024	<p>Goal 4 – Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation Tier 3 Measures</p> <p>Supportive growth and economic development: Station areas in relation to future growth, considering plans for transit focused development, economic development, and land use policies?</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o See comments in Tier 2 TOD measures. VRT would also recommend comparing how the different alternatives perform even as development pressures continue to increase. In other words, measuring how well the different corridors will protect the “accessibility benefits” of specific locations.</li> <li>o Need a measurement that can build on Tier 2 freight benefits as some of the alternatives could provide economic development support through enhancing freight movements.</li> </ul> </li> </ul>	<p>Comment noted. The intent of this criterion was to pull out economic development specifically and see if any of the specific alternatives have advantages over the other to promote more economic activity than others. This will likely be based on plans for economic develop relevant to each alternative as well as professional opinion regarding opportunities. This could include commercial, retail, office, housing, freight, or other opportunities. We would like to follow-up with VRT to get clarification on the suggested comparison based on 'development pressures'.</p>
VRT	8/9/2024	<p>Goal 4 – Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation Tier 3 Measures</p> <p>Environmental impacts and benefits: Impacts or benefits to environment resources, specifically historic, natural, and social resources?</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o Estimate of ROW impacts</li> </ul> </li> </ul>	<p>Comment noted. ROW is typically an env. consideration examined. However, given the large study area and lack of detailed property/ROW data, this could only be examined at a gross scale. An assumed typical cross section could be compared to existing ROW data to understand high-med-low impacts. However, a detailed examination is not possible at the PEL level.</p>
VRT	8/9/2024	<p>Goal 4 – Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation Tier 3 Measures</p> <p>Air quality improvements: Reduction in GHG emissions or other relevant measure from the regional model?</p> <ul style="list-style-type: none"> <li>• VRT Comments <ul style="list-style-type: none"> <li>o None</li> </ul> </li> </ul>	<p>Comment noted.</p>

VRT	8/9/2024	<p>Goal 5 – Advance Financially Feasible Solutions Tier 2 Measures</p> <p>Funding options: Aligns with the general federal, local, and private funding opportunities?</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o See Tier 3 comments on funding options</li> </ul>	Comment noted.
VRT	8/9/2024	<p>Goal 5 – Advance Financially Feasible Solutions Tier 2 Measures</p> <p>Corridor preservation: Ability of the alternative’s corridor to reasonably be preserved for high-capacity transit?</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o None</li> </ul>	Comment noted.
VRT	8/9/2024	<p>Goal 5 – Advance Financially Feasible Solutions Tier 2 Measures</p> <p>Implementation: Complexity of the infrastructure improvements in relation to implementation, phasing, and future expansion?</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o Ensure analysis considers potential benefits that might come with “complexities” of working with partners (rail and freight)</li> </ul>	Comment incorporated. This is a good point and a key consideration that will be included in the evaluation of cost and complexity. Complexity may come through working with rail, freight, and/or ITD on specific alternatives.
VRT	8/9/2024	<p>Goal 5 – Advance Financially Feasible Solutions Tier 3 Measures</p> <p>Conceptual capital cost: Conceptual capital cost?</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o None</li> </ul>	Comment noted.

VRT	8/9/2024	<p>Goal 5 – Advance Financially Feasible Solutions Tier 3 Measures</p> <p>Conceptual operating cost: Conceptual operating cost?</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o Operating costs might consider costs per rider, but also cost per unit of capacity. This could help capture how different projects increase capacity.</li> </ul>	<p>Comment noted. We can consider how to present cost figures. At the PEL level we will likely not have sufficient ridership data to present a true cost per rider. Given the level of detail of a PEL study, it is likely best to keep cost (ops and cap) as a simple range for comparison (high-med-low).</p>
VRT	8/9/2024	<p>Goal 5 – Advance Financially Feasible Solutions Tier 3 Measures</p> <p>Funding options: Conceptual cost aligns with the federal, local, and private funding opportunities?</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o Needs to consider how different alternatives could engage private funding partners including through land development, freight partners and revenues etc.</li> </ul>	<p>Comment noted. Some alternatives may be align themselves with private support (depending on location, econ dev opportunities, etc.). This can be a consideration through this criterion.</p>
VRT	8/9/2024	<p>Goal 5 – Advance Financially Feasible Solutions Tier 3 Measures</p> <p>Corridor preservation: Ability to reasonably be acquired or secured (lease agreement, etc.) for high-capacity transit?</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o None</li> </ul>	<p>Comment noted.</p>
VRT	8/9/2024	<p>Goal 5 – Advance Financially Feasible Solutions Tier 3 Measures</p> <p>Phasing and constructability: Complexity of construction, construction impacts, and construction risks when considering phasing?</p> <ul style="list-style-type: none"> <li>• VRT Comments</li> <li>o None</li> </ul>	<p>Comment noted.</p>

# MEETING SUMMARY

**Project:** Let's Ride Treasure Valley

**Subject:** Technical Working Group (TWG) Meeting #4 Summary

**Meeting Date:** Wednesday, January 22, 2025

**Meeting Time:** 1:30 pm – 3:00 pm

Virtual meeting via TEAMS

**Meeting Location:** COMPASS Office  
700 NE 2nd Street, First Floor Board Room,  
Meridian, ID 83642

## PREFACE

This summary reflects the general notes and action items for this meeting to the best of the knowledge of the note-taker. If you have any questions or issues, please contact Lauren Platman at [lauren.platman@hdrinc.com](mailto:lauren.platman@hdrinc.com).

## MEETING NOTES

### Welcome, Introductions, and Agenda Review

Lila Klopfenstein (COMPASS Project Manager) and Chris Proud (Consultant Lead) welcomed the group. Lila provided opening remarks. Introductions were facilitated for the community representatives and project team members (see Attachment A for full attendee list).

Chris provided an overview of the agenda for the meeting (see slide deck Attachment B).

### Meeting Purpose

Chris provided a high-level overview of the meeting. He highlighted that the primary goals of the meeting were to share the draft results of the Tier 2 evaluation and gather input from the TWG.

### Project Process and Progress

Chris presented the overall project process and phasing, noting that Phase 1 and 2 are complete. He highlighted that the team is currently in Phase 3 and screening the remaining route alternatives.

### Tier 2 Evaluation

Prior to the group discussion, Chris walked the TWG through the Tier 2 evaluation and results.

### STUDY PURPOSE AND NEED STATEMENT

## LET'S RIDE – TREASURE VALLEY

The project team reminded the TWG of the Purpose and Need Statement which is the framework that guides the evaluation of the route options. The statement has been reviewed and concurrence provided by the FTA.

The purpose of the project is to **improve the mobility, accessibility, and efficiency of east-west travel** between Boise, Meridian, Nampa, and Caldwell, providing **reliable and convenient high-capacity transit service that links key origins and destinations** with strong potential for transit use.

The primary needs are:

- Lessen future stress on the region's transportation infrastructure due to population and employment growth
- Provide greater mobility choice given the region's forecasted deteriorating transportation travel times
- Support the region's east-west travel patterns

### EVALUATION PROCESS

Chris reminded the TWG of the evaluation process for the alternatives. The evaluation process includes three distinct tiers – Tier 1: Fatal Flaw Evaluation, Tier 2: Detailed Evaluation, and Tier 3: Final Alternatives.

Tier 1 has been completed and narrowed the number of routes from 11 to 5. The team is currently finalizing the results from the Tier 2 evaluation which carried forward 4 routes and modes based on a qualitative and quantitative assessment. The final stage is Tier 3 which will examine the top performing routes (plus the no build alternative).

### ROUTES ADVANCED

Chris presented the current routes under evaluation. They include:

- No Build (Baseline based on 2050 projects)
- Fairview Ave/Cherry Ln
- Franklin Rd
- Boise Cutoff
- I-84/I-184

Additional analysis will be conducted during Tier 3 for the Boise Airport Connection and Micron Connection, as these are stand-alone options that could potentially be paired with any of the routes.

### TIER 2 EVALUATION PROCESS

Chris explained that the Tier 2 evaluation criteria was developed based on the project goals and objectives. The evaluation followed a two-tiered process. First, the modes were evaluated followed by the routes paired with appropriate modes.

- Fairview Ave/Cherry Ln
  - Exclusive BRT

## LET'S RIDE – TREASURE VALLEY

- BAT
- Franklin Rd
  - Exclusive BRT
  - BAT
- Boise Cutoff
  - Commuter Rail
- I-84/I-184
  - BRT-BAT

The following is the criteria used for the evaluation:

Goal	Screening Criteria
Improve Transit Connectivity & Mode Share	Does the option connect key origins and destinations?
	Is the option proposed along important community resources and services, including healthcare, grocery stores, government facilities, and community facilities?
	Does the option connect areas with the potential for high transit usage, including populations of seniors, those without a vehicle, students, low-income residents, etc.?
	What is the existing and future total population for each option?
	What is the number of existing and future jobs for each option?
Improve Transit Reliability	Does the option include sufficient exclusivity and priority for transit to maximize reliability and predictability for users?
	To what magnitude are traffic operations potentially impacted?
Expand Travel Choice & Mobility	To what extent does the option integrate into the existing and planned transit network?
	How effective are the existing or potential active transportation networks along the option?
Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation	Is the option proposed along areas with existing or future transit supportive development opportunities, specifically in areas growing or planned for growth in population and employment?
	What are the concerns identified by a high level environmental scan?
	Does the option manage impacts and/or enhance opportunities to support freight/goods movement?
Advance Financially Feasible Solutions	To what extent does the option align with the general federal, local, and private funding opportunities, including FTA's Capital Investment Grants (CIG) program or other discretionary grants.
	Can the option's corridor reasonably be protected or preserved for future high-capacity transit service?
	How complex are the option's infrastructure improvements in relation to implementation, phasing, and maintaining opportunities for future expansion?

Chris shared the findings for each of the criteria which is presented in the slide deck in attachment B. Based on the analysis, the following routes are recommended to move forward to Tier 3.

- Fairview Ave/Cherry Ln: Exclusive BRT
- Boise Cutoff: Commuter Rail
- I-84/I-184: BRT-BAT

- No Action

## Group Discussion

Chris facilitated a discussion with the TWG pertaining to the information presented. Below is a summary of the questions and responses.

- For the Micron and Airport options, did you look at using the Boise Cutoff corridor?
  - Yes, that is an option we are considering and will evaluate further in Tier 3.
- Could the commuter rail option share the same facility with Amtrak?
  - Amtrak will continue to use the Boise Depot. Have you considered other alternatives connecting to the Boise Depot?
  - Yes, this will be considered.
- Was BRT on the Boise Cutoff the same as the Franklin option?
  - No, this is a separate option where BRT would use the additional space in the Boise Cutoff right of way. The Franklin option would use the roadway.
- For freight criterion, can commuter rail work with freight operations and/or benefit operations?
  - While commuter rail may impede freight operations at specific times, additional benefits that were considered include financial benefits of track usage agreements, track upgrades, and signal improvements.
- Do we have data how freeway transit does with ridership versus other corridor types?
  - We will need to evaluate the potential ridership implications. However, it will be more challenging for transit riders to access freeway BRT.
- Have commute travel times been calculated for each route option?
  - This will occur during Tier 3 when there is an assumed service plan.
- Do the arterial BRT options consider grade-separated crossings or at grade improvements?
  - We are looking at at-grade improvements such as signal priority and queue jumps which would give buses priority through intersections. We also are considering property acquisitions to accommodate improvements.
- What was included in the cost assumptions?
  - The cost assumptions were based on current materials costs from recent projects, cost per acre for property acquisitions, and vehicle type.
  - Routes were evaluated on a per-mile basis.
- Will the evaluation of stop locations use a half mile buffer distance or network analysis?
  - The methodology will most likely will use distance to evaluate.
- Did the analysis include cost assumptions for additional pedestrian connectivity, in particular, for the I-84 route? What is the likelihood of people accessing interchange stops?
  - We made some general assumptions and focused on cost ranges from low to high to cover the unknowns. Specific connectivity infrastructure was not included.
- For stop locations, will there be a screening criteria for walking distance from developments?

- We will use the 2020 study stops as the starting point and build off those assumptions and refine as needed.
- There is agreement with the 3 route options carried forward; however, Tier 3 may result in some route changes depending on evaluation of stop locations.
  - The team may identify different criteria, if needed, to better differentiate the route options to help make a decision on final options to carry forward.

## Poll Question Results

Poll Question Results slides are located in Attachment B.

- Question 1: Is Tier 2 evaluation logic and process clear?
  - 68% agree, 9% strongly agree, 14% neutral
  - 10% disagree/strongly disagree
  - Comments:
    - There is concern about Fairview/Cherry. Recommended to look at route modifications and potentially combine Fairview and Franklin. Select the best segments of those corridors to run HCT.
    - The team had to consider routes most appropriate for high capacity transit; however, we the team can evaluate a combination of the two routes. One recommendation is to look at Fairview Ave through Boise then turn onto Franklin to capture activity centers in Meridian before connecting to Nampa.
    - For all route options, corridor improvements are necessary. There will be an option in NEPA to adjust the routes as the evaluation becomes more detailed.
    - Reliability will be key for the service to generate high ridership. How does the reliability of surface streets compare to commuter rail?
    - Nampa-Caldwell Blvd has major activity centers along the corridor and there is potential for significant development in the near future.
    - VRT wants to identify a high-capacity corridor that connects end to end, some of these arterials make sense for segments but not necessarily the whole distance.
- Question 2: Do you generally agree with Tier 2 evaluation advancing Fairview/Cherry, I-84/I-184, and Boise Cut Off?
  - 55% agree, 35% neutral, 10% disagree
  - Comments:
    - Concern about advancing Fairview/Cherry
    - Interest in exploring more flexible route options for the arterials.
    - The team will consider these comments but does not want to make major changes at this juncture since changes may be incorporated after the Tier 2 public comment period. Reminder that in NEPA, there will be multiple options from the PEL to consider.
    - For public meeting, do not need to include ROW widths; rather, use language such as “adding two lanes”.
- Question # 3: Are you generally confident advancing to the Tier 3 analysis?
  - 5% strongly agree, 74% agree, 16% disagree, 5% strongly disagree

## Closing and Next Steps

The project team reviewed the next steps for the TWG.

- Chris will send out the slide deck for review.
- The next TWG meeting is tentatively scheduled for Spring 2025.
- There are two in-person open houses planned for February 18 and 19, 2025.

### CONCLUSION OF MEETING

Lila Klopfenstein and Chris Proud thanked the group for their time and efforts during the meeting and reminded participants to reach out with comments, questions, or concerns.

## ATTACHMENTS

- A. Attendee List
- B. TWG #4 Slide Deck Presentation & Polling Results

# ATTACHMENT A- ATTENDEE LIST

Attendee List				
First	Last	Agency	Invited	Attended
Sean	Kelly	ACHD	X	X
Tom	Laws	ACHD	X	X
Brent	Moore	Ada County Development Services	X	X
Josie	Erskine	Ada Soil and Water Conservation District	X	
Nick	Peterson	Benesch	X	
Jill	Singer	Boise Air Terminal/Gowen Field (BOI)	X	
Rebecca	Hupp	Boise Air Terminal/Gowen Field (BOI)	X	
Jay	Gibbons	Canyon County	X	X
Bre	Brush	City of Boise	X	X
Deanna	Dupuy	City of Boise	X	
Wayne	Hershel	City of Caldwell	X	X
Hanna	Veal	City of Garden City	X	X
Jenah	Thornborrow	City of Garden City	X	
Brian	McClure	City of Meridian	X	X
Caleb	Hood	City of Meridian	X	
Hether	Hill	City of Meridian	X	X
Breanna	Son	City of Nampa	X	
Doug	Critchfield	City of Nampa	X	X
Ariana	Monroy	EPA	X	X
Susan	Sturges	EPA Region 10	X	
Gus	Loeffelholz	FHWA, Idaho Division	X	
Olivia	Dunn	FTA		
Barney	Remington	FTA Region 10	X	X
Danielle	Casey	FTA, Region 10	X	X
Ned	Conroy	FTA, Region 10	X	
Chris	Hopper	Highway District No. 4	X	
Lenny	Riccio	Highway District No. 4	X	X
Beth	Bahem	ID DEQ, Boise Regional Office	X	
Brandon	Flack	ID Fish and Game	X	
Emily	Barnes	ID Water Resources	X	
Neeley	Miller	ID Water Resources	X	
Lt. Timothy	Gannon	Idaho Air and Army National Guard	X	

## LET'S RIDE – TREASURE VALLEY

Matthew	Pabich	Idaho Department of Environmental Quality	X	X
Ester	Ceja	Idaho Department of Transportation	X	X
Mark	Wasdahl	Idaho Transportation Department, District 3	X	X
Scott	Rudel	ITD, District 3	X	
Karissa	Nelson	LHTAC	X	
Clarissa	Lucas	Local Highway Technical Assistance Council	X	X
Nick	Lehman	Nampa Highway District 1	X	
Noble	Lafferty	Nampa Highway District 1	X	
Rhonan	Brownfield	Nampa Highway District 1	X	X
Lynsey	Johnson	Nampa Municipal Airport	X	X
Jade	Roubideaux	Shoshone-Paiute Tribes	X	X
Ashley	Molloy	SHPO	X	X
Chris	Shaver	SHPO	X	
Kayla	McElreath	SHPO	X	X
Rob	Oates	Treasure Valley Executive Airport at Caldwell (KEUL)	X	
Randi	Connell	US Fish and Wildlife Service	X	
Greg	Martinez	USACE, Boise Field Office	X	
Jacob	Cordtz	USACE, Boise Field Office	X	X
Amie	Miller	USDA, Idaho State Office	X	
David	Anderson	USDA, Idaho State Office	X	
Greg	Becker	USDA, Idaho State Office	X	
Elaine	Clegg	VRT	X	X
Kate	Dahl	VRT	X	X
Stephen	Hunt	VRT	X	X

### Project Team

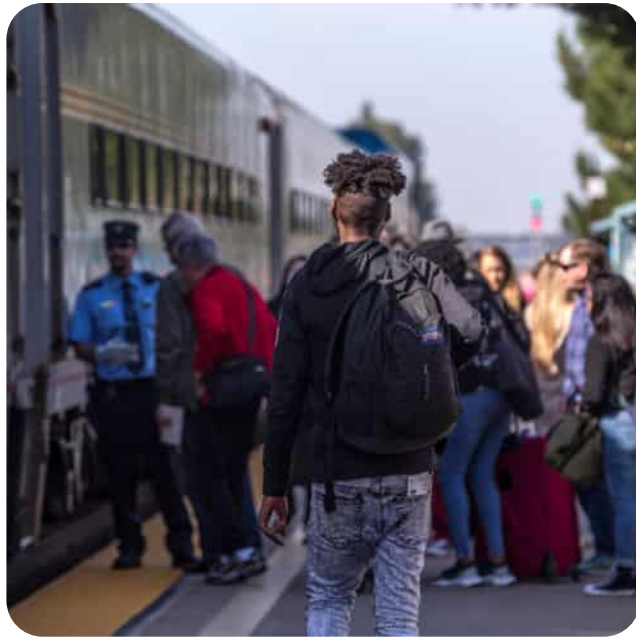
Agency	Name	Invited	Attended TWG #4
COMPASS	Lila Klopfenstein	X	X
COMPASS	Amy Luft	X	X
COMPASS	Austin Miller	X	X
COMPASS	Matt Stoll	X	X
COMPASS	MaryAnn Waldinger	X	X
Consultant - HDR	Zach Bentzler	X	X
Consultant - HDR	Cameron Waite	X	X
Consultant - HDR	Christopher Proud	X	X
Consultant - HDR	Lauren Platman	X	
Consultant - HDR	Cameron C Waite	X	X

# **ATTACHMENT B- TWG #4 SLIDE DECK PRESENTATION & POLL RESULTS**



**LET'S RIDE**

TREASURE VALLEY



 **LET'S RIDE**  
TREASURE VALLEY

Technical Working Group  
(TWG) Meeting #4

January 22, 2025



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

1

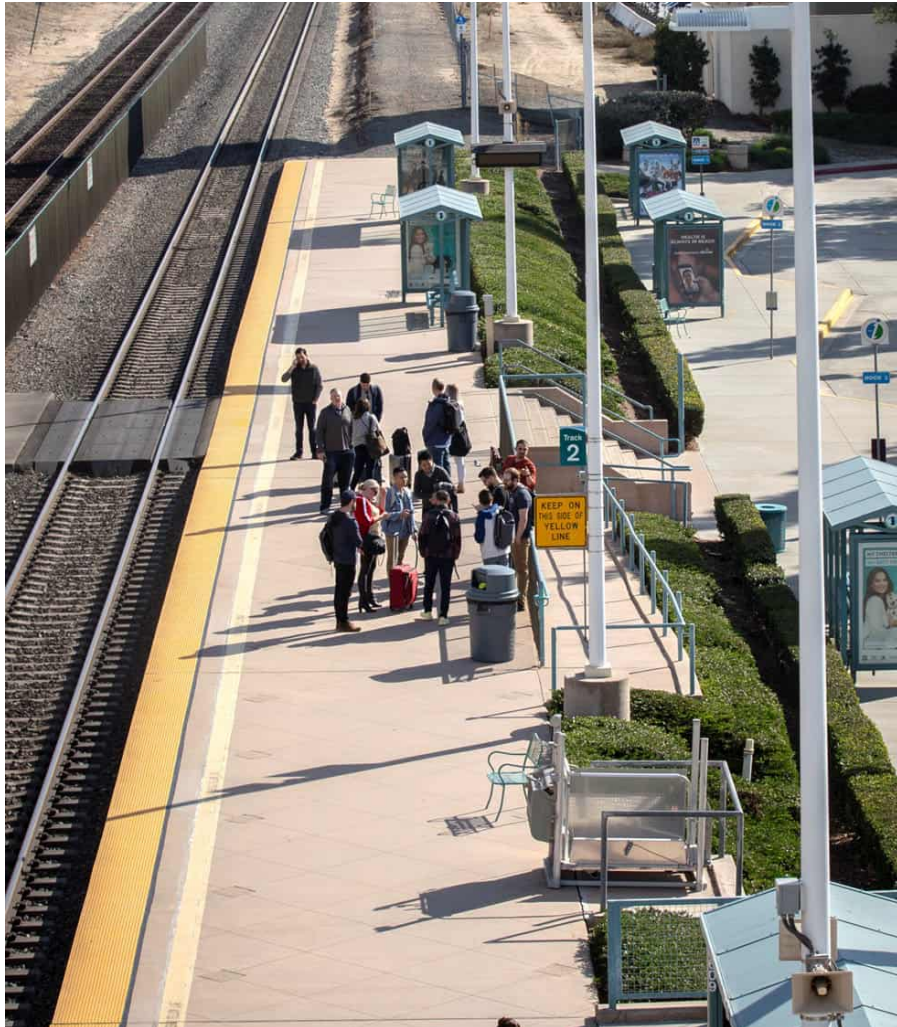
# Welcome, Introductions, and Agenda Review

# Welcome and Introductions

- Welcome
- COMPASS opening remarks:
  - Lila Klopfenstein
- Round table introductions (name and organization)
- Virtual logistics



# Agenda Overview



1. Welcome and introductions
2. Project process and progress
3. Tier 2 evaluation
  - Process
  - Routes
  - Criteria measures
  - Results
4. Questions, answers, comments, and input
5. Next steps
  - Upcoming engagement



- Share draft Tier 2 evaluation results
- Obtain TWG input and guidance (one week review)
- Inform upcoming engagement

# Meeting Purpose

“The reality about transportation is that it's future-oriented. If we're planning for what we have, we're behind the curve.”

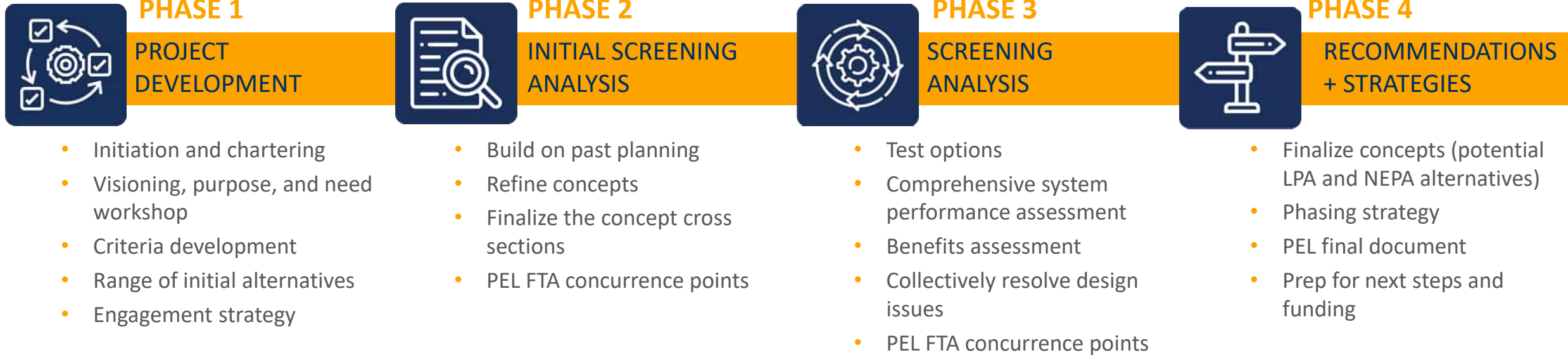
– *Anthony Foxx*

2

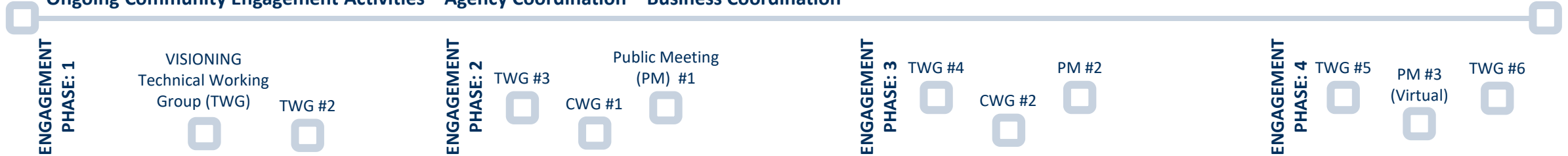
## Project Process and Progress

# Our Process

WE ARE HERE



## Ongoing Community Engagement Activities – Agency Coordination – Business Coordination



3

## Tier 2 Evaluation

# Purpose



The purpose of the project is to **improve the mobility, accessibility, and efficiency of east-west travel** between Boise, Meridian, Nampa, and Caldwell, providing **reliable and convenient high-capacity transit service that links key origins and destinations** with strong potential for transit use.

LESSEN FUTURE STRESS ON THE REGION'S TRANSPORTATION INFRASTRUCTURE DUE TO POPULATION AND EMPLOYMENT GROWTH



**Today 79%**

of the region's jobs are in the city areas (within the study area) of

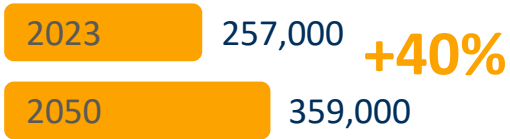


**Boise, Meridian, Nampa, and Caldwell**

By 2050, study area employment is forecast to grow **to 372,000 jobs**

**accounting for 78% of the region's jobs**

**Canyon County Pop**  
2000-2023: **+95%**



**Ada County Pop**  
2000-2023: **+81%**



PROVIDE GREATER MOBILITY CHOICE GIVEN THE REGION'S FORECASTED DETERIORATING TRANSPORTATION TRAVEL TIMES

**Transit reliability** will continue to **degrade** with growing congestion



By 2050, **travel times** between Caldwell and Downtown Boise are **projected to increase by 50%** (peak morning/evening directions)

SUPPORT THE REGION'S EAST-WEST TRAVEL PATTERNS

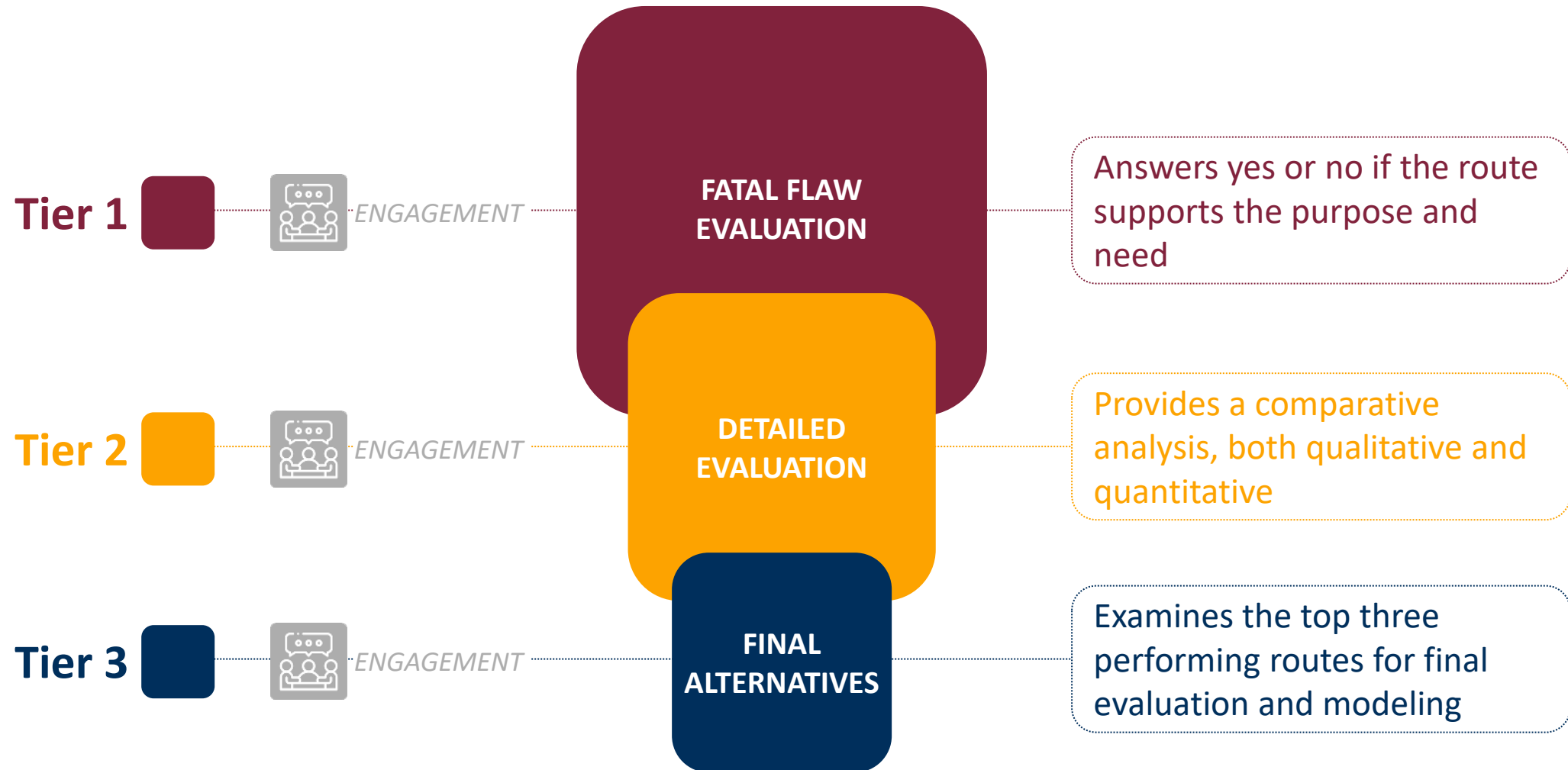


The focused **east-west travel patterns**

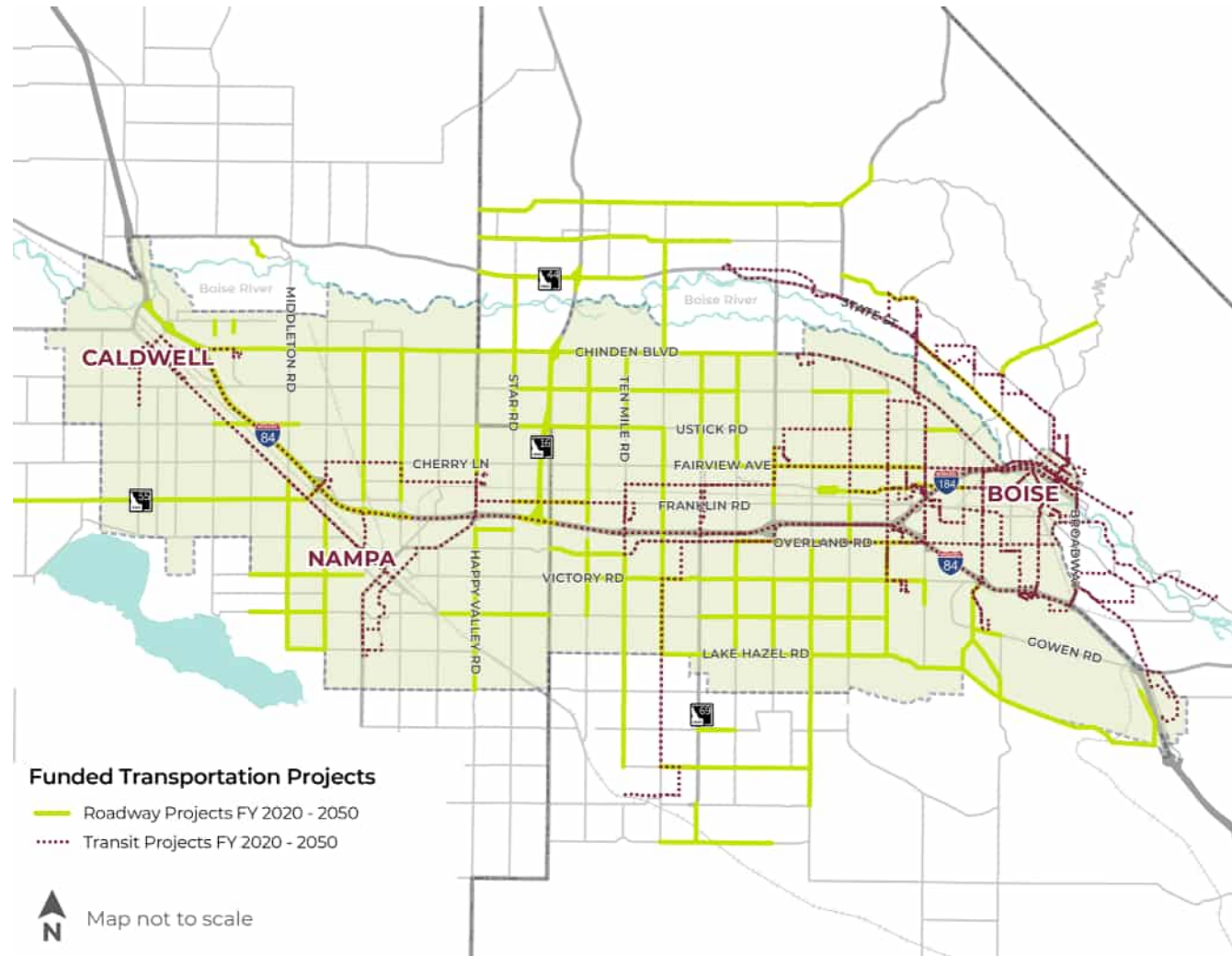
**will persist** between the region's business, governmental, cultural, and educational centers

By 2050, **31%** of all study area **commute trips** will focus on **Downtown Boise**

# Evaluation Process



# No Action

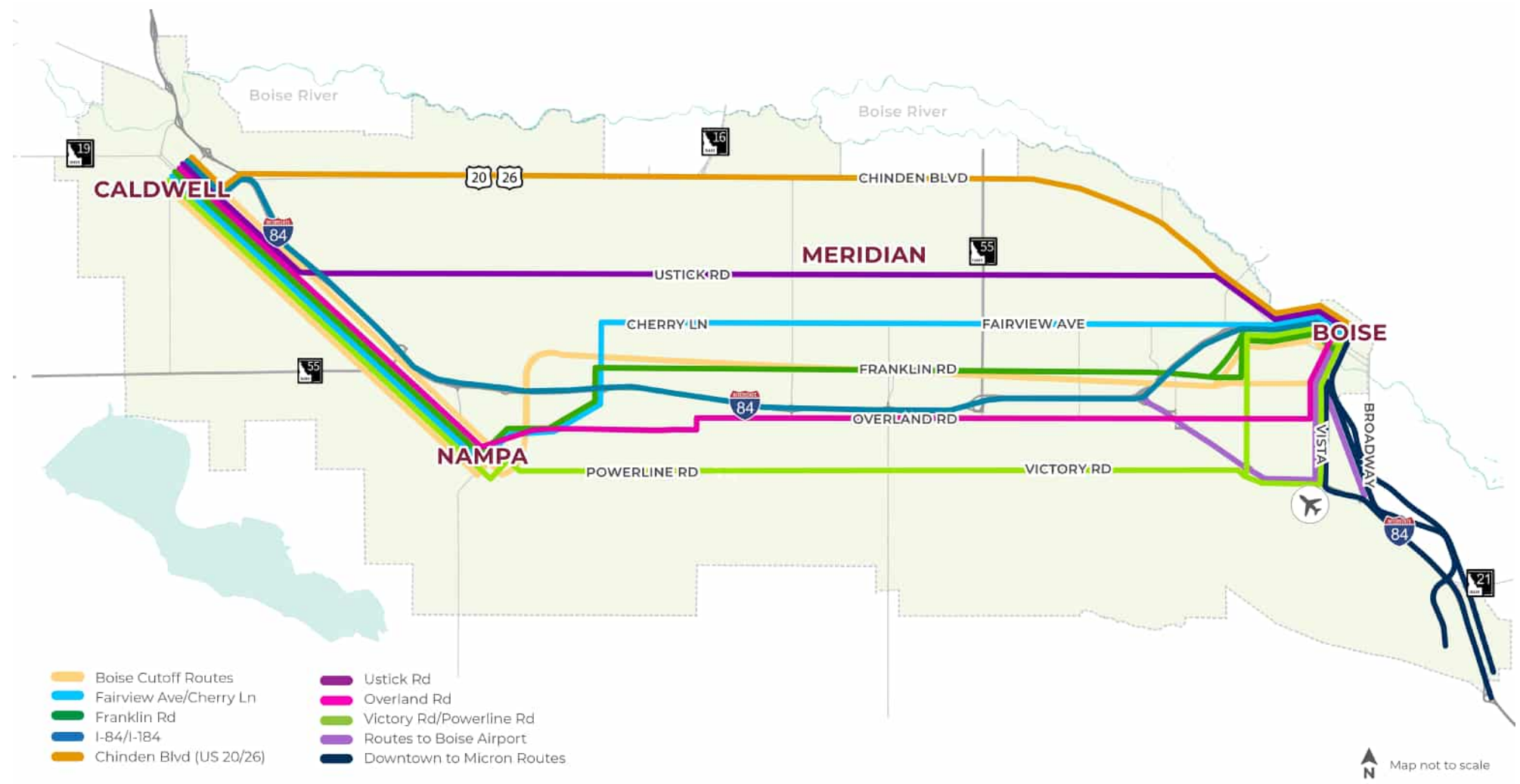


## DETAILS

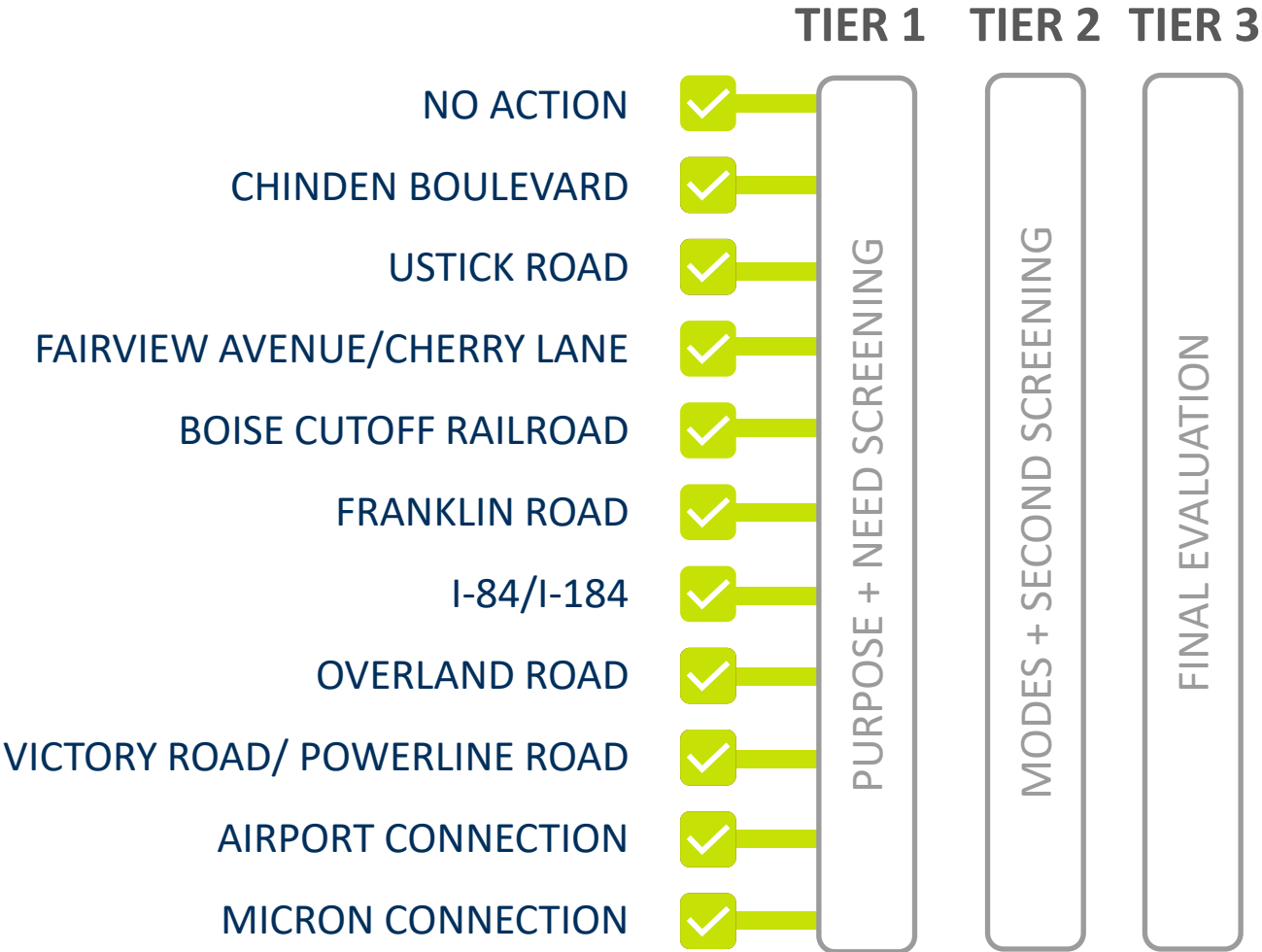
This is a baseline including all the funded projects identified in the region up to 2050 (*Communities In Motion 2050 Plan* projects). The No Action provides a comparison of what happens if we do nothing (other than currently funded projects).

This is the option that could happen absent additional funding to advance a HCT project

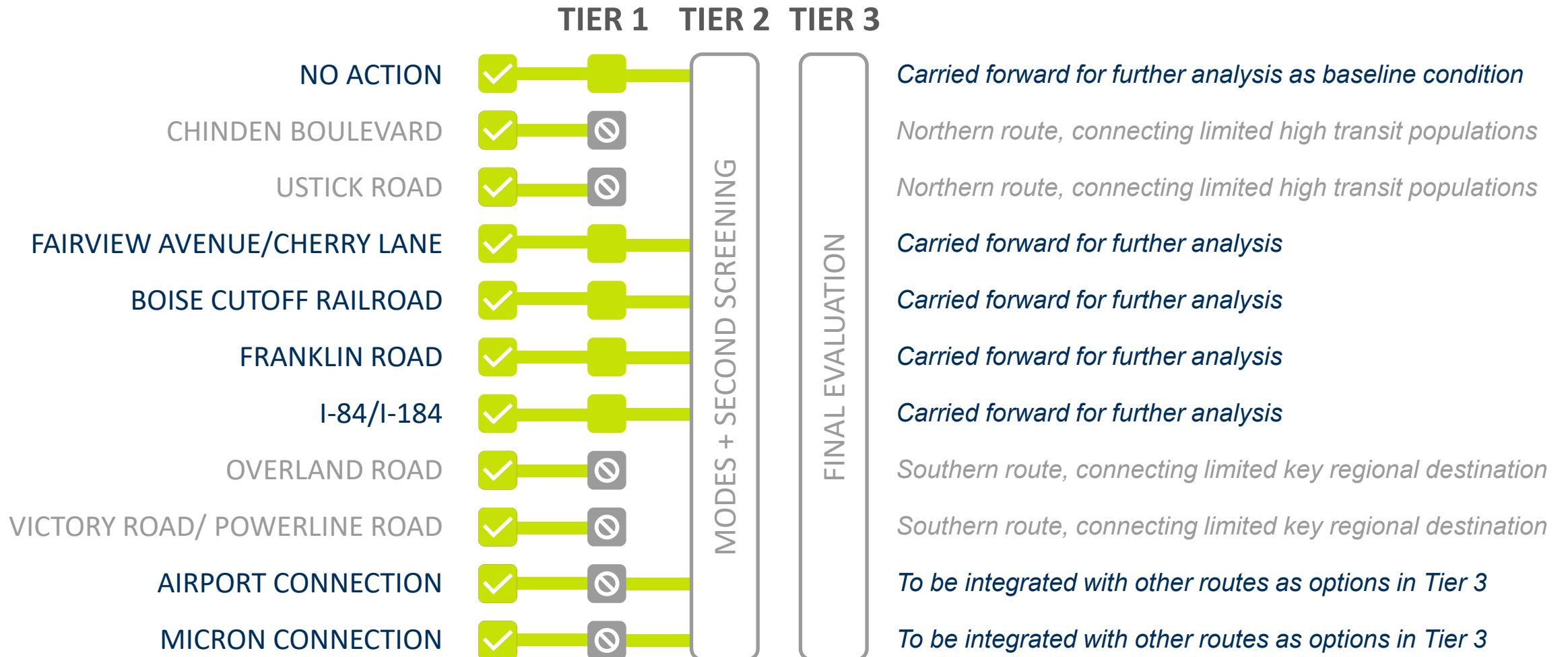
# Range of Routes in Tier 1



# Tier 1 Routes

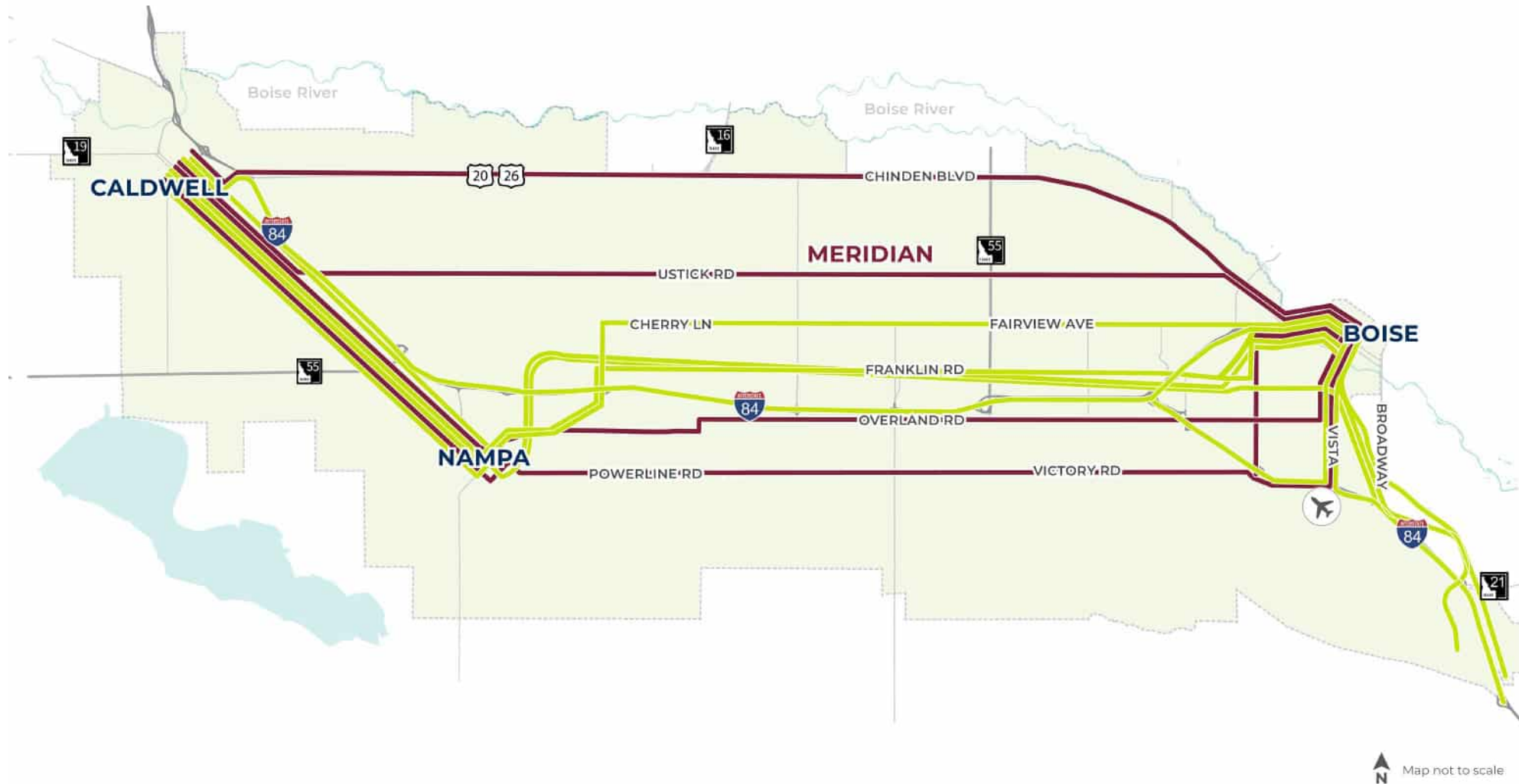


# Tier 1 Routes Advanced



# Routes Advanced to Tier 2

Meeting the Purpose and Need



# Fairview Avenue/Cherry Lane



## DETAILS

Begins at Main Street Station. Follows Fairview Avenue and Main Street one-way couplet between downtown Boise and Orchard Street.

At Orchard Street, travels west along Fairview Avenue/Cherry Lane, then turns south on Idaho Center Boulevard/Garrity Boulevard, and 11th Avenue into downtown Nampa.

From Nampa, follows Nampa-Caldwell Boulevard to Caldwell.

Uses the one-way couplet of Cleveland Boulevard and Blaine Street to Caldwell and terminates at Kimball Avenue.

# Franklin Road



## DETAILS

Begins at Main Street Station. Follows Fairview Avenue and Main Street one-way couplet. The alternative would vary depending on the mode. A mixed-flow BRT option would continue onto Orchard Street, turn west onto Franklin Road. LRT or dedicated BRT would run south on Orchard Street as far as Irving Street and then use the Boise Branch Line to connect with Franklin Road. All modes would follow Franklin Road and turn south and go along Garrity Boulevard, and 11th Avenue into Nampa. From Nampa, follows Nampa-Caldwell Boulevard to Caldwell.

Uses the one-way couplet of Cleveland Boulevard and Blaine Street to Caldwell and terminates at Kimball Avenue.

# Boise Cut Off



## DETAILS

BRT or LRT begins at Main Street Station. Follows Fairview Avenue and Main Street one-way couplet between downtown Boise and Orchard Street.

South on Orchard Street, entering the Boise Branch railroad and then follows the Boise Cutoff to Nampa. Crossing the Union Pacific Railroad, then on-street in downtown Nampa. Northwest to Caldwell on Nampa-Caldwell Boulevard.

Uses the one-way couplet of Cleveland Boulevard and Blaine Street to downtown Caldwell and terminates at Kimball Avenue.

Commuter rail follows Boise Cutoff/Union Pacific mainline, with the eastern terminus at the Boise Depot.

# I-84/I-184



## DETAILS

Begins at Main Street Station. Follows Fairview Avenue and Main Street one-way couplet, accessing I-184 at the Fairview Avenue interchange. Follows I-184 onto I-84 to the exit at Highway 20/26 in Caldwell. Travels south onto 21st Avenue and turns at the Cleveland Boulevard and Blaine Street couplet to access Caldwell.

The past studies presented two concepts for how transit may operate on I-84. Under BRT-Mixed Traffic, the bus would pick up passengers at stops located on interchange ramps or along the freeway shoulder. The BRT - exclusive guideway concept would operate in an exclusive guideway within the freeway right-of-way.

# Boise Airport Connection



*To be integrated with other routes as options in Tier 3*

## DETAILS

One route is proposed to connect high-capacity transit to the Boise Airport. This will be evaluated as a design option associated with other connecting alternatives (as opposed to stand alone alternatives).

The I-84/I-184 alternative requires more modification. Rather than use I-184, the alternative would follow I-84 to the Vista Avenue interchange then follow South Vista Avenue into downtown Boise.

# Micron Connection



*To be integrated with other routes as options in Tier 3*

## DETAILS

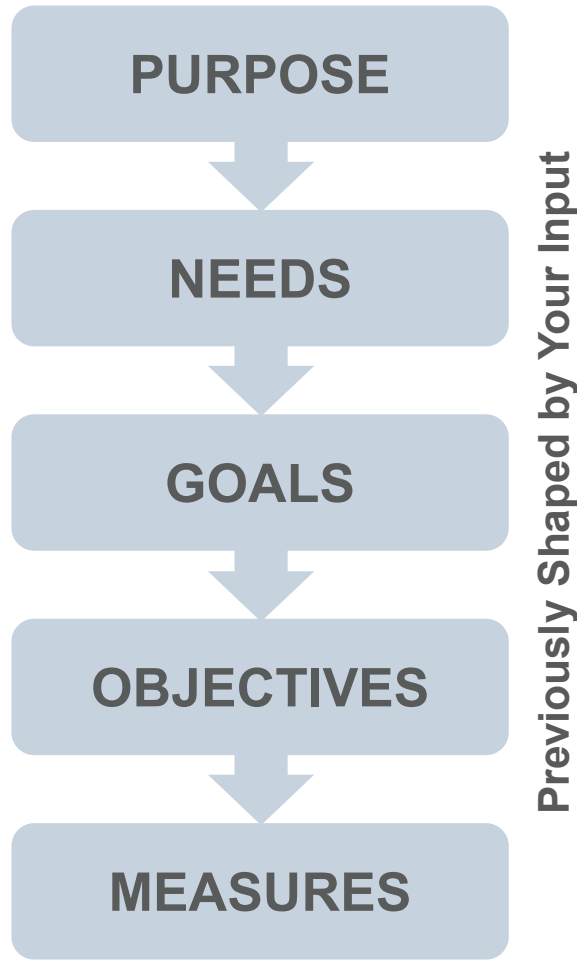
Two alternatives are proposed to connect high-capacity transit to the Micron Campus. These alternatives may be evaluated at design options associated with other connecting alternatives (as opposed to stand alone alternatives).

The first option begins at the State Capitol Building and follows the 9th Street and Capitol Boulevard one-way couplet, to Capitol Boulevard. Continuing south on Capitol Boulevard, then southeast on Federal Way to the Micron Campus.

The second option follows I-84 from either the Vista Avenue interchange or Broadway Avenue interchange to the Eisenman Road interchange.

# Tier 2 Evaluation

## Criteria Based on Our Goals



- Previously provided:
  - Input and context to purpose, need, goals, and objectives
  - Concurrence on purpose, need, goals, objectives to create our measures
- Measures require flexibility in application
  - Depending on how they perform, differentiation, data available, etc.

# Tier 2 Evaluation

## Modes and Routes Screening



Regional –  
commuter rail



Light rail transit  
(LRT)



Bus rapid transit  
(BRT) – exclusive  
guideway (center)



BRT – business  
access and transit  
(BAT) lanes (side)



BRT – mixed  
traffic

- Tier 2 modes screening
  - Does the mode improve transit connectivity and reliability?
  - How does the mode fit into the context of the corridor, does it impede freight operations, and does it support existing and planned development patterns, including transit-oriented development?
  - Is the mode financially feasible and constructable?

# Tier 2 Evaluation

## Modes and Routes Screening



Regional –  
commuter rail



Light rail transit  
(LRT)



Bus rapid transit  
(BRT) – exclusive  
guideway (center)



BRT – business  
access and transit  
(BAT) lanes (side)



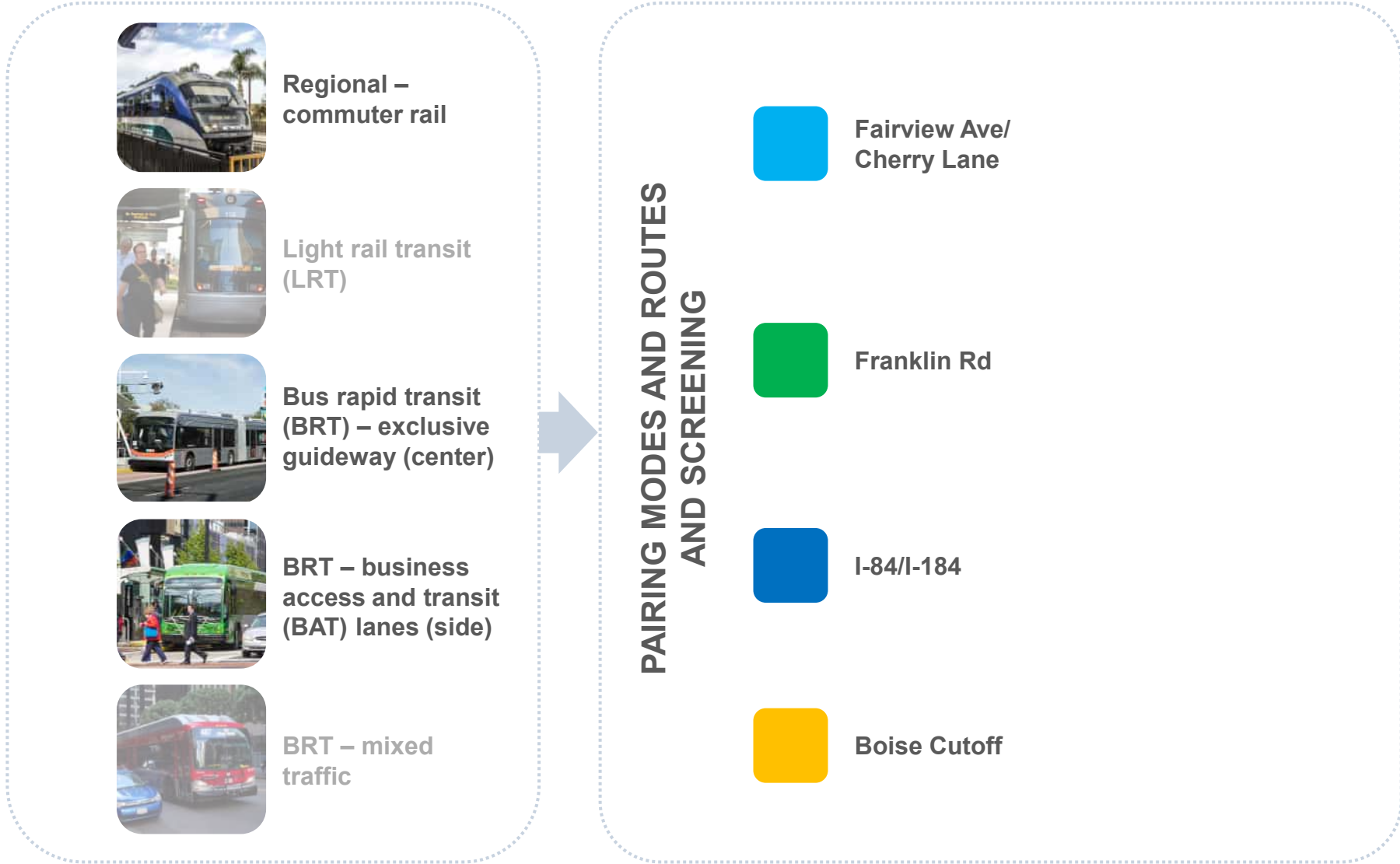
BRT – mixed  
traffic

***Cost, challenging integration with freight,  
not suited to regional connections***

***Reliability challenges, not suited to  
regional connections***

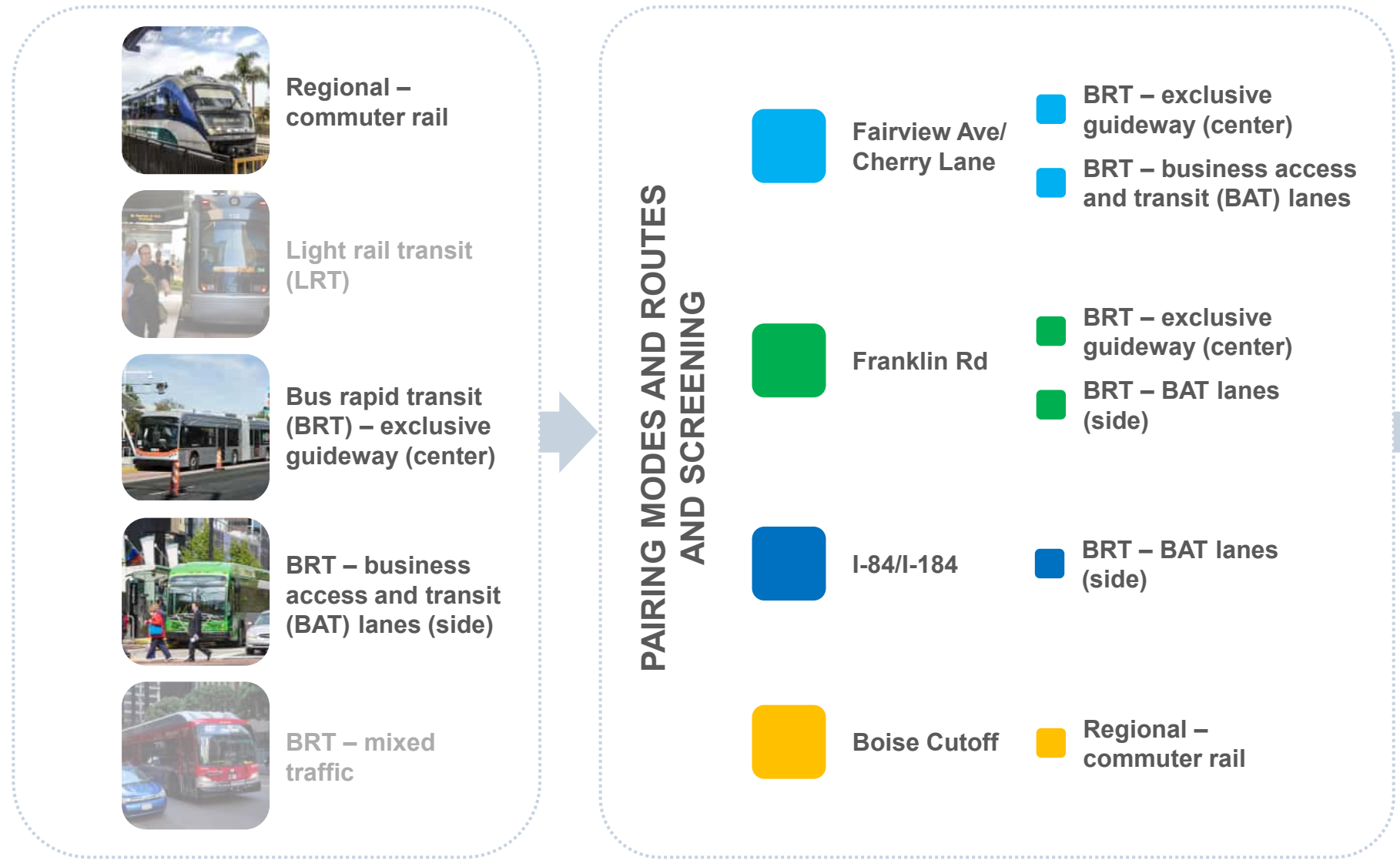
# Tier 2 Evaluation

## Modes and Routes Screening



# Tier 2 Evaluation

## Modes and Routes Screening



**ADVANCE THE MOST PROMISING**

# Tier 2 Evaluation

Criteria Based on Our Goals



**Improve  
Transit  
Connectivity  
and Mode  
Share**



**Improve  
Transit  
Reliability**



**Expand Travel  
Choices and  
Mobility**



**Develop  
Compatible  
Plans for  
High-Capacity  
Transit, Land  
Use, and  
Transportation**



**Advance  
Financially  
Feasible  
Solutions**

# Tier 2 Evaluation

## Improve Transit Connectivity + Mode Share



### Improve Transit Connectivity + Mode Share

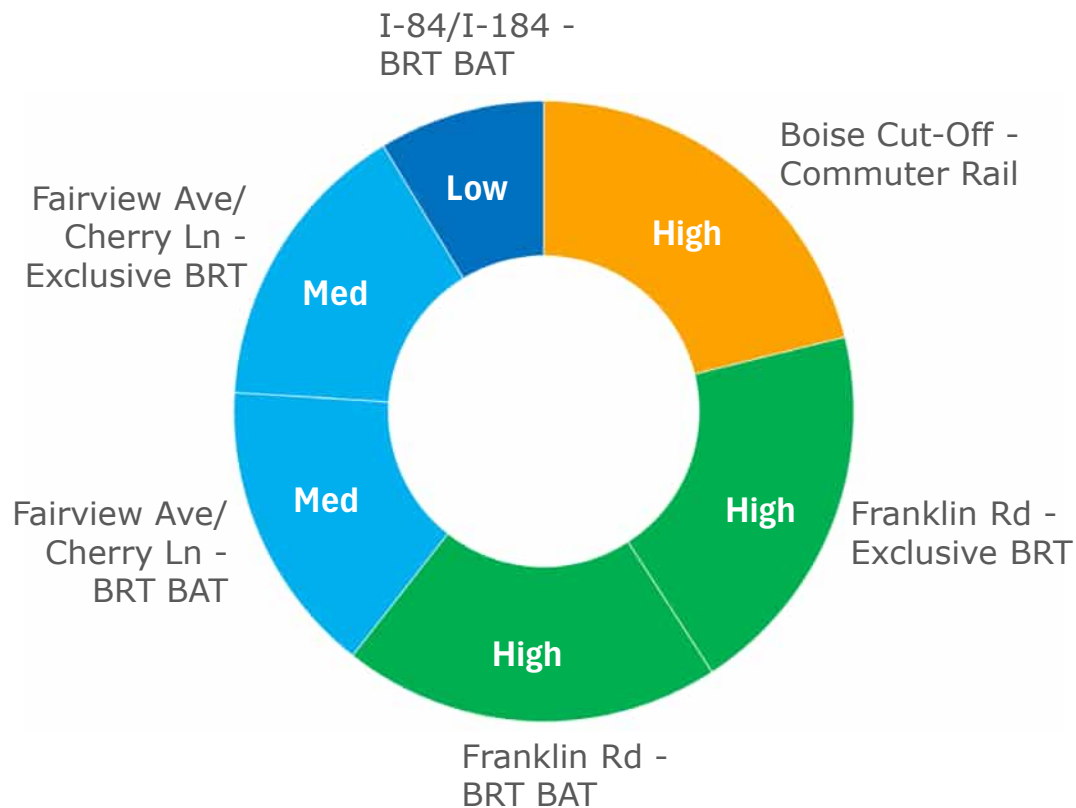
- Connects key origins and destinations (activity centers)?
  - **Franklin, Boise Cut Off:** connections to major employers
- Connects community services (healthcare, grocery stores, etc.)?
  - **Fairview/Cherry, Boise Cut Off:** strongest connections to medical, grocery, and government/community facilities
- Connects area of potential high transit usage (seniors, students, etc.)?
  - **Fairview/Cherry, I-84/I-184:** Along areas of seniors, students, low income, and no car households
- Existing and future total population?
  - **Generally similar:** With I-84/I-184 serving the lowest existing and future populations
- Existing and future jobs?
  - **Generally similar:** With all serving high levels of future jobs

# Tier 2 Evaluation

## Improve Transit Connectivity + Mode Share

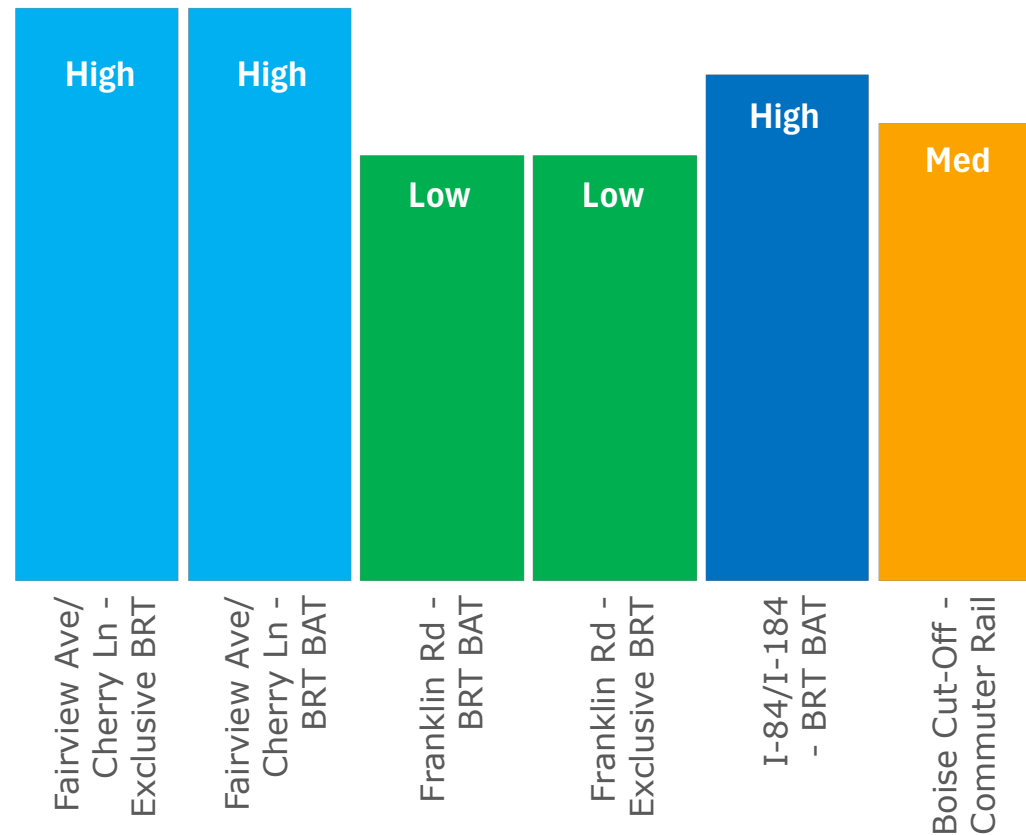
### ACTIVITY CENTERS

Activity Centers with their center within 1/2 mile of route



### POTENTIAL HIGH TRANSIT USAGE

Transit dependent populations within 1/2 mile of the corridor



# Tier 2 Evaluation

## Improve Transit Reliability

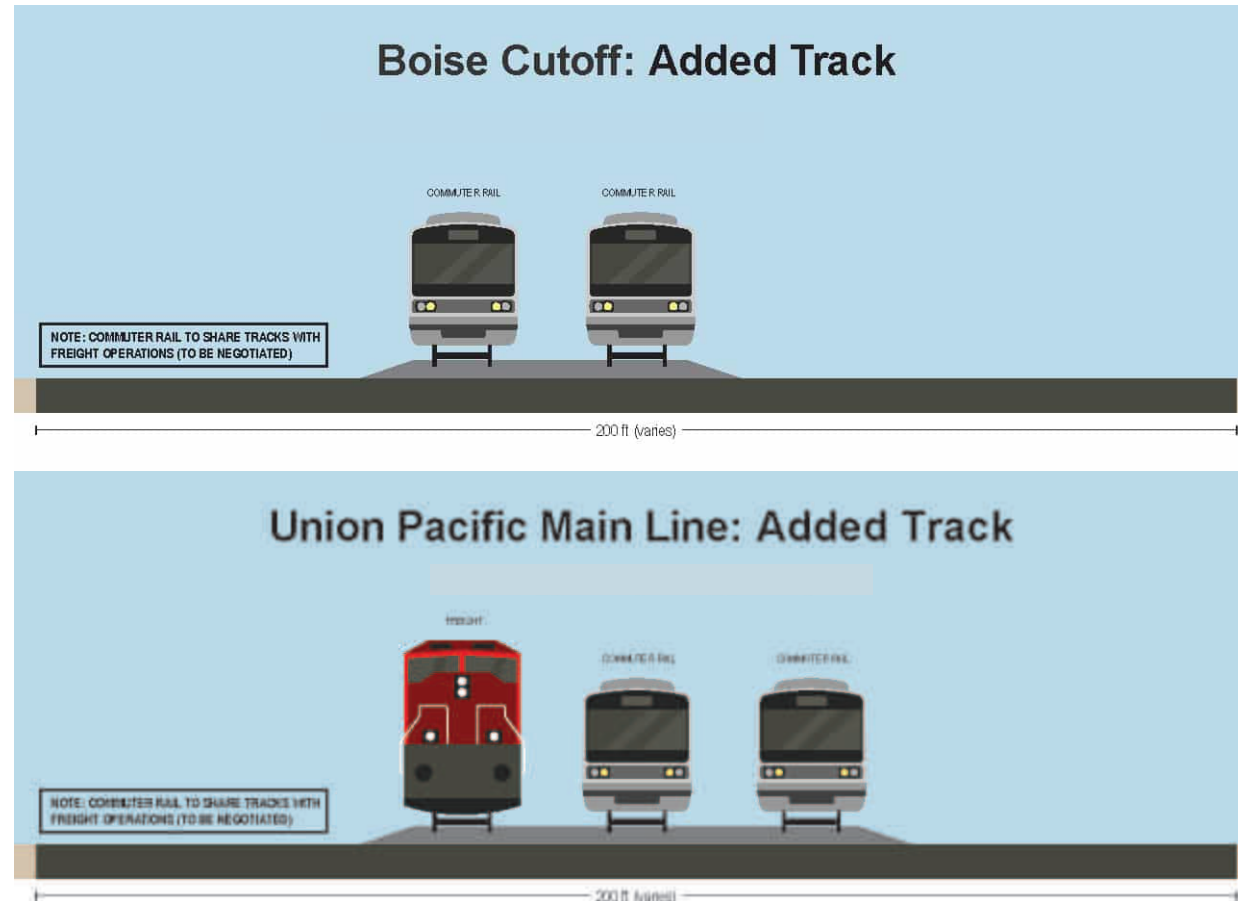


### Improve Transit Reliability

- Provides exclusivity and priority for transit?
  - **Boise Cut Off:** highest level of exclusive transit and priority through roadway crossings
- Potential impacts to traffic?
  - Examined roadway crossings, traffic volumes, crash data, and roadway/alignment characteristics
  - **I-84/I-184:** potentially the lowest to moderate impacts due to adding transit lanes with less impact to general traffic lanes
  - BRT BAT lanes score positively because they are adding some traffic capacity

## EXCLUSIVITY FOR TRANSIT (EXAMPLES)

Travels in the existing  
railroad corridor  
(right-of-way)



# Tier 2 Evaluation

## Expand Travel Choice + Mobility



### Expand Travel Choice + Mobility

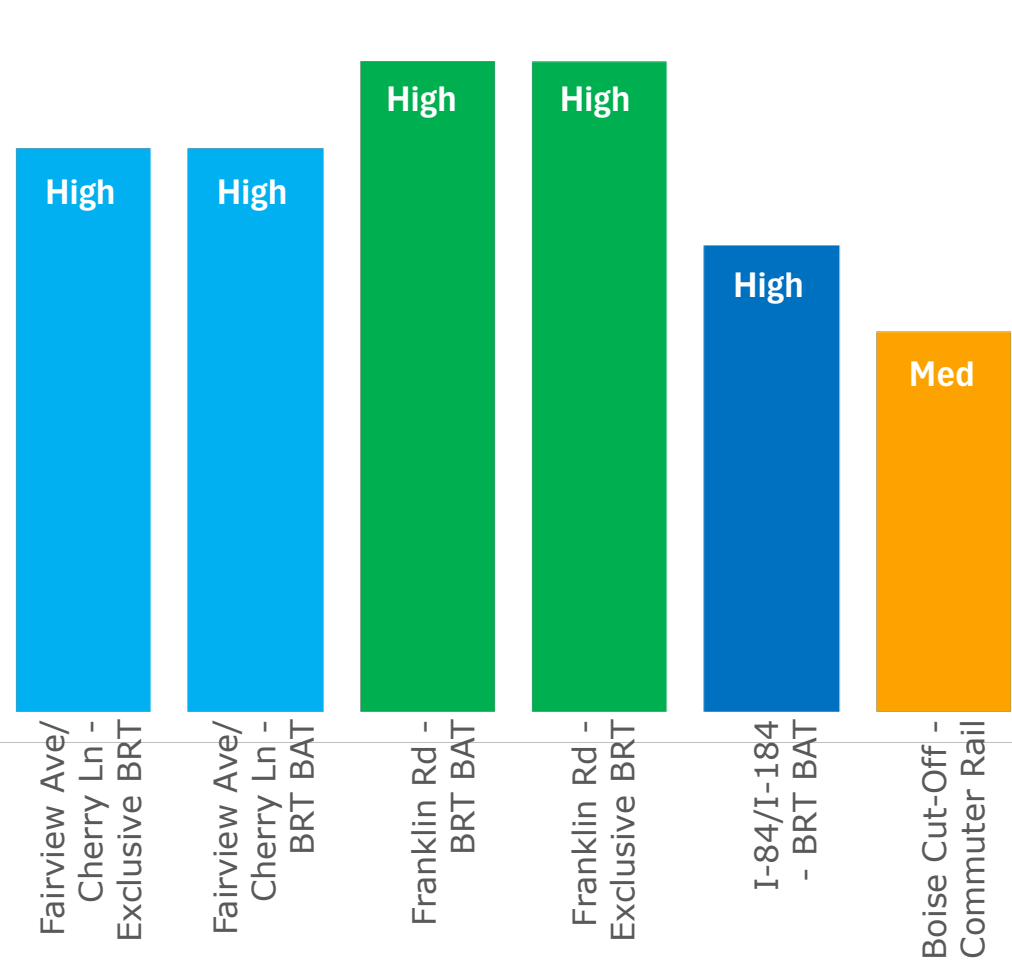
- Integration with the transit network?
  - Examine existing and planned (2050) transit network
  - **Fairview/Cherry, Franklin:** have highest connections to the VRT network (network is flexible)
- Integration with active transportation (bike, pedestrians)?
  - Mapped sidewalks, trails, and bike paths that intersect the route
  - **Fairview/Cherry, Franklin:** strongest integration with the active transportation network

# Tier 2 Evaluation

## Expand Travel Choice + Mobility

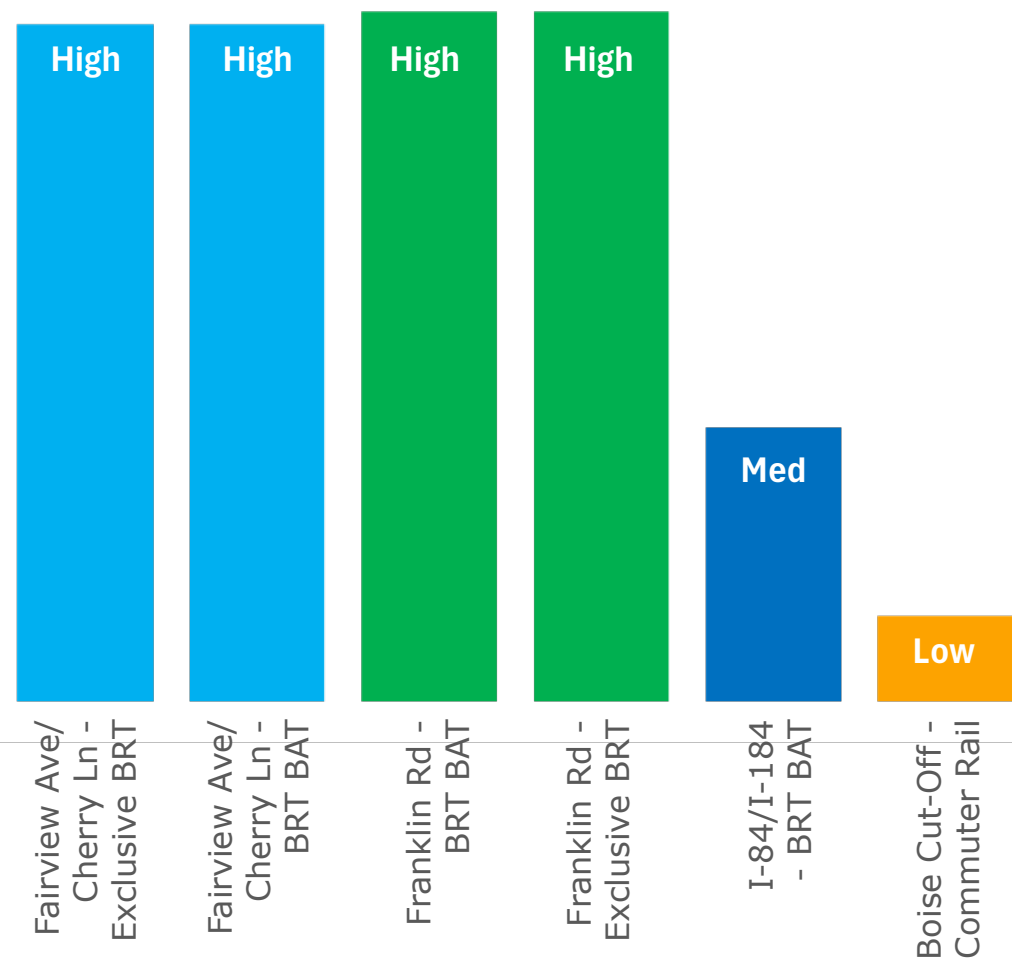
### TRANSIT NETWORK CONNECTIONS

Total of intersecting existing and future transit routes



### BIKE AND PEDESTRIAN CONNECTIONS

Total of intersecting sidewalks, trails, bike paths



# Tier 2 Evaluation

## Develop Compatible Plans



**Develop Compatible  
Plans for High-  
Capacity Transit,  
Land Use, +  
Transportation**

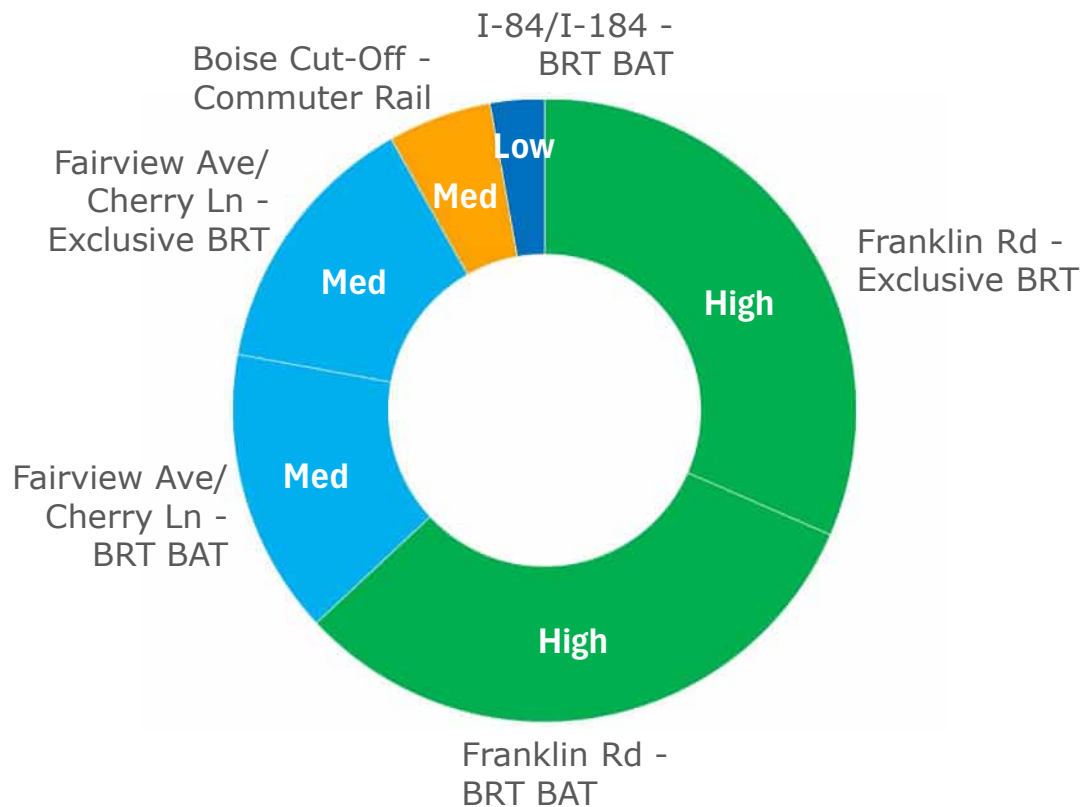
- Planned existing or future transit supportive development opportunities?
  - Analysis of future higher density land use
  - ***I-84/I-184:*** change in density increases planned
- High level environmental scan results?
  - Examined potential route ‘footprints’ for noise receptors, property, historic, farmland, hazmat, environmental justice, other natural resources
  - ***Generally similar:*** tradeoffs for all routes
  - Arterials (**Fairview/Cherry, Franklin**) would require significant widening requiring right-of-way and impacting historic properties
  - ***Boise Cut Off:*** wetland impacts
- Supports freight/goods movement?
  - ***Boise Cut Off:*** greatest potential to improve freight movement

# Tier 2 Evaluation

## Develop Compatible Plans

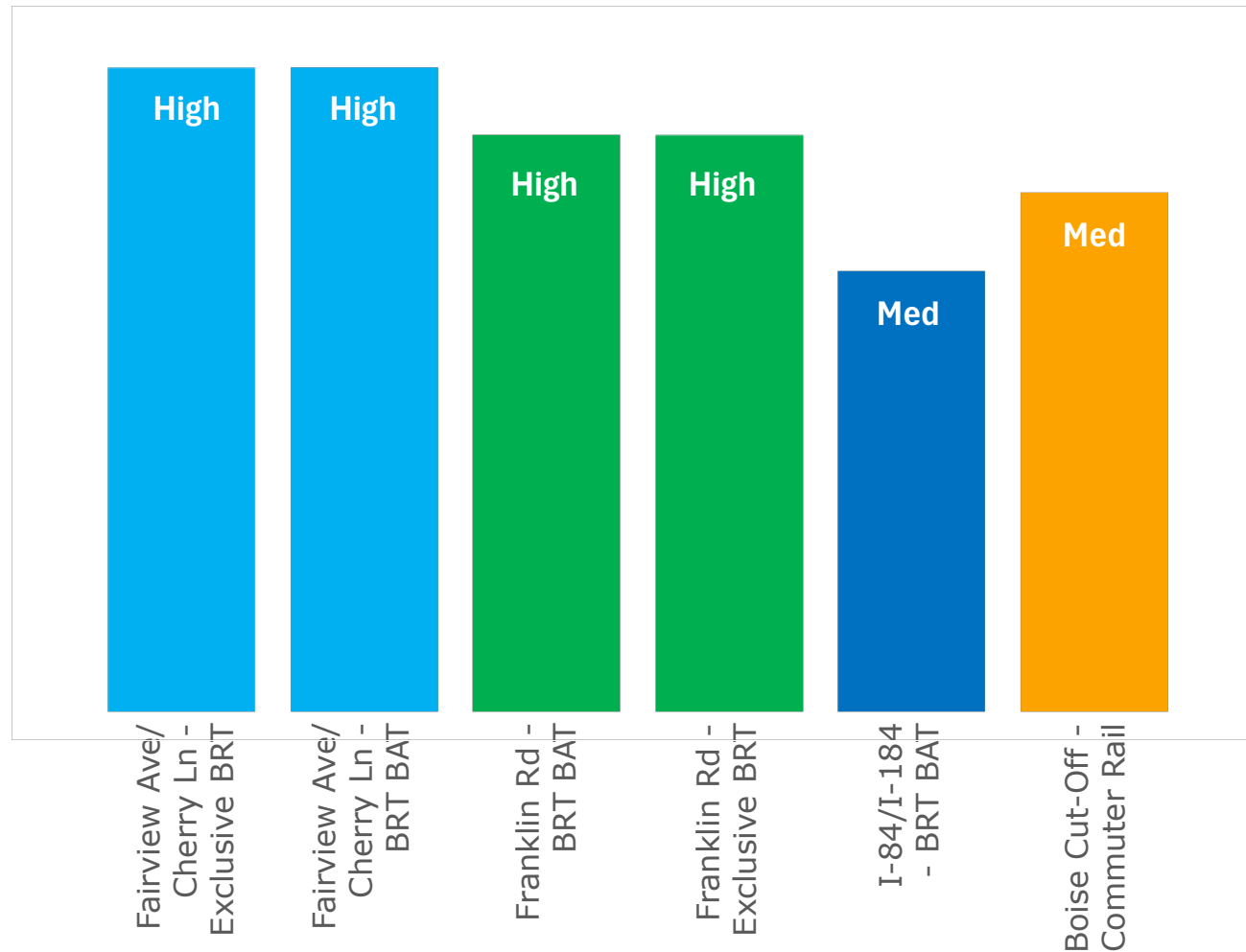
### SCALE OF POTENTIAL PROPERTY NEEDS

Conceptual acres of property required



### ENVIRONMENTAL JUSTICE COMMUNITIES SERVED

Number of EJ block groups within ½ mile of each route



# Tier 2 Evaluation

## Advance Financially Feasible Solutions



### Advance Financially Feasible Solutions

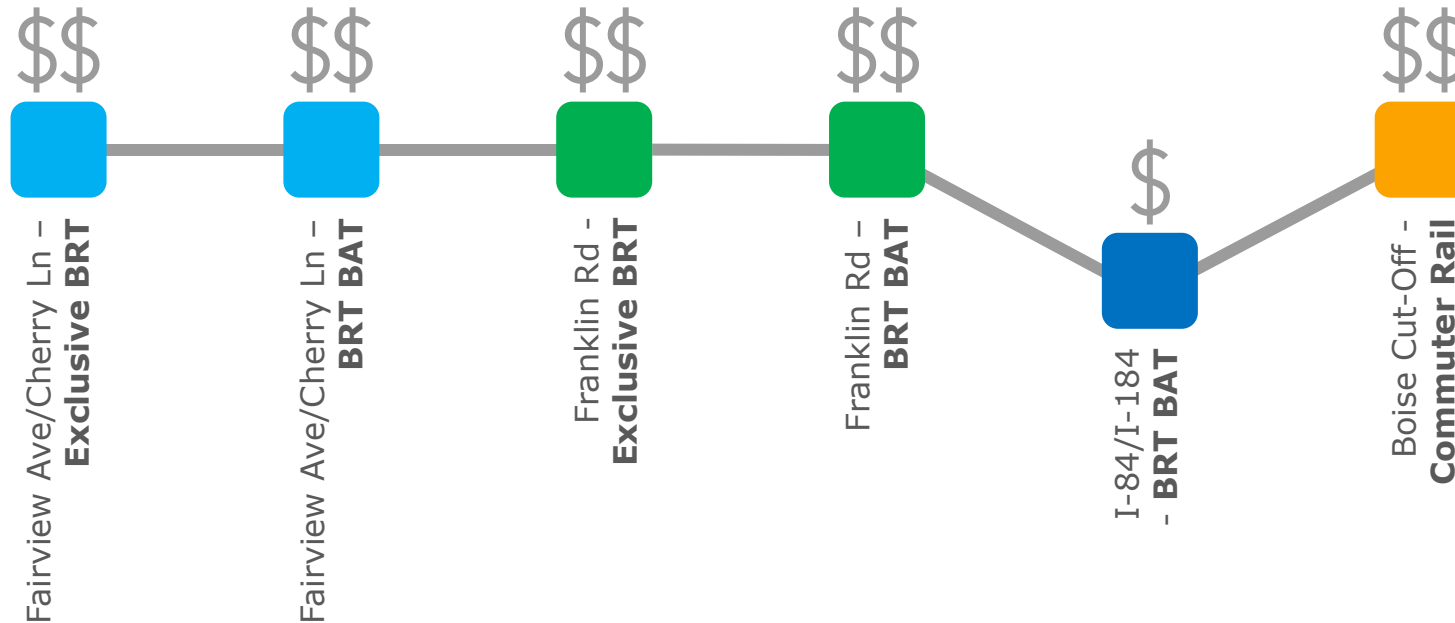
- Aligns with federal, local, and private funding opportunities?
  - **I-84/I-184:** least conceptual cost (with current design assumptions)
- Preserving the corridor for future high-capacity transit service?
  - **Boise Cut Off:** best opportunity to protect the route (railroad right-of-way) with I-84/I-184 scoring similarly
- Complexity of implementation?
  - **Boise Cut Off:** provides opportunity to phase and work with a fewer property owners (2 railroads)

# Tier 2 Evaluation

## Advance Financially Feasible Solutions

### POTENTIAL FUNDING OPPORTUNITIES COMPARISON

Conceptual cost range



# Tier 2 Summary

Goal	Screening Criteria	Fairview Ave/Cherry Ln		Franklin Rd		I-84/I-184	Boise Cut-Off
		BRT Exclusive	BRT BAT	BRT Exclusive	BRT BAT	BRT BAT	Commuter Rail
<b>Improve Transit Connectivity + Mode Share</b>	<i>Connects key origins and destinations (activity centers)?</i>	Medium	Medium	High	High	Low	High
	<i>Connects community services (healthcare, grocery stores, etc.)?</i>	High	High	Medium	Medium	Low	High
	<i>Connects area of potential high transit usage (seniors, students, etc.)?</i>	High	High	Medium	Medium	High	Medium
	<i>Existing and future total population?</i>	Medium	Medium	Medium	Medium	Low	Medium
	<i>Existing and future jobs?</i>	High	High	High	High	High	High
<b>Improve Transit Reliability</b>	<i>Provides exclusivity and priority for transit?</i>	Medium	Low	Medium	Low	Medium	High
	<i>Potential impacts to traffic?</i>	Low	Medium	Low	Medium	High	Medium
<b>Expand Travel Choice + Mobility</b>	<i>Integration with the transit network?</i>	High	High	High	High	High	Medium
	<i>Integration with active transportation (bike, pedestrians)?</i>	High	High	High	High	Medium	Low
<b>Develop Compatible Plans for High-Capacity Transit, Land Use, + Transportation</b>	<i>Planned existing or future transit supportive development opportunities?</i>	Low	Low	Medium	Medium	High	Medium
	<i>High level environmental scan results?</i>	High	Medium	High	Medium	High	Medium
	<i>Supports freight/goods movement?</i>	High	High	Low	Medium	High	High
<b>Advance Financially Feasible Solutions</b>	<i>Aligns with federal, local, and private funding opportunities?</i>	Medium	Medium	Medium	Medium	High	Medium
	<i>Preserving the corridor for future high-capacity transit service?</i>	Low	Low	Low	Low	High	High
	<i>Complexity of implementation?</i>	Low	Low	Low	Low	Low	Medium
<b>Draft Tier 2 Scoring</b>		High	Medium	Low	Low	High	High

■ High
 ■ Medium
 ■ Low

# Tier 3 Routes Advancing

	TIER 1	TIER 2	TIER 3	FINAL EVALUATION	
NO ACTION	✓	✓	✓	FINAL EVALUATION	<i>Carried forward for further analysis as baseline condition</i>
CHINDEN BOULEVARD	✓	⊘			
USTICK ROAD	✓	⊘			
FAIRVIEW AVENUE/CHERRY LANE	✓	✓	✓		<i>Carried forward for further analysis</i>
BOISE CUTOFF RAILROAD	✓	✓	✓		<i>Carried forward for further analysis</i>
FRANKLIN ROAD	✓	✓	⊘		<i>Poorer performance feasibility, connectivity, and reliability</i>
I-84/I-184	✓	✓	✓		<i>Carried forward for further analysis</i>
OVERLAND ROAD	✓	⊘			
VICTORY ROAD/ POWERLINE ROAD	✓	⊘			
AIRPORT CONNECTION	✓	⊘	✓		<i>To be integrated with other routes as options in Tier 3</i>
MICRON CONNECTION	✓	⊘	✓		<i>To be integrated with other routes as options in Tier 3</i>

4

## Questions and Feedback



# Questions and Answers

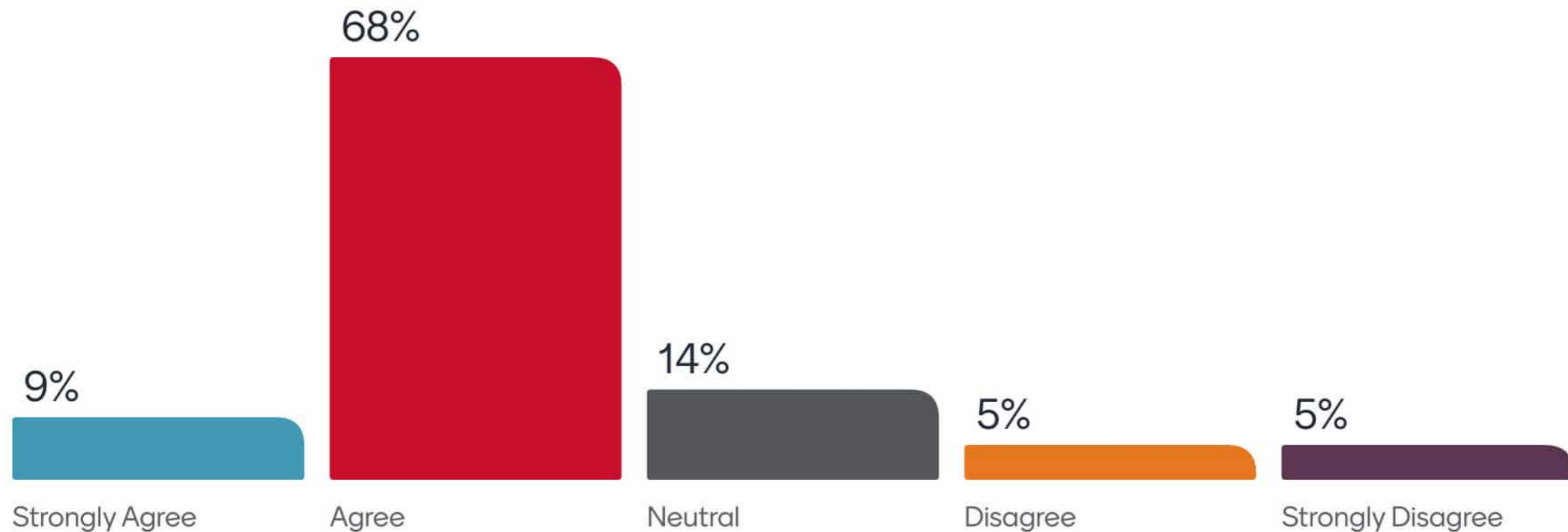
## Tier 2 Evaluation



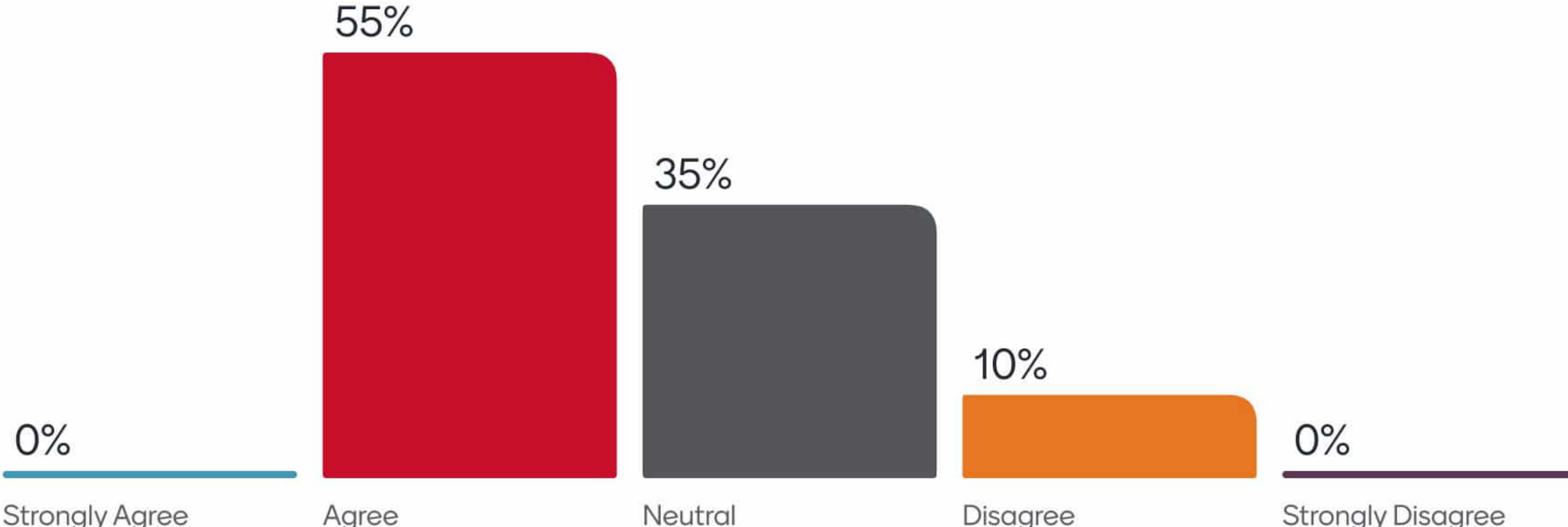
# Virtual Polling

Initial Feedback and Input

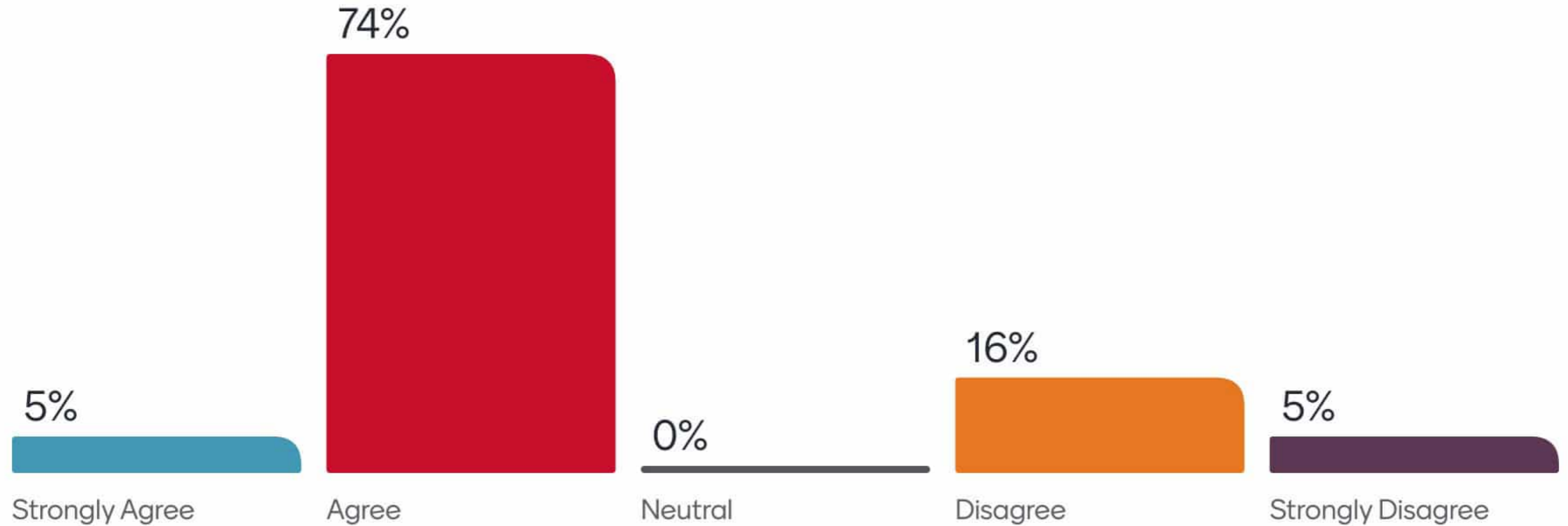
# 1 - Is the Tier 2 evaluation logic and process generally clear?



2 - Do you generally agree with Tier 2 evaluation advancing Fairview/Cherry, I-84/I-184, and the Boise Cut Off?



### 3 - Are you generally confident advancing to the Tier 3 analysis?





5

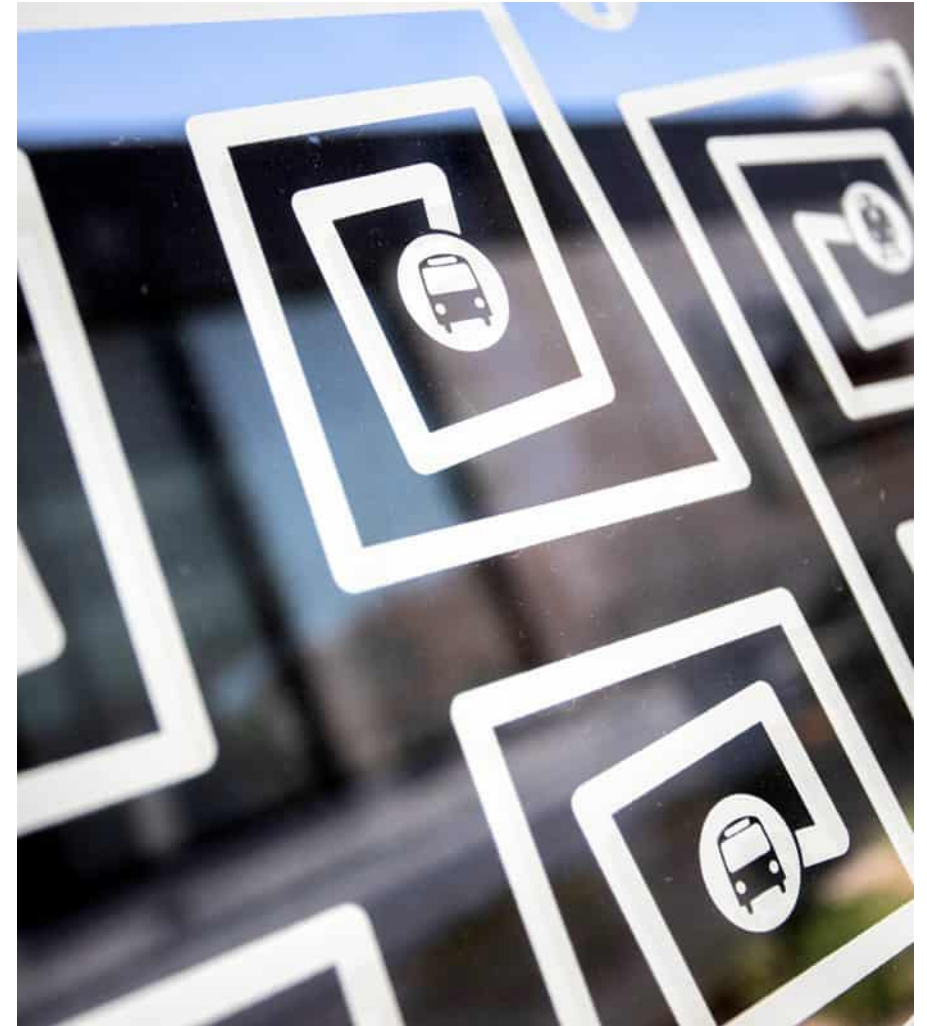
Next Steps



# Next Steps

- Next meeting
  - Spring (TBD)
- Action item recap
  - CWG meeting (Jan 23)
  - Upcoming open houses x2 (west and east)
    - Feb 18: 5-7:30 pm, *COMPASS Building* (700 NE 2nd Street, Meridian)
    - Feb 19, 5-7:30 pm, *Nampa Public Library* (215 12th Ave S, Nampa)
  - Online questionnaire
    - Feb 10-Mar 2
- Summary notes and slide deck
- Contact: [lklopfenstein@compassidaho.org](mailto:lklopfenstein@compassidaho.org)
- Closing

**THANK YOU!**





**LET'S RIDE**

TREASURE VALLEY

# MEETING SUMMARY

**Project:** Let's Ride Treasure Valley

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**Subject:** Technical Working Group (TWG) Meeting #5 Summary

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**Meeting Date:** Monday, May 12, 2025

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**Meeting Time:** 8:30 am – 10:00 am

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**Meeting Location:** Virtual meeting via TEAMS

## PREFACE

This summary reflects the general notes and action items for this meeting to the best of the knowledge of the note-taker. If you have any questions or issues, please contact Lauren Platman at [lauren.platman@hdrinc.com](mailto:lauren.platman@hdrinc.com).

## MEETING NOTES

### Welcome, Introductions, and Agenda Review

Lila Klopfenstein (COMPASS Project Manager) and Chris Proud (Consultant Lead) welcomed the group. Lila provided opening remarks. Introductions were facilitated for the community representatives and project team members (see Attachment A for full attendee list).

Chris provided an overview of the agenda for the meeting (see slide deck Attachment B).

### Meeting Purpose

Lila provided a high-level overview of the meeting purpose, which included:

- Sharing the results of the Tier 2 public engagement.
- Presenting the draft results of the Tier 3 screening.
- Informing the upcoming public engagement materials.

### Project Process and Progress

Chris presented the overall project process and phasing, noting that Phase 1 and 2 are complete and nearing completion of Phase 3.

### Tier 2 Engagement Results

Chris presented on what was presented to the public as part of Tier 2 and the feedback the team received. Overall, most respondents agreed with the routes/modes recommended for Tier 3, and the preferred route was the Boise Cutoff Commuter Rail, followed by I-84/I-184 Bus Rapid Transit (BRT) and Fairview Avenue/Cherry Lane BRT.

## Tier 3 Evaluation

Chris reminded the Technical Working Group (TWG) of the Purpose and Need of the study and that the evaluation criteria were meant to evaluate the route against the Purpose and Need. He reviewed the three-stage process the team used to narrow the number of routes and options:

1. Tier 1: Fatal Flaw.
2. Tier 2: Detailed Evaluation.
3. Tier 3: Final Alternatives.

Chris reviewed the screening process results and showed the TWG that the team has narrowed from 11 routes to 3: the Boise Cutoff, I-84/I-184, and a hybrid route of Franklin Road and Fairview Avenue – discussed later. He also shared the mode evaluation results for each remaining route where Light Rail and mixed bus BRT were removed from consideration due to incompatibility with the Purpose and Need.

Lauren Platman, HDR, provided an overview of the Tier 3 routes and associated modes. She provided additional detail on the Fairview Avenue/Franklin Road hybrid route. She noted that this route was developed based on feedback from the TWG and Community Working Group (CWG). While Fairview Avenue/Cherry Lane was recommended for further analysis, members expressed a desire to reconfigure the route to provide a direct connection to the Ten Mile Interchange Area. This resulted in a new route alignment that combined Fairview Avenue and Franklin Road at Meridian Road via center-running BRT. She highlighted the preliminary stop locations identified based on key destinations, potential ridership demand, staff input, and other considerations presented on slide 23. The remaining routes – Boise Cutoff and I-84/I-184 – were not altered, but preliminary stop locations were presented.

Zach Bentzler, HDR, provided additional detail regarding the Micron and Boise Airport deviations. Based on community and stakeholder feedback, the Boise Airport connection should be a design consideration moving forward, while a Micron connection should be considered a separate project as it does not provide the same level of community benefit. Elaine Clegg noted that Valley Regional Transit (VRT) had always envisioned that high-capacity transit service would extend beyond the Boise Depot in the future and that existing service could be extended to serve Micron.

The team then presented the Tier 3 evaluation results by the evaluation categories. The same categories have been used for each Tier, while the criteria have increased in specificity. Discussion took place during the results review and is reflected below.

- Transit Connectivity + Mode Share
  - A model was used to forecast potential future transit demand. The Boise Cutoff performed the best with the highest ridership demand and largest peak hour capacity. It also provided the best connectivity to local transit and is more likely to boost transit use across the region. Access to critical community services, transit needs, and affordable housing was not a major differentiator between routes. All routes performed well under these criteria.
- Improve transit reliability:

## LET'S RIDE – TREASURE VALLEY

- Boise Cutoff and I-84/I-184 had similar travel times when accounting for the bus connection from the Boise Depot to Main Street Station. These route options also had the fewest roadway crossing conflicts.
- The maintenance facility was not a major differentiator between the options as all routes will require siting and building a place to park and maintain vehicles.
- Travel Choice + Mobility
  - Franklin Road/Fairview Avenue performed the best for bike and pedestrian connectivity.
  - Comment:
    - Stephen Hunt (VRT): How was walkability assessed?
      - The team looked at the percentage of walkable area within 0.5 and 1 mile of the station location within the Transportation Analysis Zones station area boundary. The walkable areas are the real walkable network. He suggested that economic development, walkability, and bikeability could all be used to better distinguish between the routes.
- Compatible Plans:
  - The team used a conservative design assumption on all routes – i.e., that transit guideways will avoid taking existing travel lanes and assume that additional space is needed. For comparison, the Boise Cutoff was assumed to be double-tracked.
  - Under this assumption, Fairview Avenue/Franklin Road has the highest amount of acquisition needs, meaning higher property impacts and greatest potential for historic resource impacts. While the Boise Cutoff is a privately owned track, it is a single landowner, which simplifies negotiations.
  - Comments:
    - Mark Wasdahl (ITD D3) – What is the percentage split between transportation right-of-way needs and station needs?
      - Laura Meyers (Jacobs) – The number presented provides a rough estimate of the full relocation needed for both transportation right-of-way needs and station needs. It does not factor in the smaller slivers of property that would need to be acquired, which is much higher. The acquisitions for the Boise Cutoff are almost entirely the property required for park and rides.
      - It was noted that I-84 has an auxiliary lane in design between Meridian and Eagle, which didn't require any additional right-of-way. Member wanted to better understand how much acquisition is related to the right-of-way versus station areas.
    - Elaine Clegg (VRT) – Noted that it is too early to estimate the full cost of operating in the rail corridor as the actual cost will need to be negotiated based on factors not yet known including benefits to the rail companies from double track and crossing improvements which may help with negotiations. The project team confirmed that the cost estimate does not

## LET'S RIDE – TREASURE VALLEY

account for the potential acquisition or lease of the privately-owned rail corridor.

- Elaine Clegg (VRT) – Stated VRT wants to avoid creating a park and ride dependent system. Suggested referring to stops with park and rides as “station areas” to avoid the perception of creating a transit system centered around driving.
- Brian McClure (City of Meridian) - Please be careful with costs and the rail corridor, if you go there. Previous estimates assumed prime land value for the rail corridor despite no access or corridor use except for by adjacent properties. It was astronomical and completely unrealistic (if the cutoff moves forward).
  - Chris Proud (HDR) – Noted that property is the main asset of the railroad, and operators are looking at ways to diversify revenue streams, including passenger rail. There is no guarantee that this is of interest in this region, but it has been happening in other communities. The study does need to be careful to not underestimate the cost of leasing the railroad.
- Bre Brush (City of Boise) - Does VRT have eminent domain authority?
  - Elaine Clegg said VRT has this authority, but have not exercised it in VRT's history, thus they would lean on parter agencies to acquire land for the project.
  - Chris Proud noted that the preference would be to negotiate with property owners and pay fair market value, and that eminent domain would be the last resort. He reminded the TWG that the cost and impact estimates are preliminary based on conceptual design and should only be used for comparison.
- Mark Wasdahl (ITD D3) - noted that the Idaho Transportation Department (ITD) right-of-way group could be engaged for right-of-way activities as the state is experienced in property acquisition.
- Elaine Clegg agreed that ITD could play a role as this project applies to regional movement.
- Feasible Solutions
  - Movement of freight/goods
    - Rail - freight may benefit from infrastructure improvements.
      - Stephen Hunt – The analysis should consider whether a route would improve freight movement instead of minimizing impact. While the I-84 route does not necessarily improve freight movement, does it provide any positive impacts?
  - Financial Feasibility
    - Boise Cutoff is the most expensive to construct (with the assumption for double-track), followed by Fairview Avenue/Franklin Road, and I-84/I-184.
      - Elaine Clegg (VRT) asked whether the capital costs factors in the lifecycle of the vehicles. Train vehicles last longer than buses.

- Chris Proud (HDR) will follow up after a conversation with the cost estimators.
- Fairview/Franklin is the most expensive to operate.
- Funding options were not a differentiator.
- Fairview Avenue/Franklin Road would be most challenging to preserve the corridor due to the parcel impacts, which are seven times higher than the rail corridor.
- The project may consider phasing implementation to minimize impact to traveling public and businesses.

### Group Discussion

Chris (HDR) facilitated a discussion with the TWG pertaining to the information presented. Below is a summary of the questions and responses.

- Stephen Hunt (VRT) was surprised that the rail corridor performs worst on pedestrian access.
  - Chris Proud (HDR) responded that historically, railways were designed to limit access to pedestrians, so the current configuration does not feature a lot of pedestrian connectivity.
  - Lila Klopfenstein (COMPASS) shared that Boise cutoff scores better at a one-mile buffer around the station compared to a half-mile, as the broader area has better connectivity.
  - Elaine Clegg (VRT) asked if the analysis included pedestrian access across the interchanges. Yes, sidewalks across the interchanges were included.
    - Chris (HDR) noted that this level of analysis only looked at the physical infrastructure but did not take the quality of environment into account, as that can be difficult to quantify. While there are sidewalks over the highway, they may not be comfortable to use.
- Elaine Clegg (VRT) shared that when Salt Lake City started work on the rail corridor, they used DOT funding as a match since the project was viewed as mitigation for future freeway widening. She recommended that additional financial analysis include environmental mitigation tools.
  - Ester Ceja (ITD) will investigate options.
  - Mark Wasdahl (ITD D3) wants a better understanding of the available funding sources.
- Brian McClure (City of Meridian) asked if any of the criteria were weighted.
  - Chris Proud shared that all criteria were evaluated equally.
- Tom Laws (ACHD) shared that he agreed with comments made by Elaine Clegg and Stephen Hunt. He highlighted the following:
  - He was also surprised by the pedestrian connectivity results for the Boise Cutoff due to its location.

- He was grateful to Mark and ITD for offering acquisition support and expertise.
- Acknowledged that partial acquisitions can be more difficult than full acquisitions.

## **Closing and Next Steps**

The project team reviewed the next steps for the TWG.

- Chris Proud (HDR) will send out the slide deck for review. The TWG has a two-week review period.
- The next TWG meeting is tentatively scheduled for Summer/Fall 2025.
- Alternatives Analysis will be completed in Fall 2025.
- Final stakeholder engagement – June 2025.
  - TWG will have an opportunity to review the engagement materials.
- Amy Luft (COMPASS) will be providing communications staff information to share with their jurisdictions.

## **CONCLUSION OF MEETING**

Lila Klopfenstein and Chris Proud thanked the group for their time and efforts during the meeting and reminded participants to reach out with comments, questions, or concerns.

## **ATTACHMENTS**

- A. Attendee List
- B. TWG #5 Slide Deck Presentation

**ATTACHMENT A- ATTENDEE LIST**

Attendee List				
First	Last	Agency	Invited	Attended
Sean	Kelly	ACHD	x	x
Tom	Laws	ACHD	x	x
Brent	Moore	Ada County Development Services	x	x
Josie	Erskine	Ada Soil and Water Conservation District	x	
Nick	Peterson	Benesch	x	
Jill	Singer	Boise Air Terminal/Gowen Field (BOI)	x	
Rebecca	Hupp	Boise Air Terminal/Gowen Field (BOI)	x	
Jay	Gibbons	Canyon County	x	
Bre	Brush	City of Boise	x	x
Deanna	Dupuy	City of Boise	x	
Hanna	Veal	City of Garden City	x	x
Jenah	Thornborrow	City of Garden City	x	
Brian	McClure	City of Meridian	x	x
Caleb	Hood	City of Meridian	x	
Hether	Hill	City of Meridian	x	x
Breanna	Son	City of Nampa	x	
Doug	Critchfield	City of Nampa	x	x
Ariana	Monroy	EPA	x	
Susan	Sturges	EPA Region 10	x	x
Barney	Remington	FTA Region 10	x	
Danielle	Casey	FTA, Region 10	x	
Chris	Hopper	Highway District No. 4	x	
Lenny	Riccio	Highway District No. 4	x	
Beth	Bahem	ID DEQ, Boise Regional Office	x	
Brandon	Flack	ID Fish and Game	x	x
Emily	Barnes	ID Water Resources	x	
Neeley	Miller	ID Water Resources	x	
Lt. Timothy	Gannon	Idaho Air and Army National Guard	x	
Matthew	Pabich	Idaho Department of Environmental Quality	x	
Ester	Ceja	Idaho Department of Transportation	x	x
Mark	Wasdahl	Idaho Transportation Department, District 3	x	x

## LET'S RIDE – TREASURE VALLEY

Attendee List				
First	Last	Agency	Invited	Attended
Scott	Rudel	ITD, District 3	x	
Karissa	Nelson	LHTAC	x	
Clarissa	Lucas	Local Highway Technical Assistance Council	x	
Nick	Lehman	Nampa Highway District 1	x	
Noble	Lafferty	Nampa Highway District 1	x	
Rhonan	Brownfield	Nampa Highway District 1	x	x
Lynsey	Johnson	Nampa Municipal Airport	x	x
Jade	Roubideaux	Shoshone-Paiute Tribes	x	
Ashley	Molloy	SHPO	x	x
Chris	Shaver	SHPO	x	
Kayla	McElreath	SHPO	x	
Rob	Oates	Treasure Valley Executive Airport at Caldwell (KEUL)	x	
Randi	Connell	US Fish and Wildlife Service	x	
Greg	Martinez	USACE, Boise Field Office	x	
Jacob	Cordtz	USACE, Boise Field Office	x	
Amie	Miller	USDA, Idaho State Office	x	
David	Anderson	USDA, Idaho State Office	x	
Greg	Becker	USDA, Idaho State Office	x	
Elaine	Clegg	VRT	x	x
Kate	Dahl	VRT	x	x
Stephen	Hunt	VRT	x	x
Brett	Korporaal	Boise Air Terminal/Gowen Field (BOI)	x	x
Lenny	Riccio	Highway District #4	x	x

Project Team			
Agency	Name	Invited	Attended
COMPASS	Lila Klopfenstein	x	x
COMPASS	Amy Luft	x	x
COMPASS	Austin Miller	x	x
COMPASS	Craig Raborn	x	
COMPASS	MaryAnn Waldinger	x	x
Consultant - HDR	Zach Bentzler	x	x
Consultant - HDR	Cameron Waite	x	x
Consultant - HDR	Christopher Proud	x	x
Consultant - HDR	Lauren Platman	x	x

**LET'S RIDE – TREASURE VALLEY**

<b>Project Team</b>			
<b>Agency</b>	<b>Name</b>	<b>Invited</b>	<b>Attended</b>
Consultant - Jacobs	Andrew Barash	x	
Consultant - Jacobs	Laura Meyer	x	x

# **ATTACHMENT B- TWG #5 SLIDE DECK PRESENTATION**



## ERWG Meeting

# MEETING MINUTES

**Project:** Let's Ride Treasure Valley

**Subject:** ERWG Scoping Meeting – Minutes

**Meeting Date:** Thursday, October 31, 2024

**Meeting Time:** 2:00 pm to 3:30 pm

**Meeting Location:** *MS Teams*

The table below details the topics for discussion and meeting minutes. The attendee list is included in Attachment 1. Comments submitted through the chat function are captured in Attachment 2. The meeting presentation is included in Attachment 3.

**Table 1: Agenda Topics and Minutes**

No.	Topic	Minutes
1.	Welcome and Introductions	Attendees introduced themselves and the agency/organization they represent. Lila reviewed the agenda and provided the purpose for the meeting.
2.	Study Overview	<p>Chris described the study area and the purpose of the study, which is to evaluate high-capacity transit alignments and alternatives between Boise and Caldwell. The study is a Planning and Environmental Linkages Study and is laying the groundwork for a NEPA document, should a project advance.</p> <p>Chris explained the study process: (1) Project Development, (2) Tier 1 and 2 Screening, (3) Tier 3 Screening, and (4) Recommendations + Strategies. Chris also explained the stakeholder and community engagement strategy and that the project has conducted one round of public meetings.</p> <p>Chris explained the routes under consideration and the results from the Tier 1 screening.</p> <p>Attendees did not have questions or clarifications on the material Chris presented.</p>
3.	Purpose and Need	<p>Laura provided the background of how the purpose and need statement was developed. Laura noted that the purpose and need will be sent to FTA shortly for concurrence.</p> <p>Attendees did not have questions or clarifications on the material Laura presented.</p>

## LET'S RIDE – TREASURE VALLEY

No.	Topic	Minutes
4.	Environmental Scan	<p>Laura outlined the Environmental Scan task, which includes environmental data collection, development of an interactive master map hosted on the COMPASS website, and preparation of the Environmental Resources Report (ERR), which documents existing resource conditions in the study area. Laura noted that the study considers environmental resources during alternatives development and screening, so that future NEPA teams do not need to backtrack in the alternatives process.</p> <p>Laura reviewed the environmental resources included in the draft ERR and the desktop data sources for each resource. She noted the project team sent the draft ERR to the workgroup about two weeks prior to the meeting for them to review. Laura asked for questions or comments about the environmental resources included or the data sources. Questions and comments are summarized below:</p> <ul style="list-style-type: none"> <li>• Susan Sturges (EPA) suggested including more information about the tribes in the ERR. Laura and Chris explained a Shoshone-Paiute Tribal representative is part of the ERWG and has been invited to meetings and to review the ERR but has not responded. Danielle Casey (FTA) asked for clarification on how the study team has reached out to the Shoshone-Paiute. Lila and Chris responded that COMPASS has emailed the tribal representative throughout the study but has not received a response to date and asked if there were recommendations for how to get ahold of the tribe. Ashley Molloy (SHPO) added to the chat (Chat screenshots below), "We'll send you new contact person for Section 106 consultation." Danielle Casey (FTA) stated in the chat, "email me the addresses or contact information used to contact the tribe(s). Depending on the branch, I may have a contact or way to get in touch." Lila noted that she would follow up with FTA by sending an email summary of tribal outreach to date and thanked SHPO for putting the team in contact with a new contact person.</li> <li>• Susan Sturges (EPA) asked about wildlife corridors within the study area that might intersect with alternatives. Laura noted that the team has not currently collected data for wildlife movement or conflicts given the largely urban nature of the study area. It was discussed that one data point for that topic is vehicle-wildlife collisions and that ITD may have that information for the interstate corridor. Laura noted that the project team would check to see if any information is available.</li> </ul>

## LET'S RIDE – TREASURE VALLEY

No.	Topic	Minutes
5.	ERWG Resource Input	<p>Laura asked each agency to provide input regarding environmental resources in the study area under their jurisdiction:</p> <ul style="list-style-type: none"> <li>• Ada County: No concerns.</li> <li>• DEQ: No concerns.</li> <li>• SHPO: Will FTA take the lead for Section 106 during the NEPA phase? Project team responded that the assumption is that FTA would be the NEPA lead agency if and when the project advances to NEPA.</li> <li>• ITD HQ Environmental: No comments.</li> <li>• LHTAC: No comments.</li> <li>• BLM: No comments, but a note that the federally listed threatened and endangered species may require coordination with USFWS during NEPA.</li> <li>• EPA: No additional comments.</li> <li>• USACE: NHD and NWI are good data sources to start with. Glad to hear the team is cognizant not to prematurely remove alternatives that could be the LEDPA. No additional comments. Enjoyed the maps.</li> <li>• FTA: If the project is advanced to NEPA, FTA will need a formal designation letter to be the lead NEPA agency.</li> </ul> <p>Lila asked SHPO about their written suggestion to coordinate with local historic commissions. Ashley Molloy (SHPO) explained that there is a certified local governments program and those within the program have historic preservation commissions. Ashley said that coordination with those commissions should occur during the formal Section 106 process during NEPA, rather than during the PEL but the need for future coordination with those commissions should be noted in the ERR.</p>
6.	Next Steps and Action Items	<p>Lila noted that the next step is to develop and screen the Tier 2 alternatives and that the screening will consider information from the ERR.</p>

**Attachment 1 – Attendee List**

# Attachment 1: Attendee List – ERWG Meeting

## October 31, 2024

ERWG Members				
Agency	First	Last	Invited	Attended
Ada County Development Services	Brent	Moore	X	X
Ada Soil and Water Conservation District	Josie	Erskine	X	
American Farmland Trust	David	Anderson	X	
BLM, Boise District Office	TJ (Terrell)	Meeks	X	X
EPA, Region 10	Susan	Sturges	X	X
FHWA, Idaho Division	Gus	Loeffelholz	X	X
FTA, Region 10	Barney	Remington	X	X
FTA, Region 10	Danielle	Casey	X	X
ID DEQ, Boise Regional Office	Beth	Bahem	X	
ID DEQ, Boise Regional Office	Rebecca	Blankenau	X	
ID DEQ, Boise Regional Office	Matthew	Pabich	X	X
ID Fish and Game	Brandon	Flack	X	
ID Water Resources	Emily	Barnes	X	
ID Water Resources	Neeley	Miller	X	
ITD, District 3	Scott	Rudel	X	
ITD, HQ Environmental	Ester	Ceja	X	X
LHTAC	Karissa	Nelson	X	
LHTAC	Clarissa	Lucas	X	X
Shoshone-Paiute Tribes	Sherry	Crutcher	X	
SHPO	Ashley	Molloy	X	X
SHPO	Chris	Shaver	X	
SHPO	Kayla	McElreath	X	X
SHPO	Travis	Pitkin	X	
US Fish and Wildlife Service	Randi	Connell	X	
US Fish and Wildlife Service	Kassondra	Dumke	X	
USACE, Boise Field Office	Greg	Martinez	X	
USACE, Boise Field Office	Jacob	Cordtz	X	X
USDA, Idaho State Office	Amie	Miller	X	
USDA, Idaho State Office	David	Anderson	X	
USDA, Idaho State Office	Greg	Becker	X	

**Project Team**

<b>Agency</b>	<b>First</b>	<b>Last</b>	<b>Invited</b>	<b>Attended</b>
COMPASS	Austin	Miller	X	X
COMPASS	Eric	Adolfson	X	X
COMPASS	Lila	Klopfenstein	X	X
COMPASS	MaryAnn	Waldinger	X	X
Consultant - HDR	Christopher	Proud	X	X
Consultant - HDR	Zach	Bentzler	X	X
Consultant - Jacobs	Laura	Meyer	X	X

## Attachment 2 – Screenshot of comments within “Chat” function

 1:54 PM Meeting started

Ashley Molloy (Unverified) 2:24 PM

**AM** We'll send you new contact person for Section 106 consultation.

Casey, Danielle (FTA) (Unverified) 2:25 PM

**DC** Lila, please email me the addresses or contact information used to contact the tribe(s). Depending on the branch, I may have a contact or way to get in touch. Thanks!

Lila Klopfenstein (Guest) 2:26 PM

**LK** Thank you both! Danielle - I'll summarize our outreach thus far via email.



## LET'S RIDE – TREASURE VALLEY

Matthew Pabich (Unverified) 2:37 PM

MP No idea whats with mic.

No concerns though

Proud, Christopher 2:37 PM

CP Matthew if you have topics you want us to talk about please note them in the chat here.

Ashley Molloy (Unverified) 2:38 PM

AM Is FTA taking the lead for Section 106 consultation when we get past the PEL?

Matthew Pabich (Unverified) 2:38 PM

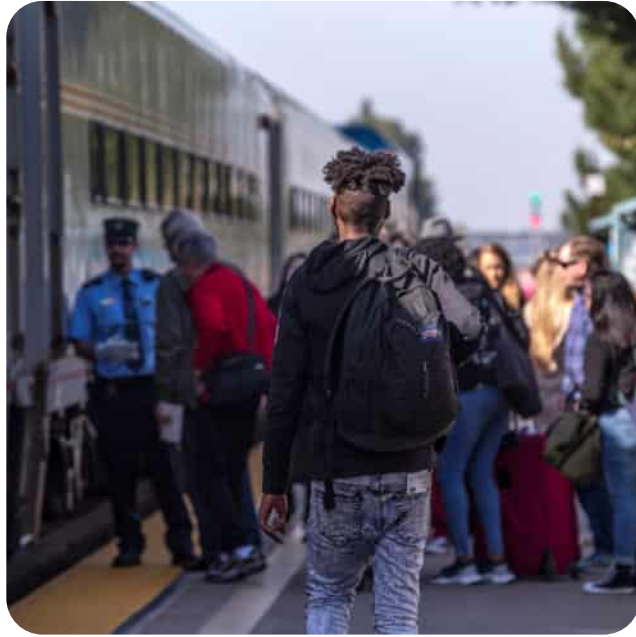
MP Had no concerns, if anything it would reduce the chances and volumes of hazmat potential.

**Attachment 3 – Meeting Presentation**



**LET'S RIDE**

TREASURE VALLEY



# Environmental Review Workgroup (ERWG) Resource Discussion

October 31, 2024



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

1

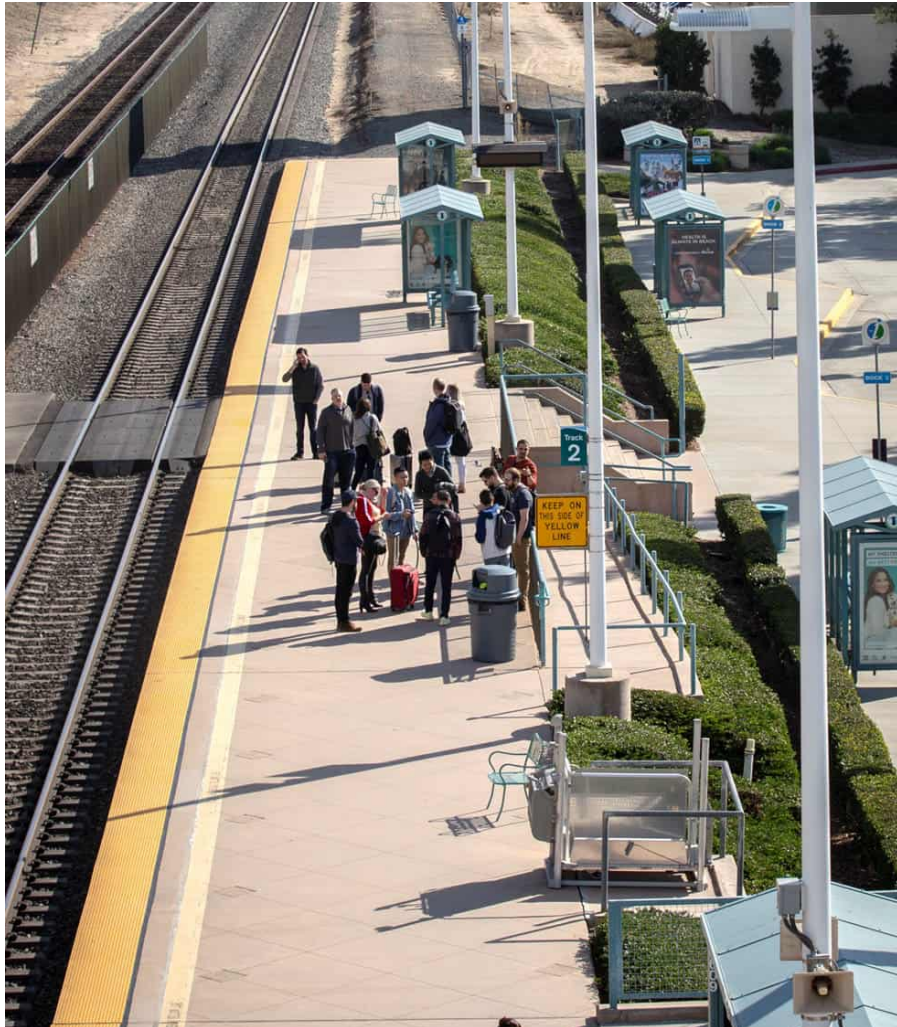
# Welcome, Introductions, and Agenda Review

# Welcome and Introductions

- COMPASS opening remarks:
  - Lila Klopfenstein
- Round table introductions
  - Name and organization



# Agenda Overview



- Welcome and Introductions
- Project Overview
- Purpose and Need
- Environmental Scan
- ERWG Resource Input
- Next Steps

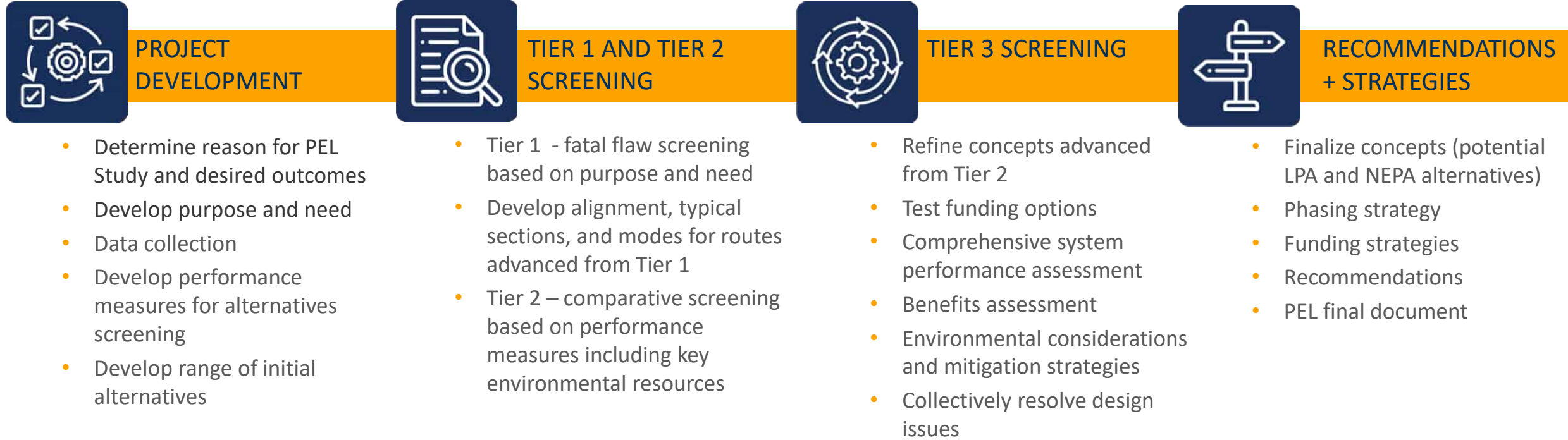
- Discuss key environmental resource issues in the study area to be sure we have captured resource issues that could influence decision-making in the PEL study or future NEPA/permitting phases.



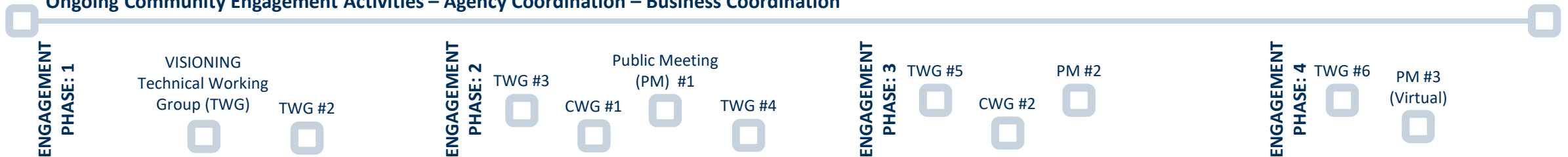
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## Study Overview

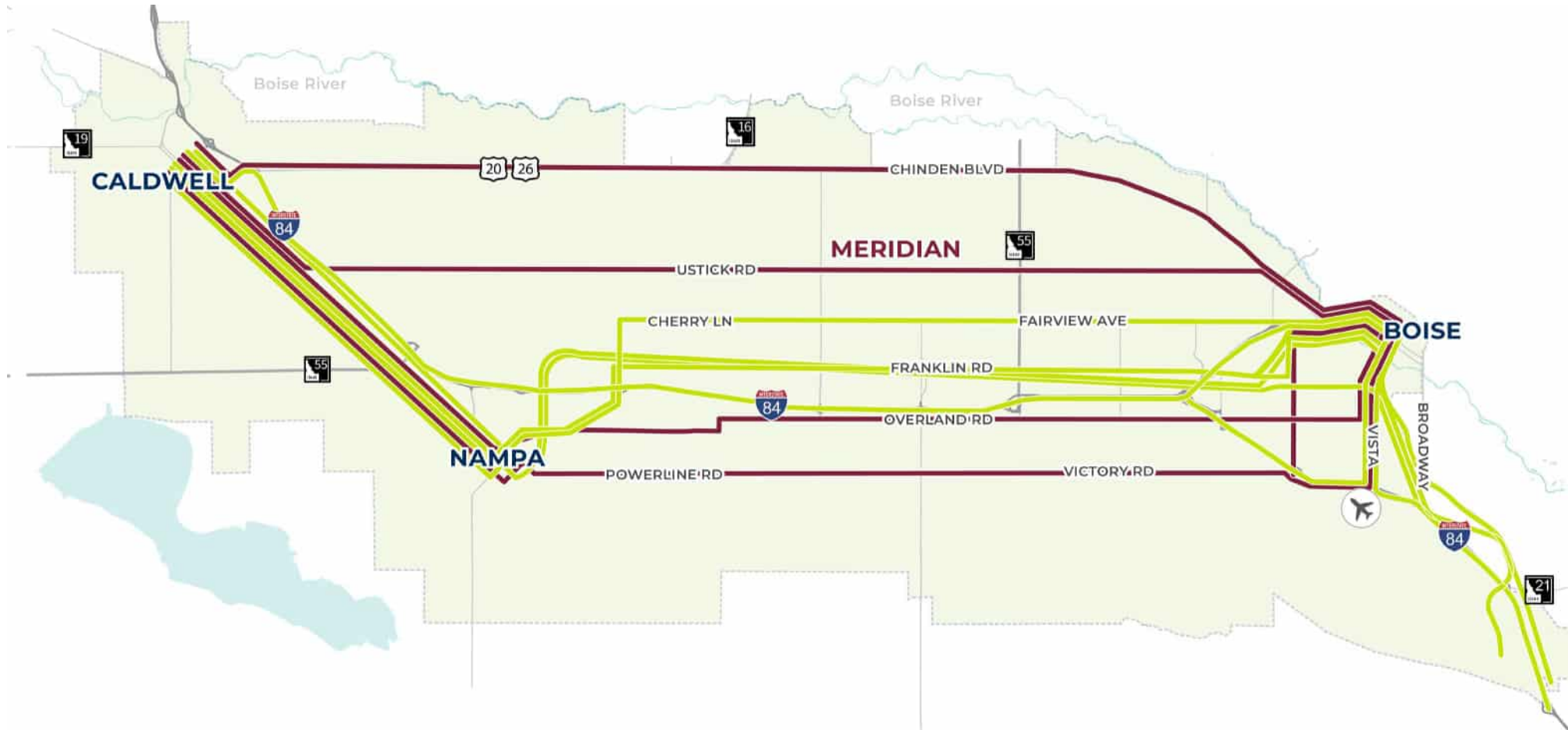




**Ongoing Community Engagement Activities – Agency Coordination – Business Coordination**



# Routes Under Consideration



4

## Study Purpose and Need Statement

# Developing Purpose and Need



- Reviewed relevant goals and objectives from local and regional planning studies
- Reviewed prior public input solicited for high-capacity transit in the study area
- Updated demographic and transportation data from prior high-capacity transit studies
- Engaged stakeholders and the public
- Followed FTA guidance

# Purpose and Need

## Project Purpose

Improve the mobility, accessibility, and efficiency of east-west travel between Boise, Meridian, Nampa, and Caldwell, providing reliable and convenient high-capacity transit service that links key origins and destinations with strong potential for transit use.

## Identified Transportation Needs

- Lessen future stress on the region's transportation infrastructure due to population and employment growth
- Provide greater mobility choice given the region's forecasted deteriorating transportation times
- Support the region's east-west travel patterns

3

## Environmental Scan

# Environmental Resources Report



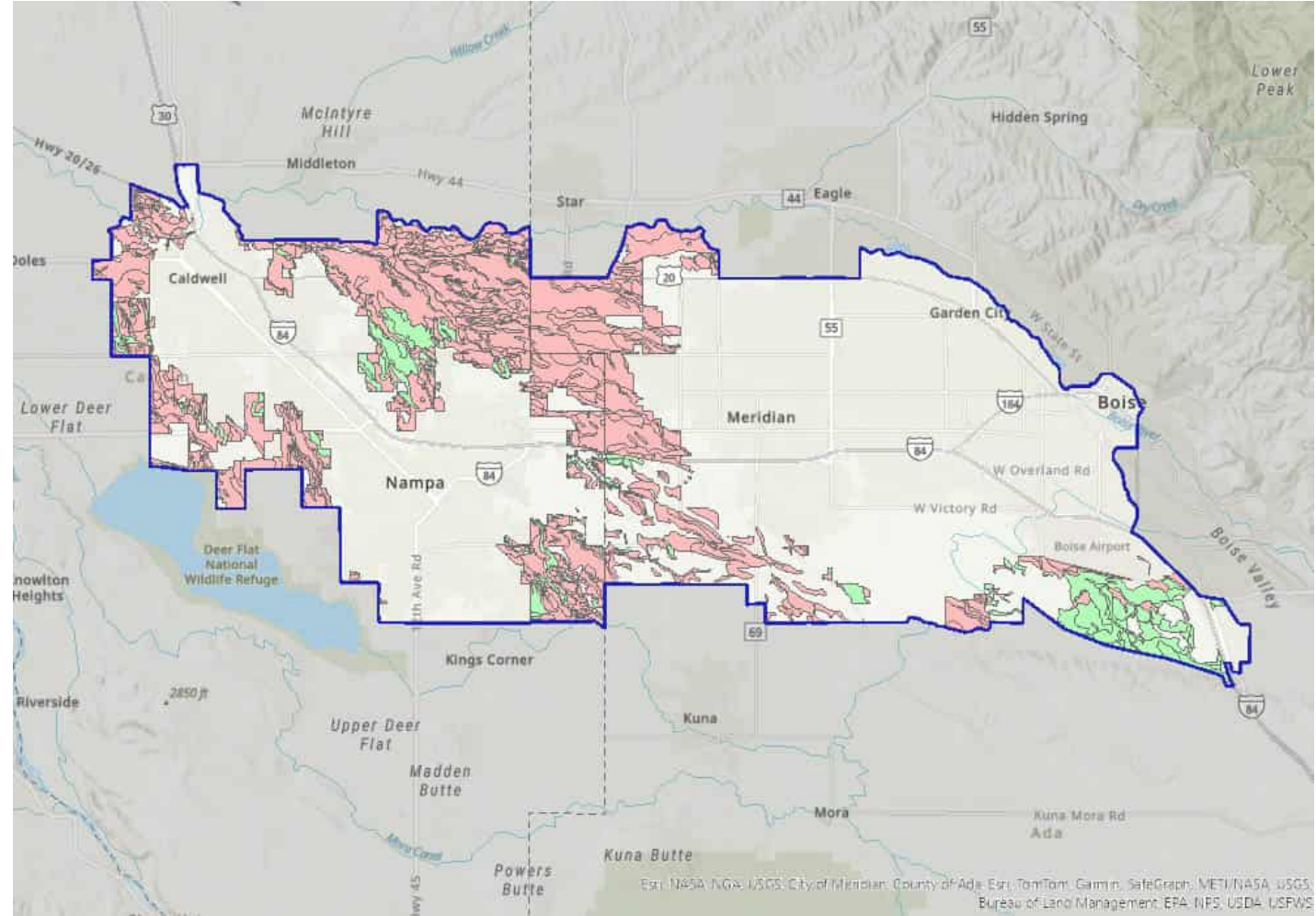
- What is documented in the ERR?
  - Regulatory context
  - Data sources
  - Resource conditions
  - Scoping input
- Environmental resource data is intended to aid in screening alternatives for this study
- Additional data collection will be needed during future NEPA phases
- The ERR will be an appendix of the PEL Report

# Environmental Resources Report

Resources	Data Sources
Farmlands	NRCS Soil Survey, Census urban areas
Environmental Justice	US Census Bureau, CEQ Climate and Economic Justice Screening Tool, EPA EJScreen Tool
Historic Resources	Idaho Cultural Resource Information System, USGS Historic Maps
Recreation Properties	COMPASS Communities in Motion 2050 data for parks/trails, IDPR – LWCF outdoor recreation grant projects
Transit Noise and Vibration	COMPASS Communities in Motion 2050 data for land use
Air Quality	EPA Green Book, IDEQ Air Quality Division
Hazardous Materials	IDEQ Terradex Facility Mapper, EPA EnviroAtlas
Aquatic Resources	USGS National Hydrography Dataset, USFWS National Wetlands Inventory
Floodplains	FEMA Map Service Center
Sensitive Species	USFWS IPaC decision support system, Idaho Fish and Wildlife Information Service, Species Diversity Database

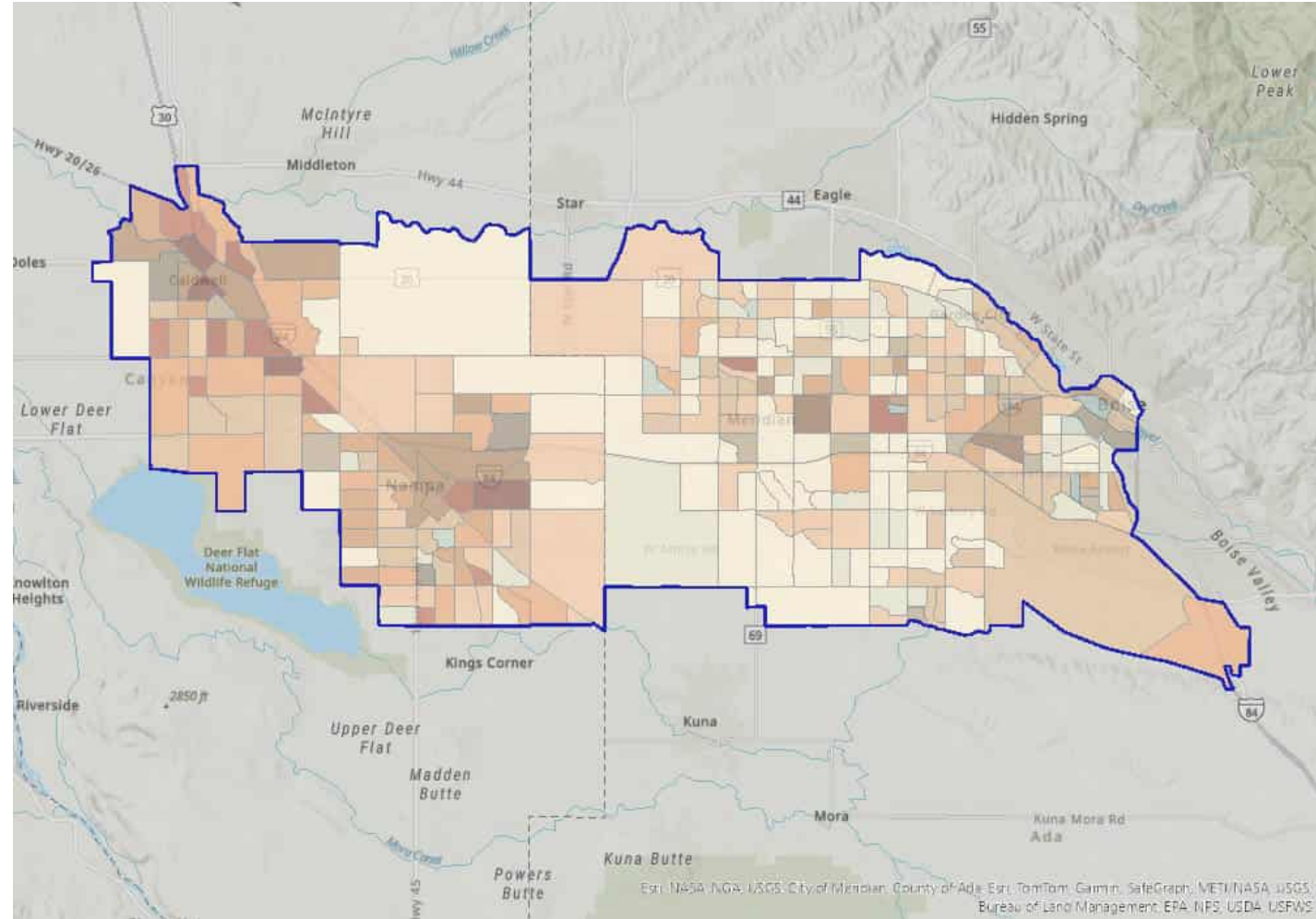
## Resources Documented in ERR

- **Farmlands**
- Environmental Justice
- Historic Resources
- Recreation Properties
- Transit Noise and Vibration
- Air Quality
- Hazardous Materials
- Aquatic Resources
- Floodplains
- Sensitive Species



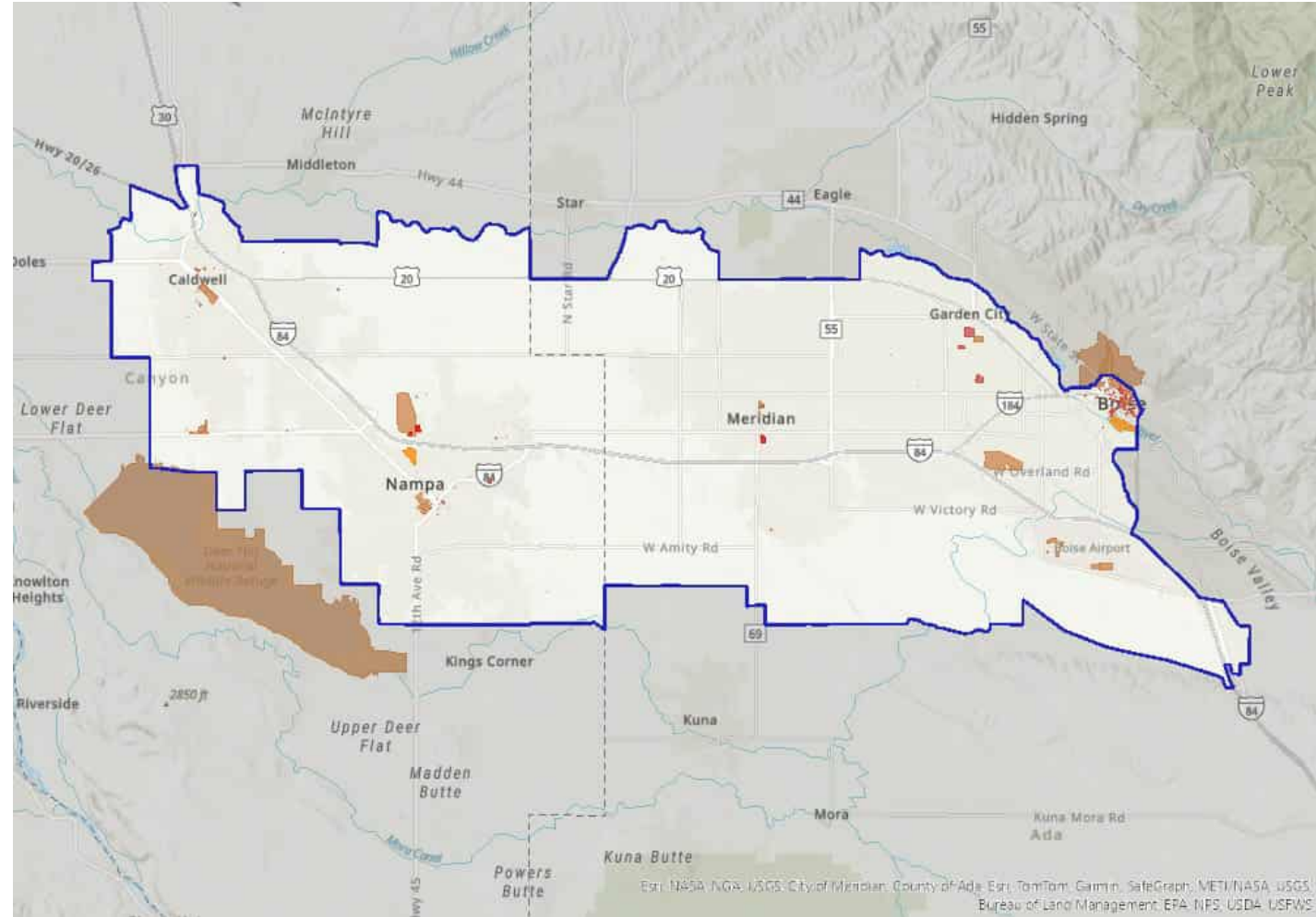
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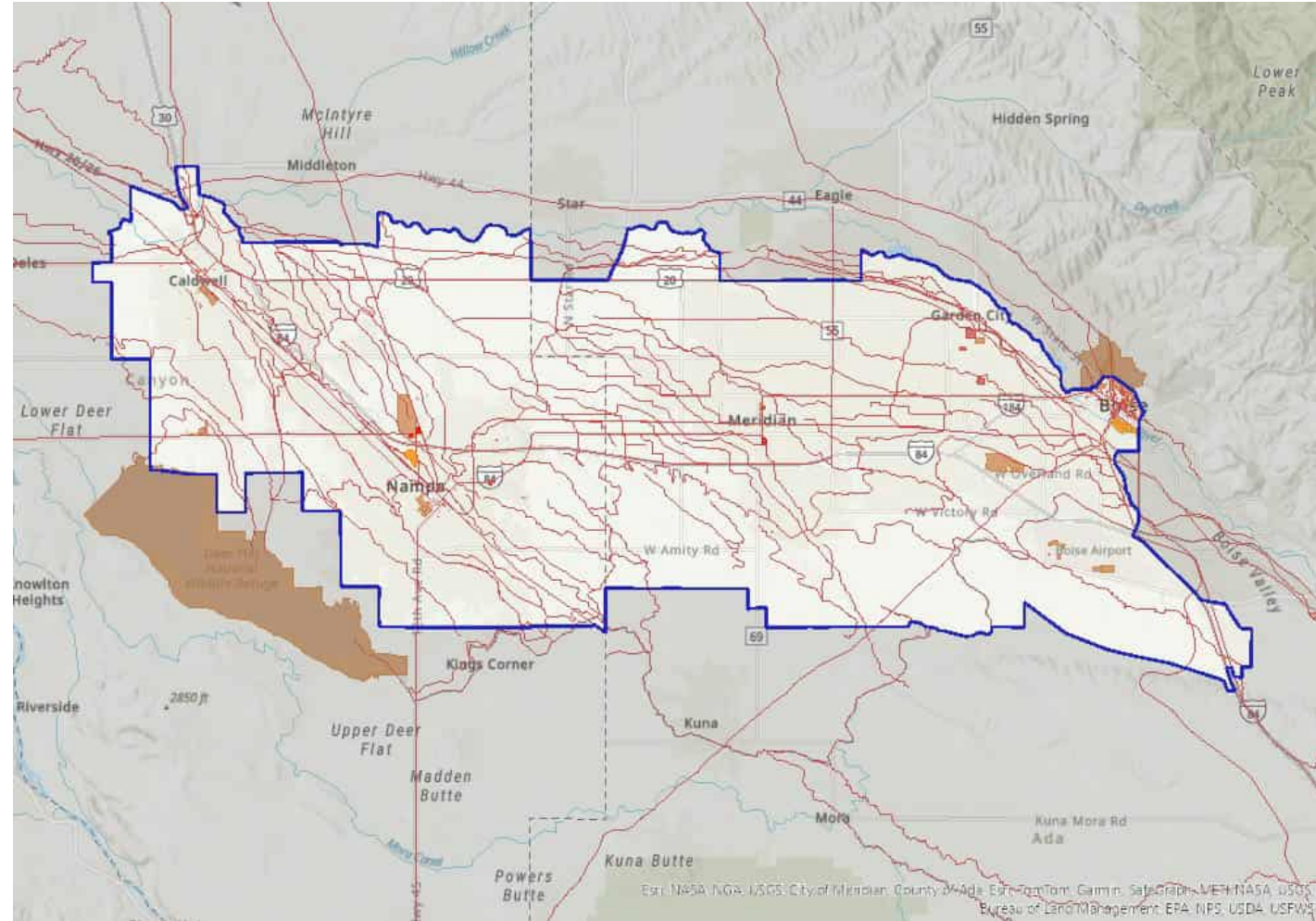
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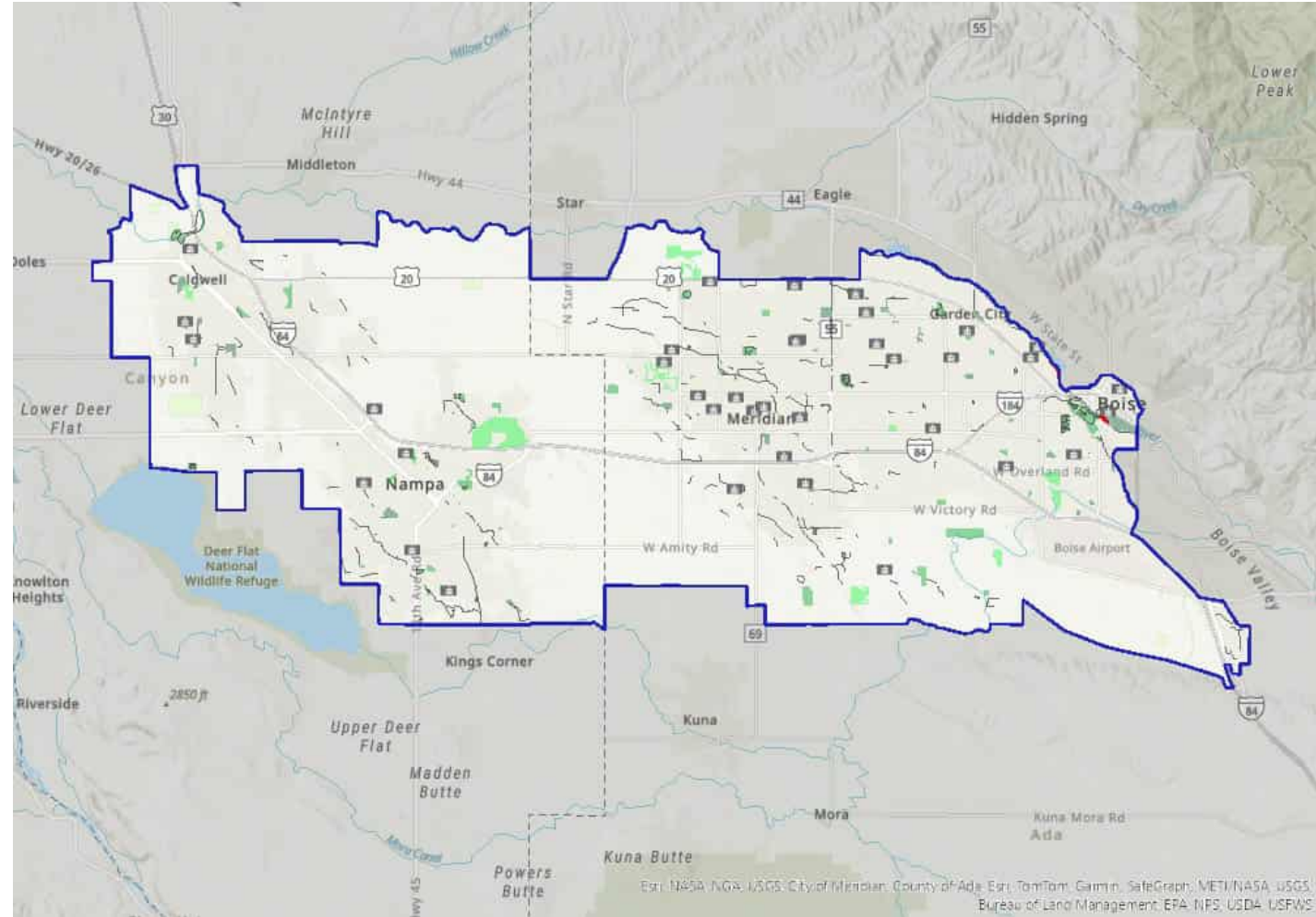
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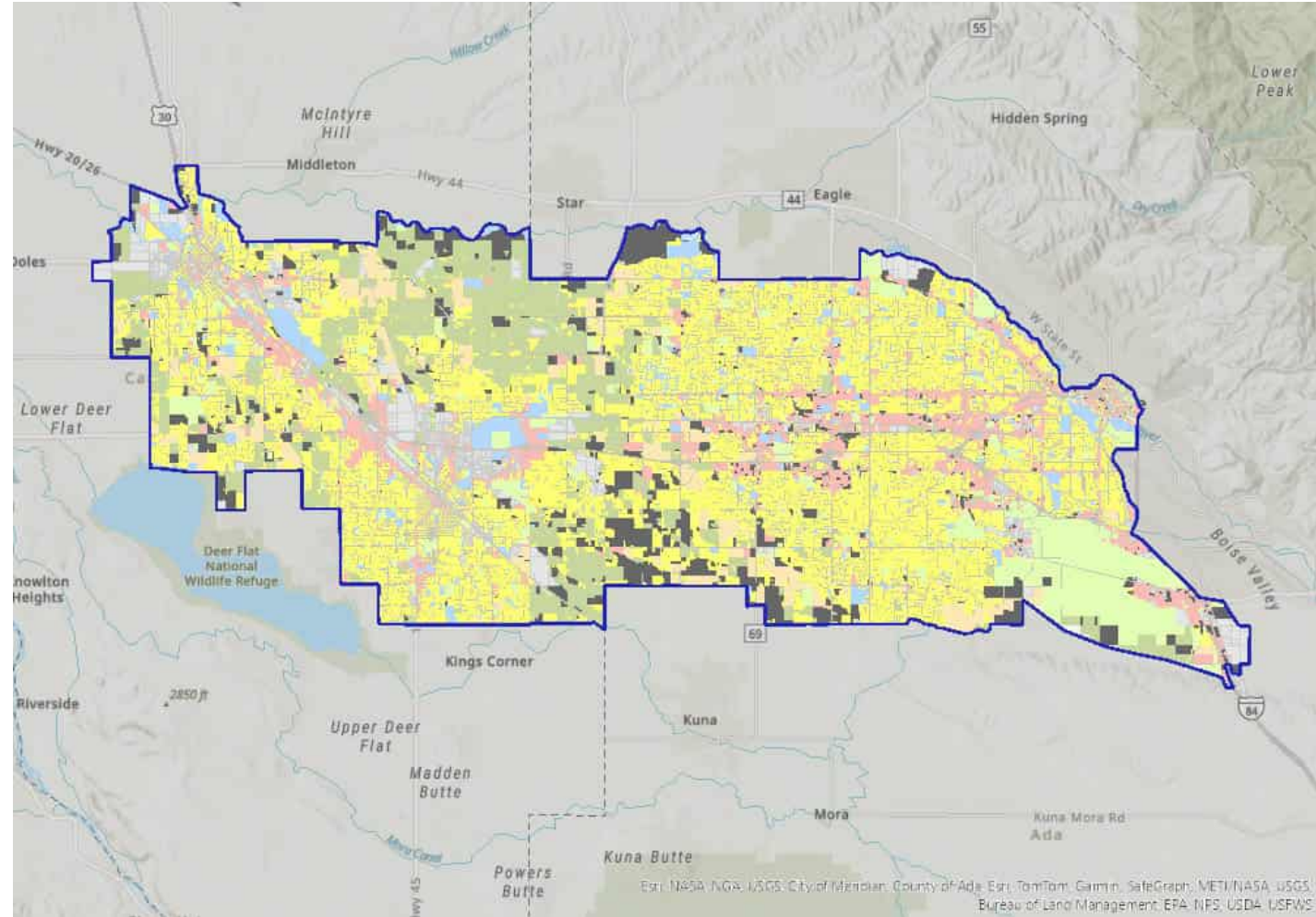
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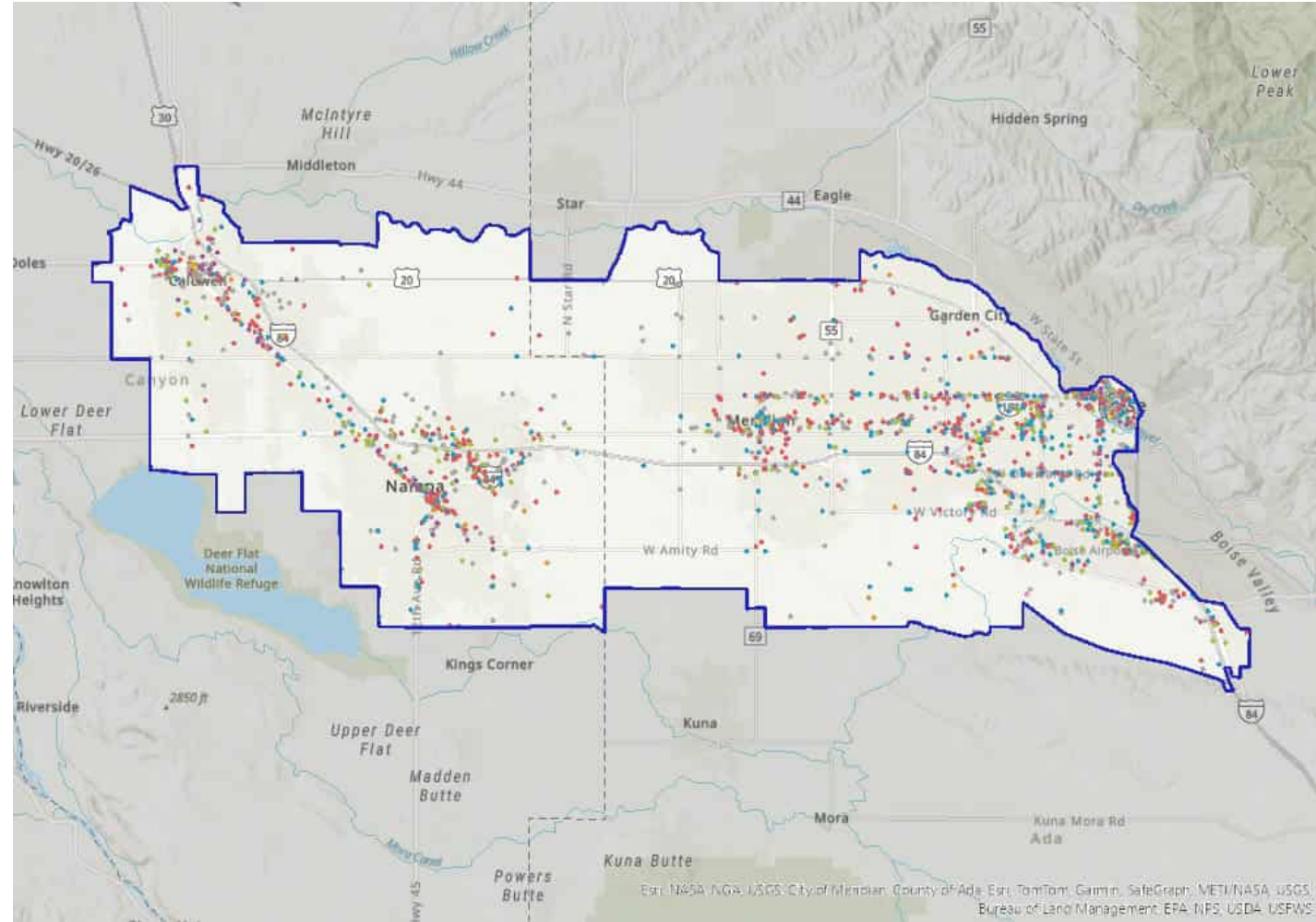


## Resources Documented in ERR

- Farmlands
- Environmental Justice
- Historic Resources
- Recreation Properties
- Transit Noise and Vibration
- **Air Quality**
- Hazardous Materials
- Aquatic Resources
- Floodplains
- Sensitive Species
- Analyses of mobile source air toxics and greenhouse gas emissions are required for projects requiring an EIS under NEPA.
- Ada and Canyon counties are both designated as attainment areas by EPA.
- IDEQ has identified the Treasure Valley as an area of concern for PM<sub>2.5</sub> and O<sub>3</sub> because levels are approaching limits established by the Clean Air Act.
- If the attainment status changes, the project could be subject to conformity requirements during future NEPA phases.

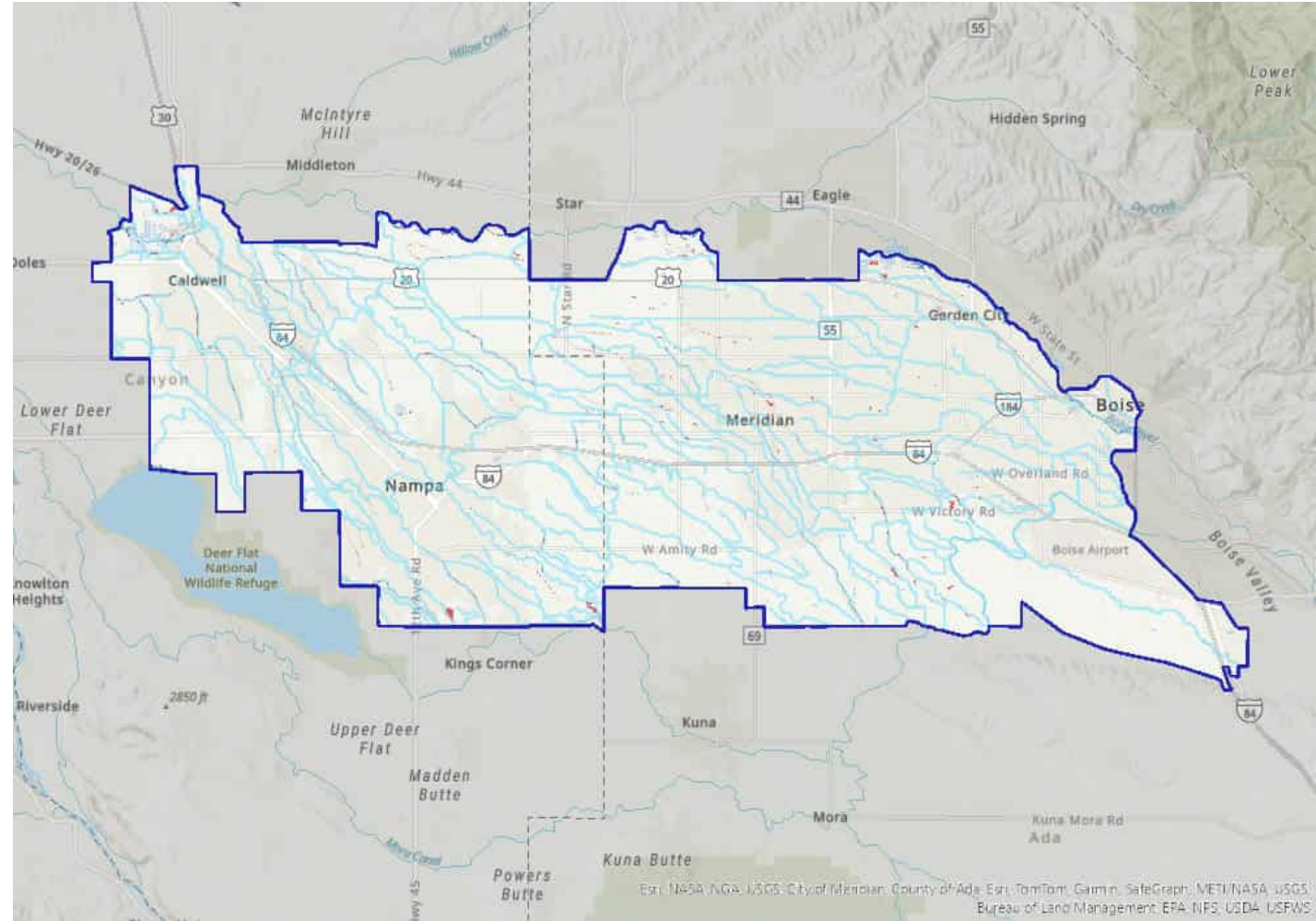
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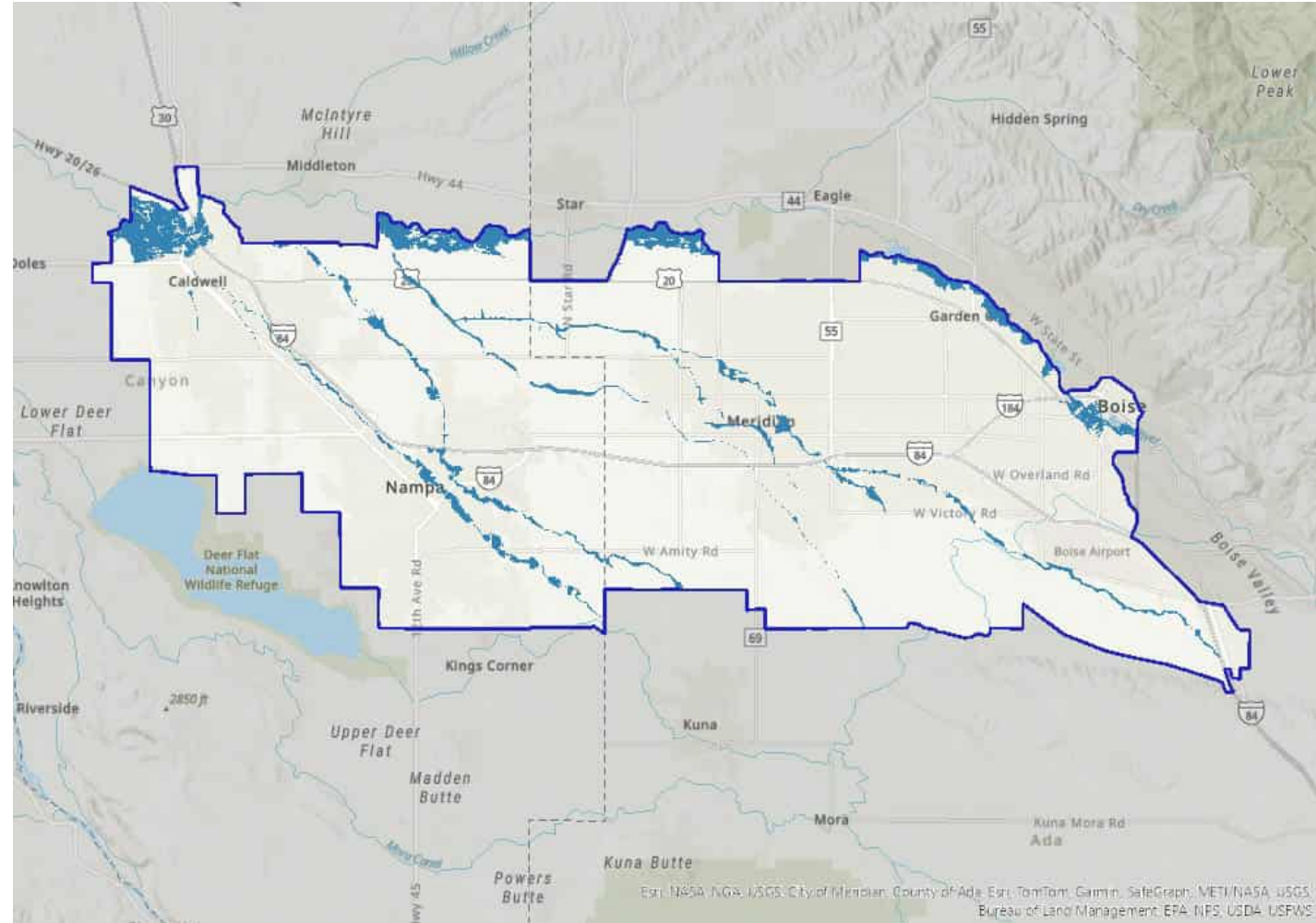
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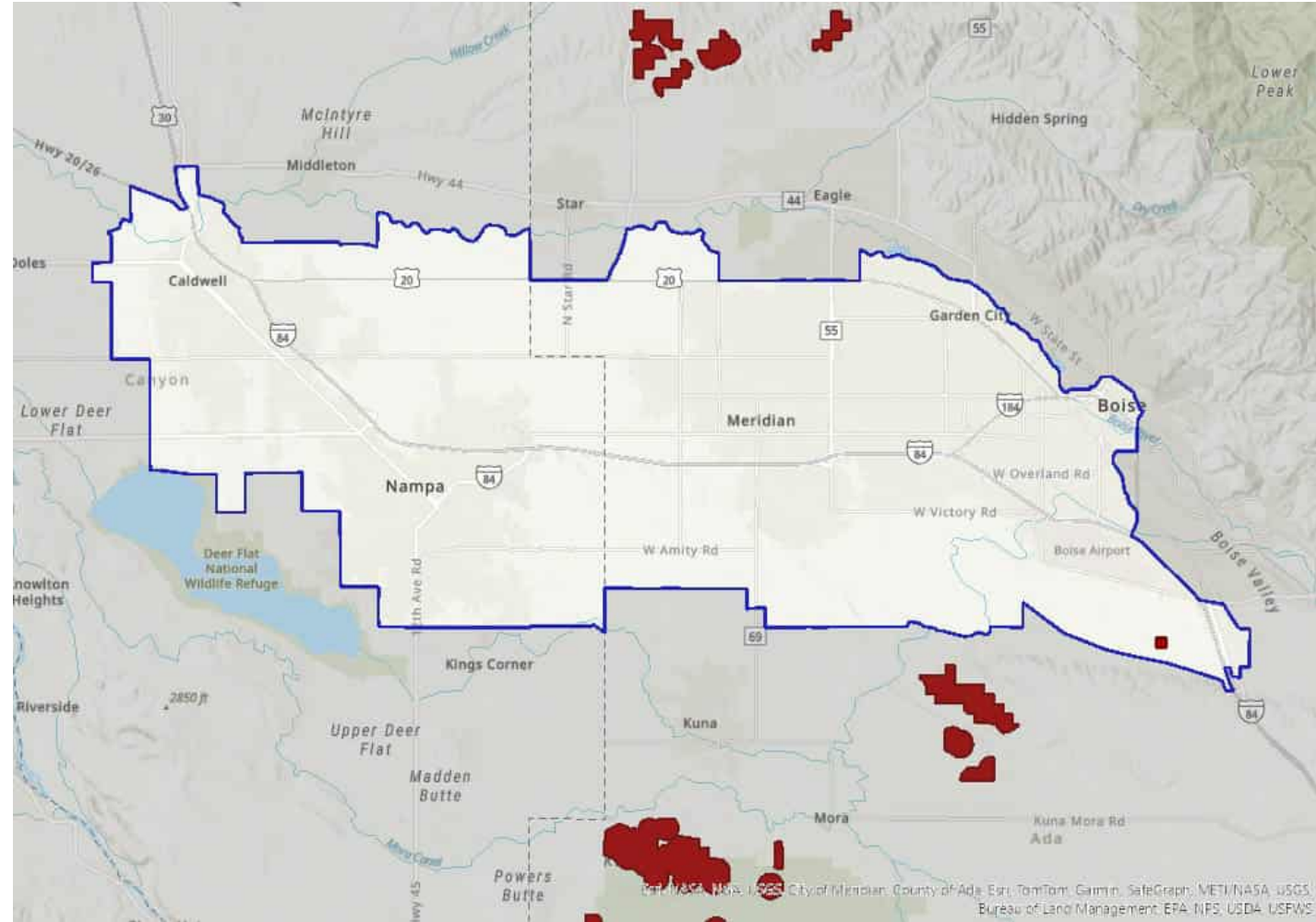
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## Resources Documented in ERR

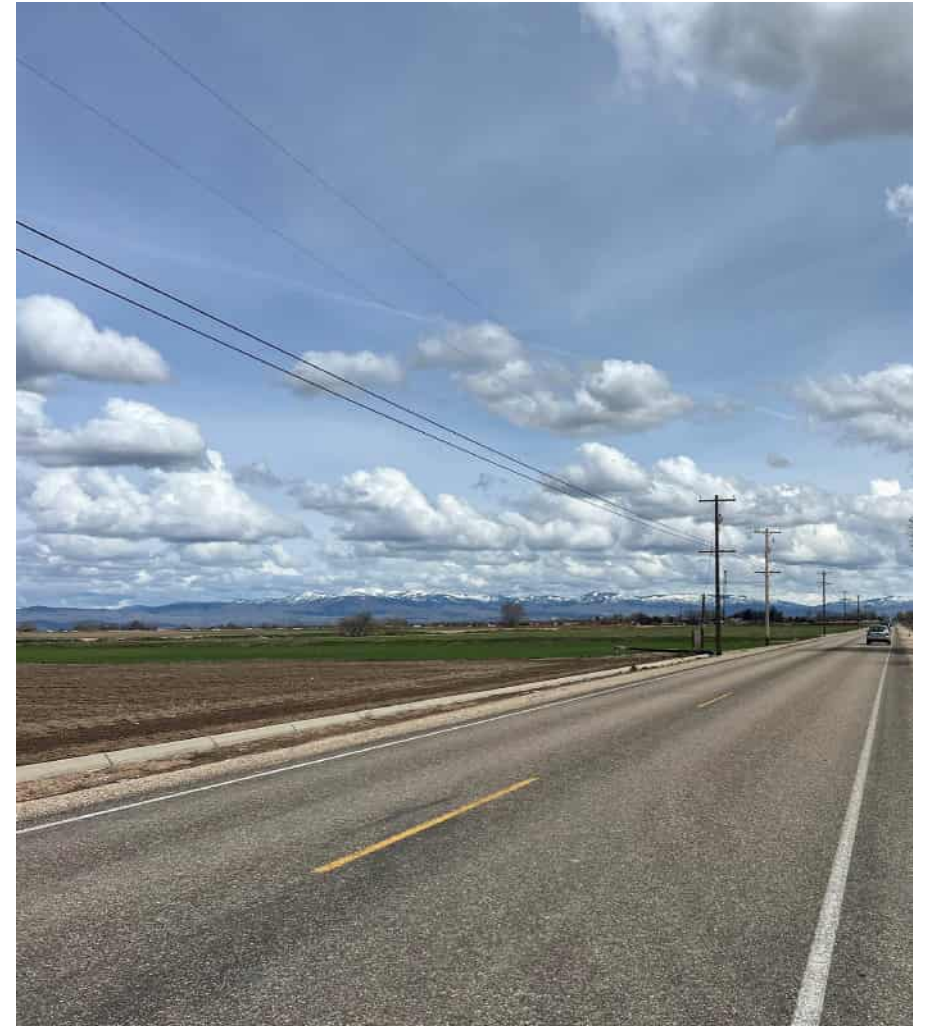
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- Transit Noise and Vibration
- Air Quality
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- Aquatic Resources
- Floodplains
- **Sensitive Species**



5

ERWG Resource Input

- What are your agency's concerns or interests relative to this project?
- Did we miss any key resources in the study area that would influence alternatives development?
- What are the key resource considerations for future NEPA and permitting?
- Review/clarify questions and comments on the ERR

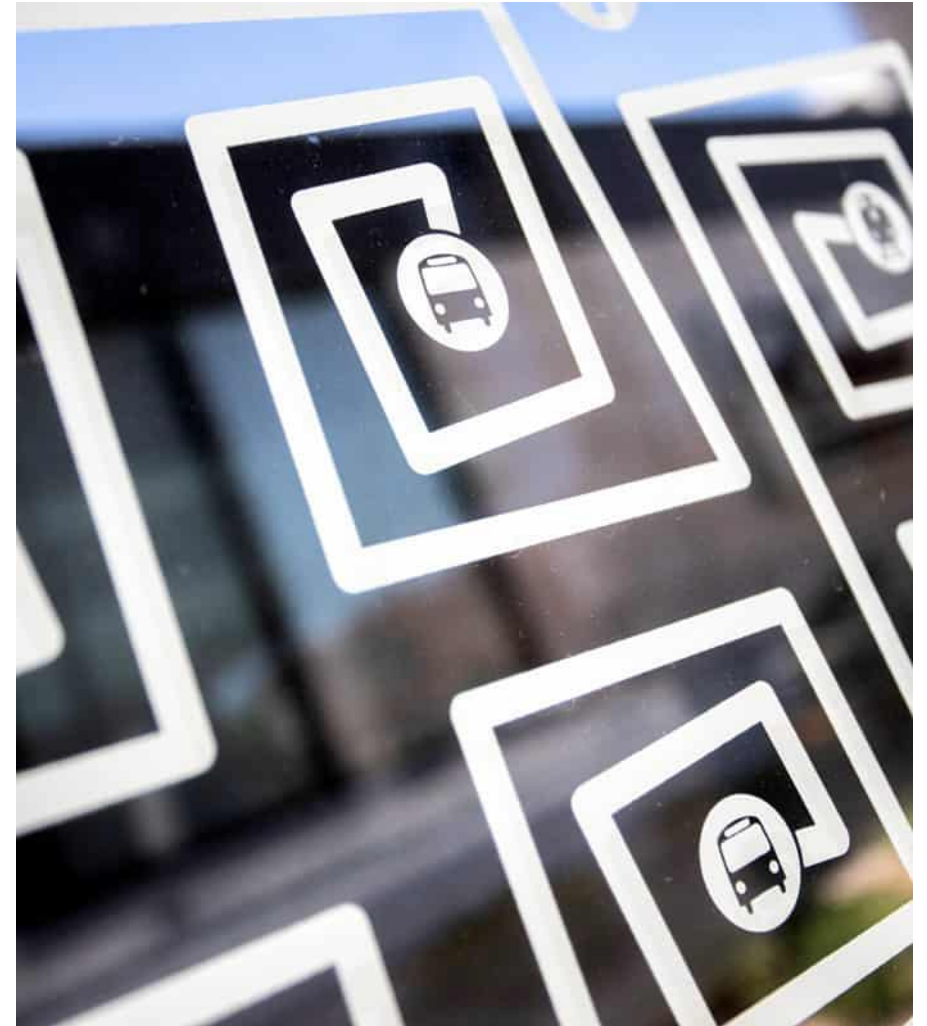


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Next Steps

- ERWG input incorporated into Master Map and ERR
- Developing Tier 2 alternatives for routes advanced from Tier 1
- Complete Tier 2 alternatives screening

**THANK YOU!**





**LET'S RIDE**

TREASURE VALLEY



## RTAC Meetings



*Working together to plan for the future*

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE  
March 27, 2024  
COMPASS, First Floor Board Room  
ZOOM CONFERENCE CALL**

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

**ATTENDEES:**

Daniel Adams, Central District Health, Ex Officio, via ZOOM  
Rodney Ashby, City of Nampa, via ZOOM  
Troy Behunin, City of Kuna, via ZOOM  
Lee Belt, City of Greenleaf, via ZOOM  
Bre Brush, City of Boise, via ZOOM  
Crystal Craig, City of Nampa, via ZOOM  
Deanna Dupuy, City of Boise, via ZOOM  
Tom Ferch, Ada County Highway District, via ZOOM  
Gabe Finkelstein, Boise State University, via ZOOM  
Tessa Greegor, City of Boise, via ZOOM  
Rob Hartsock, City of Notus, via ZOOM  
Stephen Hunt, Valley Regional Transit, via ZOOM  
Meg Larsen, COMPASS, Ex officio, in person  
Tom Laws, Ada County Highway District, in person  
Morgan Beesaw for Vacant, City of Caldwell, via ZOOM  
Brent Moore, Ada County Development Services, via ZOOM  
Shawn Nickel, City of Star, via ZOOM  
Dave Rader, Ada County Highway District, via ZOOM  
Lenny Riccio, Highway District No. 4, in person  
Darrell Romine, City of Melba, via ZOOM  
Nichoel Baird Spencer, City of Eagle, via ZOOM  
Mark Steuer, **Vice-Chair**, City of Nampa, via ZOOM  
Michael Toole, Department of Environmental Quality, via ZOOM  
Vince Trimboli, Idaho Transportation Department, via ZOOM  
Jason Van Gilder, City of Middleton, via ZOOM  
Hanna Veal, City of Garden City, via ZOOM  
Jason Wilde, Public Participation Workgroup, via ZOOM  
Stacey Yarrington, Ada County Development Services, via ZOOM

**MEMBERS ABSENT:**

Michelle Barron, Canyon County Development Services  
Hailey Durham, City of Eagle  
Doug Hanson, **Chair**, City of Kuna  
Wayne Herbel, City of Caldwell  
Caleb Hood, City of Meridian  
Chelsie Johnson, City of Wilder  
Brett Laird, City of Parma  
Leon Letson, Ada County Development Services  
Dan Lister, Canyon County Development Services  
Cody Lund, Greater Boise Auditorium District, Ex officio  
Brian McClure, City of Meridian  
Zach Piepmeyer, Capital City Development Corporation  
Deb Root, Canyon County Development Services  
Lori Wolff, Governor's Office, Ex Officio

**OTHERS PRESENT:**

Ashley Cannon, COMPASS, in person  
Teri Gregory, COMPASS, in person  
Lila Klopfenstein, COMPASS, in person  
Amy Luft, COMPASS, in person  
Alexa Roitman, COMPASS, in person  
Toni Tisdale, COMPASS, in person

**CALL TO ORDER**

Vice-Chair Mark Steuer called the meeting to order at 8:31 am.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Megan Larsen announced Amy Luft will be presenting for Mary Ann Waldinger for agenda item IV.B.

**CONSENT AGENDA**

**A. Approve the February 28, 2024, RTAC Meeting Minutes**

**Brent Moore moved and Tom Ferch seconded approval of the Consent Agenda as presented.** Motion passed unanimously.

## **ACTION ITEMS**

### **A. Recommend Approval of Draft Federal-Aid Programs**

Toni Tisdale presented the recommended draft funding plan for federal-aid programs.

After discussion, **Crystal Craig moved and Dave Rader seconded to recommend the draft funding plan for the Surface Transportation Block Grant (STBG)-Transportation Management Area (TMA), the Transportation Alternatives Program-TMA, and the Carbon Reduction Program-TMA programs as well as the recommendations for the STBG-Large Urban program as presented.** Motion passed unanimously.

### **B. Prioritize and Recommend Member Agencies' Requests for the FY2025 Unified Planning Work Program and Budget (UPWP)**

Amy Luft presented member agency requests for the FY2025 UPWP and requested RTAC prioritization of the projects to assist with budgeting in the FY2025 UPWP.

After discussion, **Dave Rader moved and Stacey Yarrington seconded approval of the FY2025 project requests in the following order:**

- 1. State Highway 69 Extension, Union Pacific Railroad Crossings, and Connectivity Study**
- 2. Construction Coordination and GIS Database**
- 3. North Canyon/Ada Connectivity Study**

Motion passed unanimously.

### **C. Recommend Approval to Extend Delivery Deadlines for Local Federal-Aid Projects**

Toni Tisdale presented the recommended delivery deadline extensions for local federal-aid projects.

After discussion, **Crystal Craig moved and Stephen Hunt seconded to recommend COMPASS Board of Directors' approval of extending the delivery deadlines.** Motion passed unanimously.

### **D. Recommend Amendment to *Communities in Motion 2055* Goals and Objectives**

Lila Klopfenstein and Stephen Hunt, Valley Regional Transit, presented recommended amendments to the *Communities in Motion 2055* goals and objectives.

**Stephen Hunt moved and Brent Moore seconded to recommend COMPASS Board of Directors' approval of the amendments to the *Communities in Motion 2055* goals and objectives.** Motion passed unanimously.

**E. Recommend Amendment to FY2024-2030 Regional Transportation Improvement Program (TIP)**

Toni Tisdale, with assistance from the Idaho Transportation Department, Ada County Highway District, and Valley Regional Transit, presented a recommended amendment to the FY2024-2030 TIP.

After discussion, **Stephen Hunt moved and Stacey Yarrington seconded to recommend COMPASS Board of Directors' approval of an amendment to the FY2024-2030 TIP.** Motion passed unanimously.

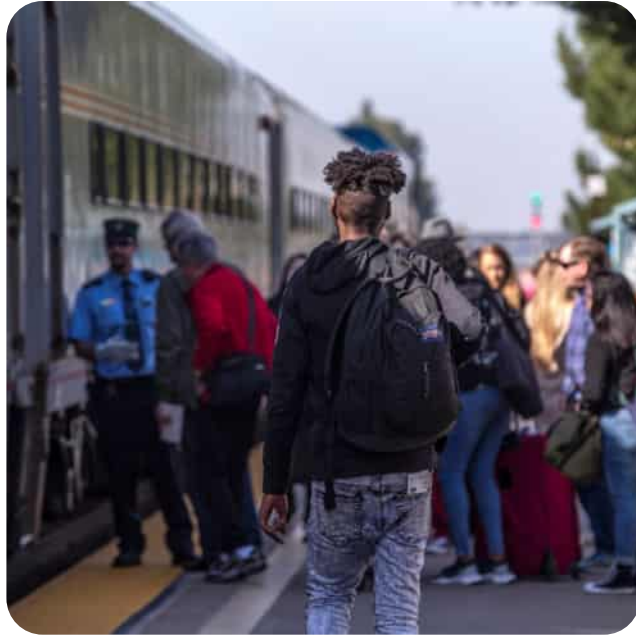
**OTHER**

**Next Meeting: April 24, 2024**

**ADJOURNMENT**

**Stephen Hunt moved and Bre Brush seconded adjournment of the meeting.** Motion passed unanimously.

**Vice Chair Mark Steuer adjourned the meeting at 9:51 am.**



# Regional Transportation Advisory Committee (RTAC) Meeting

May 22, 2024

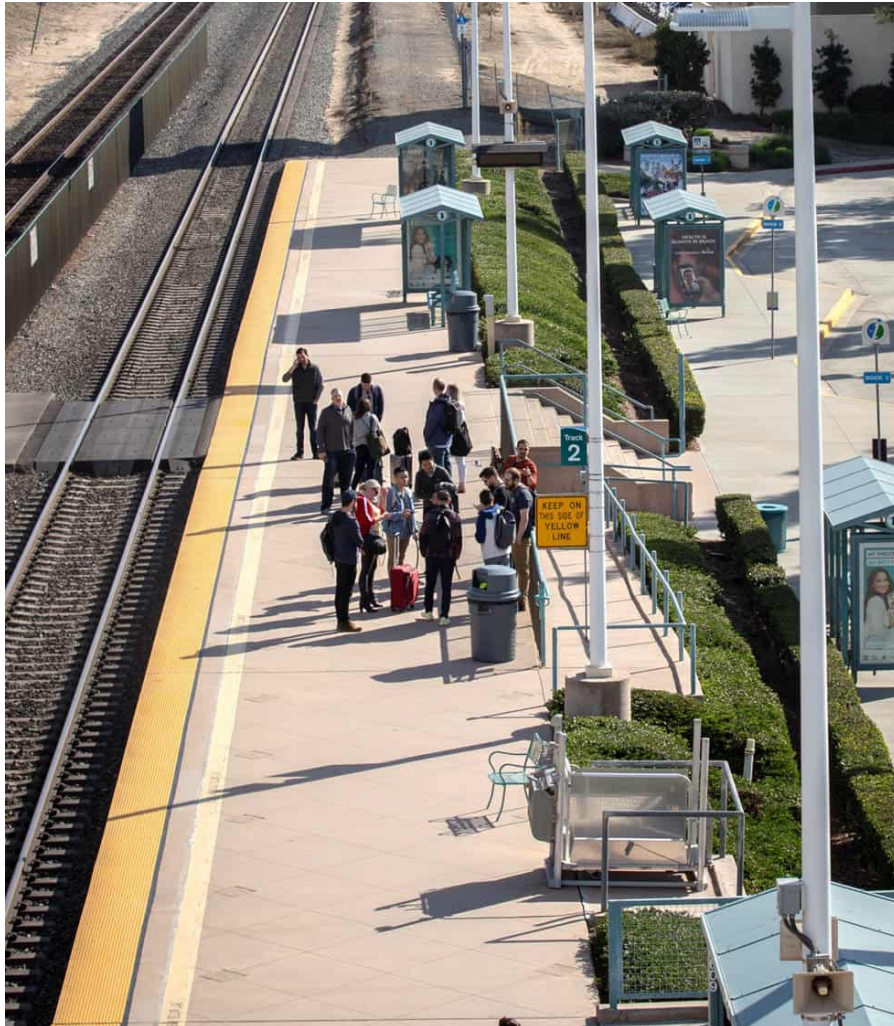


**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

1

# Agenda Review

# Agenda Overview

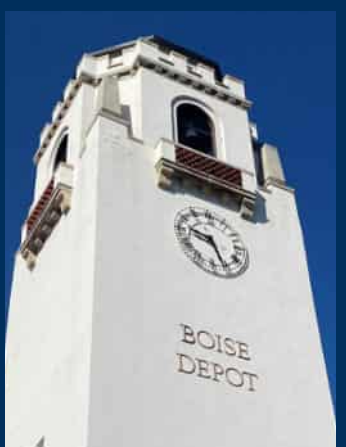


- Agenda review
- Brief project status
- Draft purpose and need statement
  - Background and engagement
  - Draft purpose, needs, goals and objectives
- Questions and clarifications
  - Support RTAC action



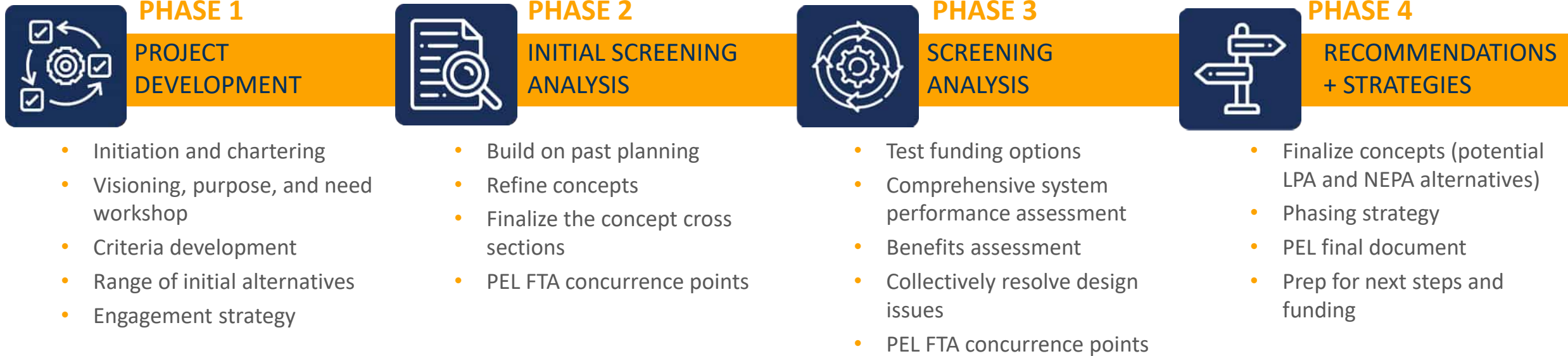
## Project Status

# Area Context

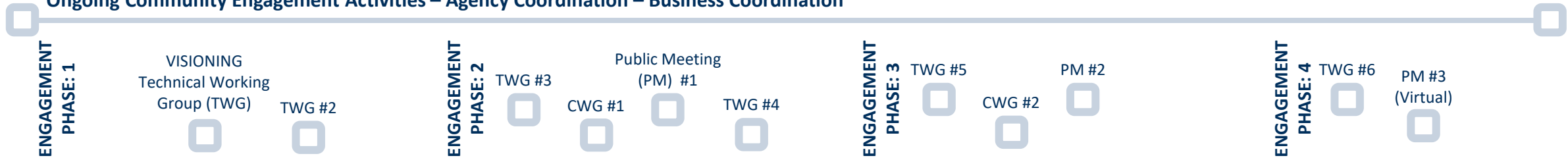




- Build on past planning
- Conduct a Planning and Environmental Linkages (PEL) process to develop planning products to be used for National Environmental Policy Act (NEPA)
- Develop and define alternatives
- Recommend alternative(s) for further study
  - Potentially identify a Locally Preferred Alternative (LPA)
- Engage with stakeholders and the public
- Coordinate with FTA, resource agencies and local governments



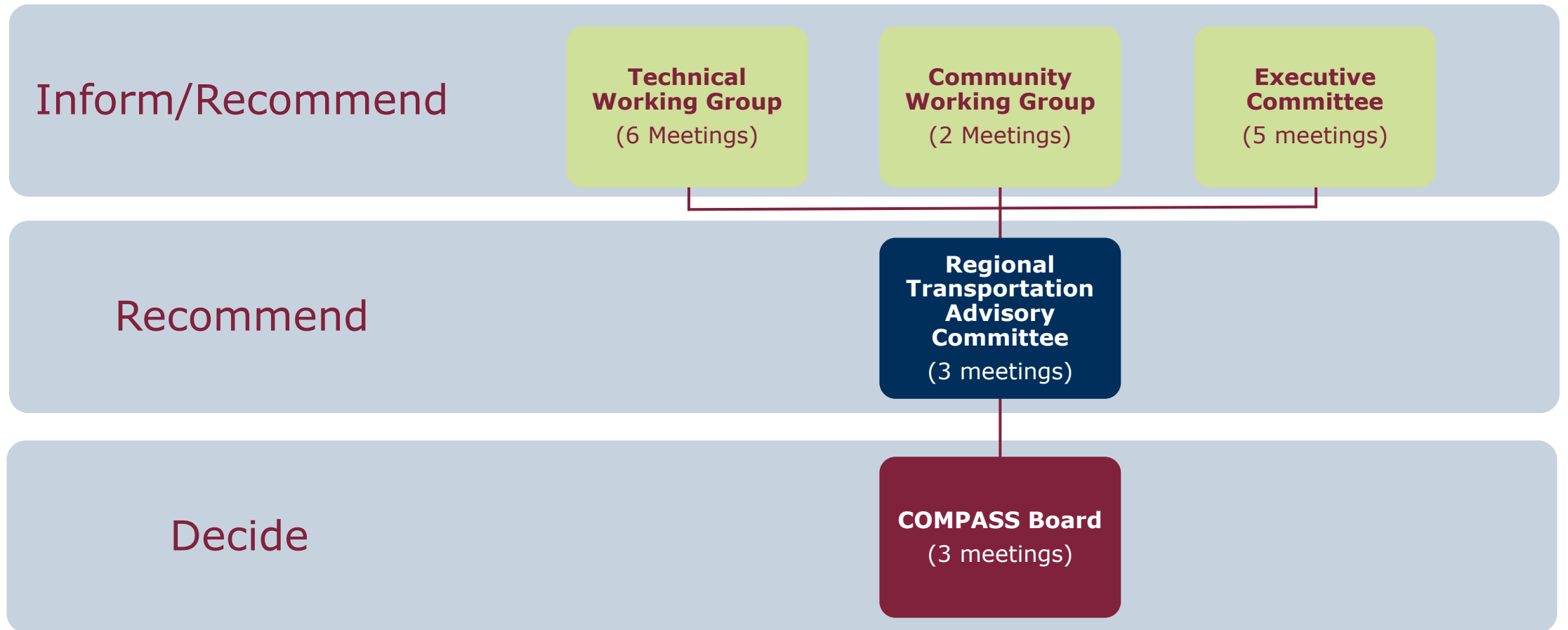
**Ongoing Community Engagement Activities – Agency Coordination – Business Coordination**



# Stakeholder Engagement



- Social and political risk analysis
  - Key stakeholder interviews and survey
  - Visioning workshop
  - Elected officials' briefings
- Development of key messages and materials to tell our story
  - Website
  - Social media
  - Media
  - Constant Contact emails
- Robust engagement
  - Public meetings
  - Outreach to underserved populations that may benefit from the project
  - Community Working Group and Technical Working Group



3

## Purpose and Needs Context

# Purpose and Need Statement

What  
and  
Why?

- **Initial step in our process**
  - Define the project
- **What is a purpose and need statement?**
  - Describes what a federal agency is proposing and why.
  - Serves as the basis for developing and evaluating alternatives.
- **Elements of purpose and need**
  - Purpose: What is the desired transportation outcome?
  - Needs: Why is this project needed?
  - Goals and Objectives: How will success be measured?

# Informing the Purpose and Need



## **Evaluated COMPASS data (2050 projections)**

- Population
- Employment
- Transportation



## **Considered stakeholder input**

- Visioning Workshop
- Stakeholder Questionnaire
  - Solicited input from 250 people who sit on COMPASS committees and workgroups
- Stakeholder Interviews (ongoing)
  - Mayors of Caldwell, Nampa, Meridian, and Boise
  - Ada and Canyon County Commission Presidents
  - Ada County Highway District
  - Valley Regional Transit

### **Additional steps in developing purpose and need:**

- Review with the Technical Working Group
- Present to Executive Committee, RTAC, and COMPASS Board
- Present to Community Working Group
- Public meeting #1
- Incorporate feedback as appropriate
- Concurrence from FTA

# Draft Purpose Review

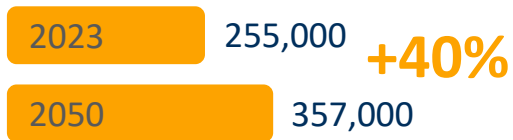


The purpose of the project is to **improve east-west mobility and accessibility between Boise, Meridian, Nampa, and Caldwell**, providing reliable and convenient **high-capacity transit service that links key origins and destinations** with strong potential for transit use.



## LESSEN FUTURE INFRASTRUCTURE STRESS DUE TO POPULATION AND EMPLOYMENT GROWTH

**Canyon County Pop**  
2000-2023: **+94%**



**Ada County Pop**  
2000-2023: **+79%**



**77%** of the regions jobs are **concentrated in Boise, Meridian, Nampa, and Caldwell**

By 2050, study area employment is forecast to grow **to 372,000 jobs**

**accounting for 78% of the region's jobs**



## PROVIDE GREATER MOBILITY CHOICE GIVEN DETERIORATING TRANSPORTATION RELIABILITY AND TRAVEL TIMES

**Transit reliability** will continue to **degrade** with growing congestion



By 2050, **travel times** between Caldwell and Downtown Boise are **projected to increase by 50%** (peak morning/evening directions)

The focused **east-west travel patterns**

**will persist** between the region's business, governmental, cultural, and educational centers

## SUPPORT EAST-WEST TRAVEL PATTERNS



By 2050, **31%** of all study area **commute trips** will focus on **Downtown Boise**

# Goals and Objectives

## Improve Transit Connectivity and Mode Share

- Establish a **high-capacity transit corridor** connecting key regional origins and destinations with strong potential for transit use.
- Maximize **transit ridership**.

## Improve Transit Reliability

- Promote reliable and predictable travel through design, operations, and **transit priority strategies**.
- Provide transit service with **reliable operations and predictable travel times**.
- **Minimize transit travel time** between major origins and destinations.
- Appropriately **manage impacts to traffic** operations.

## Expand Travel Choices and Mobility

- Provide **regional transit** service.
- Provide **service throughout the day**.
- Provide **efficient transit transfer opportunities** for existing and planned future bus system, active transportation, and potential park and rides.
- **Manage parking** at key transit destinations to promote transit ridership.

## Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation

- Prioritize service to areas with opportunities for **transit supportive development**, growing populations, or growing employment.
- Expand transportation choices to **improve access to jobs, services, and resources**.
- Manage impacts and enhance opportunities to **support freight/goods movement**.

## Advance Financially Feasible Solutions

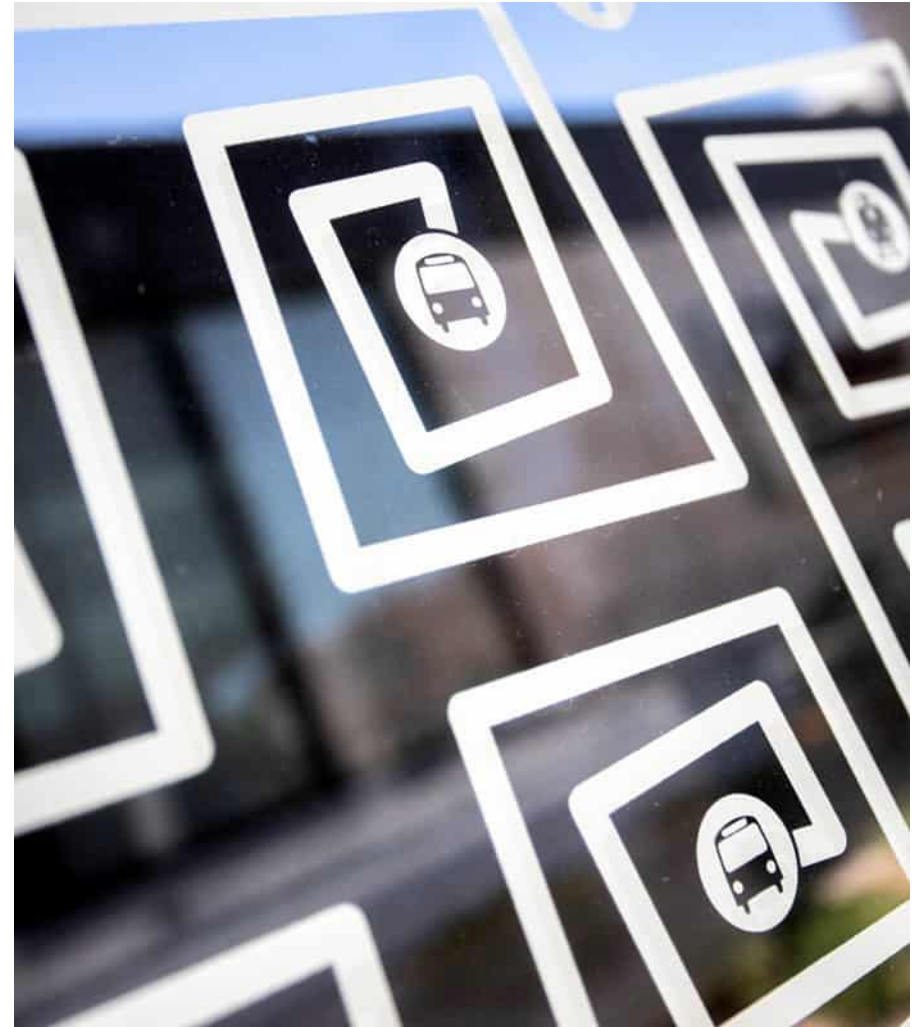
- Develop high-capacity transit solutions and **promote local policies that align with federal funding** criteria.
- **Preserve corridor(s)** identified for high-capacity transit service.
- Develop high capacity transit solutions with the **potential for other funding sources**.
- Develop high capacity transit solutions with the **potential for phased implementation**.
- Maintain opportunities for **future network expansion**.

4

Questions and Clarifications?

RTAC recommends the COMPASS Board of Directors accept the draft purpose, needs, and goals for the High-Capacity Transit (Let's Ride Treasure Valley) Planning and Environmental Linkages (PEL) Study.

**THANK YOU!**





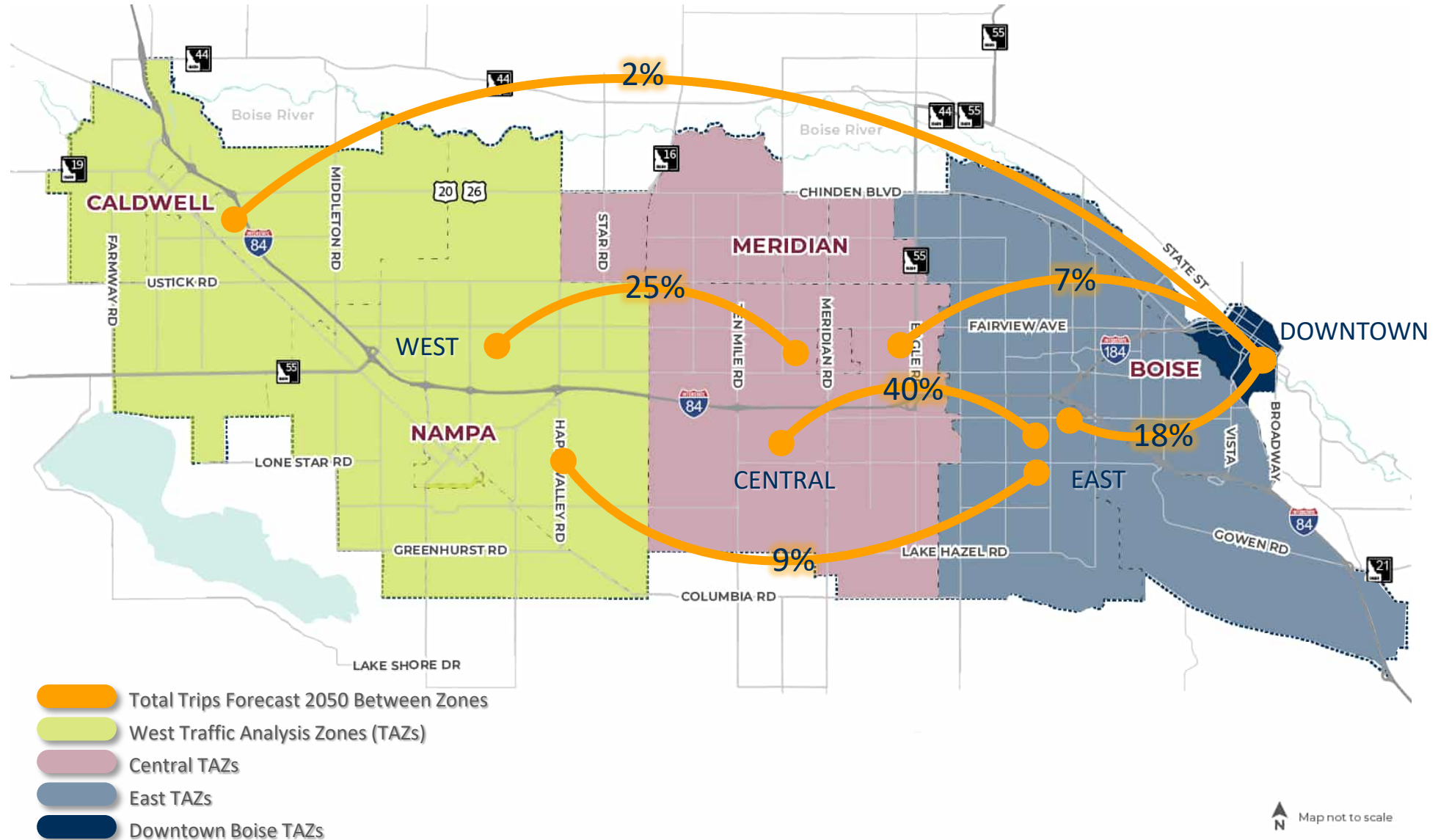
**LET'S RIDE**

TREASURE VALLEY

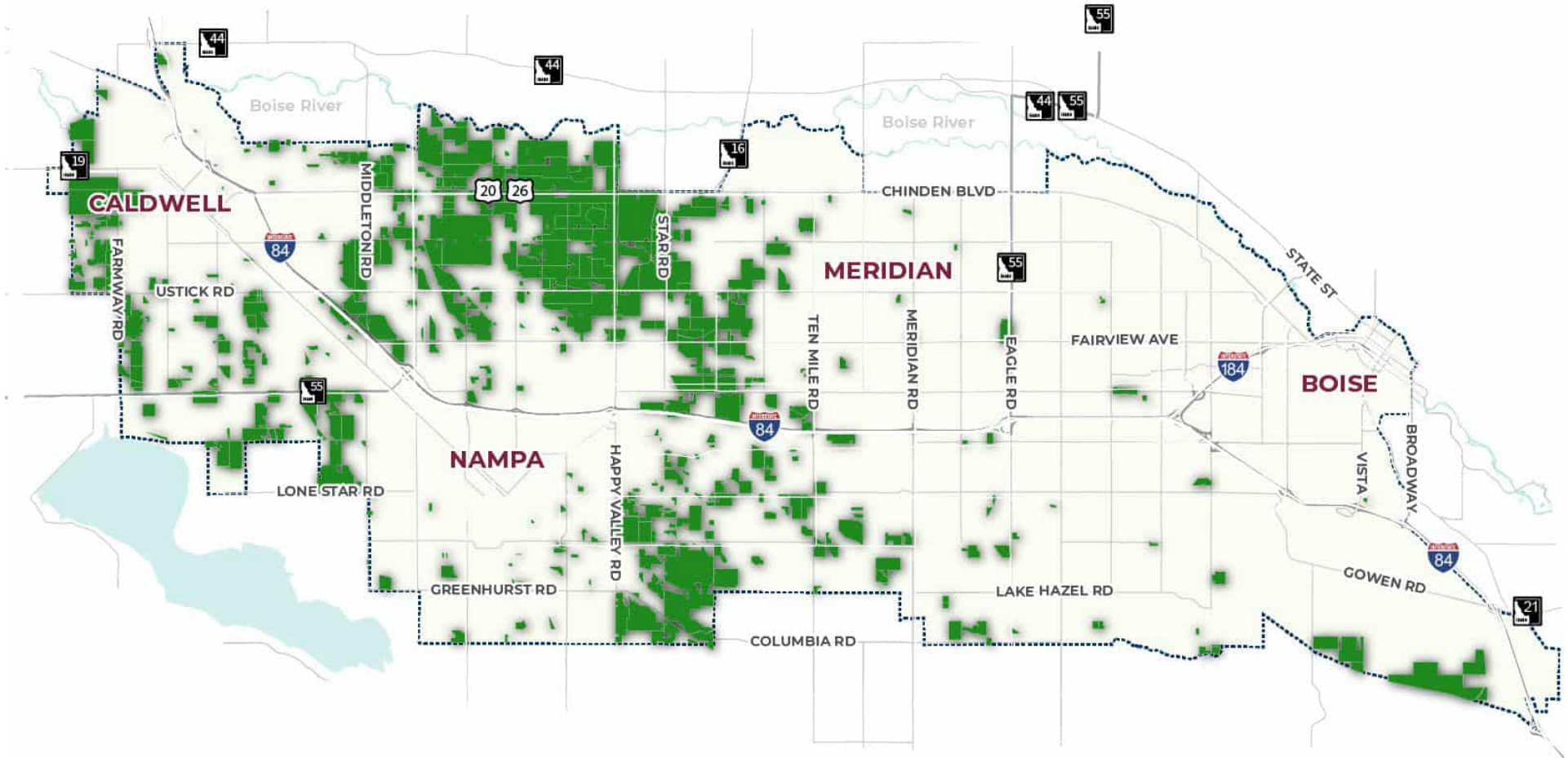
**ADDITIONAL BACKUP SLIDES AS NEEDED**



# 2050 Percent of Total Trips



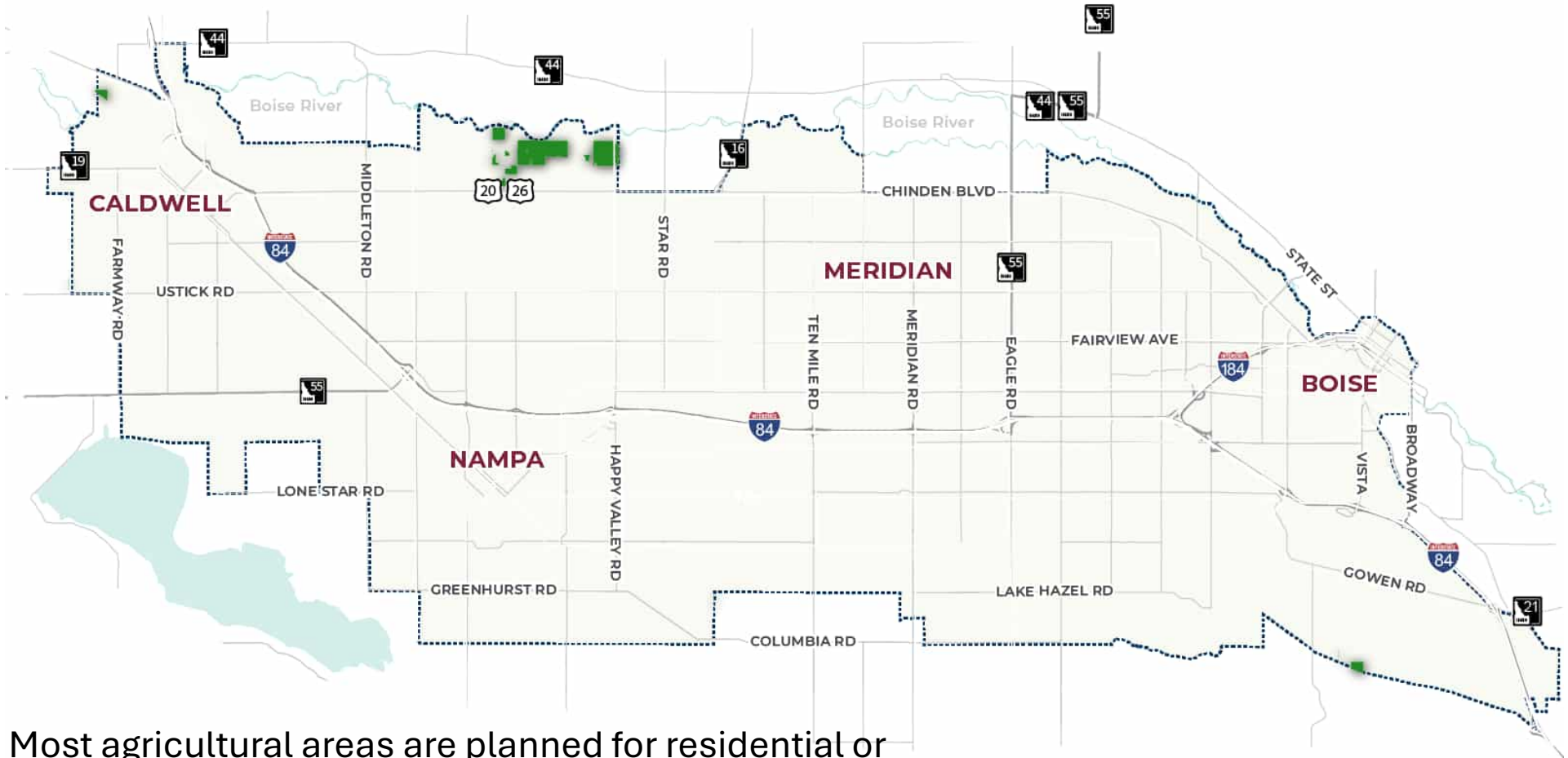
# 2022 Agricultural Land Use



2022 Agricultural Land Use

Map not to scale

# 2050 Agricultural Land Use



Most agricultural areas are planned for residential or mixed use based on 2050 land use plans.

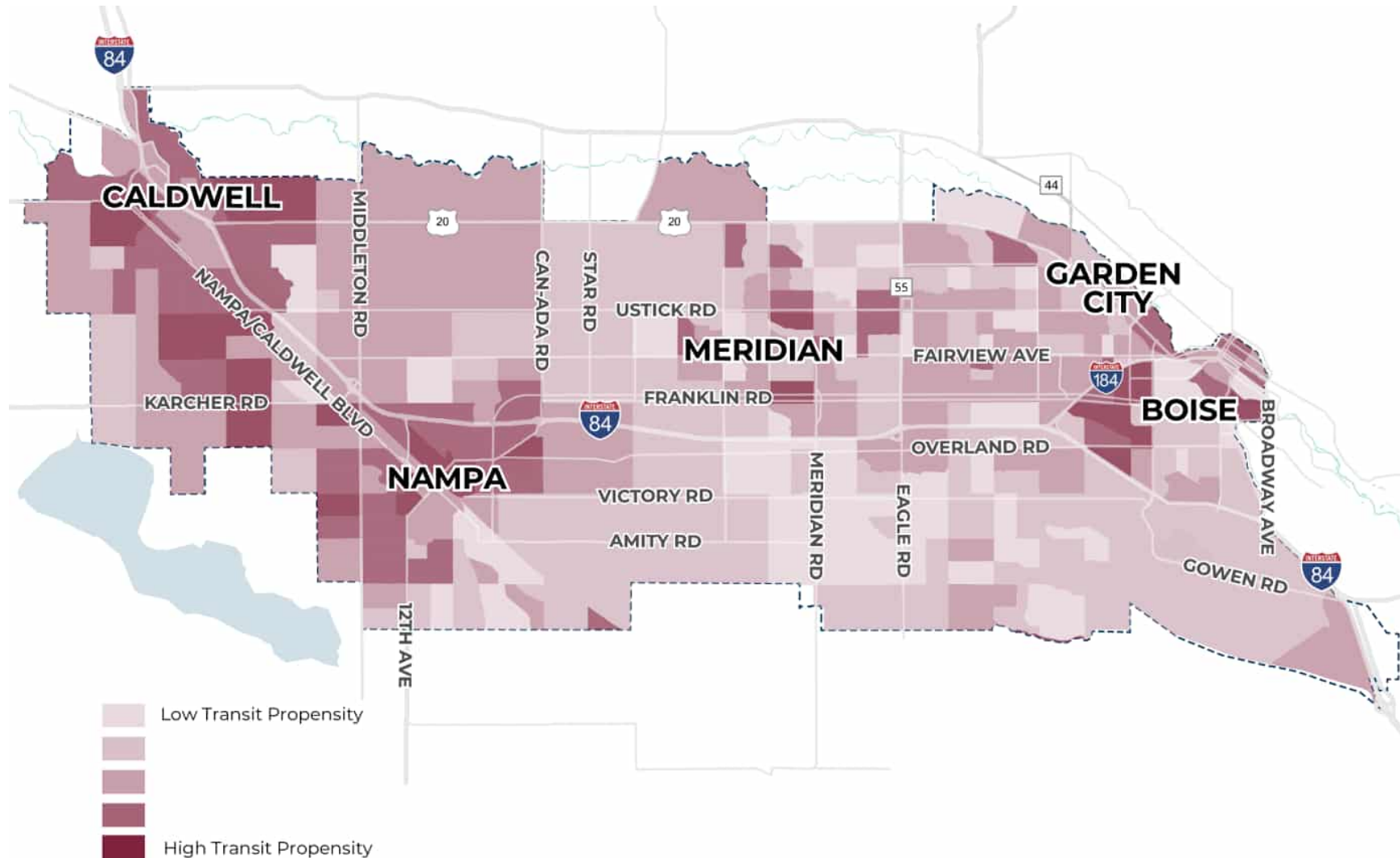
2050 Agricultural Land Use

Map not to scale

# Transit Propensity

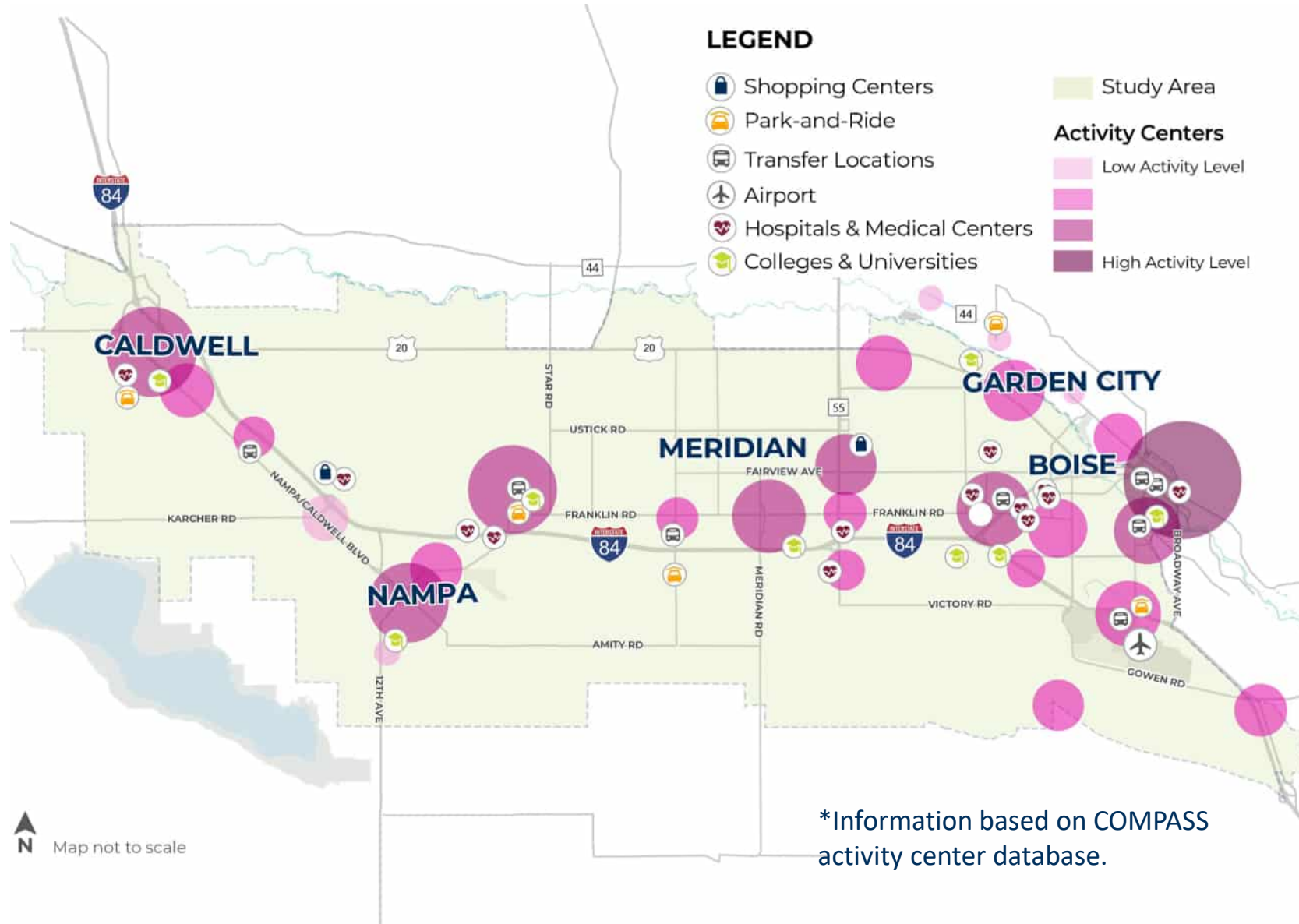


- Composite of **potential transit users** based on area demographic data
- Data hierarchy from “very low” to “very high”
  - Population density
  - Employment density
  - Minority population density
  - Poverty population density
  - Disabled population density
  - Zero auto household density
  - Youth population density (under 18)
  - Senior population density (65+)



Transit propensity was calculated using ACS 2022 5-year estimates and aggregated the total density ranking of 8 categories (population density, Employment density, Minority population density, Poverty population density, Disabled population density, Zero auto household density, Youth population density (under 18), Senior population density (65 +)) for a total transit propensity score of 1-5 as shown here.

# Draft Activity Centers



# Icons – Files On Network





# Working together to plan for the future

## REGIONAL TRANSPORTATION ADVISORY COMMITTEE AUGUST 6, 2025 - 8:30 a.m. COMPASS, First Floor Board Room 700 NE 2nd Street, Meridian, Idaho ZOOM CONFERENCE CALL

YouTube Live Streaming - <https://www.youtube.com/@COMPASSIdaho>  
(Subject to availability and functionality of connection.)

**Committee members can participate in the meeting in-person or via Zoom conference call.**

Please specify whether you plan to attend in-person or virtually when RSVPing to Teri Gregory at [tgregory@compassidaho.org](mailto:tgregory@compassidaho.org) or 208-475-2225.

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

#### **I. CALL TO ORDER/ROLL CALL (8:30)**

#### **II. OPEN DISCUSSION/ANNOUNCEMENTS**

#### **III. CONSENT AGENDA**

Page 3 **A.\* Approve July 23, 2025, RTAC Meeting Minutes**

#### **IV. ACTION ITEMS**

8:35 Page 7 **A.\* Recommend a Preliminary Locally Preferred Alternative for the High-Capacity Transit (Let's Ride Treasure Valley) Planning and Environmental Linkages (PEL) Study** **Austin Miller/  
Chris Proud, HDR**

*The project team will seek RTAC recommendation of COMPASS Board of Directors' approval of commuter rail along the Boise Cutoff corridor as the preliminary locally preferred alternative for the Let's Ride Treasure Valley PEL study.*

8:55 Page 9 **B.\* Recommend End-of-Year and Redistribution Program Priorities** **Toni Tisdale**

*Toni Tisdale will seek RTAC recommendation of COMPASS Executive Committee's approval to revise the End-of-Year and Redistribution Program priorities.*

9:05  
Page 16

**C.\* Recommend Adoption of Resolutions Amending Communities in Motion 2050 and Approving the FY2026-2032 Regional Transportation Improvement Program (TIP)**

**Austin Miller/  
Toni Tisdale**

*Austin Miller and Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of resolutions amending Communities in Motion 2050 and approving the FY2026-2032 TIP.*

**V. INFORMATION/DISCUSSION ITEM**

9:20  
Page 30

**A.\* Review COMPASS Development Products**

**Olivia Vielstich  
McKinnon/Austin  
Miller**

*Olivia Vielstich McKinnon and Austin Miller will review COMPASS' process and products related to development in the region.*

**VI. STATUS REPORTS (INFORMATION ONLY)**

Page 31

**A.\* RTAC Agenda Worksheet**

Page 37

**B.\* Obligation Reports**

**VII. OTHER**

**Next Meeting: September 24, 2025**

**VIII. ADJOURNMENT (9:35)**

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

***Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 208-855-2558 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 208-855-2558 con 48 horas de anticipación.***

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE**  
**July 23, 2025**  
**COMPASS, First Floor Board Room**  
**ZOOM CONFERENCE CALL**

**\*\*DRAFT MINUTES\*\***

**ATTENDEES:**

Darrell Romine for Brent Arte, City of Melba, via ZOOM  
Nichoel Baird Spencer, City of Eagle, **Vice Chair**, in person  
Aaron Bauges, Idaho Transportation Department, in person  
Troy Behunin, City of Kuna, via ZOOM  
Katie Wright for Morgan Beesaw, City of Caldwell, via ZOOM  
Crystal Craig, **Chair**, City of Nampa, in person  
Stacey DuPuis, Ada County Development Services, via ZOOM  
Gabe Finkelstein, Boise State University, via ZOOM  
Andrew Glaspell, City of Eagle, in person  
Doug Hanson, City of Kuna, via ZOOM  
Rob Hartsock, City of Notus, via ZOOM  
Hether Hill, City of Meridian, in person  
Cody Homan, Ada County Highway District, in person  
Caleb Hood, City of Meridian, via ZOOM  
Stephen Hunt, Valley Regional Transit, in person  
Tom Laws, Ada County Highway District, in person  
Curtis Loveless, ex officio, Central District Health, via ZOOM  
Amy Luft, ex officio, COMPASS, in person  
Brian McClure, City of Meridian, via ZOOM  
Joe McMullin, Highway District No. 4, via ZOOM  
Brent Moore, Ada County Development Services, via ZOOM  
Shawn Nickel, City of Star, via ZOOM  
Michaela Owens, Ada County Development Services, via ZOOM  
Deb Root, Canyon County Development Services, via ZOOM  
Clemente Salinas, City of Nampa, via ZOOM  
Mark Steuer, City of Nampa, via ZOOM  
Jason VanGilder, City of Middleton, via ZOOM  
Hanna Veal, City of Garden City, via ZOOM  
Jason Wilde, Public Participation Workgroup, in person  
Alex Yann, Ada County Highway District, in person

**MEMBERS ABSENT:**

Michelle Barron, Canyon County Development Services  
Lee Belt, City of Greenleaf  
Bre Brush, City of Boise  
Bob Callahan, Boise County  
Miranda Carson, West Ada School District  
Deanna Dupuy, City of Boise  
Hallie Hart, City of Caldwell  
Chelsie Johnson, City of Wilder  
Brett Laird, City of Parma  
Lindy Lindstrom, Boise County  
Dan Lister, Canyon County Development Services  
Cody Lund, Greater Boise Auditorium District, Ex officio  
Jamie Neill, ex officio, Governor’s Office  
Zach Piepmeyer, Capital City Development Corporation  
Michael Toole, Department of Environmental Quality  
Clay Tucker, Boise County

**OTHERS PRESENT:**

Ashley Cannon, COMPASS, via ZOOM  
Matt Carlson, COMPASS, in person  
Mark Christiansen, City of Middleton, via ZOOM  
Teri Gregory, COMPASS, in person  
Austin Miller, COMPASS, in person  
Katie Potts, Federal Highway Administration, via ZOOM  
Sherone Sader, COMPASS, in person  
Megan Sonnen, COMPASS, via ZOOM  
Nichole Stern, Ada County Highway District Commuteride, via ZOOM  
Toni Tisdale, COMPASS, in person  
Vincent Trimboli, Idaho Transportation Department, in person  
Shirley Wentland, Idaho Transportation Department, via ZOOM

**CALL TO ORDER**

Chair Crystal Craig called the meeting to order at 8:33 am.

**OPEN DISCUSSION/ANNOUNCEMENTS**

- Tom Laws announced the Ada County Highway District has received a Better Utilizing Investments to Leverage Development (BUILD) grant for \$18.4 million dollars.
- Crystal Craig announced Jeff Barnes with the City of Nampa and a former RTAC member will be retiring on September 15, 2025.

## CONSENT AGENDA

### A. Approve May 28, 2025, RTAC Meeting Minutes

**Nichole Baird Spencer moved and Tom Laws seconded approval of the Consent Agenda as presented.** Motion passed unanimously.

## ACTION ITEMS

### A. Recommend the FY2027-2033 COMPASS Application Guide

Matt Carlson presented the FY2027-2033 COMPASS Application Guide.

After discussion, **Alex Yann moved and Stephen Hunt seconded to recommend COMPASS Board of Directors' approval of the FY2027-2033 COMPASS Application Guide.** Motion passed unanimously.

### B. Recommend FY2026 *Communities in Motion* Implementation Grants and Project Development Program Projects

Matt Carlson presented FY2026 *Communities in Motion* Implementation Grant and Project Development Program project rankings and requested that RTAC break two ties.

To break the tie in the *Communities in Motion* Implementation Grant program, Crystal Craig recommended that Ada County Highway District's Permanent Bike/Ped Counters project be ranked number six and the City of Nampa's Airport Specific Area Plan project be ranked number seven. The tied projects for the Project Development Program were both from the City of Eagle. Nichole Baird Spencer requested to rank the City of Eagle's Excess Right-of-Way Study project above the city's Eagle Road Improvements project.

**Nichole Baird Spencer moved and Cody Homan seconded to recommend COMPASS Board of Directors' approval of the FY2026 *Communities in Motion* Implementation Grants and Project Development Program project rankings as presented and noted that if additional federal funding should become available, emphasis should be given to funding projects closer to the top of each of the lists rather than on the bottom.** Motion passed unanimously.

## INFORMATION/DISCUSSION ITEMS

### A. Receive an Update on the Status of Federal Grant Programs

Matt Carlson presented an update on the status of federal grant programs.

**B. Discuss the Potential Impacts of Idaho Senate Bills 1140 and 1144**

Amy Luft presented a summary of what COMPASS has learned to date about Idaho Senate Bills 1140 and 1144, shared the agency's outstanding unanswered questions, and solicited additional questions from RTAC members.

**OTHER**

**Next Meeting: August 6, 2025**

**ADJOURNMENT**

**Stephen Hunt moved and Caleb Hood seconded adjournment of the meeting.** Motion passed unanimously.

**Chair Crystal Craig adjourned the meeting at 9:49 am.**

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## RTAC AGENDA ITEM IV-A

Date: August 6, 2025

### **Topic: Recommend a Preliminary Locally Preferred Alternative for the High-Capacity Transit (Let's Ride Treasure Valley) Planning and Environmental Linkages (PEL) Study**

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

COMPASS staff seek RTAC recommendation of COMPASS Board of Directors' approval of commuter rail along the Boise Cutoff corridor as the preliminary locally preferred alternative for the Let's Ride Treasure Valley PEL study.

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

In January 2024, COMPASS began the Let's Ride Treasure Valley PEL study with consultant support from HDR/Jacobs. Consistent with the regional vision and goals outlined in *Communities in Motion 2050*, this study is examining a future high-capacity transit connection west to east across Canyon and Ada Counties south of the Boise River. This study builds from past high-capacity transit planning efforts.

In June 2024, the COMPASS Board of Directors approved the project purpose and need statements. This, in turn, guided the development of the project evaluation framework.

Over the course of the last year, COMPASS has completed a three-tiered screening process and held three rounds of public engagement to inform the alternatives analysis. A summary of the first two tiers and associated public comments were provided to you in your December 2024 and April 2025 meetings. In this meeting, COMPASS and HDR staff will outline the completed alternatives analysis and third public comment results and seek a recommendation consistent with the findings.

#### **Findings:**

Through the technical evaluation, commuter rail along the Boise Cutoff corridor outperformed other options. Likewise, the grand majority of public comments (80%) supported commuter rail along the Boise Cutoff corridor as the best choice for the Treasure Valley.

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

The approval of the preliminary locally preferred alternative will provide clear direction to the region in guiding further transportation planning efforts and will be submitted to the Federal Transit Administration (FTA) for formal concurrence, streamlining future environmental analyses.

#### **Next Steps:**

COMPASS staff will present the RTAC recommendation for a preliminary locally preferred alternative to the COMPASS Board of Directors for approval at its August meeting.

COMPASS staff will then submit the alternatives analysis methodology, findings, and preliminary locally preferred alternative to FTA for formal concurrence.

The final PEL document will be presented to RTAC in January 2026 for recommendation of approval to the COMPASS Board of Directors in February 2026.

**More Information:**

- 1) For detailed information contact: Austin Miller, Planning Team Lead, at 208/475-2239 or [amiller@compassidaho.org](mailto:amiller@compassidaho.org).
- 2) Let's Ride Treasure Valley Web Page: <https://compassidaho.org/public-transportation-high-capacity-transit/>
- 3) Tier 3 Evaluation Memorandum: [https://compassidaho.org/wp-content/uploads/08062025\\_RTACSupp\\_LetsRideTV-Tier3EvaluationSummaryMemorandum.pdf](https://compassidaho.org/wp-content/uploads/08062025_RTACSupp_LetsRideTV-Tier3EvaluationSummaryMemorandum.pdf)

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## RTAC AGENDA ITEM IV-B

Date: August 6, 2025

### **Topic: Priorities for the End-of-Year and Redistribution Program**

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

COMPASS staff requests RTAC recommendation of COMPASS Executive Committee's approval of revisions (identified as "late requests for consideration") to the End-of-Year and Redistribution Program priorities in Attachment 1. The COMPASS Board of Directors approved the original End-of-Year and Redistribution Program priorities on June 16, 2025. If recommended, the COMPASS Executive Committee will be requested to approve the revisions on August 12, 2025.

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

Each year, federal highway funds not obligated by states must be returned to the Federal Highway Administration (FHWA). To avoid this, the Idaho Transportation Department (ITD) created an End-of-Year Program, which reallocates unobligated funds to eligible projects statewide. Additionally, Idaho may receive funds redistributed from other states, increasing the available funding for this program.

Metropolitan planning organizations, such as COMPASS, submit prioritized project needs to ITD for inclusion in the End-of-Year and Redistribution Program. Staff maintains an ongoing list of needs and updates it as cost savings or new funding opportunities arise. All needs are prioritized to be ready if funding becomes available.

To be considered for this funding opportunity, projects must be included in the current transportation improvement program and ready to obligate immediately upon notification of funding. Public transportation projects are typically not eligible, as there isn't enough time to transfer funds from FHWA to the Federal Transit Administration.

Through various redistribution opportunities and project estimate adjustments, additional funding is expected to be available for the End-of-Year and Redistribution program.

Since the COMPASS Board of Directors approved the original list of priorities, six additional needs were submitted for consideration for funding in the Boise Urban Area (Transportation Management Area):

- **Pavement Preservation and ADA, Local, Boise Area – FY2022** (Key Number 20006)
  - The Ada County Highway District (ACHD) requests additional funding to cover a high bid.
- **Roadway and ADA Improvements, Part 1, Boise Area – FY2023** (Key Number 20259)
  - ACHD requests additional funding to cover the adjusted engineer's estimate. The project is ready to bid.
- **Fairview Avenue, North Garden to Whitewater Park and Bridge Replacement** (Key Number 24382)
  - ACHD requests additional funding to cover final design work.

- **Planning, COMPASS – FY2025/FY2026** (Key Number 22387)
  - COMPASS requests funding to allow it to support additional local projects and costs for technical services supporting long-range planning efforts.
- **SH-44 (State Street), Linder Road to SH-55 (Eagle Road), City of Eagle** (Key Number 24526)
  - ITD requests to convert advanced construction funding to federal aid.
- **Access to Opportunity, Boise and Garden City** (Key Number 23833)
  - ACHD requests additional funding to cover final design work.

In addition, the Safe Routes to School (SR2S) project (Key Number 23943) was determined unable to advance at this time and is proposed to be removed from consideration.

COMPASS staff determined the priorities presented in Attachment 1 based on COMPASS Board Policy Number 2024-03, which addresses the balancing of Surface Transportation Block Grant Program (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) funds (see “More Information” below for the link to the full policy). In short, the policy prioritizes projects in the following order:

1. Obtain 100% of the estimated allocations in each program.
2. Cover cost overruns or needs on projects in the STBG, TAP, or CRP programs.
  - a. Construction in the current year
  - b. Any phase from previous years already under contract
  - c. Advance the construction phase
  - d. Right-of-way phase
  - e. Design phase
  - f. Planning or studies
3. Cover cost overruns or needs on projects in non-STBG, TAP, or CRP programs.
  - a. Construction phase
  - b. Right-of-way phase
  - c. Design phase
  - d. Planning or studies

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

Approval of the End-of-Year and Redistribution Program priorities allows consideration of project needs for funding as it becomes available. Exact amounts will not be known until late August. Adding additional projects for consideration will ensure that the region can take advantage of all available funding.

**More Information:**

- 1) Attachment 1: COMPASS FY2025 End-of-Year and Redistribution Program Priorities - Revised
- 2) Attachment 2: New Member Agency Requests
- 3) Board Policy Number 2024-03: [https://compassidaho.org/wp-content/uploads/2024\\_STBG-TAP-CRP\\_2024-03.pdf](https://compassidaho.org/wp-content/uploads/2024_STBG-TAP-CRP_2024-03.pdf)
- 4) For detailed information, contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

COMPASS FY2025 End-of-Year and Redistribution Program Priorities - REVISED  
 Regional Transportation Advisory Committee recommended the original list May 28, 2025  
 COMPASS Board of Directors approved the original list June 16, 2025  
 COMPASS Executive Committee approved the revised list XX.

\*Late requests for consideration

Priorities	Key Number	Project	Sponsor	Current Program	Amount Needed	Comments
<b>Overall</b>						
1	Increase all program obligation authority to 100% of the allocation. (STBG-TMA \$4,482,455; STBG-LU ~\$3,821,000; CRP-TMA \$395,062)					
<b>Boise Urban Area (Transportation Management Area) (STBG and CRP)</b>						
1a	20674	Roadway and ADA Improvements, Boise Area – FY2024	ACHD	STBG-TMA, TAP-TMA	\$9,017,911	<b>Construction</b> – unfunded due to OA limitation.
1b	13918	Pathway, Rail with Trail, Meridian	City of Meridian	TAP-TMA, CRP-TMA	\$1,051,000	<b>Construction</b> – unfunded due to OA limitation.
1c	22800	COMPASS Planning FY2026-2029	COMPASS	STBG-TMA	\$232,000	<b>Design</b> – unfunded due to OA limitation.
2	23314	Commuteride, Safety and Security Cameras, Ada County	ACHD	STBG-TMA	\$25,081	<b>Construction</b> – to cover a cost overrun for additional cameras at park and ride lots (inflation resulted in reduced scope).
3*	20006	<i>Pavement Preservation and ADA, Local, Boise Area – FY2022</i>	ACHD	STBG-TMA	\$305,334	<b>Construction</b> – to cover a high bid.
4*	20259	<i>Roadway and ADA Improvements, Part 1, Boise Area – FY2023</i>	ACHD	STBG-TMA	\$307,013	<b>Construction</b> – ready to bid, adjusted engineer’s estimate.
5	13918	Pathway, Rail with Trail, Meridian	City of Meridian	TAP-TMA, CRP-TMA	\$100,000	<b>Construction</b> – to cover the final engineer’s estimate.
6	23311	Study, Chinden Drainage and Design Plan, Garden City	City of Garden City	STBG-TMA	\$10,000	<b>Design</b> – to cover a cost overrun for geotechnical work.
7	22390	Vista Avenue, Overland Road to Rose Hill Street, Boise	ACHD	STBG-TMA	\$50,000	<b>Design</b> – to cover a cost overrun due to an extended environmental review.
8	23307	Pathway, Federal Way and Broadway Avenue, Multi-Use Pathway, Boise	City of Boise	STBG-TMA, TAP-TMA, CRP-TMA	\$215,000	<b>Design</b> – to cover the final design.

Priorities	Key Number	Project	Sponsor	Current Program	Amount Needed	Comments
9*	24382	Fairview Avenue, North Garden to Whitewater Park and Bridge Replacement	ACHD	STBG-TMA	\$360,000	<b>Design</b> – to cover the final design.
10*	22387	Planning, COMPASS – FY2025/FY2026	COMPASS	STBG-TMA	\$380,000	<b>Planning</b> – to cover additional projects and costs for technical services supporting long-range planning efforts.
11	23943	<del>SR2S, VRT, Ada and Canyon Counties – FY2026–2032</del>	<del>VRT</del>	<del>TAP-TMA</del>	<del>\$218,000</del>	<b>Design</b> – advance from FY2026 to FY2025, if funds are available. (Project not ready to advance.)
12*	24526	SH-44 (State Street), Linder Road to SH-55 (Eagle Road), City of Eagle	ITD	NHPP, Advanced Construction	\$1,700,000	<b>Construction</b> – convert advanced construction to federal aid. (Any amount up to \$1,700,000.)
13*	23833	Access to Opportunity, Boise and Garden City	ACHD	RAISE, Local, STBG-TMA, TAP-TMA	\$1,200,000	<b>Design</b> – to cover the final design.
<b>Nampa Urban Area (Large Urban) (STBG and CRP)</b>						
1	22386	Commuteride, ACHD	ACHD	STBG-LU	\$12,621	<b>Design</b> – unfunded due to OA limitation.
2	24229	Middleton Road, SH-55 (Karcher Road) to Flamingo Avenue, Nampa	City of Nampa	STBG-LU	\$2,475,000	<b>Construction</b> – convert advanced construction to federal aid. (Any amount up to \$2,475,000)
3	22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	Highway District Number 4	STBG-LU	\$4,270,513	<b>Construction</b> – advance from FY2027 to FY2025, if funds are available.
4	24711	Garrity Boulevard and Stamm Lane Improvements, Nampa	City of Nampa	Local / STBG-LU	\$968,000	<b>Design</b> – convert design funded as local (construction is partially funded with STBG-LU) (any amount up to \$968,000)

Acronym Key:

ACHD = Ada County Highway District

ADA = Americans with Disabilities Act

CRP = Carbon Reduction Program

FY = Fiscal Year

I = Interstate

ITD = Idaho Transportation Department

LU = Large Urban (Nampa Urban Area)

NHPP = National Highway Performance Program

OA = Obligation Authority

RAISE = Rebuilding American Infrastructure with Sustainability and Equity

SH = State Highway

SR2S = Safe Routes to School

STBG = Surface Transportation Block Grant

TAP = Transportation Alternatives Program

TMA = Transportation Management Area (Boise Urban Area)

VRT = Valley Regional Transit



Miranda Gold, President  
Alexis Pickering, Vice-President  
Kent Goldthorpe, Commissioner  
Dave McKinney, Commissioner  
Patricia Nilsson, Commissioner

July 7, 2025

Craig Raborn, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Dear Director Raborn,

Ada County Highway District (ACHD) would like to request additional STBG-TMA funds to cover updated costs on two of its construction projects. The project details, reason for the need and amounts requested are detailed below:

- **KN 20006—FY 2022 Pavement Preservation and ADA (Resseguie St):** The responsive low bid for this project came in higher than the estimated amount. ACHD is requesting **\$305,334** to cover the increase between the engineer’s estimate and the bid amount.
- **KN 20259—FY 2023 Roadway and ADA Improvements Part 1 (Allumbaugh St, Edgewood Ln, and Goldenrod Ave):** The environmental approval, right-of-way process, and coordination with nearby stakeholders required considerably more time than expected, prolonging the overall timeframe of this project, resulting in additional anticipated construction cost due to inflation. The project is now scheduled to go to bid in late July 2025. The current engineer’s estimate indicates an additional need of **\$307,013** to construct this project.

Thank you for your time. If you have any questions, please contact Alex Yann, Transportation Funding Coordinator, at [ayann@achdidaho.org](mailto:ayann@achdidaho.org) or (208) 387-6157.

Sincerely,

A handwritten signature in black ink that reads "Dyan Bevins".

Dyan Bevins  
Deputy Director, Projects  
Ada County Highway District

*connecting you to more*



Miranda Gold, President  
Alexis Pickering, Vice-President  
Kent Goldthorpe, Commissioner  
Dave McKinney, Commissioner  
Patricia Nilsson, Commissioner

July 22, 2025

Craig Raborn, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Dear Director Raborn,

ACHD is requesting additional STBG-TMA funding to complete design on two of its projects:

- **KN 24382—Fairview Avenue Bridge (Garden St to Whitewater Ave):**
  - Recent estimates on environmental and geotechnical work contributed to a cost overrun. ACHD is requesting an additional **\$360,000** in funding to complete design.
- **KN 23833 — Access to Opportunity Bundles:**
  - ACHD was recently awarded \$18.4 million dollars in BUILD program funding to construct Bundles 4 and 5 for its Access to Opportunity (ATO) program. To ensure that these projects are shovel-ready by the construction start date, ACHD is requesting up to **\$1.2 million** to bring the ATO project to final design and complete tasks such as ROW title reports and exhibits, utility coordination, legal descriptions, and ensuring the bundles are designed to meet ACHD's Complete Streets objectives.

Thank you for your time. If you have any questions, please contact Alex Yann, Transportation Funding Coordinator, at [ayann@achdidaho.org](mailto:ayann@achdidaho.org) or (208) 387-6157.

Sincerely,

A handwritten signature in black ink that reads "Dyan Bevins".

Dyan Bevins  
Deputy Director, Projects  
Ada County Highway District

*connecting you to more*



*Working together to plan for the future*

MEMORANDUM

Date: July 14, 2025

To: Craig Raborn, COMPASS Executive Director

RE: Request to increase Planning, COMPASS – FY2025-FY2026 (Key Number 22387)

COMPASS staff request to increase the Planning, COMPASS – FY2025-FY2026 project by \$380,000.

Additional funds are needed for additional Project Development projects and to cover costs for our Technical Services to support our long-range planning efforts, including the regional travel demand model, congestion management process and geographic information services.

Thank you,

A handwritten signature in black ink that reads 'Meg Sonnen'.

Meg Sonnen  
Director of Operations

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## RTAC AGENDA ITEM IV-C

DATE: August 6, 2025

### **Topic: *Communities in Motion 2050 (CIM 2050)* and the FY2026-2032 Regional Transportation Improvement Program (TIP)**

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

COMPASS staff request RTAC recommendation of COMPASS Board of Directors' adoption of Resolution Xa-2025 (Attachment 1) amending CIM 2050 and Resolution Xb-2025 (Attachment 2) approving the FY2026-2032 TIP.

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

Long-range transportation plans, such as CIM 2050, must be fiscally constrained, meaning they can only include projects that have funding identified to pay for them. When funding is identified to pay for new projects, the long-range transportation plan must be amended to reflect these changes. To that end, COMPASS is proposing to amend CIM 2050 to add four new funded projects. The details of the proposed changes are included in Attachment 1.

The TIP is a short-term budget of federally funded and regionally significant transportation projects in Ada and Canyon Counties. It is updated annually, and COMPASS staff have been working with RTAC to develop the updated project list for the FY2026-2032 TIP (see link below) since fall 2024. This full project list includes all changes to existing projects approved during the development. To aid in understanding the differences between the current (FY2025-2031) TIP and the draft FY2026-2032 TIP, a "major changes list" is provided in Attachment 3. A new feature of the major changes list is a score for new projects, ensuring consistency with the goals and vision of CIM 2050.

The FY2026-2032 TIP is not official until adopted by the COMPASS Board of Directors and Idaho Transportation Board and approved by the Federal Highway Administration and the Federal Transit Administration. The current FY2025-2031 TIP will remain in effect, allowing work on projects to continue, until final approval of the FY2026-2032 TIP, anticipated by December 31, 2025. Changes to projects in early FY2026 will occur via amendments to both TIPs.

Staff are currently developing the full TIP report, which includes all federal requirements and describes the impact of projects on the TIP project list on the overall transportation system. This document will be posted on the COMPASS website when it is complete.

A public comment period was held in July to address the proposed amendment to CIM 2050 (July 15 – 31) and the FY2026-2032 TIP project list (July 1 – 31). As of the date of packet mailout, a total of 26 individuals commented. Fifteen comments were related specifically to the amendment to CIM 2050 and nineteen comments were related specifically to projects in the draft FY2026-2032 TIP (see link below). Staff do not recommend changes to the CIM 2050 amendment or the FY2026-2032 TIP project list based on public comments received. If additional comments are received after the packet is mailed, the link will be updated and you will be notified.

The Idaho Transportation Department (ITD) solicited comments on the draft FY2026-2032 Idaho Transportation Investment Program (ITIP; the statewide equivalent of the regional TIP) during the same period. ITD is still in the process of reviewing the comments it received and is not ready to

distribute the comments. When available, comments received by ITD concerning projects in Ada, Boise, and Canyon Counties will be posted on the COMPASS website.

Boise County is a member of COMPASS but not part of COMPASS' official planning area. As such, projects in Boise County are not included in COMPASS' TIP or related comment period and actions. These projects are, however, included in ITD's ITIP and related comment period. As Boise County is a member of COMPASS, related public comments received by ITD will be provided on the COMPASS website for information. The detailed list of projects in Boise County is provided in Attachment 4, for information only.

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

The amendment to CIM 2050 ensures the plan continues to meet federal fiscal constraint requirements and enables the projects to be added to the regional transportation improvement program so that work may begin on these projects in FY2026.

The annual update of the FY2026–2032 TIP allows for the addition of new projects and modifications to existing ones to address funding needs as they advance through the design process, while maintaining compliance with federal requirements.

**More Information:**

- 1) Attachment 1 – Resolution Xa-2025
- 2) Attachment 2 – Resolution Xb-2025
- 3) Attachment 3 – Major Changes List
- 4) Attachment 4 – Boise County Projects
- 5) Link to draft FY2026-2032 TIP project list: [https://compassidaho.org/wp-content/uploads/08062025\\_RTACSupp\\_DRAFTFY2026-2032TIP\\_ProjectList.pdf](https://compassidaho.org/wp-content/uploads/08062025_RTACSupp_DRAFTFY2026-2032TIP_ProjectList.pdf)
- 6) Link to public comments received: [https://compassidaho.org/wp-content/uploads/08062025\\_RTACSupp\\_DRAFTFY2026-2032TIP\\_VerbatimPublicComments.pdf](https://compassidaho.org/wp-content/uploads/08062025_RTACSupp_DRAFTFY2026-2032TIP_VerbatimPublicComments.pdf)
- 7) For detailed information contact: Austin Miller, Principal Planner, at 208/475-2239 or [amiller@compassidaho.org](mailto:amiller@compassidaho.org), or Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**RESOLUTION NO. Xa-2025**

**FOR THE PURPOSE OF AMENDING *COMMUNITIES IN MOTION 2050***

**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 Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to prepare regional long-range transportation plans covering a period of no less than 20 years;

**WHEREAS**, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require projects contained in regional long-range transportation plans to be financially constrained;

**WHEREAS**, the amendment to *Communities in Motion 2050* adds four new short-term funded project to the plan. Details are attached;

**WHEREAS**, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require the long-range transportation plan be developed and amended in consultation with all interested parties;

**WHEREAS**, a public comment period was held from July 15 through July 31, 2025. All comments were shared with the COMPASS Board of Directors for consideration;

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

**WHEREAS**, the Community Planning Association of Southwest Idaho has developed this amendment to *Communities in Motion 2050* in compliance with all applicable state and federal regulations.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors approves this amendment to *Communities in Motion 2050*.

**ADOPTED** this 18<sup>th</sup> day of August 2025.

**By:** \_\_\_\_\_  
**Debbie Kling, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

**By:** \_\_\_\_\_  
**Craig Raborn, AICP, Executive Director**  
**Community Planning Association**  
**of Southwest Idaho**

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## ***Communities in Motion 2050*** **Proposed Amendment #7**

***The proposed amendment would add four new short-term funded projects:***

### **Ustick Road – Franklin Boulevard to 11<sup>th</sup> Avenue, City of Nampa**

Widen Ustick Road from Franklin Boulevard to 11<sup>th</sup> Avenue in the City of Nampa, and unincorporated Canyon County. The project includes two travel lanes in each direction, a center median barrier, and a multi-use pathway. Facilitated U-turns are anticipated at quarter miles.

This project is currently identified as a high priority, but unfunded, project in *Communities in Motion 2050*. This amendment, to fund this priority project, demonstrates progress toward implementing *Communities in Motion 2050*.

Sponsoring Agency: City of Nampa

Year: 2028-PD\*

Cost: \$7,000,000

### **Middleton Road – Lincoln Road to Bass Lane, City of Middleton**

Widen Middleton Road from Lincoln Road to Bass Lane in the City of Middleton. The project includes a 12-foot multi-use pathway along the western side of Middleton Road. Improvements to the eastern side may be constructed as the adjacent properties develop.

This project is currently identified as a high priority, but unfunded, project in *Communities in Motion 2050*. This amendment, to fund this priority project, demonstrates progress toward implementing *Communities in Motion 2050*.

Sponsoring Agency: City of Middleton

Year: 2027

Cost: \$5,700,000

### **Pathway – Ridenbaugh Canal, City of Boise**

Construct a 12-foot-wide multi-use pathway along the south side of the Ridenbaugh Canal from Maple Grove Road to Milwaukee Street in the City of Boise.

This project is currently identified as a high priority, but unfunded, project in *Communities in Motion 2050*. This amendment, to fund this priority project, demonstrates progress toward implementing *Communities in Motion 2050*.

Sponsoring Agency: City of Boise

Year: 2029-PD\*

Cost: \$1,780,000

### **Pathway – State Highway 44, Star Road to West State Street, Idaho Transportation Department**

Construct a separated pathway on the south side of State Highway 44 from Star Road in the City of Star to West State Street in the City of Eagle.

Sponsoring Agency: Idaho Transportation Department

Year: 2026-2029

Cost: \$11,917,000

\*PD= Preliminary Development (projects with development activity but no programmed year of construction)

**RESOLUTION NO. Xb-2025**

**FOR THE PURPOSE OF APPROVING THE  
FY2026-2032 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 Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to develop and approve a transportation improvement program;

**WHEREAS**, IIJA, 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**, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require the transportation improvement program be developed and amended in consultation with all interested parties;

**WHEREAS**, a public comment period was held from July 1 through July 31, 2025, and comments were shared with the COMPASS Board of Directors for consideration;

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

**WHEREAS**, the Community Planning Association of Southwest Idaho has developed the FY2026-2032 Regional Transportation Improvement Program for Ada and Canyon Counties in compliance with all applicable state and federal regulations.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors approves the FY2026-2032 Regional Transportation Improvement Program.

**ADOPTED** this 18<sup>th</sup> day of August 2025.

**By:** \_\_\_\_\_  
**Debbie Kling, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

**By:** \_\_\_\_\_  
**Craig Raborn, AICP, Executive Director**  
**Community Planning Association**  
**of Southwest Idaho**

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## Major Changes List

### Draft FY2026-2032 Regional Transportation Improvement Program (TIP)

For this report, "major changes" are defined as new or removed projects, projects with advanced or delayed construction, and projects with major changes in scope, as compared to the FY2025-2031 TIP. Projects are listed in alphabetical order of project name by type of action.

#### Federal Highway Administration Funds

Key Number	Project	Year of Funding	Total Cost
<b>New*</b>			
ORN24969	I-184, Connector, Pavement Markings, Boise	FY2028	\$252,000
ORN25068	I-84, Mobility Improvements, District 3	FY2027-FY2028	\$100,000,000
ORN25095	I-84, Ten Mile Road to Garrity Boulevard, Sealcoat, Ada and Canyon	FY2032	\$1,777,000
NEW02	Middleton Road, Lincoln Road to Bass Lane, Canyon County	FY2027	\$5,700,000
ORN24984	Overland Road, Roosevelt Street to Orchard Street, Boise	FY2029	\$8,250,000
ORN24983	Pathway, Ridenbaugh Canal, Boise	PD	\$1,780,000
ORN25008	Pathway, SH-44, Star Road to Ballentyne Lane, Ada County	FY2029	\$11,917,000
ORN24985	Pedestrian Improvements, US 20/26 (Chinden) at 32nd Street, Garden City	FY2029	\$450,000
ORN24898	Planning, Consolidated Planning Funds, COMPASS – FY2030	FY2030	\$1,935,000
ORN24899	Planning, Consolidated Planning Funds, COMPASS – FY2031	FY2031	\$1,935,000
ORN24900	Planning, Consolidated Planning Funds, COMPASS – FY2032	FY2032	\$1,935,000
ORN25077	SH-16, SH-44 (State Street) to Beacon Light Road, Ada County	FY2027	\$56,672,000
ORN25089	SH-19, Simplot Boulevard to I-84, Sealcoat, Caldwell	FY2031	\$2,835,000
ORN24954	SH-44 (State Street), Roe Street to Saxton Drive, Pipe, Boise	FY2027	\$500,000
ORN25104	SH-45, Deer Flat Road and Lake Shore Drive, Intersection Improvements, Canyon (Design and right-of-way only)	FY2026	\$680,000
ORN25084	SH-55 (Karcher Road), Pear Lane to Farmway Road, Phase 1, Canyon County	FY2032	\$28,000,000
ORN25085	SH-55 (Karcher Road), Pear Lane to Farmway Road, Phase 2, Canyon County	PD	\$52,000,000
ORN24986	Study, High Injury Network, COMPASS	FY2030	\$165,000
ORN25045	Study, Marketplace Boulevard, Road Safety Audit, Nampa	FY2026	\$75,000
ORN24987	Study, Pavement Condition Analysis, COMPASS	FY2030	\$180,000
ORN24982	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2032	FY2032	\$1,511,000
ORN25020	US 20/26 (Chinden Boulevard), Black Cat Road, Right Turn Lane, Meridian	FY2028	\$550,000
ORN25093	US 20/26 (Chinden Boulevard), Joplin Road to I-184, Sealcoat, Ada County	FY2032	\$2,835,000
ORN25063	Ustick Road, Franklin Boulevard to 11th Avenue, Nampa	PD	\$7,000,000
<b>Removed</b>			
24383	Emerald Street, Camelot Drive to Raymond Street and Bridge Replacement, Boise	PD	\$23,219,000
20542	Pathway, SH-55 (Eagle Road), Franklin Road to Pine Avenue, Meridian	FY2030	\$645,000
19144**	Planning, FTA Metropolitan Planning Funds, COMPASS – FY2026-FY2029	FY2026-2029	\$1,672,000
<b>Advanced Construction Year</b>			
24229	Middleton Road, SH-55 (Karcher Road) to Flamingo Avenue, Nampa	(federal funds) PD to FY2030	\$2,425,000
24682	Pathway, I-84B (Garrity Boulevard), Stamm Lane to 39th Street, Nampa	FY2028 to FY2027	\$548,000
20542	Pathway, SH-55 (Eagle Road), Franklin Road to Pine Avenue, Meridian	PD to FY2030	\$645,000
24702	Pathway, West Glenwood, Glenwood Bridge to Riverside, Garden City	FY2029 to FY2027	\$1,243,000
24223	Planning, <i>Communities in Motion</i> Update, COMPASS	FY2028-FY2029 to FY2028	\$650,000

Key Number	Project	Year of Funding	Total Cost
23958	SH-16 and SH-44 Interchange, Star	FY2025-FY2027 to FY2025-FY2026	\$79,500,000
20574	SH-44 (State Street), SH-16 to Star Road, Ada County	FY2029 to FY2027	\$21,256,000
23561	SH-45, Deer Flat Road to I-84B, Canyon County	FY2030 to FY2027	\$14,434,000
300013	Swan Falls Road Bridge, Shortline Street to Avalon Street, Design Only, Kuna	PD to FY2028	\$500,000
24575	US 20/26 (Chinden Boulevard), Joplin Road to I-184, Ada County	FY2030 to FY2029	\$8,580,000
24310	US 20/26, Franklin Boulevard to Star Road, Ada and Canyon Counties	FY2029-FY2030 to FY2026	\$44,217,000
24309	US 20/26, Middleton Road to Franklin Boulevard, Canyon County	FY2029-FY2030 to FY2026	\$66,300,000
24580	US 95, SH-55 to SH-19, Sealcoat, Canyon and Owyhee Counties	FY2031 to FY2028	\$866,000
22390	Vista Avenue, Overland Road to Rose Hill Street, Boise	FY2027 to FY2026	\$13,883,000
<b>Delayed Construction Year</b>			
22816	Cole Road, Ustick Road to Kettering Avenue, Boise	FY2028 to FY2030	\$8,348,000
23323	Columbia Village Roadway and ADA Improvements, Boise	FY2029 to FY2031	\$8,683,000
24698	Discovery Way, US 20/26 (Chinden Boulevard) to Bridger Street, Boise	FY2026 to FY2027	\$1,340,000
300396	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	FY2028 to FY2029-FY2030	\$4,680,000
MP400109	Franklin Road, McDermott Road to Black Cat Road, Ada County	FY2028 to PD	\$11,142,000
19951	Highway 30, Sand Hollow Road to SH-44, Canyon County	FY2028 to FY2029	\$2,973,000
23188	I-84 and SH-44 Interchange Replacement, Canyon County	FY2030-FY2031 to FY2031-2032	\$83,477,000
20212	I-84, Garrity Interchange to Ten Mile Interchange, Ada and Canyon Counties	FY2026 to FY2026-FY2027	\$4,150,000
24511	I-84, Interchange Ramps, Sealcoat, Ada and Canyon Counties	FY2027 to FY2029	\$1,480,000
23456	I-84, Meridian Road Interchange to Eagle Road Interchange, Meridian	FY2025 to FY2032	\$16,443,000
300429	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	FY2026 to PD	\$7,323,000
300441	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	FY2026 to FY2027	\$10,716,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	FY2027 to FY2027-FY2030	\$11,107,000
24219	Orchard Street, Emerald Street to Fairview Avenue, Boise	FY2030 to FY2032	\$7,632,000
23307	Pathway, Federal Way and Broadway Avenue, Multi-Use Pathway, Boise	FY2027 to FY2029	\$3,828,000
20537	Railroad Crossing, Benjamin Lane, Boise	FY2026 to FY2030	\$445,000
20355	Railroad Crossing, Look Lane, near Caldwell	FY2026 to FY2028	\$964,000
23956	SH-16, I-84 System Interchange and Franklin Road Interchange, Nampa	FY2025-FY2026 to FY2025-FY2027	\$91,390,000
20612	SH-21, Boise River to Banks Lowman Highway, Sealcoat, Ada and Boise Counties	FY2027 to FY2030	\$5,880,000
24584	SH-21, Junction I-84 to Lucky Peak Bridge, Ada County	FY2031 to PD	\$12,590,000
24117	SH-44, I-84 to Star Road, Chipseal, Ada and Canyon Counties	FY2026 to FY2027	\$1,651,000
NEW1	SH-44, SH-55 (Eagle Road) to Glenwood Street, Ada County	FY2028 to FY2032	\$15,600,000
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon County	FY2024-FY2025 to FY2024 to FY2027	\$176,463,000
23638	SH-55, Beacon Light Road to Brookside Lane, Ada County	FY2029 to FY2032	\$15,024,000
24571	SH-55, Farmway Road to Middleton Road, Sealcoat, Canyon County	FY2029 to FY2031	\$467,000
24054	SH-55, SH-44 (State Street) to Payette River Bridge, Ada and Boise Counties	FY2030 to FY2031	\$3,774,000
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2024 (Partial delay)	FY2025 to FY2026	\$1,757,000
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	FY2025 to FY2026	\$1,832,000
24569	US 20/26 (Broadway Avenue), Sealcoat, Boise	FY2030 to FY2031	\$655,000
24570	US 20/26 (Chinden), Phyllis Canal to North Mountain View Road, Ada County	FY2029 to FY2031	\$3,173,000

Key Number	Project	Year of Funding	Total Cost
24769	US 20/26 and SH-44, Pedestrian Ramp Improvements, Ada County	FY2026 to FY2027	\$2,644,000
24062	US 20/26, Aviation Way to SH-16, Sealcoat, Ada and Canyon Counties	FY2027 to FY2029	\$3,338,000
24058	US 95, Parma North City Limit to Junction I-84, Sealcoat, Canyon and Payette	FY2029 to FY2030	\$2,729,000
23167	US 95, Parma North City Limit to Junction of I-84, Resurface, Canyon and Payette	FY2026 to FY2028	\$9,800,000
MP400181	Ustick Road, McDermott Road to Black Cat Road, Ada County	FY2027 to FY2027-FY2028	\$11,240,000
<b>Scope Change</b>			
13484	Centennial Way Roundabout, Caldwell to SH-19 and Centennial Way, Intersection Improvements, Caldwell (change from roundabout to a traditional intersection)	FY2026 to FY2028	\$4,391,000 to \$7,286,000
300437	Linder Road, Pine Avenue to Ustick Road, Meridian	PD	\$5,772,000 to \$25,600,000
21896	Overland Road, Orchard Street to Vista Avenue, Boise to Overland Road, Vista Avenue to Owyhee Street, Boise	FY2026 to FY2027	\$9,605,000
24640	Roadway and ADA Improvements, Boise Area – FY2031 to Overland Road, Owyhee Street to Roosevelt Street, Boise	FY2028 to FY2031	\$8,150,000
23175	SH-16, SH-44 to Junction SH-52, Ada and Gem Counties (construction moved to KN ORN25077)	FY2026	\$10,550,000
24772	SH-44 (State Street) and Palmer Lane, Eagle (add construction)	FY2025 to FY2027	\$3,200,000
NEW <sup>1</sup> ORN24981	SH-44, SH-55 (Eagle Road) to Glenwood Street, Ada County to SH-44 (State Street), Linder Road to Glenwood Street, Ada County	FY2028 to FY2032	\$9,448,000 to \$15,918,000
<b>Ongoing Projects (add future funding)</b>			
22386	Commuteride, Ada and Canyon Counties, ACHD – FY2026-FY2032	FY2032	\$220,000
22800	Planning, COMPASS – FY2026-FY2032	FY2032	\$464,000
23943	SR2S, VRT, Ada and Canyon Counties – FY2026-2032	FY2032	\$280,000

\*See scores of new projects attached.

\*\*Project was incorporated into different key numbers: KN23401, KN23772, KN23773, and KN23774.

## Federal Transit Administration Funds

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New FTA 5307</b>			
18854	Planning and Mobility Implementation, Boise Area, VRT	Added FY2030	\$1,585,000
18842	Planning and Mobility Implementation, Nampa Area, VRT	Added FY2030	\$609,000
18786	Transit – Operations – Fixed Route and Mobility Management, Nampa Area, VRT	Added FY2030	\$1,508,000
19041	Transit – Operations – Mobility Management, Boise Area, VRT	Added FY2030	\$4,188,000
18914	Transit – Preventive Maintenance and Demand Response, Nampa Area, VRT	Added FY2030	\$819,000
19137	Transit – Preventive Maintenance and Paratransit, Boise Area, VRT	Added FY2030	\$2,029,000
18788	Transit – Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Added FY2029 and FY2030	\$268,000
18781	Transit – Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Added FY2030	\$1,320,000
<b>New FTA 5310</b>			
19691	Transit – Acquisition of Service, Boise Area, VRT	Added FY2030	\$625,000
19464a	Transit – Acquisition of Service, Nampa Area, VRT	Added FY2030	\$504,000
<b>New FTA 5339</b>			
19122	Transit – Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Added FY2030	\$562,000
20136e	Transit – Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Added FY2030	\$323,000
<b>Delayed</b>			
20043	Transit - Above and Beyond ADA Paratransit, Nampa Area	FY2025 to FY2026	\$504,000

## Scoring for new proposed projects Draft FY2026-2032 TIP

Key Number	Project	Total Amount	Comment	Score
ORN24969	I-184, Connector, Pavement Markings, Boise	\$252,000	Operational Improvement	N/A
ORN25068	I-84, Mobility Improvements, District 3	\$100,000,000	Operational Improvements (no specific locations)	N/A
ORN25095	I-84, Ten Mile Road to Garrity Boulevard, Sealcoat, Ada and Canyon	\$1,777,000	Maintenance – High Priority Per CIM 2050	N/A
NEW02	Middleton Road, Lincoln Road to Bass Lane, Canyon County	\$5,700,000	TIP Scoring Method (modified)	<b>56.1</b> (out of 131)
ORN24984	Overland Road, Roosevelt Street to Orchard Street, Boise	\$8,250,000	Maintenance – Per CIM 2050 Funding Policy	N/A
ORN24983	Pathway, Ridenbaugh Canal, Boise	\$1,780,000	TIP Scoring Method	<b>134</b> (out of 156) Ranked #1 Active Transportation
ORN25008	Pathway, SH-44, Star Road to Ballentyne Lane, Ada County	\$11,817,000	TIP Scoring Method (modified)	<b>59</b> (out of 131)
ORN24985	Pedestrian Improvements, US 20/26 (Chinden) at 32nd Street, Garden City	\$450,000	TIP Scoring Method	<b>108</b> (out of 156) Ranked #2 Active Transportation
ORN24898	Planning, Consolidated Planning Funds, COMPASS – FY2030	\$1,935,000	Dedicated Planning Funding	N/A

Key Number	Project	Total Amount	Comment	Score
ORN24899	Planning, Consolidated Planning Funds, COMPASS – FY2031	\$1,935,000	Dedicated Planning Funding	N/A
ORN24900	Planning, Consolidated Planning Funds, COMPASS – FY2032	\$1,935,000	Dedicated Planning Funding	N/A
ORN25077	SH-16, SH-44 (State Street) to Beacon Light Road, Ada County	\$56,672,000	TIP Scoring Method (modified)	<b>66.04</b> (out of 131)
ORN25089	SH-19, Simplot Boulevard to I-84, Sealcoat, Caldwell	\$2,835,000	Maintenance – High Priority Per CIM 2050	N/A
ORN24954	SH-44 (State Street), Roe Street to Saxton Drive, Pipe, Boise	\$500,000	Operational Improvement	N/A
ORN25104	SH-45, Deer Flat Road and Lake Shore Drive, Intersection Improvements, Canyon (Design and right-of-way only)	\$680,000	TIP Scoring Method (modified)	<b>59</b> (out of 131)
ORN25084	SH-55 (Karcher Road), Pear Lane to Farmway Road, Phase 1, Canyon County	\$28,000,000	TIP Scoring Method (modified)	<b>90</b> (out of 131)
ORN25085	SH-55 (Karcher Road), Pear Lane to Farmway Road, Phase 2, Canyon County	\$52,000,000	TIP Scoring Method (modified)	<b>90</b> (out of 131)
ORN24986	Study, High Injury Network, COMPASS	\$165,000	TIP Scoring (Paired Comparison)	Ranked #1 Studies
ORN25045	Study, Marketplace Boulevard, Road Safety Audit, Nampa	\$75,000	Operational/Safety Study	N/A
ORN24987	Study, Pavement Condition Analysis, COMPASS	\$180,000	TIP Scoring (Paired Comparison)	Ranked #2 Studies
ORN24982	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2032	\$1,511,000	Public Transportation Maintenance – Per CIM 2050 Funding Policy	N/A
ORN25020	US 20, Black Cat Road, Right Turn Lane, Meridian	\$550,000	Operational Improvement	N/A
ORN25093	US 20 (Chinden Boulevard), Joplin Road to I-184, Sealcoat, Ada County	\$2,835,000	Maintenance – High Priority Per CIM 2050	N/A
ORN25063	Ustick Road, Franklin Boulevard to 11th Avenue, Nampa	\$7,000,000	TIP Scoring Method	<b>75.28</b> (out of 156) Ranked #1 Roadway*

\*Recommended #1 by RTAC per the need above the score.

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# FY2026-2032 Boise County Detailed Project List

All costs in current dollars

## Gardena Bridge Replacement, Boise County

**Key #: 24261**

<b>Requesting Agency:</b>	Boise County	<b>Fund Source:</b>	Bridge (Local)
<b>Project Year:</b>	<b>2030</b>	<b>Program:</b>	Off-System Bridge
<b>Total Previous Allocations:</b>	\$0	<b>Local Match:</b>	0%
<b>Total Programmed Budget:</b>	\$3,339,000		
<b>Total Cost (Prev + Prog):</b>	\$3,339,000		

### Project Description

Construct a bridge 1,500 feet from the existing bridge at Gardena in Boise County. The bridge will be designed to current standards with an increased width, improved approaches, railing, transitions, and approach guardrail.

Year	Design	Construction	Total	Federal Share	Local Share
2027	\$1,300,000	\$0	\$1,300,000	\$1,300,000	\$0
2030	\$0	\$2,039,000	\$2,039,000	\$2,039,000	\$0
<b>Fund Totals:</b>	\$1,300,000	\$0	\$3,339,000	\$3,339,000	\$0

## Grandjean Road, Pavement Improvements, Boise County

**Key #: 24727**

<b>Requesting Agency:</b>	Boise County Western Federal Lands	<b>Fund Source:</b>	Bridge (Local) Federal Lands Transportation Program
<b>Project Year:</b>	<b>2027</b>	<b>Local Match:</b>	7.34%
<b>Total Previous Allocations:</b>	\$0		
<b>Total Programmed Budget:</b>	\$1,500,000		
<b>Total Cost (Prev + Prog):</b>	\$1,500,000		

### Project Description

Improve road and surfaces on Grandjean Road in Boise County to restore and rehabilitate the roadway.

Year	Design	Construction	Total	Federal Share	Local Share
2027	\$0	\$1,500,000	\$1,500,000	\$1,389,900	\$110,100
<b>Fund Totals:</b>	\$0	\$1,500,000	\$1,500,000	\$1,389,900	\$110,100

## SH-21, Boise River to Banks Lowman Highway, Sealcoat, Ada and Boise Counties

**Key #: 20612**

<b>Requesting Agency:</b>	ITD	<b>Fund Source:</b>	Pavement
<b>Project Year:</b>	<b>2030</b>	<b>Program:</b>	National Highway Performance Program
<b>Total Previous Allocations:</b>	\$50,000	<b>Local Match:</b>	7.34%
<b>Total Programmed Budget:</b>	\$5,830,000		
<b>Total Cost (Prev + Prog):</b>	\$5,880,000		

### Project Description

Apply a warranty sealcoat treatment on State Highway 21 from the Boise River in the City of Boise in Ada County to the Banks Lowman Highway in Boise County. Work will improve the ride quality and extend the pavement lifespan. (15% Ada County and 85% Boise County)

Year	Design	Construction	Total	Federal Share	Local Share
2030	\$0	\$5,830,000	\$5,830,000	\$5,402,078	\$427,922
<b>Fund Totals:</b>	\$0	\$5,830,000	\$5,830,000	\$5,402,078	\$427,922

**SH-21, Idaho City to Mores Creek Summit, Boise County**

**Key #: 24528**

**Requesting Agency:** ITD **Fund Source:** Pavement  
**Project Year:** 2029 **Program:** National Highway Performance Program  
**Total Previous Allocations:** \$0 **Local Match:** 7.34%  
**Total Programmed Budget:** \$10,831,000  
**Total Cost (Prev + Prog):** \$10,831,000

**Project Description**

Restore the pavement surface on State Highway 21 from Idaho City's south city limits to Mores Creek Summit in Boise County. Work includes a mill and inlay treatment to rehabilitate the roadway pavement.

Year	Design	Construction	Total	Federal Share	Local Share
2026	\$443,000	\$0	\$443,000	\$442,999	\$32,516
2029	\$0	\$10,388,000	\$10,388,000	\$9,625,521	\$762,479
<b>Fund Totals:</b>	\$443,000	\$0	\$10,831,000	\$10,068,520	\$794,995

**SH-21, Road Hazard Tree Removal, Idaho City**

**Key #: 24539**

**Requesting Agency:** ITD **Fund Source:** Supporting Infrastructure  
**Project Year:** 2027 **Program:** State  
**Total Previous Allocations:** \$0 **Local Match:** 7.34%  
**Total Programmed Budget:** \$300,000  
**Total Cost (Prev + Prog):** \$300,000

**Project Description**

Remove trees on State Highway 21 from approximately King Road in Idaho City to just south of Road Fork Creek in Boise County, to prevent a hazard to motorist safety.

Year	Design	Construction	Total	Federal Share	Local Share
2027	\$5,000	\$295,000	\$300,000	\$277,980	\$22,020
<b>Fund Totals:</b>	\$5,000	\$295,000	\$300,000	\$277,980	\$22,020

**SH-55, Banks Intersection Improvements, Boise County**

**Key #: 24378**

**Requesting Agency:** ITD **Fund Source:** N/A  
**Project Year:** PD **Program:** N/A  
**Total Previous Allocations:** \$4,050,000 **Local Match:** N/A  
**Total Programmed Budget:** \$0  
**Total Cost (Prev + Prog):** \$4,050,000

**Project Description**

Replace the Banks Grade Road bridge and the State Highway 55 Bridge near the City of Banks in Boise County. The project will extend the right-of-way easement area, widen the connecting roadway approximately a quarter mile in each direction, and install a traffic signal and advanced warning detectors to increase safety and capacity. (The project is in early development. Construction is expected to cost approximately \$50 million, but is currently unfunded.)

Year	Design	Construction	Total	Federal Share	Local Share
PD	\$0	\$0	\$0	\$0	\$0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0

## Study, Travel Characteristics Study, COMPASS

**Key #:** 24224

**Requesting Agency:** COMPASS

**Fund Source:** Local Highway - TMA

**Project Year:** PD

**Program:** Surface Transportation Block Grant-TMA

**Total Previous Allocations:** \$0

**Local Match:** 7.34%

**Total Programmed Budget:** \$1,500,000

**Total Cost (Prev + Prog):** \$1,500,000

### Project Description

Collect local travel data from households (household travel survey) and users of Valley Regional Transit's fixed route system (transit on-board survey) to update the regional travel demand model. The household travel survey will collect data within Ada and Canyon Counties and possibly the cities in surrounding counties such as Payette County, Gem County, Boise County, Elmore County, and Owyhee County. This project will also include additional data collection to supplement this effort.

<b>Year</b>	<b>Design</b>	<b>Construction</b>	<b>Total</b>	<b>Federal Share</b>	<b>Local Share</b>
PD	\$1,500,000		\$1,500,000	\$1,389,900	\$110,100
<b>Fund Totals:</b>	\$1,500,000	\$0	\$1,500,000	\$1,389,900	\$110,100

Acronyms:

ITD = Idaho Transportation Department

PD = Preliminary Development

TMA = Transportation Management Area (Boise Urban Area)

## RTAC AGENDA ITEM V-A

DATE: August 6, 2025

### Topic: COMPASS Development Products

#### Request/Recommendation:

This is an information item only.

#### Background/Summary:

The Treasure Valley has been growing rapidly for decades. To support its members in how to address this growth, COMPASS has several tools designed to monitor, inform, and report on development within the region. In this presentation COMPASS will provide an overview of four tools, including their purpose, when and how they are developed, how member agencies can access and use them, and how member agencies can request demographic assistance.

- Entitlement Tracking: Member agencies send COMPASS their development applications, building permits, and entitlement data. COMPASS staff tracks this data on a GIS database.
- Development Review Checklist: Development Review Checklists are provided as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion*, consistent with COMPASS' Development Review Policy<sup>1</sup>.
- Development Monitoring Reports: The annual Development Monitoring Report contains an overview of development activity using building permit information collected from city and county jurisdictions in the COMPASS planning area.
- Population Estimates: COMPASS develops annual population estimates for city and county jurisdictions in Ada, Boise, and Canyon Counties.

#### More Information:

1. Development Review Checklist: <https://compassidaho.org/development-review/>
2. Development Monitoring Report: <https://compassidaho.org/development-monitoring-report/>
3. Population Estimates: <https://compassidaho.org/demographics-current-and-historical-population-estimates/>
4. For detailed information, contact: Austin Miller, Principal Planner, at (208) 475-2239 or [amiller@compassidaho.org](mailto:amiller@compassidaho.org) or Olivia Vielstich McKinnon, Assistant Planner, at (208) 475-2240 or [ovielstichmckinnon@compassidaho.org](mailto:ovielstichmckinnon@compassidaho.org)

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<sup>1</sup> Board Policy 2023-01: <https://compassidaho.org/wp-content/uploads/COMPASSDevelopmentReviewPolicy.pdf>

# RTAC AGENDA WORKSHEET

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>1.</b>	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
<b>2.</b>	Receive Obligation Report	No		Status Report	N/A	N/A	Monthly	N/A
<b>3.</b>	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
<b>UPCOMING AGENDA ITEMS</b>								
<b>4.</b>	Recommend 2025 Transit Asset Management Performance Targets	Yes	COMPASS staff will seek recommendation of COMPASS Board of Directors' acceptance of the regional transit asset management targets.	Consent	N/A	Staff	September	October
<b>5.</b>	Recommend Support of Priorities for Rural Projects	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution supporting priorities for applications in rural areas.	Consent	N/A	Toni Tisdale	September	October

<sup>1</sup> No, Yes, N/A (Not Applicable)

<sup>2</sup> Action; Consent Agenda; Executive Director's Report; Information; Special Item; Committee Reports; Open Discussion/Announcements

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>6.</b>	Recommend the FY2026 COMPASS Resource Development Plan	Yes	Matt Carlson will seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2026 Resource Development Plan, which outlines projects the Resource Development Team may work on to seek funding.	Action	15	Matt Carlson	September	October
<b>7.</b>	Recommend the <i>Communities in Motion 2055</i> project prioritization process	Yes	Austin Miller will seek RTAC recommendation of COMPASS Board of Directors' approval of the <i>Communities in Motion 2055</i> project prioritization process.	Action	20	Austin Miller	September	October
<b>8.</b>	Recommend an Amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of a resolution amending the FY2025-2031 and FY2026-2032 TIPs, if needed.	Action	10	Toni Tisdale	September	October (if needed)
<b>9.</b>	Recommend Adoption of the COMPASS Carbon Reduction Strategy	Yes	Hunter Mulhall/DKS will seek RTAC recommendation of COMPASS Board of Directors' adoption of the Carbon Reduction Strategy.	Action	15	Hunter Mulhall/DKS	September	October

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>10.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval for balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	October	December (if needed)
<b>11.</b>	Recommend an Amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of a resolution amending the FY2025-2031 and FY2026-2032 TIPs, if needed.	Action	10	Toni Tisdale	October	December (if needed)
<b>12.</b>	Approve 2026 RTAC Meeting Dates/Times	Yes	COMPASS staff will request RTAC approval of 2026 meeting dates and times.	Consent	N/A	N/A	November	N/A
<b>13.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	November	Dec (if needed)

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>14.</b>	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	November	December (if needed)
<b>15.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	December	February (if needed)
<b>16.</b>	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	December	February (if needed)
<b>17.</b>	Introduction to COMPASS	No	COMPASS staff will provide a brief introduction to COMPASS' work products and RTAC calendar	Special Item	15	Amy Luft	January 2026	February
<b>18.</b>	Elect Chair and Vice Chair	Yes	COMPASS staff will facilitate the election of the Chair and Vice Chair.	Action	10	Austin Miller	January	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>19.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	January	Feb (if needed)
<b>20.</b>	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	January	Feb (if needed)
<b>21.</b>	Review COMPASS Phase 2 Applications	No	Toni Tisdale and Sherone Sader will host an optional workshop to provide information about federal-aid-eligible applications and share initial scores.	Information/ Discussion	60	Toni Tisdale and Sherone Sader	February x, 2026 (Optional)	N/A
<b>22.</b>	Recommend Federal-Aid Rankings for COMPASS Programs	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of federal-aid rankings for all COMPASS federal-aid programs.	Action	15	Toni Tisdale	February	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>23.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	February	April (if needed)

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# Scheduled vs. Obligated for the 2025 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]  
 [Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 7/28/2025] [Fiscal Year: 2025] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2025] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Pavement Preservation</b>									
22699	3	SH 69, KUNA TO MERIDIAN, ADA CO	2025	Awarded (or equiv.)	100	PE	\$65,000.00	\$65,000.00	\$0.00
						PC	(\$15,000.00)	(\$15,000.00)	\$0.00
						CE	\$102,355.00	\$102,355.00	\$0.00
						CC	\$150,000.00	\$150,000.00	\$0.00
						CN	\$3,362,087.00	\$3,362,087.00	\$0.00
							<b>\$3,664,442.00</b>	<b>\$3,664,442.00</b>	<b>\$0.00</b>
23163	3	SH 55, ION JCT TO HOSKINS ROAD, CANYON/OWYHEE COS	2025	Awarded (or equiv.)	100	PE	\$15,000.00	\$15,000.00	\$0.00
						PC	(\$15,000.00)	(\$15,000.00)	\$0.00
						CE	\$34,985.00	\$34,985.00	\$0.00
						CC	\$50,000.00	\$50,000.00	\$0.00
						CN	\$892,341.00	\$892,341.00	\$0.00
							<b>\$977,326.00</b>	<b>\$977,326.00</b>	<b>\$0.00</b>
23542	3	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	2025	Awarded (or equiv.)	100	PE	(\$25,000.00)	(\$25,000.00)	\$0.00
						PC	(\$120,000.00)	(\$120,000.00)	\$0.00
						CE	\$61,438.00	\$61,438.00	\$0.00
						CC	\$307,191.00	\$307,191.00	\$0.00
						CN	\$3,355,126.00	\$3,355,126.00	\$0.00
							<b>\$3,578,755.00</b>	<b>\$3,578,755.00</b>	<b>\$0.00</b>
23626	3	SH 45, JCT SH78 TO DEER FLAT RD SEALCOAT, CANYON CO	2025	Awarded (or equiv.)	100	PE	(\$29,000.00)	(\$29,000.00)	\$0.00
						CE	\$112,546.00	\$112,546.00	\$0.00
						CC	\$51,500.00	\$51,500.00	\$0.00
						CN	\$1,077,949.00	\$1,077,949.00	\$0.00
							<b>\$1,212,995.00</b>	<b>\$1,212,995.00</b>	<b>\$0.00</b>
24054	3	SH 55, STATE ST TO PAYETTE RV BR, BOISE/ADA CO	2030	Development	100	PE	\$83,347.00	\$0.00	\$83,347.00
							<b>\$83,347.00</b>	<b>\$0.00</b>	<b>\$83,347.00</b>
24058	3	US 95, PARMA NCL TO JCT I 84, CANYON/PAYETTE CO	2029	Development	100	PE	\$60,513.00	\$60,513.00	\$0.00
							<b>\$60,513.00</b>	<b>\$60,513.00</b>	<b>\$0.00</b>
24062	3	US 20, AVIATION WAY TO SH 16, CANYON/ADA CO	2027	Development	100	PE	(\$25,000.00)	(\$25,000.00)	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24118	3	SH 44, STAR TO EAGLE, ADA CO	2029	Development	100	PE	\$50,000.00	\$0.00	\$50,000.00
							<b>\$50,000.00</b>	<b>\$0.00</b>	<b>\$50,000.00</b>
24511	3	I 84, FY27 D3 IC RAMPS, ADA/CANYON COUNTIES	2027	Development	100	PE	\$28,458.00	\$28,458.00	\$0.00
							<b>\$28,458.00</b>	<b>\$28,458.00</b>	<b>\$0.00</b>
24568	3	SH 44, CHINDEN BLVD TO STATE ST, GARDEN CITY	2029	Development	100	PE	\$14,815.00	\$14,815.00	\$0.00
							<b>\$14,815.00</b>	<b>\$14,815.00</b>	<b>\$0.00</b>
24570	3	US 20, PHYLLIS CANAL TO NORTH MOUNTAIN VIEW RD, ADA CO	2029	Development	100	PE	\$58,090.00	\$0.00	\$58,090.00
							<b>\$58,090.00</b>	<b>\$0.00</b>	<b>\$58,090.00</b>
24571	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2029	Development	100	PE	\$12,856.00	\$0.00	\$12,856.00
							<b>\$12,856.00</b>	<b>\$0.00</b>	<b>\$12,856.00</b>
24769	3	STATE, PEDESTRIAN RAMP IMPROVEMENTS, ADA CO	2026	Development	100	PE	\$10,000.00	\$10,000.00	\$0.00
						PC	\$390,000.00	\$390,000.00	\$0.00
							<b>\$400,000.00</b>	<b>\$400,000.00</b>	<b>\$0.00</b>
State Hwy - Pavement Preservation Total							<b>\$10,141,597.00</b>	<b>\$9,937,304.00</b>	<b>\$204,293.00</b>
<b>State Hwy - Pavement Restoration</b>									
20506	3	SH 55, SH 44 (STATE ST) TO PAYETTE RV BR, REHABILITATION	2025	Awarded (or equiv.)	111	PE	\$11,735.00	\$11,735.00	\$0.00
						CC	\$723,713.00	\$723,713.00	\$0.00
						CN	\$1,370,522.00	\$1,370,522.00	\$0.00
							<b>\$2,105,970.00</b>	<b>\$2,105,970.00</b>	<b>\$0.00</b>
23544	3	I 184, FY26 D3 IC RAMPS, ADA/CANYON COUNTIES	2025	PS&E (or equiv.)	111	CE	\$142,588.00	\$142,588.00	\$0.00
						CC	\$332,704.00	\$332,704.00	\$0.00
						CN	\$5,010,567.00	\$5,010,567.00	\$0.00
							<b>\$5,485,859.00</b>	<b>\$5,485,859.00</b>	<b>\$0.00</b>
24526	3	SH 44, LINDER TO SH 55 (EAGLE RD), CITY OF EAGLE	2026	PS&E (or equiv.)	111	PE	\$2,000.00	\$2,000.00	\$0.00
						CE	\$174,000.00	\$174,000.00	\$0.00
						CN	\$1,799,500.00	\$1,799,500.00	\$0.00
							<b>\$1,975,500.00</b>	<b>\$1,975,500.00</b>	<b>\$0.00</b>
State Hwy - Pavement Restoration Total							<b>\$9,567,329.00</b>	<b>\$9,567,329.00</b>	<b>\$0.00</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
13484	3	SH 19, CENTENNIAL WAY ROUNDABOUT, CALDWELL	2026	Development	112	PC	\$3,088.00	\$3,088.00	\$0.00
							<b>\$3,088.00</b>	<b>\$3,088.00</b>	<b>\$0.00</b>
20574	3	SH 44, STAR RD TO SH 16, ADA CO	2029	Development	112	PC	\$263,000.00	\$263,000.00	\$0.00
							<b>\$263,000.00</b>	<b>\$263,000.00</b>	<b>\$0.00</b>
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	119	CE	\$400,000.00	\$400,000.00	\$0.00
						CC	\$4,000,000.00	\$4,000,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	119	CN	\$2,117,555.00	\$2,117,555.00	\$0.00
							<b>\$6,517,555.00</b>	<b>\$6,517,555.00</b>	<b>\$0.00</b>
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2025	Awarded (or equiv.)	112	PE	(\$55,000.00)	(\$55,000.00)	\$0.00
						PC	(\$13,900.00)	(\$13,900.00)	\$0.00
						CE	\$55,000.00	\$55,000.00	\$0.00
						CC	\$209,287.00	\$209,287.00	\$0.00
						CN	\$843,311.00	\$843,311.00	\$0.00
							<b>\$1,038,698.00</b>	<b>\$1,038,698.00</b>	<b>\$0.00</b>
23175	3	SH 16, JCT SH 44 TO JCT SH 52, ADA/GEM CO	2028	Development	112	PE	\$250,000.00	\$250,000.00	\$0.00
						PC	\$2,000,000.00	\$2,000,000.00	\$0.00
							<b>\$2,250,000.00</b>	<b>\$2,250,000.00</b>	<b>\$0.00</b>
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, MERIDIAN	2031	Development	112	PC	\$74,189.00	\$74,189.00	\$0.00
							<b>\$74,189.00</b>	<b>\$74,189.00</b>	<b>\$0.00</b>
24772	3	SH 44, PALMER LANE INTERSECTION, ADA CO	2025	Development	112	PE	\$15,000.00	\$15,000.00	\$0.00
						PC	\$385,000.00	\$385,000.00	\$0.00
							<b>\$400,000.00</b>	<b>\$400,000.00</b>	<b>\$0.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$10,546,530.00</b>	<b>\$10,546,530.00</b>	<b>\$0.00</b>
<b>State Hwy - Supporting Infrastructure Assets</b>									
23804	3	STATE, FY25 D3 STRIPING	2025	Awarded (or equiv.)	146	PE	\$1,000.00	\$1,000.00	\$0.00
						CE	\$1,000.00	\$1,000.00	\$0.00
						CN	\$554,576.00	\$554,576.00	\$0.00
							<b>\$556,576.00</b>	<b>\$556,576.00</b>	<b>\$0.00</b>
24079	3	US 95, FY25 SIGN FACE REPLACEMENT	2025	Development	146	PE	\$1,000.00	\$1,000.00	\$0.00
						CE	\$1,000.00	\$1,000.00	\$0.00
						CN	\$830,000.00	\$830,000.00	\$0.00
							<b>\$832,000.00</b>	<b>\$832,000.00</b>	<b>\$0.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$1,388,576.00</b>	<b>\$1,388,576.00</b>	<b>\$0.00</b>
<b>State Hwy - Board Unallocated</b>									
24821	3	I 84, GOWEN RD TO MOUNTAIN HOME, ADA & ELMORE COS	2026	Development	71	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$400,000.00	\$400,000.00	\$0.00
							<b>\$405,000.00</b>	<b>\$405,000.00</b>	<b>\$0.00</b>
24822	3	SH 69, SOUTHERN EXT TO I 84 BLACKS CR IC STUDY, ADA CO	2025	Development	71	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$400,000.00	\$400,000.00	\$0.00
							<b>\$405,000.00</b>	<b>\$405,000.00</b>	<b>\$0.00</b>
State Hwy - Board Unallocated Total							<b>\$810,000.00</b>	<b>\$810,000.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Early Development (Unfunded Ideas)</b>									
23638	3	SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	2029	Development	148	PC LP	\$209,233.00 \$3,200.00	\$209,233.00 \$3,200.00	\$0.00 \$0.00
							<b>\$212,433.00</b>	<b>\$212,433.00</b>	<b>\$0.00</b>
State Hwy - Early Development (Unfunded Ideas) Total							<b>\$212,433.00</b>	<b>\$212,433.00</b>	<b>\$0.00</b>
<b>Leading Idaho</b>									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	155	UT	\$20,000.00 <b>\$20,000.00</b>	\$20,000.00 <b>\$20,000.00</b>	\$0.00 <b>\$0.00</b>
23335	3	SH 55, PEAR LANE TO FARMWAY, CALDWELL	2500	Development	155	PE PC RW LP	\$200,000.00 \$4,000,000.00 \$200,000.00 \$20,000,000.00	\$200,000.00 \$4,000,000.00 \$200,000.00 \$20,000,000.00	\$0.00 \$0.00 \$0.00 \$0.00
							<b>\$24,400,000.00</b>	<b>\$24,400,000.00</b>	<b>\$0.00</b>
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2025	Awarded (or equiv.)	155	CC	\$1,200,000.00 <b>\$1,200,000.00</b>	\$1,200,000.00 <b>\$1,200,000.00</b>	\$0.00 <b>\$0.00</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	Awarded (or equiv.)	155	CC CN	\$5,500,000.00 \$4,967,470.00	\$5,500,000.00 \$4,967,470.00	\$0.00 \$0.00
							<b>\$10,467,470.00</b>	<b>\$10,467,470.00</b>	<b>\$0.00</b>
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Development	155	CE CC	\$100,000.00 \$2,642,000.00	\$100,000.00 \$2,642,000.00	\$0.00 \$0.00
							<b>\$2,742,000.00</b>	<b>\$2,742,000.00</b>	<b>\$0.00</b>
Leading Idaho Total							<b>\$38,829,470.00</b>	<b>\$38,829,470.00</b>	<b>\$0.00</b>
<b>TECM</b>									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	149	PE RW CE	\$70,000.00 (\$70,000.00) \$25,000.00	\$70,000.00 (\$70,000.00) \$25,000.00	\$0.00 \$0.00 \$0.00
							<b>\$25,000.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>
23337	3	US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2025	Development	149	PE	\$80,000.00 <b>\$80,000.00</b>	\$80,000.00 <b>\$80,000.00</b>	\$0.00 <b>\$0.00</b>
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2025	Awarded (or equiv.)	149	CC	\$750,000.00 <b>\$750,000.00</b>	\$750,000.00 <b>\$750,000.00</b>	\$0.00 <b>\$0.00</b>
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2025	Awarded (or equiv.)	149	CC CN	\$1,000,000.00 \$10,000,000.00	\$1,000,000.00 \$10,000,000.00	\$0.00 \$0.00
							<b>\$11,000,000.00</b>	<b>\$11,000,000.00</b>	<b>\$0.00</b>
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2025	Awarded (or equiv.)	149	CE	\$80,000.00	\$80,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2025	Awarded (or equiv.)	149	CN	\$3,379,000.00 <b>\$3,459,000.00</b>	\$3,379,000.00 <b>\$3,459,000.00</b>	\$0.00 <b>\$0.00</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	Awarded (or equiv.)	149	PC LP	(\$1,938,700.00) \$1,938,700.00 <b>\$0.00</b>	(\$1,938,700.00) \$1,938,700.00 <b>\$0.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC	2027	Awarded (or equiv.)	149	CE	\$100,000.00 <b>\$100,000.00</b>	\$100,000.00 <b>\$100,000.00</b>	\$0.00 <b>\$0.00</b>
TECM Total							<b>\$15,414,000.00</b>	<b>\$15,414,000.00</b>	<b>\$0.00</b>
<b>TECM Bonding</b>									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	150	CC CN	\$2,500,000.00 \$84,800,000.00 <b>\$87,300,000.00</b>	\$2,500,000.00 \$84,800,000.00 <b>\$87,300,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2025	Awarded (or equiv.)	150	CN	\$35,000,000.00 <b>\$35,000,000.00</b>	\$35,000,000.00 <b>\$35,000,000.00</b>	\$0.00 <b>\$0.00</b>
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2025	Awarded (or equiv.)	150	CN	\$6,000,000.00 <b>\$6,000,000.00</b>	\$6,000,000.00 <b>\$6,000,000.00</b>	\$0.00 <b>\$0.00</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	Awarded (or equiv.)	150	PC CC	(\$171,316.97) \$171,316.97 <b>\$0.00</b>	(\$171,316.97) \$171,316.97 <b>\$0.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC	2027	Awarded (or equiv.)	150	CC CN	\$3,100,000.00 \$66,400,000.00 <b>\$69,500,000.00</b>	\$3,100,000.00 \$66,400,000.00 <b>\$69,500,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Development	150	CC CN	\$2,000,000.00 \$57,600,000.00 <b>\$59,600,000.00</b>	\$2,000,000.00 \$57,600,000.00 <b>\$59,600,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
TECM Bonding Total							<b>\$257,400,000.00</b>	<b>\$257,400,000.00</b>	<b>\$0.00</b>
<b>Hwy - Metropolitan Planning</b>									
22998	3	LOCAL, FY25 COMPASS METRO PLANNING	2025	Awarded (or equiv.)	91	PC	\$1,486,994.35 <b>\$1,486,994.35</b>	\$1,486,994.35 <b>\$1,486,994.35</b>	\$0.00 <b>\$0.00</b>
Hwy - Metropolitan Planning Total							<b>\$1,486,994.35</b>	<b>\$1,486,994.35</b>	<b>\$0.00</b>
<b>State Hwy - Freight</b>									
23731	3	STC-8223, NORTHSIDE BLVD & KARCHER RD, NAMPA	2026	Development	139	RW	\$1,030,000.00 <b>\$1,030,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,030,000.00 <b>\$1,030,000.00</b>
State Hwy - Freight Total							<b>\$1,030,000.00</b>	<b>\$0.00</b>	<b>\$1,030,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Carbon Reduction Program</b>									
24230	3	LOCAL, WEST PARK PED IMPROVEMENTS, NAMPA	2026	Development	157	PC	\$7,000.00	\$7,000.00	\$0.00
						PL	(\$7,000.00)	(\$7,000.00)	\$0.00
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Carbon Reduction Program Total							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Local Hwy - Transportation Management Area</b>									
20549	3	LOCAL, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2025	PS&E (or equiv.)	51	CN	\$164,625.00	\$164,625.00	\$0.00
							<b>\$164,625.00</b>	<b>\$164,625.00</b>	<b>\$0.00</b>
20674	3	LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	51	RW	\$20,000.00	\$20,000.00	\$0.00
						LP	\$130,000.00	\$130,000.00	\$0.00
						CE	\$50,000.00	\$0.00	\$50,000.00
						CC	\$759,113.00	\$0.00	\$759,113.00
						CN	\$8,144,646.00	\$0.00	\$8,144,646.00
							<b>\$9,103,759.00</b>	<b>\$150,000.00</b>	<b>\$8,953,759.00</b>
21903	3	LOCAL, FY25 TRANSIT ROLLING STOCK, INFRASTRUCTURE & TECH	2025	Development	51	CN	\$1,832,505.94	\$1,832,505.94	\$0.00
							<b>\$1,832,505.94</b>	<b>\$1,832,505.94</b>	<b>\$0.00</b>
22387	3	LOCAL, FY25/FY26 COMPASS PLANNING	2025	Development	51	PC	\$26,357.00	\$26,357.00	\$0.00
							<b>\$26,357.00</b>	<b>\$26,357.00</b>	<b>\$0.00</b>
22800	3	LOCAL, FY25-FY30 COMPASS PLANNING	2030	Development	51	PC	\$232,000.00	\$0.00	\$232,000.00
							<b>\$232,000.00</b>	<b>\$0.00</b>	<b>\$232,000.00</b>
23179	3	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VRT	2025	Development	51	CN	\$160,738.18	\$160,738.18	\$0.00
							<b>\$160,738.18</b>	<b>\$160,738.18</b>	<b>\$0.00</b>
23312	3	LOCAL, COORDINATE LOCAL WATERWAY-PATHWAY PLANS STUDY	2025	Development	51	PC	\$120,000.00	\$120,000.00	\$0.00
							<b>\$120,000.00</b>	<b>\$120,000.00</b>	<b>\$0.00</b>
23313	3	LOCAL, BICYCLE AND PEDESTRIAN AUTOMATED COUNTERS, COMPASS	2025	Awarded (or equiv.)	51	CN	\$8,000.00	\$8,000.00	\$0.00
							<b>\$8,000.00</b>	<b>\$8,000.00</b>	<b>\$0.00</b>
24382	3	NHS-7345, FAIRVIEW AVE, GARDEN ST TO WHITEWATER BLVD BR REPL	2500	Development	51	PE	\$20,000.00	\$20,000.00	\$0.00
						PC	\$1,780,000.00	\$1,780,000.00	\$0.00
							<b>\$1,800,000.00</b>	<b>\$1,800,000.00</b>	<b>\$0.00</b>
24632	3	LOCAL, COMMUTERIDE WEBSITE DESIGN, ACHD	2025	Development	51	CN	\$70,000.00	\$70,000.00	\$0.00
							<b>\$70,000.00</b>	<b>\$70,000.00</b>	<b>\$0.00</b>
Local Hwy - Transportation Management Area Total							<b>\$13,517,985.12</b>	<b>\$4,332,226.12</b>	<b>\$9,185,759.00</b>
<b>Local Hwy - Transportation Alternatives; TMA</b>									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2025	Development	133	CE	\$1,000.00	\$0.00	\$1,000.00
						CC	\$36,000.00	\$0.00	\$36,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2025	Development	133	CL CN	\$10,000.00 \$504,000.00 <b>\$551,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$10,000.00 \$504,000.00 <b>\$551,000.00</b>
20549	3	LOCAL, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2025	PS&E (or equiv.)	133	CE CC CN	\$5,000.00 \$78,053.00 \$356,557.00 <b>\$439,610.00</b>	\$5,000.00 \$78,053.00 \$356,557.00 <b>\$439,610.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>
20674	3	LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	133	CN	\$64,152.00 <b>\$64,152.00</b>	\$0.00 <b>\$0.00</b>	\$64,152.00 <b>\$64,152.00</b>
23095	3	SMA-9463, FIVE MILE RD OVERPASS & WIDENING, BOISE	2030	Development	133	PC	\$100,000.00 <b>\$100,000.00</b>	\$100,000.00 <b>\$100,000.00</b>	\$0.00 <b>\$0.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$1,154,762.00</b>	<b>\$539,610.00</b>	<b>\$615,152.00</b>
<b>Carbon Reduction - TMA</b>									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2025	Development	156	CN	\$500,000.00 <b>\$500,000.00</b>	\$0.00 <b>\$0.00</b>	\$500,000.00 <b>\$500,000.00</b>
24653	3	LOCAL, SPOILS BANK CANAL PATHWAY, BOISE	2028	Development	156	PE PC PL	\$13,000.00 \$402,000.00 \$107,000.00 <b>\$522,000.00</b>	\$13,000.00 \$402,000.00 \$107,000.00 <b>\$522,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>
24769	3	STATE, PEDESTRIAN RAMP IMPROVEMENTS, ADA CO	2026	Development	156	PC	\$156,000.00 <b>\$156,000.00</b>	\$156,000.00 <b>\$156,000.00</b>	\$0.00 <b>\$0.00</b>
Carbon Reduction - TMA Total							<b>\$1,178,000.00</b>	<b>\$678,000.00</b>	<b>\$500,000.00</b>
<b>Local Hwy - Large Urban</b>									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2027	Development	46	PC	\$250,000.00 <b>\$250,000.00</b>	\$250,000.00 <b>\$250,000.00</b>	\$0.00 <b>\$0.00</b>
22017	3	NHS-8523, CHERRY LN; FRANKLIN BLVD TO 11TH AVE N, NAMPA	2027	Development	46	PE PL	(\$2,000.00) \$2,000.00 <b>\$0.00</b>	(\$2,000.00) \$2,000.00 <b>\$0.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
22386	3	LOCAL, FY25-FY30 ACHD COMMUTERIDE, ADA & CANYON COS	2030	Development	46	PC	\$12,621.00 <b>\$12,621.00</b>	\$0.00 <b>\$0.00</b>	\$12,621.00 <b>\$12,621.00</b>
22800	3	LOCAL, FY25-FY30 COMPASS PLANNING	2030	Development	46	PC	\$198,000.00 <b>\$198,000.00</b>	\$198,000.00 <b>\$198,000.00</b>	\$0.00 <b>\$0.00</b>
Local Hwy - Large Urban Total							<b>\$460,621.00</b>	<b>\$448,000.00</b>	<b>\$12,621.00</b>
<b>Local Hwy - Transportation Alternatives</b>									
22076	3	OFFSYS, GRIMES CITY PATHWAY, NAMPA	2025	Awarded (or equiv.)	134	CN	\$17,500.00 <b>\$17,500.00</b>	\$0.00 <b>\$0.00</b>	\$17,500.00 <b>\$17,500.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22922	3	LOCAL, CANYON CO SRTS COORDINATOR & ACTIVITIES	2028	Awarded (or equiv.)	134	CN	\$77,722.00	\$77,722.00	\$0.00
							<b>\$77,722.00</b>	<b>\$77,722.00</b>	<b>\$0.00</b>
Local Hwy - Transportation Alternatives Total							<b>\$95,222.00</b>	<b>\$77,722.00</b>	<b>\$17,500.00</b>
<b>Local Hwy - Bridge</b>									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2027	Development	49	PC	\$110,000.00	\$110,000.00	\$0.00
							<b>\$110,000.00</b>	<b>\$110,000.00</b>	<b>\$0.00</b>
Local Hwy - Bridge Total							<b>\$110,000.00</b>	<b>\$110,000.00</b>	<b>\$0.00</b>
<b>Hwy - High Priority TEA-21</b>									
25058	3	OFFSYS, RR OVERPASS ROBINSON & GREENHURST DESIGN, NAMPA	2025	Development	40	PC	\$1,512,250.00	\$0.00	\$1,512,250.00
							<b>\$1,512,250.00</b>	<b>\$0.00</b>	<b>\$1,512,250.00</b>
Hwy - High Priority TEA-21 Total							<b>\$1,512,250.00</b>	<b>\$0.00</b>	<b>\$1,512,250.00</b>
<b>Hwy - Discretionary</b>									
23179	3	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VRT	2025	Development	27	CN	\$10,571,000.00	\$0.00	\$10,571,000.00
							<b>\$10,571,000.00</b>	<b>\$0.00</b>	<b>\$10,571,000.00</b>
24762	3	STC-3680, NOTUS COLLECTOR ST REBUILD DESIGN ONLY, NOTUS	2025	Development	27	PE	\$5,000.00	\$0.00	\$5,000.00
							\$1,191,700.00	\$0.00	\$1,191,700.00
							\$205,300.00	\$0.00	\$205,300.00
							<b>\$1,402,000.00</b>	<b>\$0.00</b>	<b>\$1,402,000.00</b>
Hwy - Discretionary Total							<b>\$11,973,000.00</b>	<b>\$0.00</b>	<b>\$11,973,000.00</b>
<b>Hwy - Misc. Federal</b>									
24099	3	SMA-9773, LINDER RD, OVERLAND TO FRANKLIN	2026	Development	68	RW	\$3,000,000.00	\$0.00	\$3,000,000.00
							<b>\$3,000,000.00</b>	<b>\$0.00</b>	<b>\$3,000,000.00</b>
Hwy - Misc. Federal Total							<b>\$3,000,000.00</b>	<b>\$0.00</b>	<b>\$3,000,000.00</b>
<b>Hwy - Non-Participating</b>									
24237	3	LOCAL, I 84 & SH 16 INTERCHANGE STUDY, NAMPA	2025	Development	69	PE	\$4,000.00	\$4,000.00	\$0.00
							\$550,000.00	\$0.00	\$550,000.00
							<b>\$554,000.00</b>	<b>\$4,000.00</b>	<b>\$550,000.00</b>
Hwy - Non-Participating Total							<b>\$554,000.00</b>	<b>\$4,000.00</b>	<b>\$550,000.00</b>
<b>Hwy - Local Partnerships</b>									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	79	CN	\$94,944.00	\$94,944.00	\$0.00
							<b>\$94,944.00</b>	<b>\$94,944.00</b>	<b>\$0.00</b>
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	79	PC	(\$60,745.00)	(\$60,745.00)	\$0.00
							\$5,055,200.15	\$5,055,200.15	\$0.00
							<b>\$4,994,455.15</b>	<b>\$4,994,455.15</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2025	Awarded (or equiv.)	79	CN	\$888,038.00 <b>\$888,038.00</b>	\$888,038.00 <b>\$888,038.00</b>	\$0.00 <b>\$0.00</b>
23179	3	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VRT	2025	Development	131	CN	\$910,000.00 <b>\$910,000.00</b>	\$0.00 <b>\$0.00</b>	\$910,000.00 <b>\$910,000.00</b>
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	79	CN	\$76,000.00 <b>\$76,000.00</b>	\$76,000.00 <b>\$76,000.00</b>	\$0.00 <b>\$0.00</b>
23638	3	SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	2029	Development	131	PE PC RW	\$225,000.00 \$480,000.00 \$212,600.00 <b>\$917,600.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$225,000.00 \$480,000.00 \$212,600.00 <b>\$917,600.00</b>
24229	3	NHS-8213, MIDDLETON RD, SH 55 TO FLAMINGO AVE, NAMPA	2500	Development	79	CN	\$1,674,000.00 <b>\$1,674,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,674,000.00 <b>\$1,674,000.00</b>
24337	3	LOCAL, ORR MULTI-USE CITY PATHWAY, NAMPA	2027	Development	79	PC	\$200,000.00 <b>\$200,000.00</b>	\$200,000.00 <b>\$200,000.00</b>	\$0.00 <b>\$0.00</b>
24711	3	I 84B, GARRITY BLVD AND STAMM LN IMPROVEMENTS, NAMPA	2500	Development	79	PE PC PL	\$30,000.00 \$700,000.00 \$238,000.00 <b>\$968,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$30,000.00 \$700,000.00 \$238,000.00 <b>\$968,000.00</b>
25058	3	OFFSYS, RR OVERPASS ROBINSON & GREENHURST DESIGN, NAMPA	2025	Development	79	PE	\$5,000.00 <b>\$5,000.00</b>	\$0.00 <b>\$0.00</b>	\$5,000.00 <b>\$5,000.00</b>
Hwy - Local Partnerships Total							<b>\$10,728,037.15</b>	<b>\$6,253,437.15</b>	<b>\$4,474,600.00</b>
Report Total							<b>\$391,110,806.62</b>	<b>\$358,035,631.62</b>	<b>\$33,075,175.00</b>

Obligation Report - Valley Regional Transit

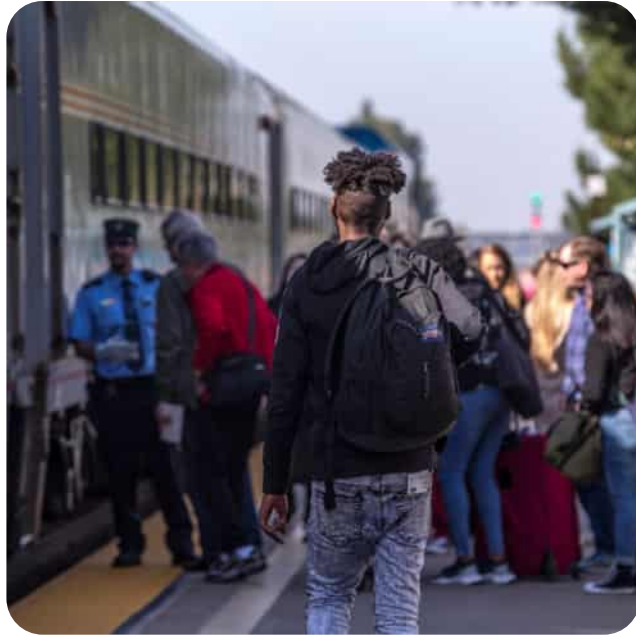
7/14/2025

Boise Urban Area

	<u>Key #</u>	<u>FY25 TIP Federal</u>	<u>TOTAL</u>	<u>Obligated in FY25</u>
Plan, Mob Man	18854	\$ 2,057,000.00	\$ 2,571,000.00	\$ 833,130.00
Stock, Infra	18788	\$ 2,190,000.00	\$ 2,738,000.00	
Spec Tran/AOS/Fixed	19041	\$ 2,936,000.00	\$ 5,871,000.00	\$ 2,936,000.00
5339 LU	19122	\$ 880,000.00	\$ 1,100,000.00	\$ 880,000.00
Prev Main, Parat	19137	\$ 3,987,000.00	\$ 4,984,000.00	\$ 2,218,737.00
RAISE	23179	\$ 9,449,000.00	\$ 11,642,000.00	\$ 843,206.00
SR2S	21910			
Low/No 5399©	23970	\$ 16,294,000.00	\$ 18,744,000.00	\$ 16,294,000.00
TSM/Buses 5339(b)	24763	\$ 12,859,000.00	\$ 14,880,000.00	
Orchard St Phase 2	24221	\$ 2,502,000.00	\$ 2,700,000.00	
5310 LU	19691	\$ 1,103,000.00	\$ 1,379,000.00	
STBG FY24	20659	\$ 1,625,000.00	\$ 1,754,000.00	\$ 463,300.00
STBG FY25	21903	\$ 1,698,000.00	\$ 1,832,000.00	

Nampa Urban Area

	<u>Key #</u>	<u>FY25 TIP Federal</u>	<u>TOTAL</u>	<u>Obligated in FY25</u>
Stock, Infra	18781	\$ 1,976,000.00	\$ 2,470,000.00	\$ 1,320,000.00
Spec Tran/AOS	18786	\$ 2,190,000.00	\$ 4,380,000.00	
Plan, Mob Man	18842	\$ 1,300,000.00	\$ 1,625,000.00	\$ 697,245.00
Prev Main, Op Asst	18914	\$ 655,000.00	\$ 819,000.00	\$ 655,000.00
5310 SU	19464a	\$ 318,000.00	\$ 397,000.00	
5310 R	19464c	\$ 73,000.00	\$ 91,000.00	
TVT	20043	\$ 252,000.00	\$ 504,000.00	\$ 252,000.00
SR2S	22922	\$ 100,000.00	\$ 108,000.00	
5339 SU	20136e	\$ 258,000.00	\$ 323,000.00	
SR2S	23943	\$ 202,000.00	\$ 218,000.00	



# LET'S RIDE

## TREASURE VALLEY

## Regional Transportation Advisory Committee

Tier 3 Results + Recommendations

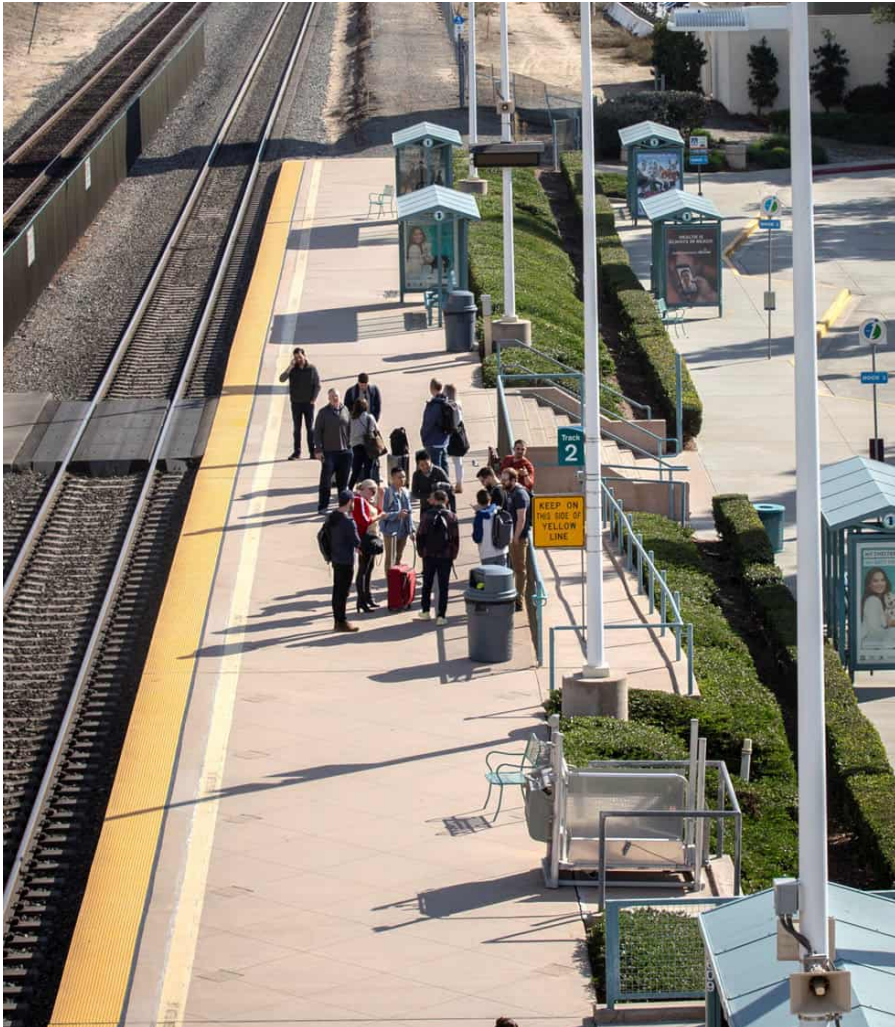
August 6, 2025



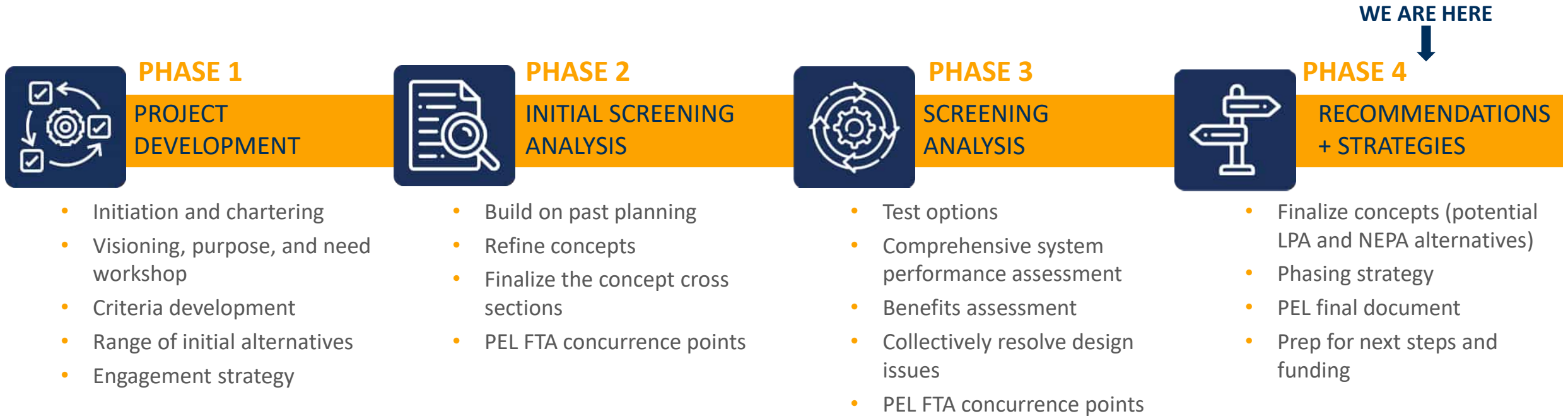
**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

# Agenda Overview

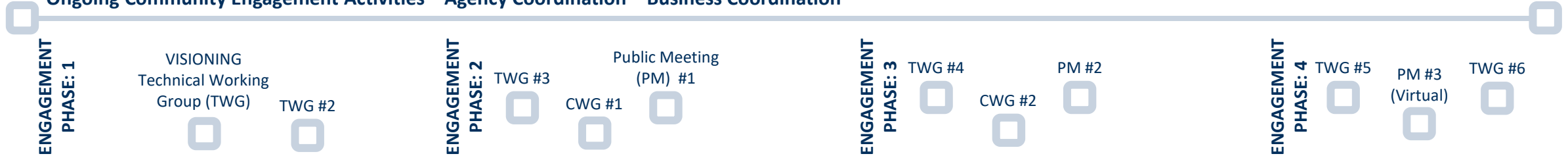
1. Current project status
2. Tier 3 results and key takeaways
3. Team recommendation(s) and actions



# Project Overview to Date



## Ongoing Community Engagement Activities – Agency Coordination – Business Coordination



**Fairview Ave/Franklin Rd**



Bus rapid transit (BRT) – exclusive guideway (center)

**Boise Cutoff**



Regional – commuter rail

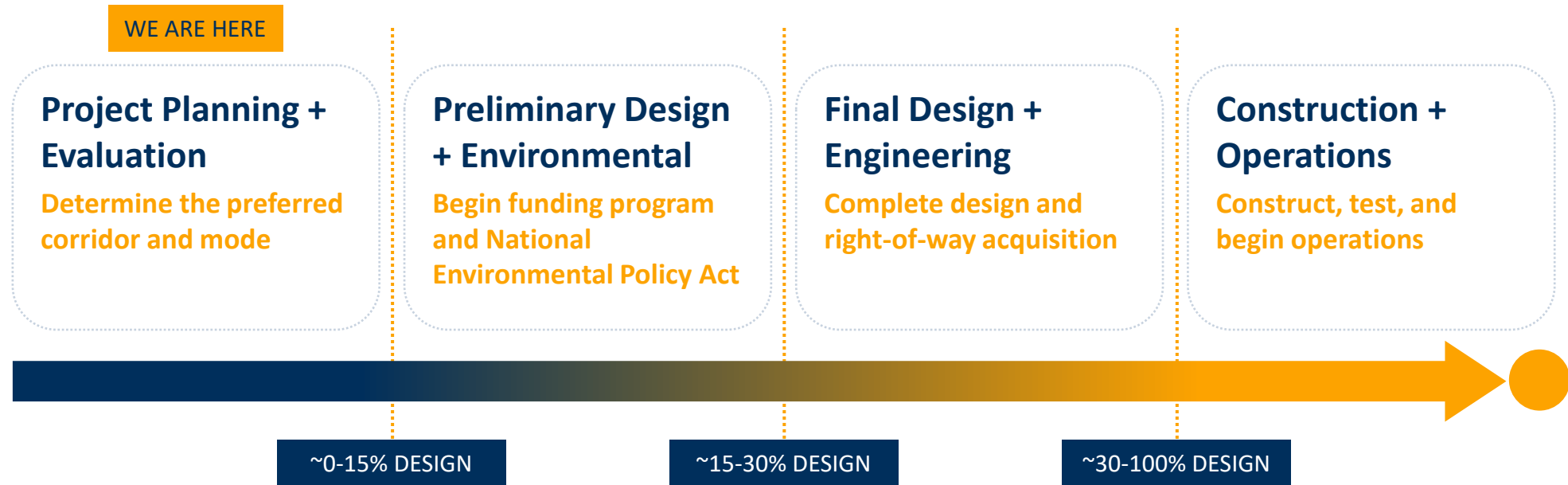
**I-84/I-184**



BRT – business access and transit (BAT) lanes (side)



# Project Development Process



# Tier 3 Scoring Summary

Goal	Screening Criteria	Fairview Ave/Franklin Rd	I-84/I-184	Boise Cut-Off
		BRT Exclusive	BRT	Commuter Rail
<b>Improve Transit Connectivity and Mode Share</b>	<i>Potential ridership?</i>	○	—	+
	<i>Capacity to accommodate future growth?</i>	○	○	+
	<i>Transit connectivity to/from local routes?</i>	○	○	+
	<i>Potential mode shift and congestion mitigation?</i>	—	—	○
	<i>Access to critical community services and demographics?</i>	○	○	○
<b>Improve Transit Reliability</b>	<i>Reliability through design and travel time?</i>	—	○	+
	<i>Maintenance facility considerations?</i>	○	○	○
	<i>Traffic impacts and challenges?</i>	—	+	○
<b>Expand Travel Choice and Mobility</b>	<i>Pedestrian connectivity?</i>	+	○	—
	<i>Bicycle connectivity?</i>	+	○	○
<b>Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation</b>	<i>Supports growth and economic development?</i>	○	—	+
	<i>Environmental impacts and benefits?</i>	—	○	○
<b>Advance Financially Feasible Solutions</b>	<i>Impacts to movement of freight/goods?</i>	—	+	○
	<i>Conceptual capital and operating costs?</i>	—	+	○
	<i>Funding options?</i>	○	○	○
	<i>Corridor preservation?</i>	—	○	+
	<i>Phasing and constructability?</i>	—	○	+
<b>Draft Tier 3 Scoring</b>		—	○	+

 Greatest Benefit or Lowest Impact  
  Medium Benefits or Impacts  
  Lowest Benefit or Greatest Impact

# 3 Key Tier 3 Takeaways

## Screening Criteria

- ✓ Best connectivity to the bicycle and pedestrian network

**TOP PERFORMING ROUTE**  
**Fairview Avenue/  
Franklin Road  
BRT**

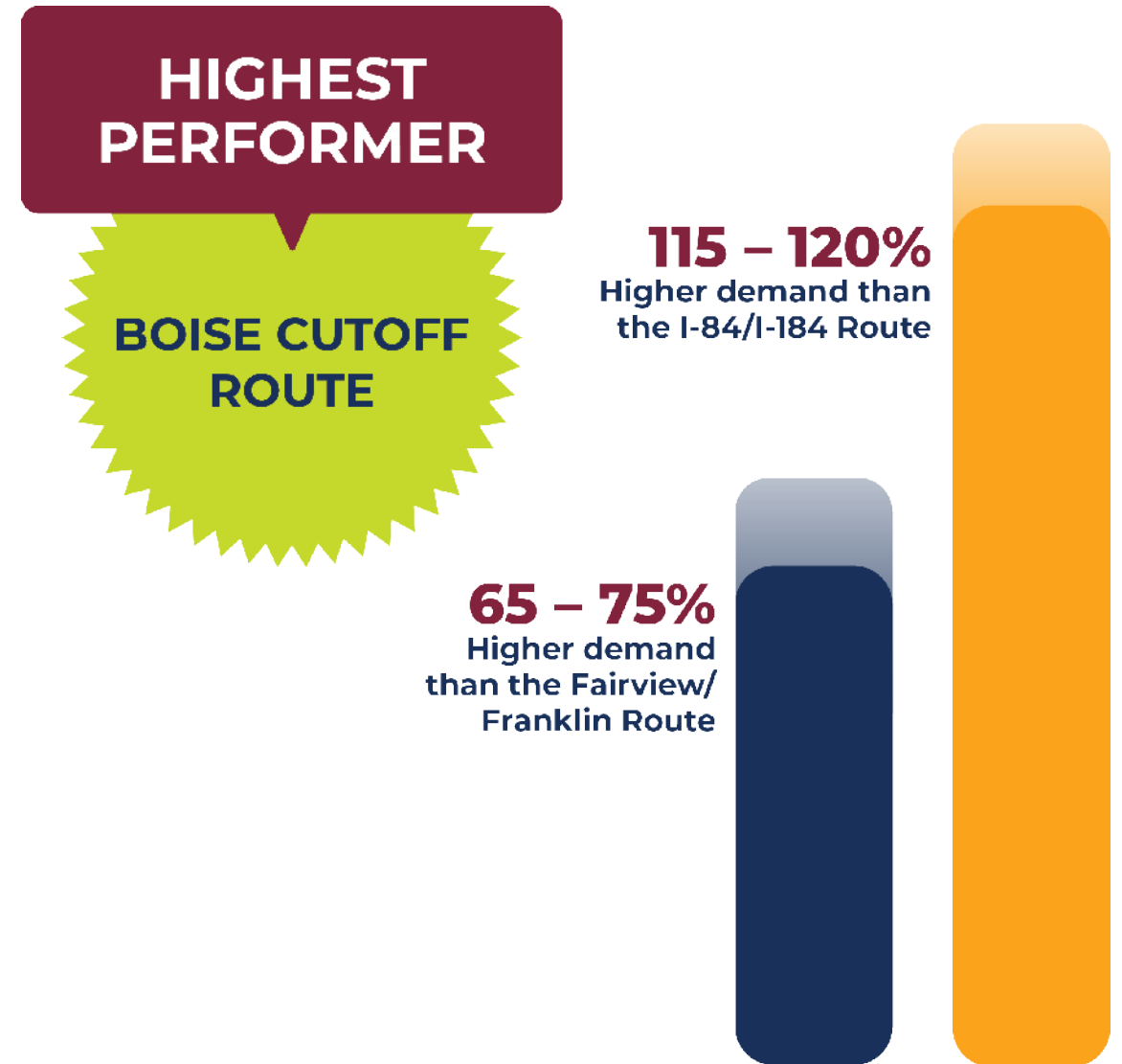
- ✓ Highest projected transit demand
- ✓ Greatest capacity for peak-hour transit demand growth
- ✓ Greatest projected benefit to the complete transit system
- ✓ Fastest travel time
- ✓ Fewest potential residential and commercial property acquisitions/relocations
- ✓ Best potential to preserve the corridor

**TOP PERFORMING ROUTE**  
**Boise Cutoff Rail**

- ✓ Fewest traffic impacts

**TOP PERFORMING ROUTE**  
**I-84/I-184 BRT**

- Comparative analysis to determine potential for generating ridership (demand)
- Similar attributes
  - Local markets served
  - Number of stop locations
  - Type of stop locations
  - Length of alignment
  - Level of service/frequency of service
- Primary differentiator was travel time/travel speed



- Parametric cost estimate
- Approximately ~0-5% design details
- Assumes most conservative design including widening and property acquisition
- Includes 40% contingency
- Does not account for potential phasing
- Does not account for cost reductions and value engineering

# Implementation + Funding

## Focus

FTA Capital Investment Program - New Starts

### Fairview Ave/Franklin Rd



Bus rapid transit (BRT) – exclusive guideway (center)

- Consider segments
- For example, downtown Boise to Meridian, Meridian to Nampa, Nampa to Caldwell
- Lesser priority, but improved from “mixed traffic”

Peer: Metro BRT Network, MN

### Boise Cutoff



Regional – commuter rail

- Consider incremental improvements
- Increases with ridership
- Single track (potential for sidings, based on freight rail needs)
- Simple station infrastructure
- Repurposed vehicles

Peer: Northwest Rail, CO

### I-84/I-184



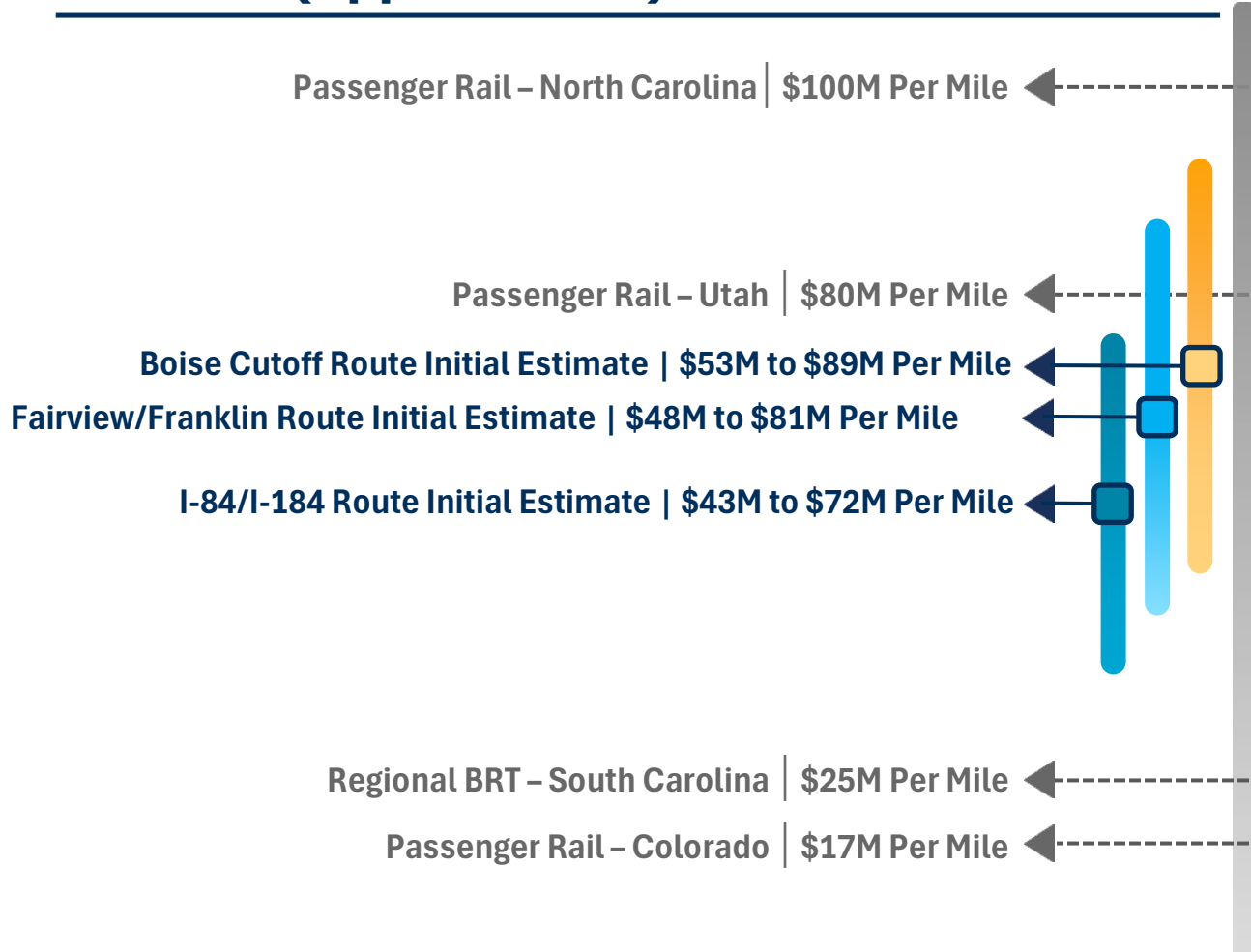
BRT – business access and transit (BAT) lanes (side)

- Consider incremental improvements
- High-capacity commuter bus in mixed traffic and/or using existing shoulders

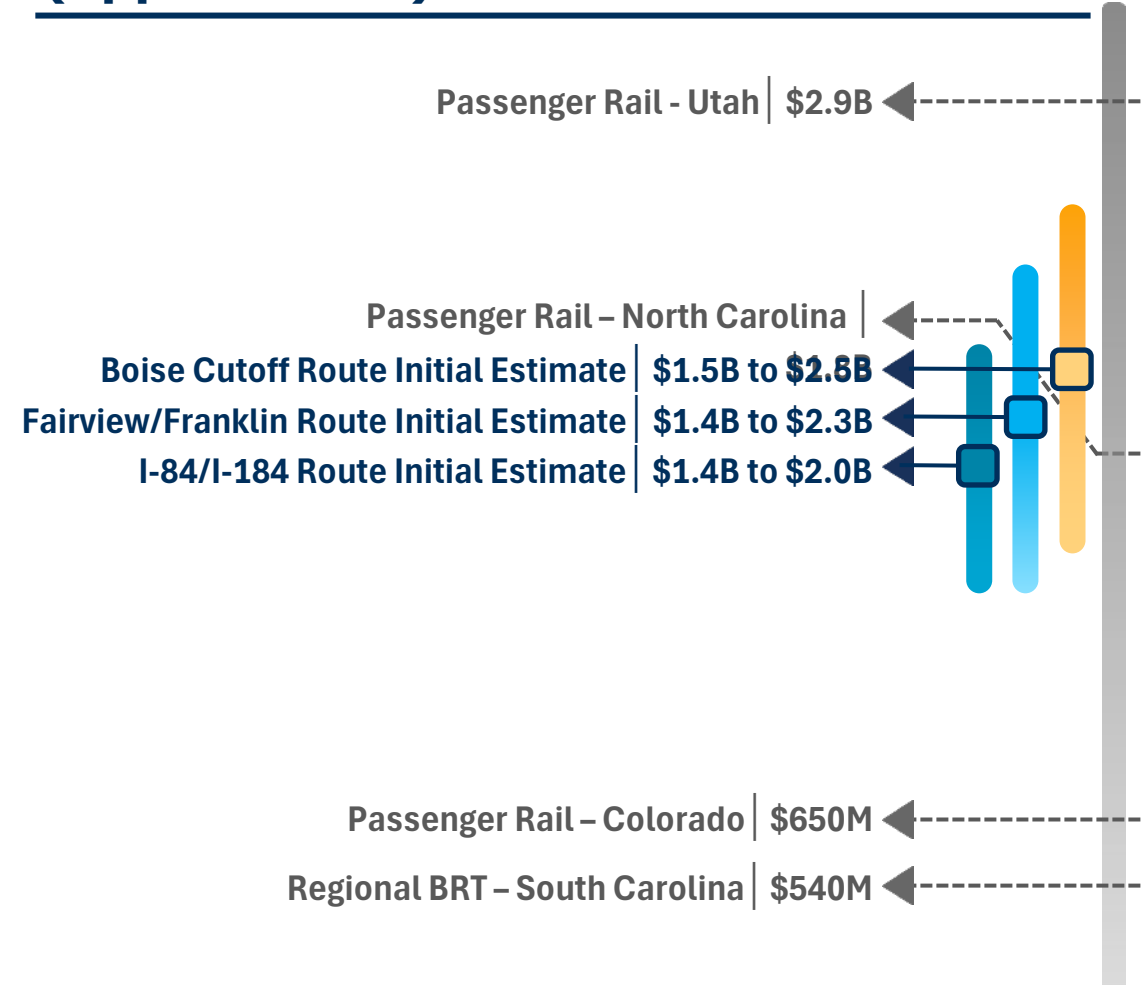
Peer: Woodlands Express, TX

# Comparative Parametric Estimates

## Comparative Project Cost Range Per Mile (approximate)



## Comparative Project Cost Range (approximate)



← Initial parametric cost estimate without phasing or cost reduction measures, including 40% contingency

# What Did Stakeholders Say?

- Self-guided online meeting and from June 6-29
- Online questionnaire
- Technical Working Group review and refinements
- Significant promotion:
  - Boosted social media (English and Spanish)
  - News release (43 local outlets) and legal notices
  - VRT bus ads
  - Newspaper ads
  - Email blasts
  - And more...



Join this self-guided online meeting to learn and comment on the latest updates to Let's Ride Treasure Valley, a study to examine a potential future high-capacity transit connection east to west across the Treasure Valley, south of the Boise River. **Note this is your third and final opportunity to comment before the study is finalized in December 2025.**

After you've reviewed the information, we invite you to share your feedback on the comment form.

[Enter the online meeting](#)

# What Did Stakeholders Say?

- Online questionnaire details
  - 1,937 total users
  - **498 questionnaire respondents**
  - Eight emails were received (outside of the questionnaire)
  - Top five users by IP address location
    - Boise
    - Meridian
    - Nampa
    - Caldwell
    - Eagle

**80%** of respondents believe the...



**TOP THREE REASONS**  
respondents believe their choice is best for the region



**92%** of respondents believe station locations align with major origins and destinations



**TOP THREE CHALLENGES**  
to implementing high-capacity transit service



# Team Recommendation + RTAC Action

## Recommended route and mode

- Boise Cutoff and commuter rail
- 

## Request for RTAC action

- Recommend the Boise Cutoff commuter rail route as the preliminary locally preferred route
- 

## Benefits of acting now

- Potentially save time and money
  - Use results of this study to:
    - Focus on the primary corridor and mode
    - Simplify federal compliance and streamline future environmental analysis
    - Clarify direction with stakeholders
    - Coordinate specifically with freight railroads
    - Refine capital and operations costs
    - Consider specific phasing to improve cost effectiveness
    - Identify specific funding opportunities
-



# Questions & Answers



# Recommended Motion

RTAC recommends COMPASS Board of Directors approval of commuter rail along the Boise Cutoff corridor as the preliminary locally preferred alternative for the Let's Ride Treasure Valley PEL study



**LET'S RIDE**

TREASURE VALLEY



## Board Meetings



*Working together to plan for the future*

**COMPASS BOARD OF DIRECTORS' MEETING  
JUNE 17, 2024  
COMPASS, 1<sup>ST</sup> FLOOR BOARD ROOM  
700 NE 2<sup>ND</sup> STREET, MERIDIAN, ID  
ZOOM CONFERENCE CALL**

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

**ATTENDEES:**

Leon Letson for Rod Beck, Commissioner, Ada County, **Vice Chair**, via ZOOM  
Jason Brinkman, Idaho Transportation Department – District 3, via ZOOM  
Zach Piepmeyer for John Brunelle, Capital City Development Corporation, via ZOOM  
Trevor Chadwick, Mayor, City of Star, **Chair**, in person  
Elaine Clegg, Valley Regional Transit, in person  
Kathy Corless, Councilmember, City of Boise, via ZOOM  
Brent Moore for Ryan Davidson, Commissioner, Ada County, via ZOOM  
Stacey Yarrington for Tom Dayley, Commissioner, Ada County, in person  
John Evans, Mayor, City of Garden City, in person  
Jay Gibbons, Commissioner, Highway District No. 4, **Chair Elect**, in person  
Tom Laws for Miranda Gold, Commissioner, Ada County Highway District, via ZOOM  
Jim Hansen, Commissioner, Ada County Highway District, in person  
Jackie Hutchison, Mayor, City of Middleton, via ZOOM  
Dan Hyer, Councilmember, City of Greenleaf, via ZOOM  
Debbie Kling, Mayor, City of Nampa, **Immediate Past Chair**, in person  
John Laraway, Councilmember, City of Kuna, in person  
Dave McKinney, Commissioner, Ada County Highway District, via ZOOM  
Bre Brush for Lauren McLean, Mayor, City of Boise, via ZOOM  
Mary May, Councilmember, City of Eagle, in person  
Colin Nash, Councilmember, City of Boise, via ZOOM  
John Overton, Councilmember, City of Meridian, in person  
Brad Pike, Mayor, City of Eagle, in person  
Tom Points, City of Nampa, via ZOOM  
Miranda Carson for Dave Reinhart, West Ada School District, via ZOOM  
Victor Rodriguez, Councilmember, City of Nampa, via ZOOM  
Charlie Rountree, City of Meridian, in person  
Michael Toole for Aaron Scheff, Idaho Department of Environmental Quality, via ZOOM  
Bruce Freckleton for Robert Simison, Mayor, City of Meridian, via ZOOM  
Joe Stear, Mayor, City of Kuna, in person  
Matt Stoll, Executive Director, Community Planning Association, Ex officio, in person  
Jarom Wagoner, Mayor, City of Caldwell, **Secretary/Treasurer**, in person  
Nikole Zogg, Southwest District Health, Ex officio, via ZOOM

**MEMBERS ABSENT:**

Drew Alexander, Boise State University  
Zach Brooks, Commissioner, Canyon County  
Cory Dickard, Mayor, City of Melba  
Brad Holton, Commissioner, Canyon County  
Chelsie Johnson, City of Wilder  
Brett Laird, City of Parma  
Cody Lund, Greater Boise Auditorium District, Ex officio  
Robb McDonald, City of Caldwell  
David Porterfield, Mayor, City of Notus  
Leslie Van Beek, Commissioner, Canyon County

**OTHERS PRESENT:**

Matt Carlson, Community Planning Association, in person  
Teri Gregory, Community Planning Association, in person  
Caleb Hood, City of Meridian, in person  
Lila Klopfenstein, Community Planning Association, in person  
Meg Larsen, Community Planning Association, in person  
Amy Luft, Community Planning Association, in person  
Austin Miller, Community Planning Association, in person  
Chris Proud, HDR, in person  
Nichoel Baird Spencer, City of Eagle, in person  
Toni Tisdale, Community Planning Association, in person

**CALL TO ORDER**

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

**OPEN DISCUSSION/ANNOUNCEMENTS**

There were no announcements.

**CONSENT AGENDA**

- A. Approve April 15, 2024, COMPASS Board of Directors Meeting Minutes**
- B. Receive Approved March 12, 2024, and April 9, 2024, Executive Committee Meeting Minutes**
- C. Receive Approved December 14, 2023, Finance Committee Meeting Minutes**
- D. Approve Priorities for the End-of-Year and Redistribution Program**
- E. Adopt Resolutions 11-2024 Amending *Communities in Motion 2050* and 12-2024 Amending the FY2024-2030 Regional Transportation Improvement Program (TIP)**
- F. Ratify COMPASS Membership for West Ada School District**
- G. Confirm Regional Transportation Advisory Committee (RTAC) Membership**

**Jay Gibbons moved and Brad Pike seconded approval of the Consent Agenda as presented.** Motion passed unanimously.

## **SPECIAL ITEMS**

### **A. Member Agency Presentation – Projects of Regional Importance**

Caleb Hood, City of Meridian, presented an overview of projects of regional importance to the City of Meridian.

### **B. Status Report – Finance Committee**

Finance Committee Chair Jarom Wagoner provided a status report of the June 13, 2024, Finance Committee meeting.

## **ACTION ITEMS**

### **A. Accept the Draft Purpose and Need Statement for High-Capacity Transit Service South of the Boise River**

Lila Klopfenstein, COMPASS, and Chris Proud, HDR, presented the draft purpose, need, and goals for high-capacity transit service south of the Boise River and requested COMPASS Board of Directors' acceptance.

After discussion, **Elaine Clegg moved and Mary May seconded to accept the purpose, needs, and goals statement for the high-capacity transit planning and environmental linkages study with the direction to have staff add the word "reliability" to the purpose statement and include a statement in the "to provide greater mobility choice given the region's forecasted deteriorating transportation reliability and travel time travel" section to indicate the current system will not be sustainable in the future.**

Motion passed unanimously.

### **B. Approve Metropolitan Transportation Planning Memorandum of Understanding with the Idaho Transportation Department**

Matt Stoll presented the metropolitan transportation planning memorandum of understanding (MOU) with the Idaho Transportation Department and requested COMPASS Board of Directors' approval to sign the MOU on behalf of the COMPASS Board of Directors.

After discussion, **Debbie Kling moved and Jay Gibbons seconded to authorize Matt Stoll to sign the MOU on behalf of the COMPASS Board of Directors.** Motion passed unanimously.

### **C. Executive Session – Personnel Matter, Idaho Code [74-206 (a)(b)]**

**Debbie Kling moved and Mary May seconded to move into Executive Session pursuant to Idaho Code [74-206 (a)(b)] at 2:39 p.m.**

**Matt Stoll called roll. The following COMPASS Board of Directors members were present and voted in the affirmative: Leon Letson for Rod Beck, Jason Brinkman, Zach Piepmeyer for John Brunelle, Trevor Chadwick, Elaine Clegg, Kathy Corless, Brent Moore for Ryan Davidson, Stacey Yarrington for Tom Dayley, John Evans, Jay Gibbons, Tom Laws for Miranda Gold, Jim Hansen, Jackie Hutchison, Dan Hyer, Debbie Kling,**

**John Laraway, Dave McKinney, Bre Brush for Lauren McLean, Mary May, Colin Nash, John Overton, Brad Pike, Tom Points, Miranda Carson for Dave Reinhart, Victor Rodriguez, Charlie Rountree, Michael Toole for Aaron Scheff, Bruce Freckleton for Robert Simison, Joe Stear, Jarom Wagoner, and Nikole Zogg.**

The Board of Directors convened back into session at 3:05 p.m. No action was taken in the Executive Session.

#### **D. Approve Executive Director Hiring Process**

**Debbie Kling moved and Joe Stear seconded to engage the City of Meridian to supply the human resources personnel to assist COMPASS with support for the hiring process. The city will post the opening, collect the applications, and provide them to the Executive Team for the Executive Committee, who will conduct the interviews and ask the COMPASS Board for approval to enter into negotiations with the selected candidate. The goal is to have a candidate in place February 24, 2025. The preferred candidate will be brought before the COMPASS Board for approval. The COMPASS Board will reimburse the City of Meridian for the placement of ads. Motion passed unanimously.**

#### **E. Approve Executive Director Salary Adjustment**

**Jim Hansen moved and Jay Gibbons seconded to accept the Executive Committee's recommendation to provide a merit increase to the Executive Director's salary to \$173,710 (a 5% increase) effective October 1 and also provide a bonus to be decided at the discretion of the COMPASS Board.**

After discussion, **John Evans moved and Mary May seconded a substitute motion to approve the Executive Director's salary be increased to \$173,710 effective July 1. Motion passed unanimously.**

### **INFORMATION ITEMS**

#### **A. Review Draft FY2025-2031 Regional Transportation Improvement Program (TIP)**

Toni Tisdale provided a brief review of the draft FY2025-2031 TIP which will go out for public comment July 1-31, 2024, and requested COMPASS Board members to provide any technical corrections by noon, June 24, 2024.

**ADJOURNMENT**

**Mary May moved and Stacey Yarrington seconded to adjourn the meeting.** Motion passed unanimously.

**Chair Trevor Chadwick adjourned the meeting at 3:17 p.m.**

**Approved this 19<sup>th</sup> day of August 2024.**



**By: \_\_\_\_\_**  
**Trevor Chadwick, Chair**  
**Community Planning Association of**  
**Southwest Idaho**

**Attest:**

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



# COMPASS Board Meeting Presentation

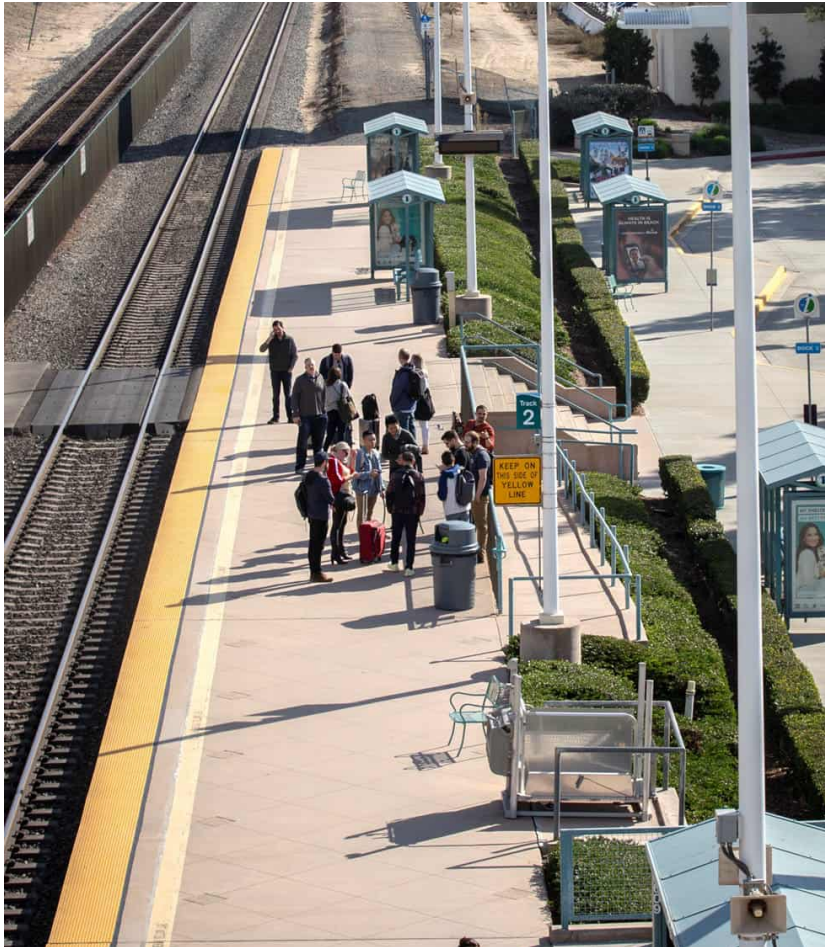
June 17, 2024



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

1

Agenda Review

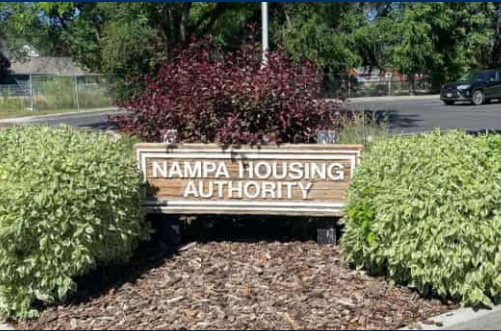


- Agenda review
- Brief project status
- Draft purpose and need statement
  - Background and engagement
  - Draft purpose, needs, goals and objectives
- Questions and clarifications
  - Board action

2

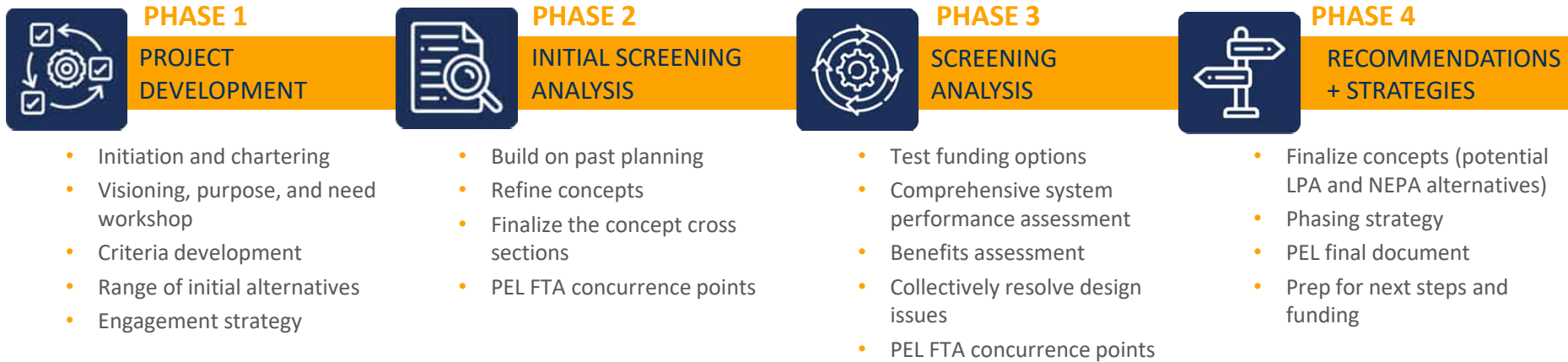
Project Status

# Area Context





- Build on past planning
- Conduct a Planning and Environmental Linkages (PEL) process to develop planning products to be used for National Environmental Policy Act (NEPA)
- Develop and define alternatives
- Recommend alternative(s) for further study
  - Potentially identify a Locally Preferred Alternative (LPA)
- Engage with stakeholders and the public
- Coordinate with FTA, resource agencies and local governments

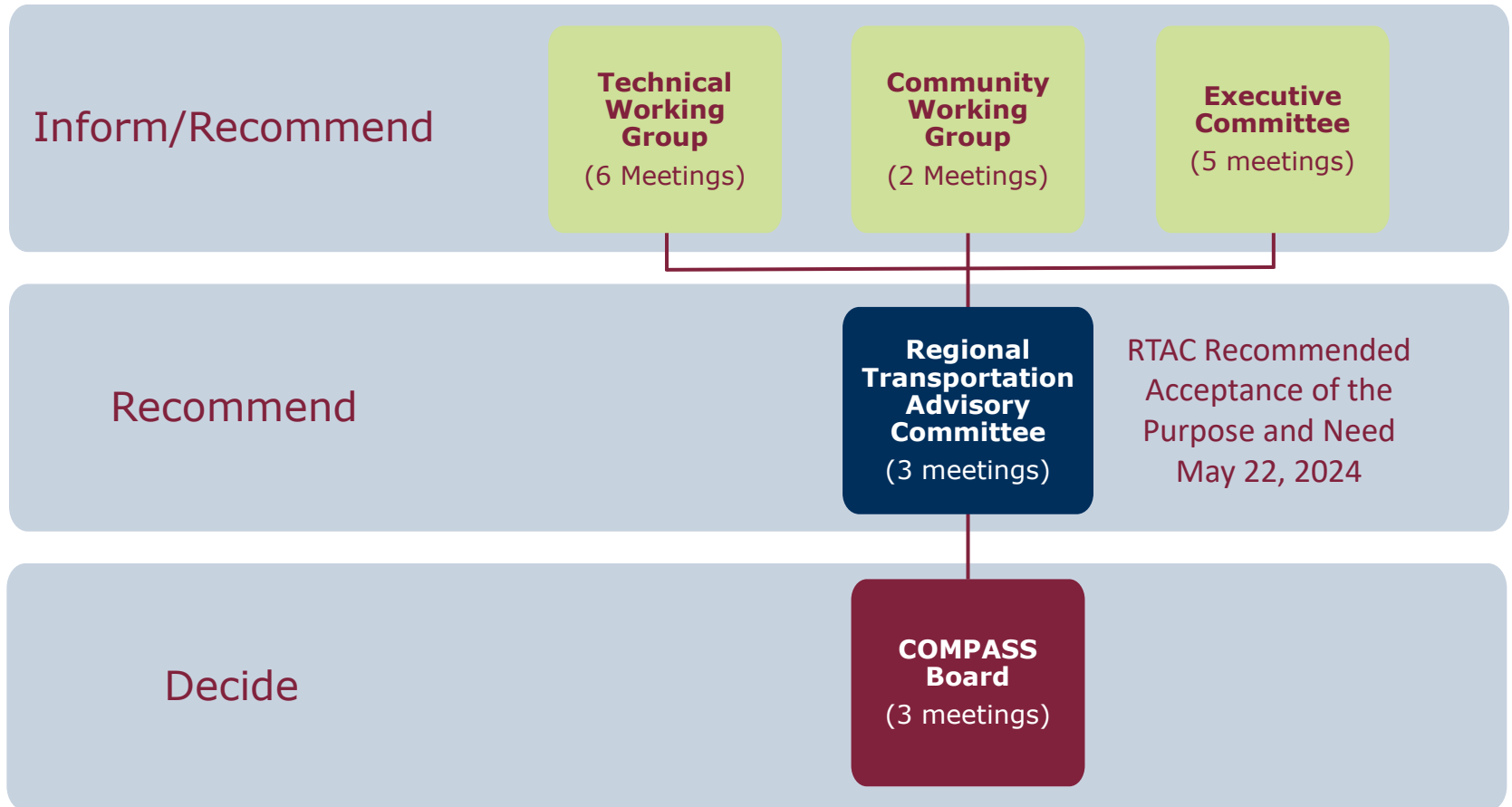


**Ongoing Community Engagement Activities – Agency Coordination – Business Coordination**





- Social and political risk analysis
  - Key stakeholder interviews and survey
  - Visioning workshop
  - Elected officials' briefings
- Development of key messages and materials to tell our story
  - Website
  - Social media
  - Media
  - Constant Contact emails
- Robust engagement
  - Public meetings
  - Outreach to underserved populations that may benefit from the project
  - Community Working Group and Technical Working Group





3

## Purpose and Needs Context

# Purpose and Need Statement

A large, light blue circle is positioned on the left side of the slide. Inside the circle, the words 'What and Why?' are written in a large, bold, dark grey font, arranged vertically with 'What' on the top line, 'and' in the middle, and 'Why?' on the bottom line.

What  
and  
Why?

- **Initial step in our process**
  - Define the project
- **What is a purpose and need statement?**
  - Describes what a federal agency is proposing and why.
  - Serves as the basis for developing and evaluating alternatives.
- **Elements of purpose and need**
  - Purpose: What is the desired transportation outcome?
  - Needs: Why is this project needed?
  - Goals and Objectives: How will success be measured?



## **Evaluated COMPASS Data (2050 projections)**

- Population
- Employment
- Transportation

### **Additional steps in developing purpose and need:**

- Review with the Technical Working Group
- Present to Executive Committee, RTAC, and COMPASS Board
- Present to Community Working Group
- Public meeting #1
- Incorporate feedback as appropriate
- Concurrence from FTA



## **Considered stakeholder input**

- Visioning Workshop
- Stakeholder Questionnaire
  - Solicited input from 250 people who sit on COMPASS committees and workgroups
- Stakeholder Interviews (ongoing)
  - Mayors of Caldwell, Nampa, Meridian, and Boise
  - Ada and Canyon County Commission Presidents
  - Ada County Highway District
  - Valley Regional Transit

# Draft Purpose Review



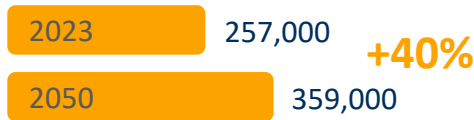
The purpose of the project is to **improve east-west mobility and accessibility between Boise, Meridian, Nampa, and Caldwell**, providing reliable and convenient **high-capacity transit service that links key origins and destinations** with strong potential for transit use.



LESSEN FUTURE INFRASTRUCTURE STRESS DUE TO POPULATION AND EMPLOYMENT GROWTH

### Canyon County Pop

2000-2023: **+95%**



### Ada County Pop

2000-2023: **+81%**



**Today 79%** of the region's jobs are in the city areas (within the study area) of



**Boise, Meridian, Nampa, and Caldwell**

By 2050, study area employment is forecast to grow **to 372,000 jobs** accounting for 78% of the region's jobs



PROVIDE GREATER MOBILITY CHOICE GIVEN DETERIORATING TRANSPORTATION RELIABILITY AND TRAVEL TIMES

### Transit reliability

will continue to **degrade** with growing congestion



By 2050, **travel times** between Caldwell and Downtown

Boise are **projected to increase by 50%**

(peak morning/evening directions)

SUPPORT EAST-WEST TRAVEL PATTERNS



The focused **east-west travel patterns**

**will persist**

between the region's business, governmental, cultural, and educational centers

By 2050, **31%** of all study area **commute trips** will focus on **Downtown Boise**

# Goals and Objectives

## Improve Transit Connectivity and Mode Share

- Establish a **high-capacity transit corridor** connecting key regional origins and destinations with strong potential for transit use.
- Maximize **transit ridership**.

## Improve Transit Reliability

- Promote reliable and predictable travel through design, operations, and **transit priority strategies**.
- Provide transit service with **reliable operations and predictable travel times**.
- **Minimize transit travel time** between major origins and destinations.
- Appropriately **manage impacts to traffic** operations.

## Expand Travel Choices and Mobility

- Provide **regional transit** service.
- Provide **service throughout the day**.
- Provide **efficient transit transfer opportunities** for existing and planned future bus system, active transportation, and potential park and rides.
- **Manage parking** at key transit destinations to promote transit ridership.

## Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation

- Prioritize service to areas with opportunities for **transit supportive development**, growing populations, or growing employment.
- Expand transportation choices to **improve access to jobs, services, and resources**.
- Manage impacts and enhance opportunities to **support freight/goods movement**.

## Advance Financially Feasible Solutions

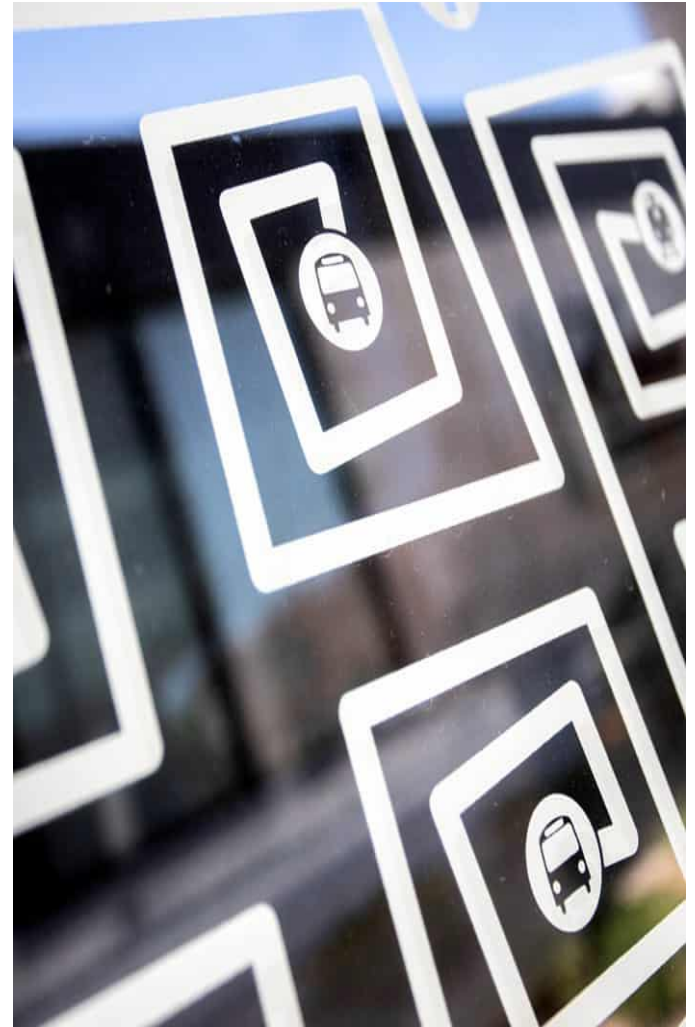
- Develop high-capacity transit solutions and **promote local policies that align with federal funding** criteria.
- **Preserve corridor(s)** identified for high-capacity transit service.
- Develop high capacity transit solutions with the **potential for other funding sources**.
- Develop high capacity transit solutions with the **potential for phased implementation**.
- Maintain opportunities for **future network expansion**.

4

Questions and Clarifications?

The COMPASS Board of Directors accepts the draft purpose, needs, and goals for the High-Capacity Transit (Let's Ride Treasure Valley) Planning and Environmental Linkages (PEL) Study.

**THANK YOU!**



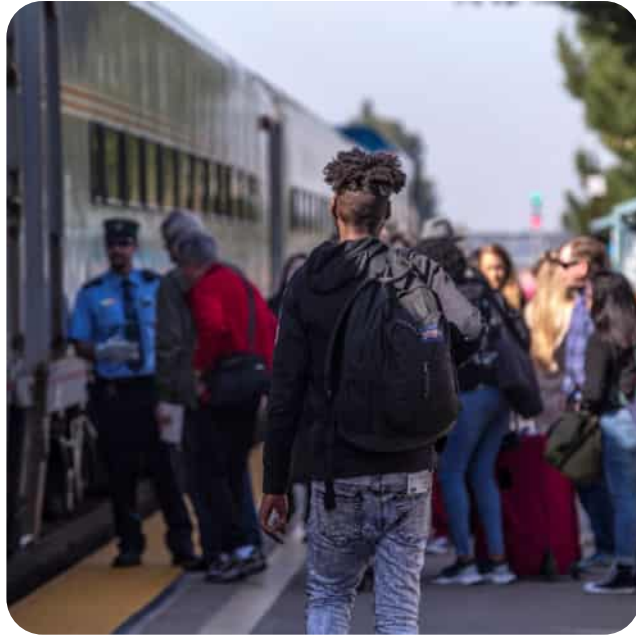


**LET'S RIDE**

TREASURE VALLEY

**COMPASS Board of Directions Meeting Minutes  
August 18, 2025**

To be provided at a later date.



# LET'S RIDE

## TREASURE VALLEY

COMPASS

Board of Directors

Tier 3 Results + Recommendations

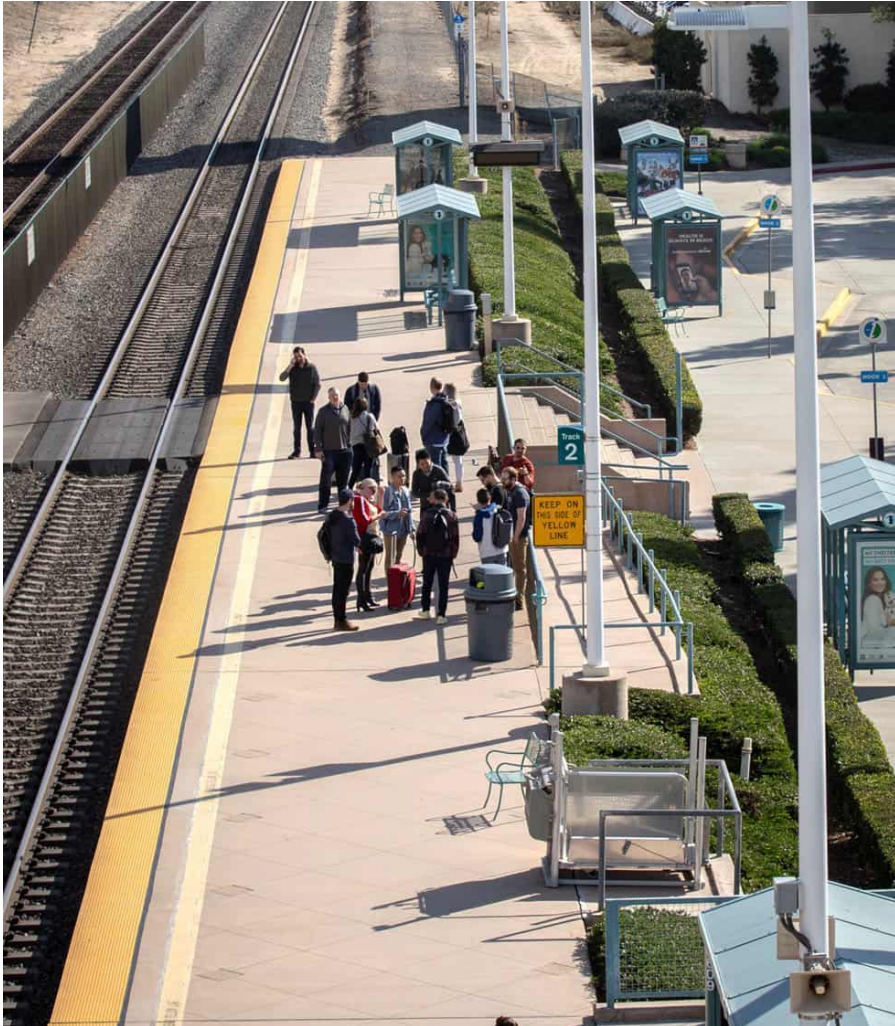
August 18, 2025



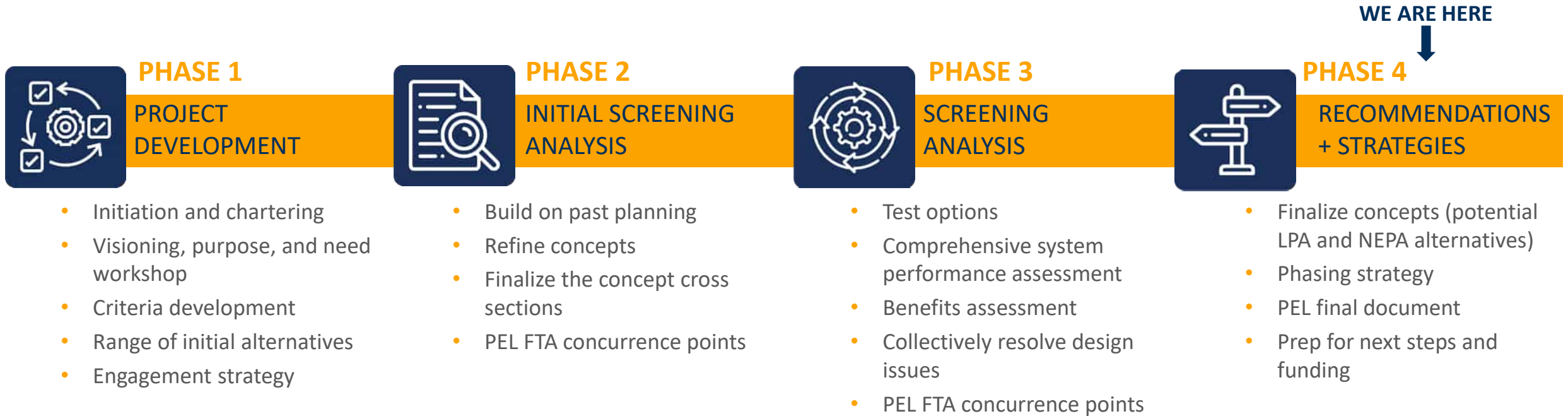
**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

# Agenda Overview

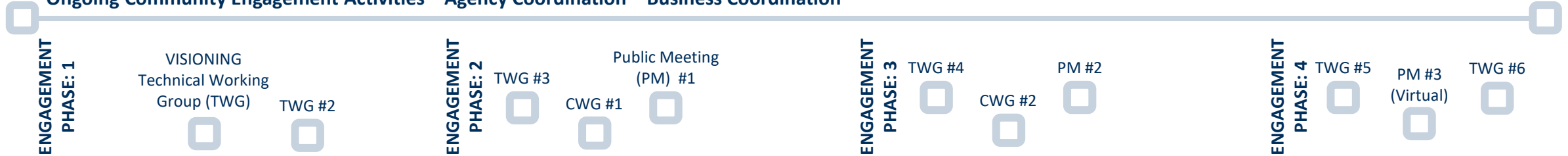
1. Current project status
2. Tier 3 results and key takeaways
3. RTAC recommendation



# Project Overview to Date



## Ongoing Community Engagement Activities – Agency Coordination – Business Coordination



# Tier 3 Routes + Modes

**Fairview Ave/Franklin Rd**



Bus rapid transit (BRT) – exclusive guideway (center)

**Boise Cutoff**



Regional – commuter rail

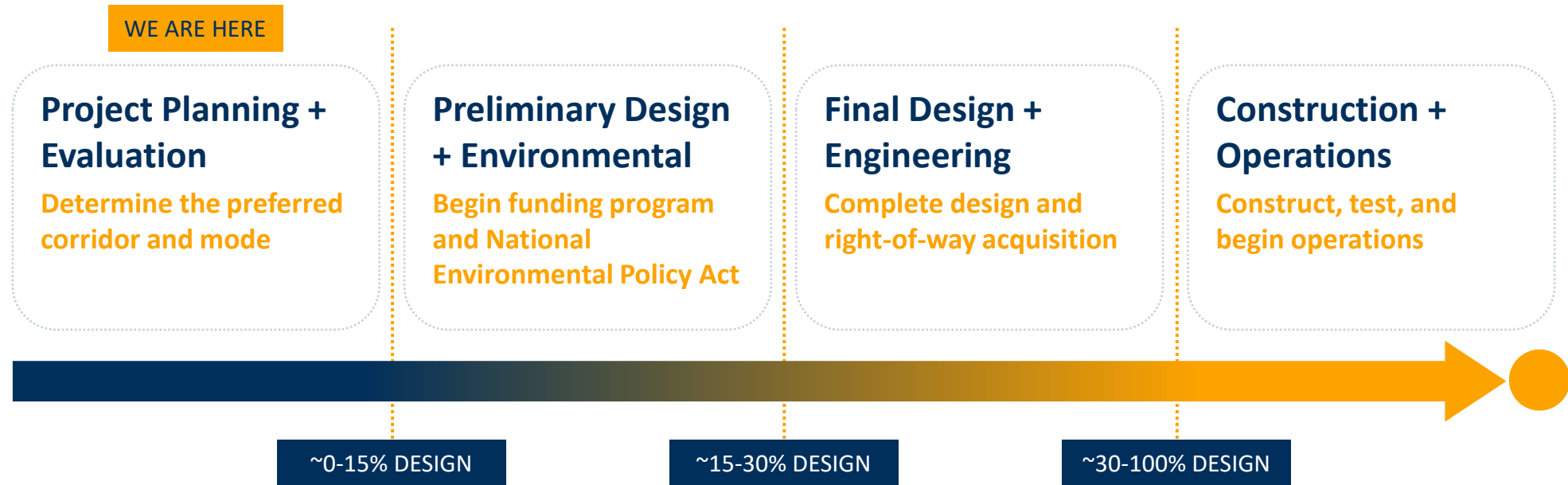
**I-84/I-184**



BRT – business access and transit (BAT) lanes (side)



# Project Development Process



# Tier 3 Scoring Summary

Goal	Screening Criteria	Fairview Ave/Franklin Rd	I-84/I-184	Boise Cut-Off
		BRT Exclusive	BRT	Commuter Rail
<b>Improve Transit Connectivity and Mode Share</b>	<i>Potential ridership?</i>	○	—	+
	<i>Capacity to accommodate future growth?</i>	○	○	+
	<i>Transit connectivity to/from local routes?</i>	○	○	+
	<i>Potential mode shift and congestion mitigation?</i>	—	—	○
	<i>Access to critical community services and demographics?</i>	○	○	○
<b>Improve Transit Reliability</b>	<i>Reliability through design and travel time?</i>	—	○	+
	<i>Maintenance facility considerations?</i>	○	○	○
	<i>Traffic impacts and challenges?</i>	—	+	○
<b>Expand Travel Choice and Mobility</b>	<i>Pedestrian connectivity?</i>	+	○	—
	<i>Bicycle connectivity?</i>	+	○	○
<b>Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation</b>	<i>Supports growth and economic development?</i>	○	—	+
	<i>Environmental impacts and benefits?</i>	—	○	○
<b>Advance Financially Feasible Solutions</b>	<i>Impacts to movement of freight/goods?</i>	—	+	○
	<i>Conceptual capital and operating costs?</i>	—	+	○
	<i>Funding options?</i>	○	○	○
	<i>Corridor preservation?</i>	—	○	+
	<i>Phasing and constructability?</i>	—	○	+
<b>Draft Tier 3 Scoring</b>		—	○	+

# 3 Key Tier 3 Takeaways

## Screening Criteria

- ✓ Best connectivity to the bicycle and pedestrian network

**TOP PERFORMING ROUTE**  
**Fairview Avenue/  
Franklin Road  
BRT**

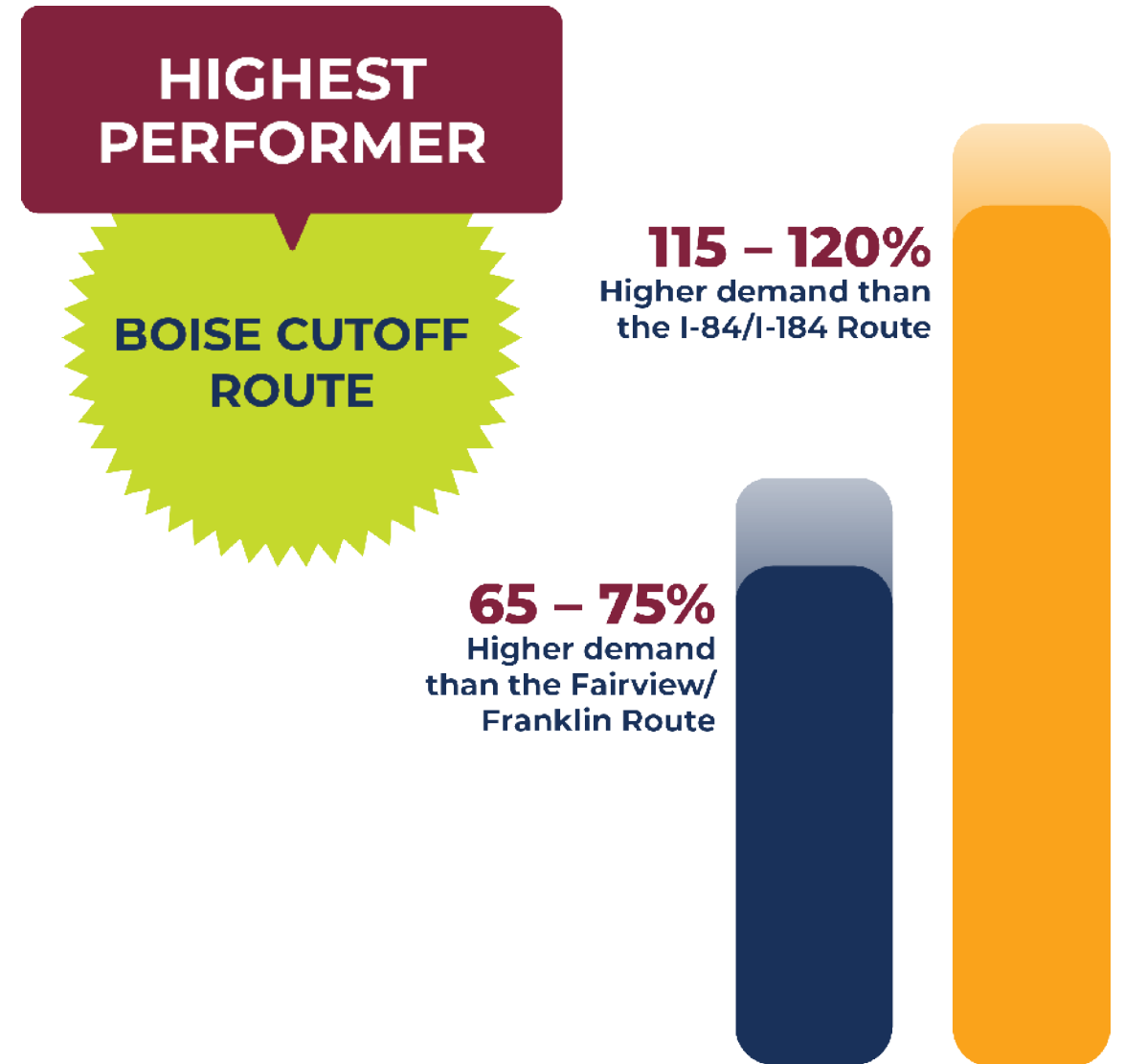
- ✓ Fastest travel time
- ✓ Greatest support for growth and economic development
- ✓ Highest projected transit demand
- ✓ Greatest capacity for peak-hour transit demand growth
- ✓ Greatest projected benefit to the complete transit system
- ✓ Fewest potential residential and commercial property acquisitions/relocations

**TOP PERFORMING ROUTE**  
**Boise Cutoff Rail**

- ✓ Fewest traffic impacts

**TOP PERFORMING ROUTE**  
**I-84/I-184 BRT**

- Comparative analysis to determine potential for generating ridership (demand)
- Similar attributes
  - Local markets served
  - Number of stop locations
  - Type of stop locations
  - Length of alignment
  - Level of service/frequency of service
- Primary differentiator was travel time/travel speed



- Parametric cost estimate
- Approximately ~0-5% design details
- Assumes most conservative design including widening and property acquisition
- Includes 40% contingency
- Does not account for potential phasing
- Does not account for cost reductions and value engineering

# Implementation + Funding

## Focus

FTA Capital Investment Program - New Starts

### Fairview Ave/Franklin Rd



Bus rapid transit (BRT) – exclusive guideway (center)

- Consider segments
- For example, downtown Boise to Meridian, Meridian to Nampa, Nampa to Caldwell
- Lesser priority, but improved from “mixed traffic”

Peer: Metro BRT Network, MN

### Boise Cutoff



Regional – commuter rail

- Consider incremental improvements
- Increases with ridership
- Single track (potential for sidings, based on freight rail needs)
- Simple station infrastructure
- Repurposed vehicles

Peer: Northwest Rail, CO

### I-84/I-184



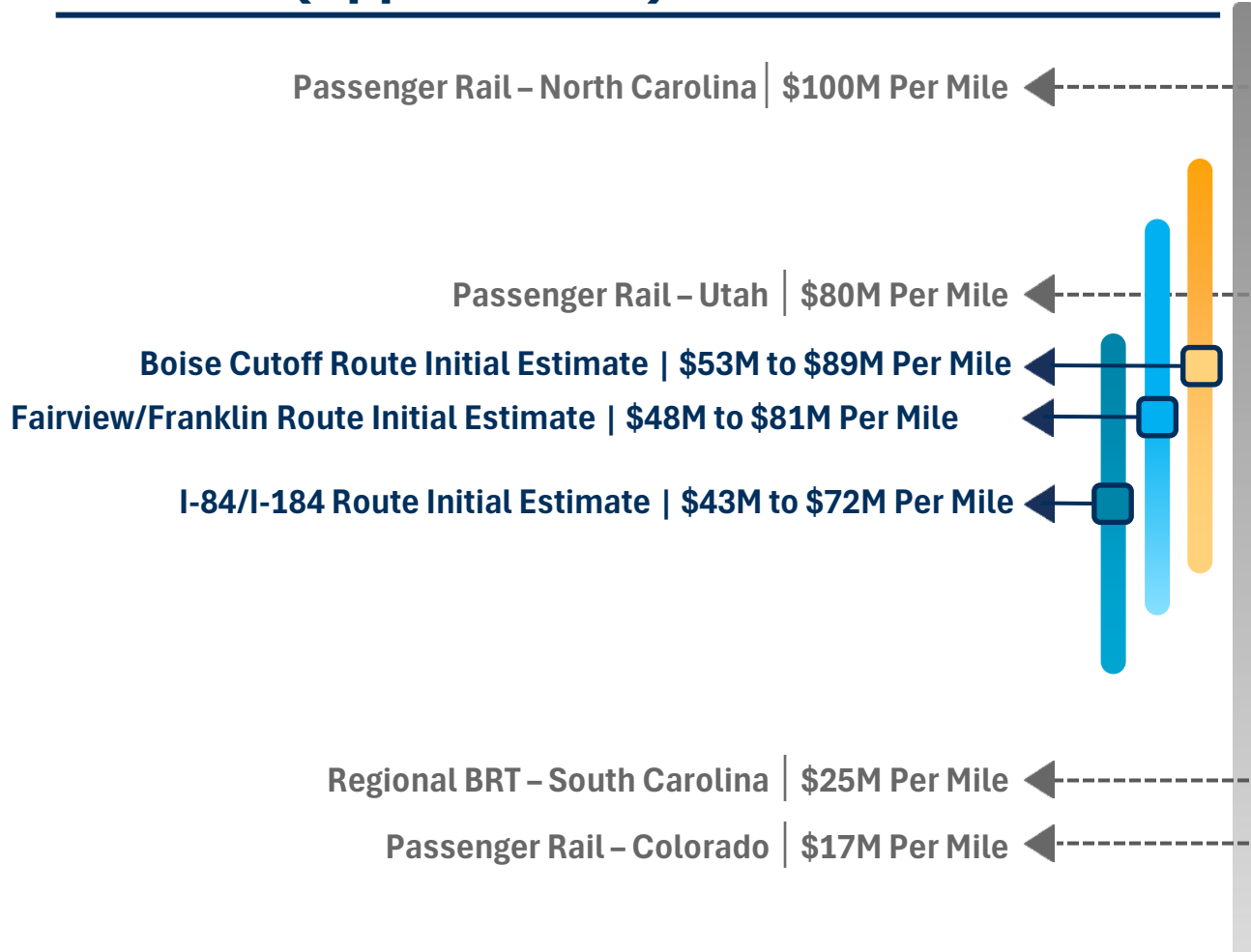
BRT – business access and transit (BAT) lanes (side)

- Consider incremental improvements
- High-capacity commuter bus in mixed traffic and/or using existing shoulders

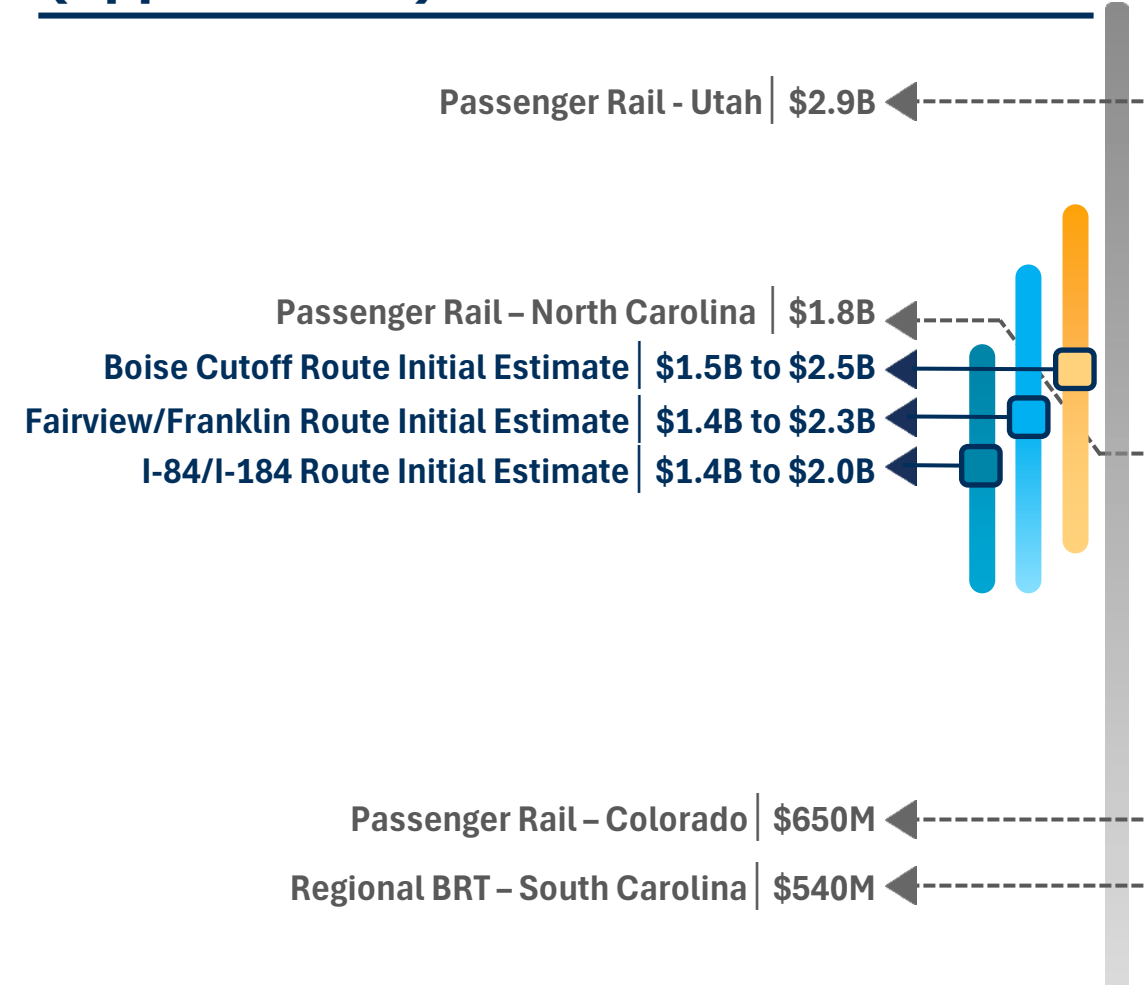
Peer: Woodlands Express, TX

# Comparative Parametric Estimates

## Comparative Project Cost Range Per Mile (approximate)



## Comparative Project Cost Range (approximate)



←● Initial parametric cost estimate without phasing or cost reduction measures, including 40% contingency

# What Did Stakeholders Say?

- Self-guided online meeting and from June 6-29
  - 1,937 total users
  - **498 questionnaire respondents**
  - Eight emails were received (outside of the questionnaire)
  - Top five users by IP address location
    - Boise
    - Meridian
    - Nampa
    - Caldwell
    - Eagle

**80%** of respondents believe the...



**TOP THREE REASONS**  
respondents believe their choice is best for the region



**92%** of respondents believe station locations align with major origins and destinations



**TOP THREE CHALLENGES**  
to implementing high-capacity transit service



## **Recommended route and mode**

- Boise Cutoff and commuter rail
- 

## **Request for Board action**

- Approve the Boise Cutoff commuter rail route as the preliminary locally preferred alternative
- 

## **Benefits of acting now**

- Potentially save time and money
  - Use results of this study to:
    - Focus on the primary corridor and mode
    - Simplify federal compliance and streamline future environmental analysis
    - Clarify direction with stakeholders
    - Coordinate specifically with freight railroads
    - Refine capital and operations costs
    - Consider specific phasing to improve cost effectiveness
    - Identify specific funding opportunities
-



# Questions & Answers



# Recommended Motion

COMPASS Board of Directors approves commuter rail along the Boise Cutoff corridor as the preliminary locally preferred alternative for the Let's Ride Treasure Valley PEL study



**LET'S RIDE**

TREASURE VALLEY



## Executive Committee Presentations



# COMPASS Executive Committee Update

April 9, 2024

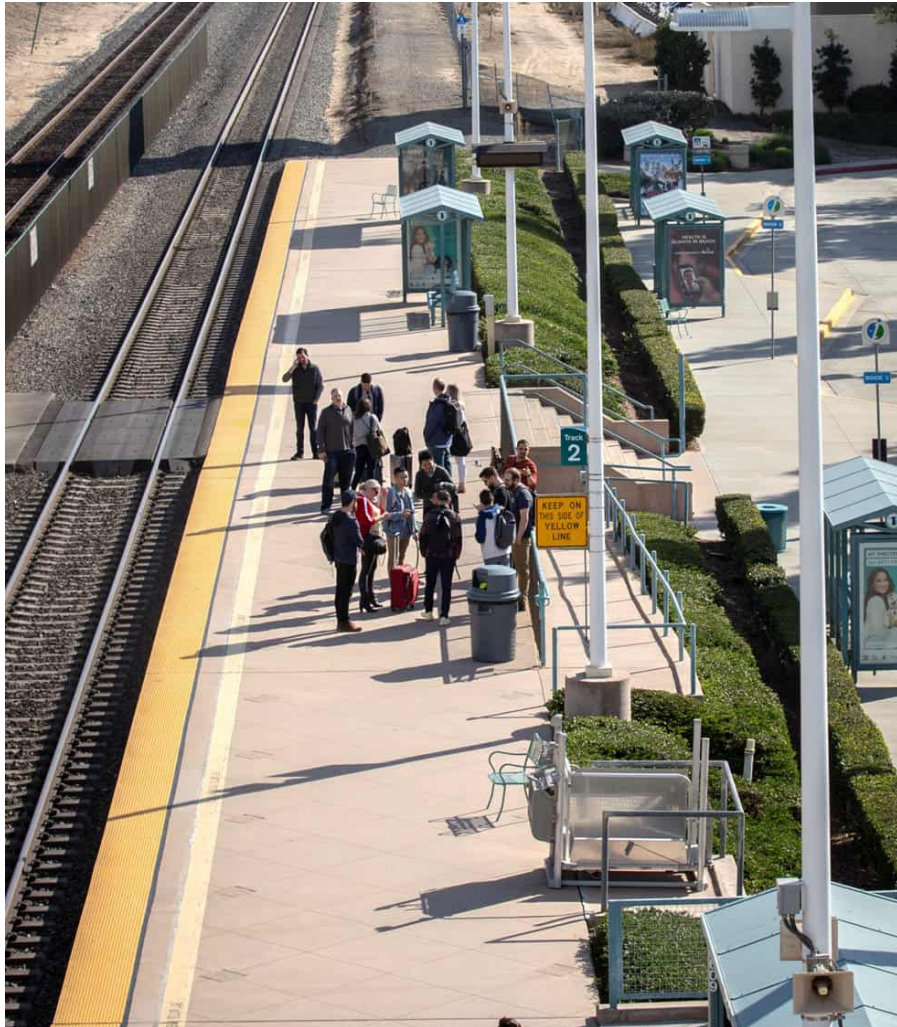


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of Southwest Idaho

1

# Introductions and Agenda

# Agenda Overview



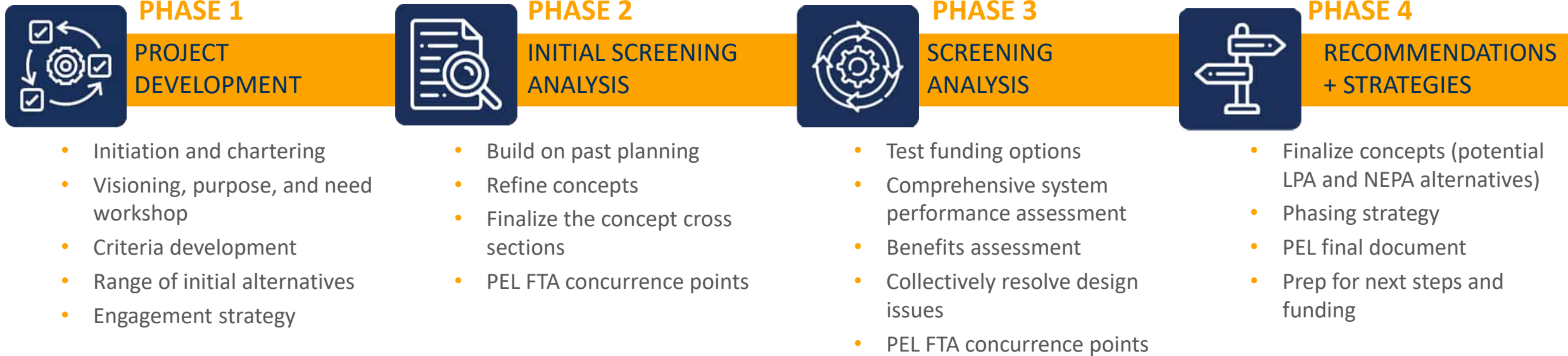
- Introductions and agenda
- Study scope and process
- Engagement
  - Public stakeholders
  - COMPASS Executive Committee and Board
- Study progress update
- Next steps

2

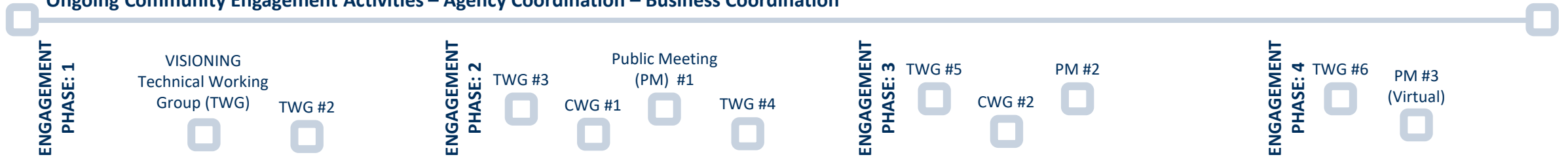
## Study Scope and Process



- Build on past planning
- Conduct a Planning and Environmental Linkages (PEL) process to develop planning products to be used for National Environmental Policy Act (NEPA)
- Develop and define alternatives
- Recommend alternative(s) for further study
  - Potentially identify a Locally Preferred Alternative (LPA)
- Engage with stakeholders and the public
- Coordinate with FTA, resource agencies and local governments



**Ongoing Community Engagement Activities – Agency Coordination – Business Coordination**



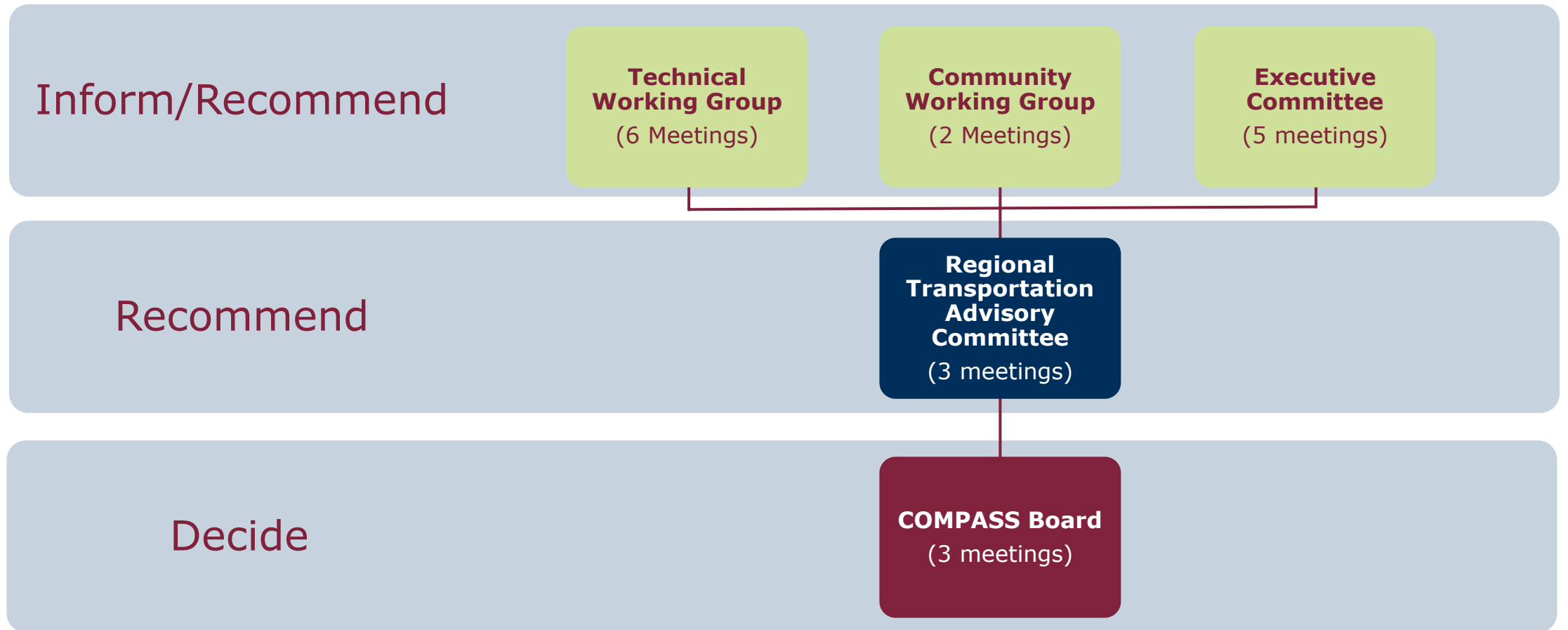


## Engagement

# Stakeholder Engagement



- Social and political risk analysis
  - Key stakeholder interviews and survey
  - Visioning workshop
  - Elected officials' briefings
- Development of key messages and materials to tell our story
  - Website
  - Social media
  - Media
  - Constant Contact emails
- Robust community engagement
  - Public meetings
  - Outreach to underserved populations that may benefit from the project
  - Community Working Group and Technical Working Group



# Executive Committee and Board Engagement

- Engaging with the Executive Committee
  - Support to the COMPASS Board
  - Five (5) updates at important milestones
    - Project start (this meeting)
    - Tier 1 screening
    - Tier 2 screening
    - Final refinements (tier 3)
    - Final document
- Board Action
  - Purpose and Need Statement
  - Tier 3 Alternatives



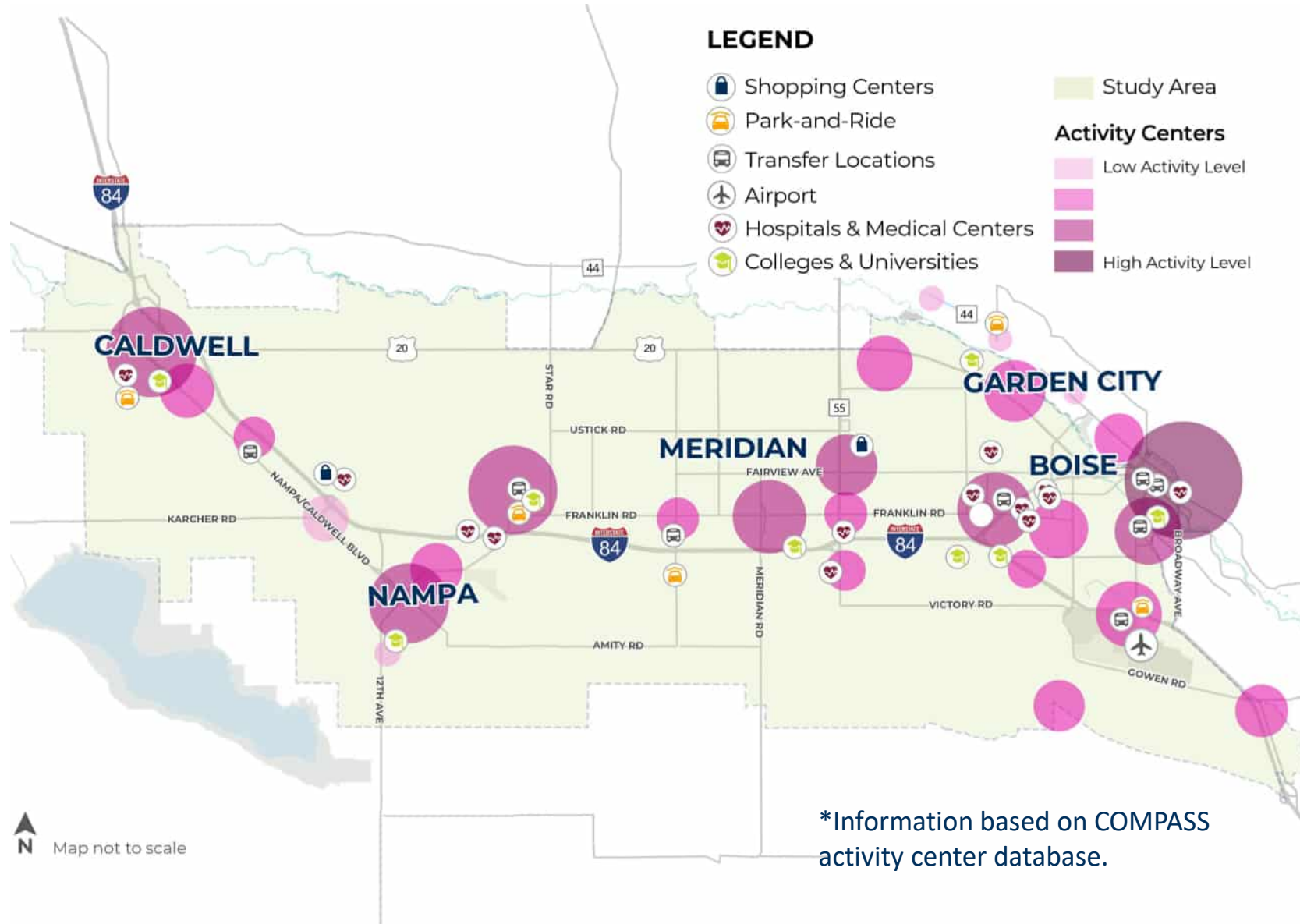
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Study Progress Update





# Draft Activity Centers

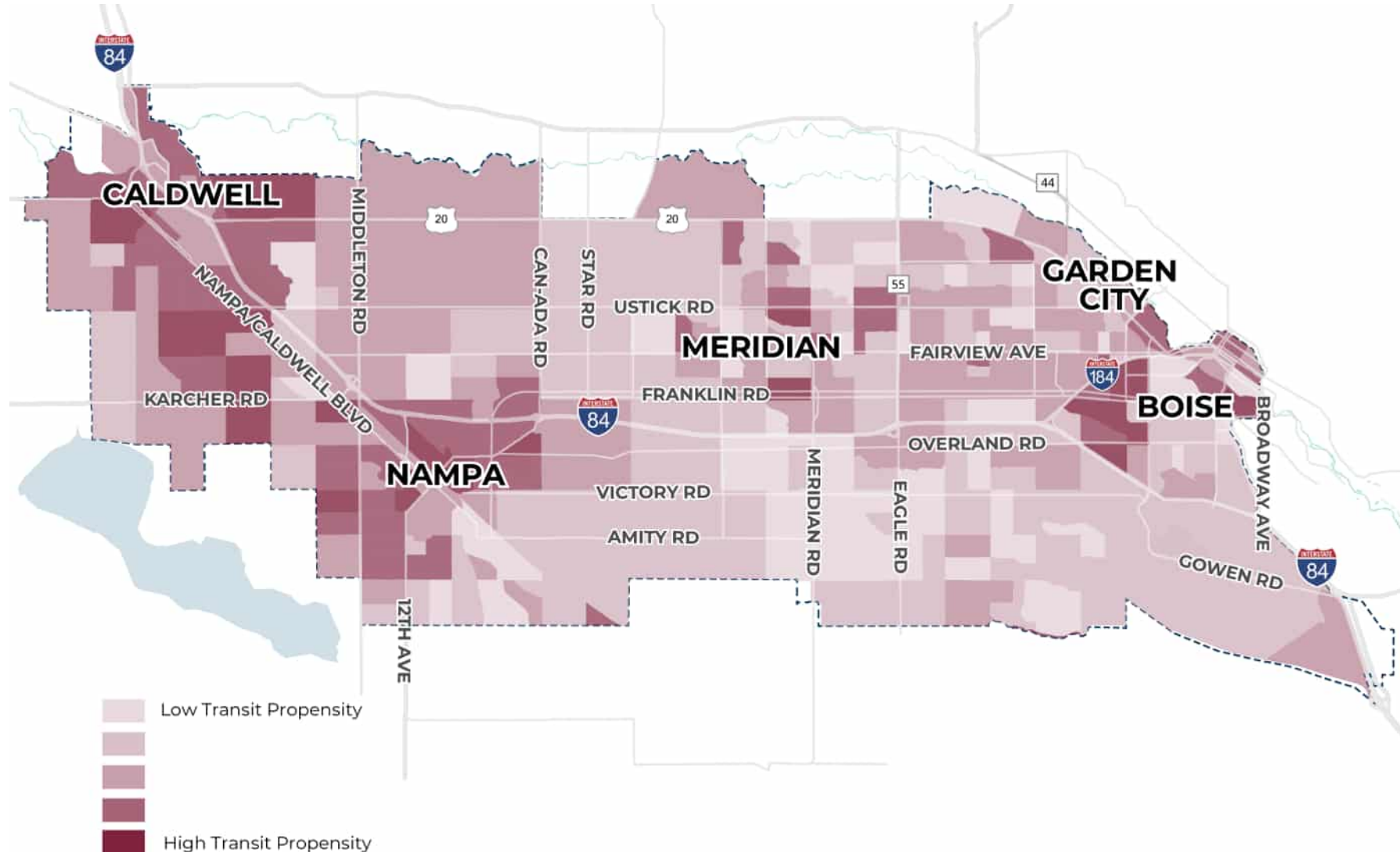




# Transit Propensity



- Composite of **potential transit users** based on area demographic data
- Data hierarchy from “very low” to “very high”
  - Population density
  - Employment density
  - Minority population density
  - Poverty population density
  - Disabled population density
  - Zero auto household density
  - Youth population density (under 18)
  - Senior population density (65+)



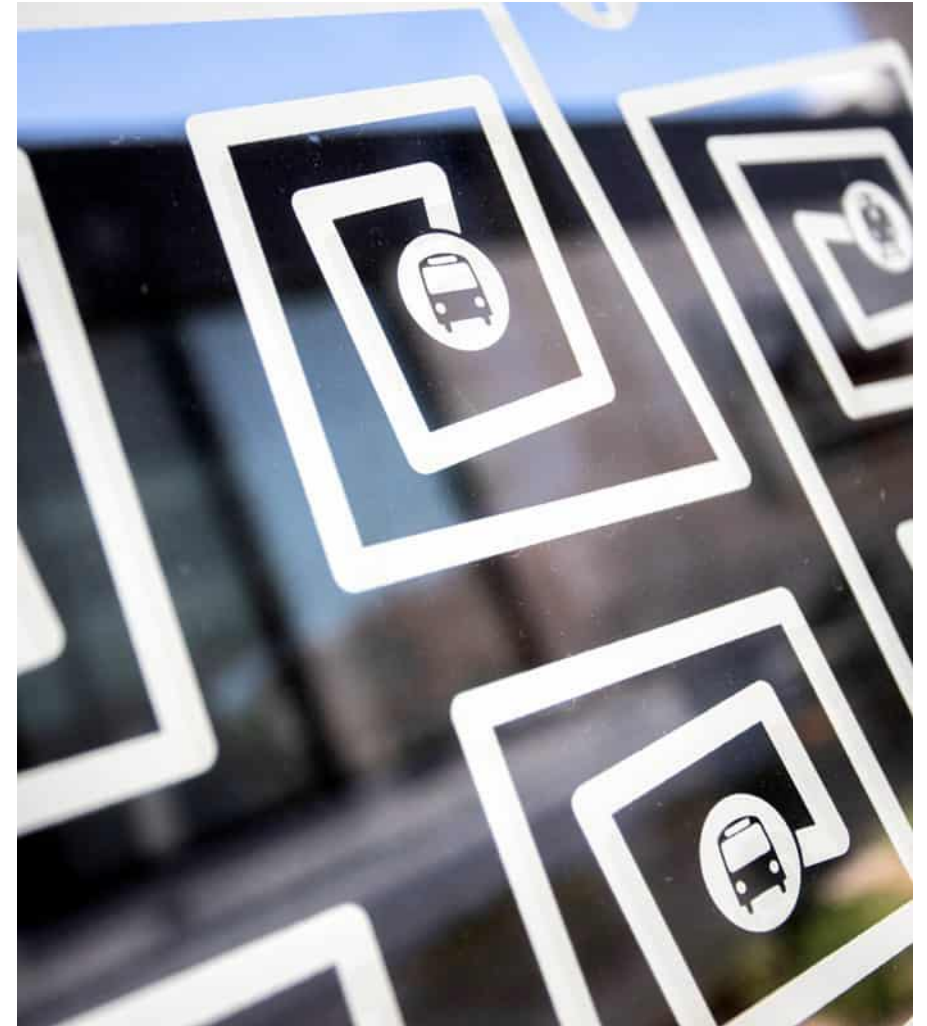
Transit propensity was calculated using ACS 2022 5-year estimates and aggregated the total density ranking of 8 categories (population density, Employment density, Minority population density, Poverty population density, Disabled population density, Zero auto household density, Youth population density (under 18), Senior population density (65 +)) for a total transit propensity score of 1-5 as shown here.



## 5 Next Steps

- Action item recap
- Slide deck
- Questions or additional comments
  - Email Lila: [lklopfenstein@compassidaho.org](mailto:lklopfenstein@compassidaho.org)
- Closing

**THANK YOU!**

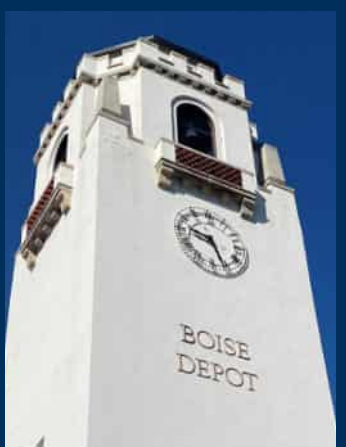




**LET'S RIDE**

TREASURE VALLEY

# Area Context



- Technical Working Group (TWG)
  - Combined Public Transportation Workgroup and Environmental Review Workgroup
  - Jurisdiction and agency guidance
- Community Working Group (CWG)
  - Key stakeholder and advocacy guidance
- Committee members asked to:
  - Represent for their organization and constituents
  - Discuss what you learn with your organization



2

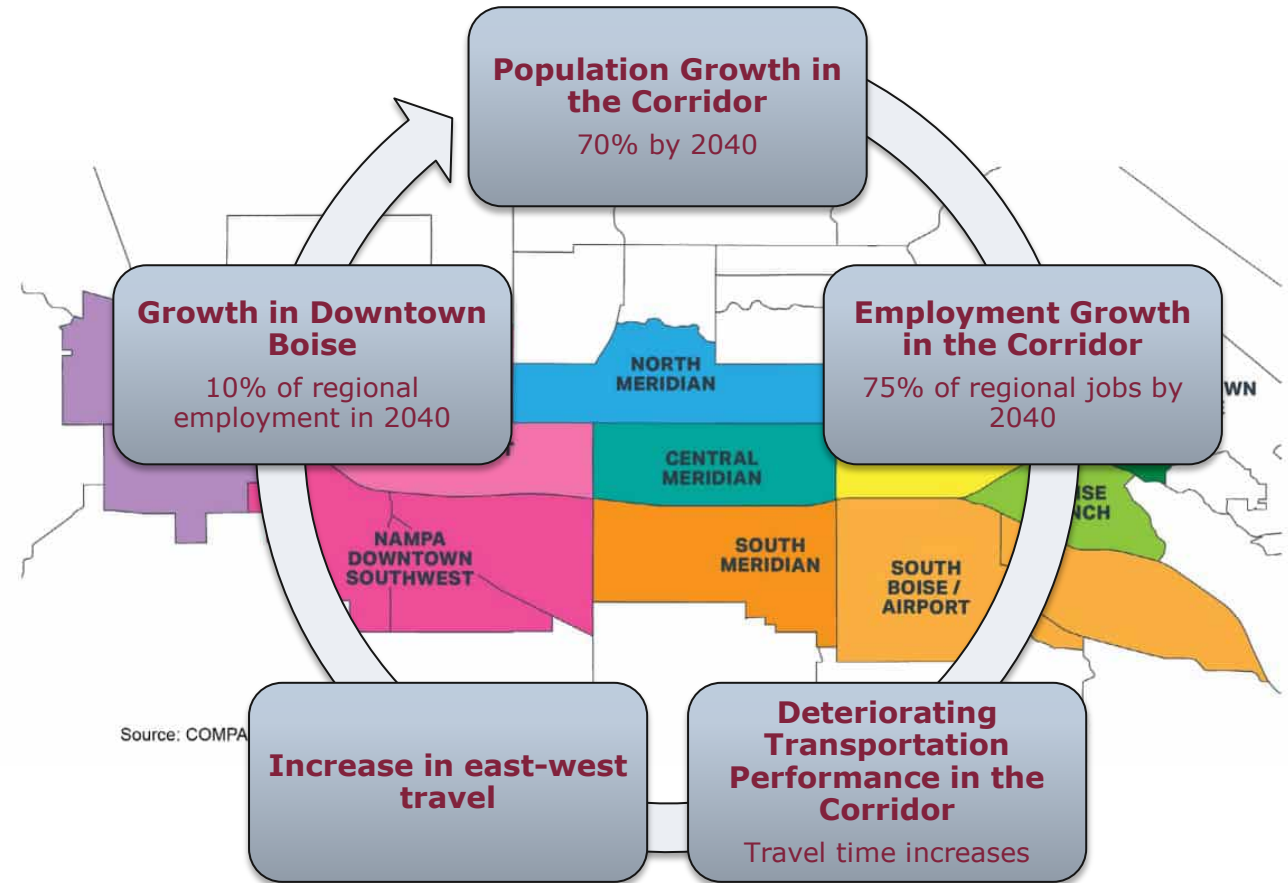
## Background and Past Planning

# What is a PEL?

- **Planning and Environmental Linkages** (PEL) study
- Formal federal process to help **streamline future environmental process** (National Environmental Policy Act - NEPA)
- Different from past high-capacity transit studies but will **build on what has already been done**
- Clearly define **what we want to achieve and why** (purpose and need)
- Develop, analyze, and **narrow potential options**
- **Coordinate with federal partners** at key points



- 2003 – Rail Corridor Evaluation Study
- 2009 - Treasure Valley High Capacity Transit Study
  - Initial Alternatives Analysis
  - Updated in 2020
  - Several alignments/modes recommended for removal and further analysis
- 2021 - Locally “favored” high-capacity transit option
  - Regional Rail on the Boise Cutoff Alignment
- 2022/2023 – Study scope of work



Source: 2020 Treasure Valley High Capacity Transit Study



**LET'S RIDE**

TREASURE VALLEY



# LET'S RIDE TREASURE VALLEY


## COMPASS Executive Committee Update

September 10, 2024



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

# Upcoming Public Open Houses




**LET'S RIDE**  
TREASURE VALLEY

Learn more at [compassidaho.org](http://compassidaho.org)

**Could high-capacity transit help meet the needs of the Treasure Valley's growing population?**

Attend one of two open houses to learn about an ongoing study and share your thoughts:

-  **September 24**  
Boise Library! Cole and Ustick
-  **September 25**  
Caldwell Public Library

 **COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

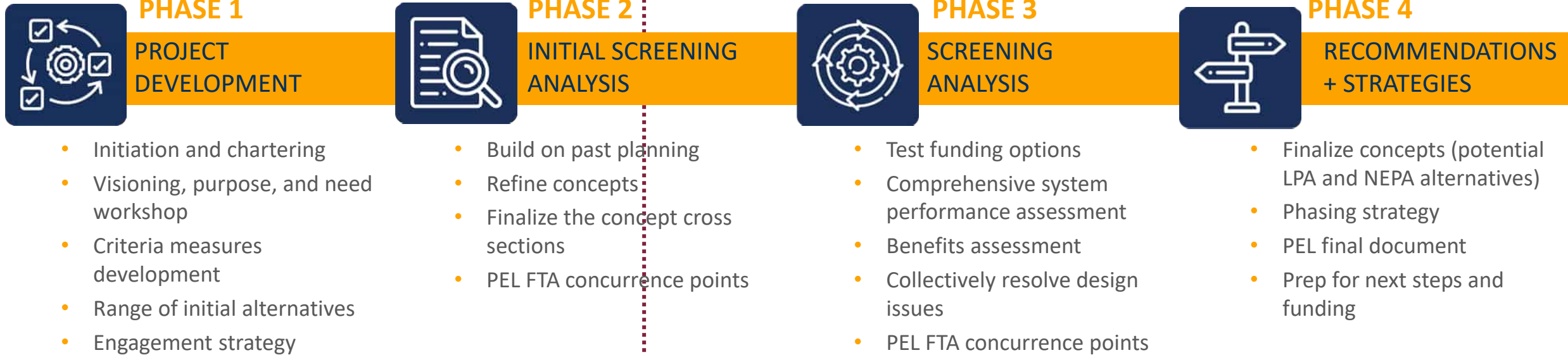
- Website
- Social media
- VRT Bus Posters
- Newspaper
- Billboards
- Emails

Online comments due by Oct 10

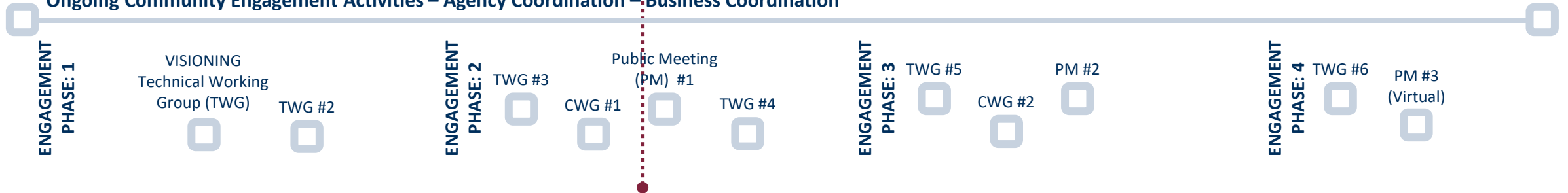
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Study Update

**WE ARE HERE!**



**Ongoing Community Engagement Activities – Agency Coordination – Business Coordination**



2

## Public Meeting Information

Seeking feedback on:

- Purpose and need statement
- Goals and objectives (future evaluation criteria)
- Range of routes
- Draft Tier 1 evaluation

## Join Us!

### Open House - Tuesday

September 24, 2024

5:30 pm to 7:30 pm

Library! At Cole & Ustick

7557 W. Ustick Road

Boise, ID 83704

Sagebrush Room

### Open House - Wednesday

September 24, 2024

6:00 pm to 8:00 pm

Caldwell City Library

1010 Dearborn Street

Caldwell, ID 83605

Dean E. Miller Community Room



# What and Why?

## Purpose and Need Statement

- Fundamental to defining the project
- A purpose and need statement:
  - Describes what is being proposed and why
  - Serves as the basis for developing and evaluating routes
- The components of a purpose and need
  - *PURPOSE*: What is the desired transportation outcome?
  - *NEEDS*: Why is this project needed?
  - *GOALS AND OBJECTIVES*: How will success be measured?
- Previously reviewed by
  - Regional Transportation Advisory Committee and the COMPASS Board of Directors



The purpose of the project is to **improve the mobility, accessibility, and efficiency of east-west travel** between Boise, Meridian, Nampa, and Caldwell, providing **reliable and convenient high-capacity transit service that links key origins and destinations** with strong potential for transit use.

LESSEN FUTURE STRESS ON THE REGION'S TRANSPORTATION INFRASTRUCTURE DUE TO POPULATION AND EMPLOYMENT GROWTH



**Canyon County Pop**  
2000-2023: **+95%**



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**Today 79%**



of the region's jobs are in the city areas (within the study area) of

**Boise, Meridian, Nampa, and Caldwell**

By 2050, study area employment is forecast to grow **to 372,000 jobs**

**accounting for 78% of the region's jobs**



PROVIDE GREATER MOBILITY CHOICE GIVEN THE REGION'S FORECASTED DETERIORATING TRANSPORTATION TRAVEL TIMES

**Transit reliability** will continue to **degrade** with growing congestion



By 2050, **travel times** between Caldwell and Downtown Boise are **projected to increase by 50%** (peak morning/evening directions)

SUPPORT THE REGION'S EAST-WEST TRAVEL PATTERNS



The focused **east-west travel patterns**

**will persist**

between the region's business, governmental, cultural, and educational centers

By 2050, **31%** of all study area **commute trips** will focus on **Downtown Boise**



**Improve  
Transit  
Connectivity  
and Mode  
Share**



**Improve  
Transit  
Reliability**



**Expand Travel  
Choices and  
Mobility**



**Develop  
Compatible  
Plans for  
High-Capacity  
Transit, Land  
Use, and  
Transportation**



**Advance  
Financially  
Feasible  
Solutions**



## Goal: Improve Transit Reliability

### Objectives



Establish a high-capacity transit corridor connecting key regional origins and destinations with strong potential for transit use.

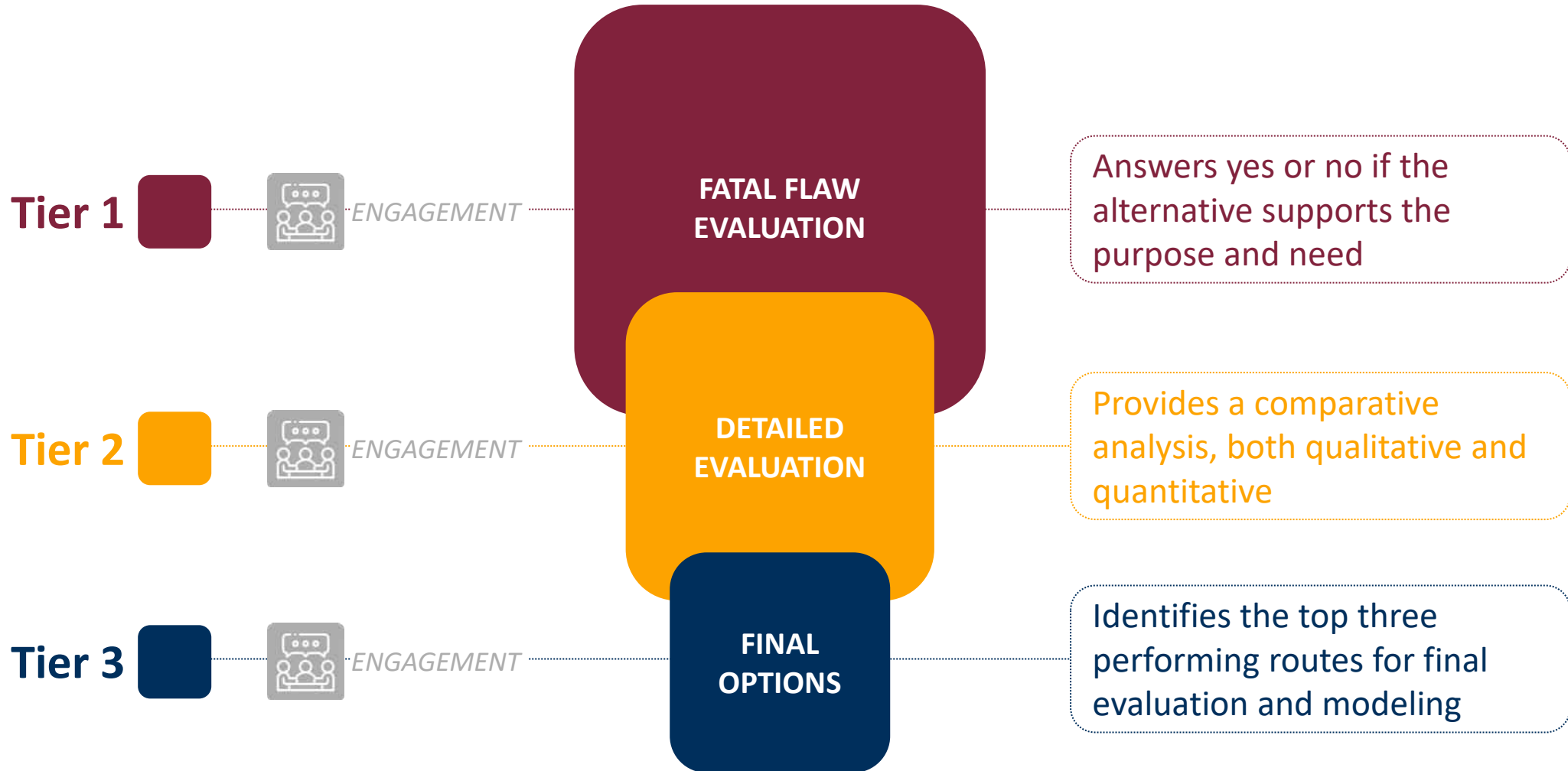


Maximize transit ridership.

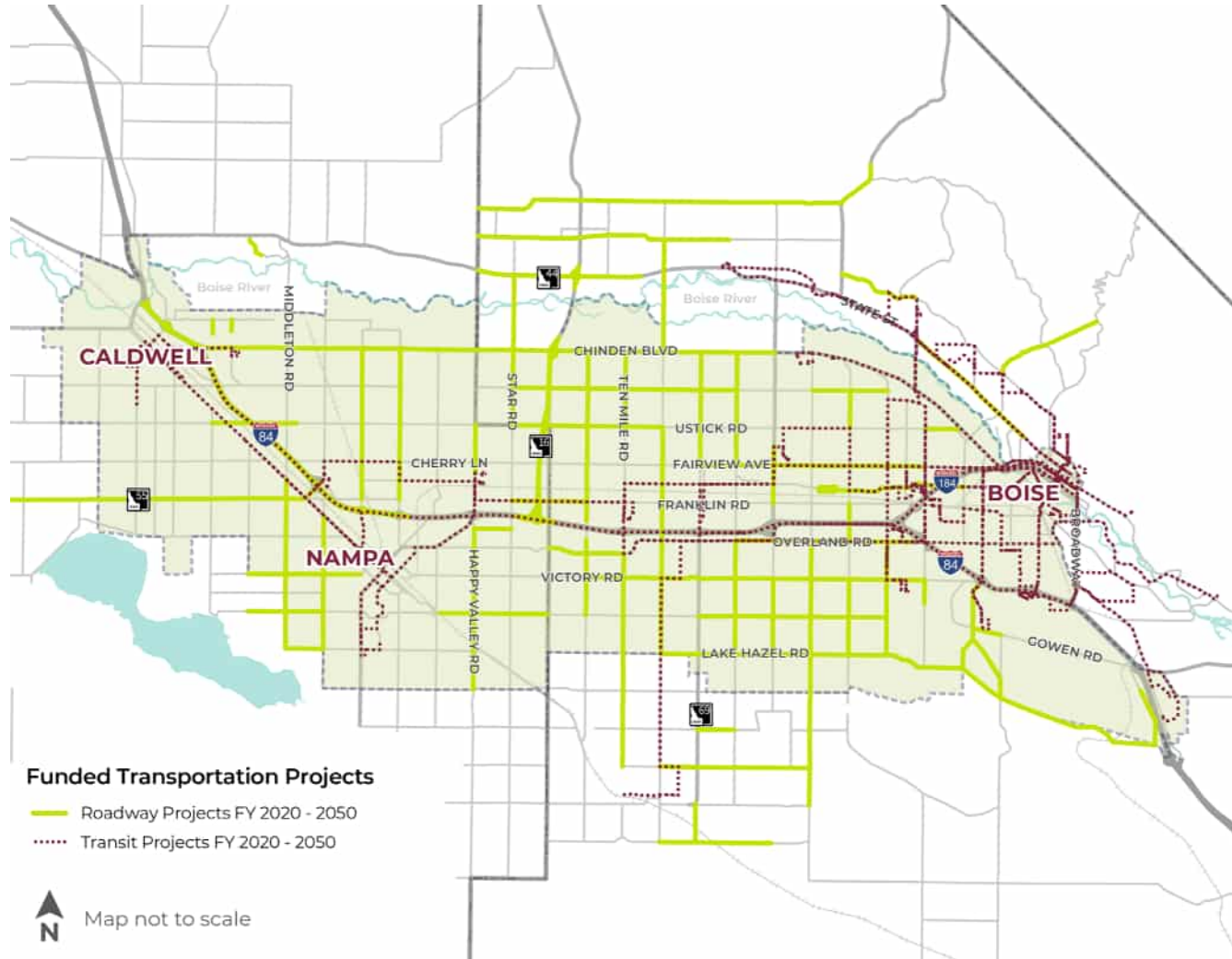


**Basis for Tier 2 and  
Tier 3 Evaluation  
Measures**

# Evaluation Process



# No Action

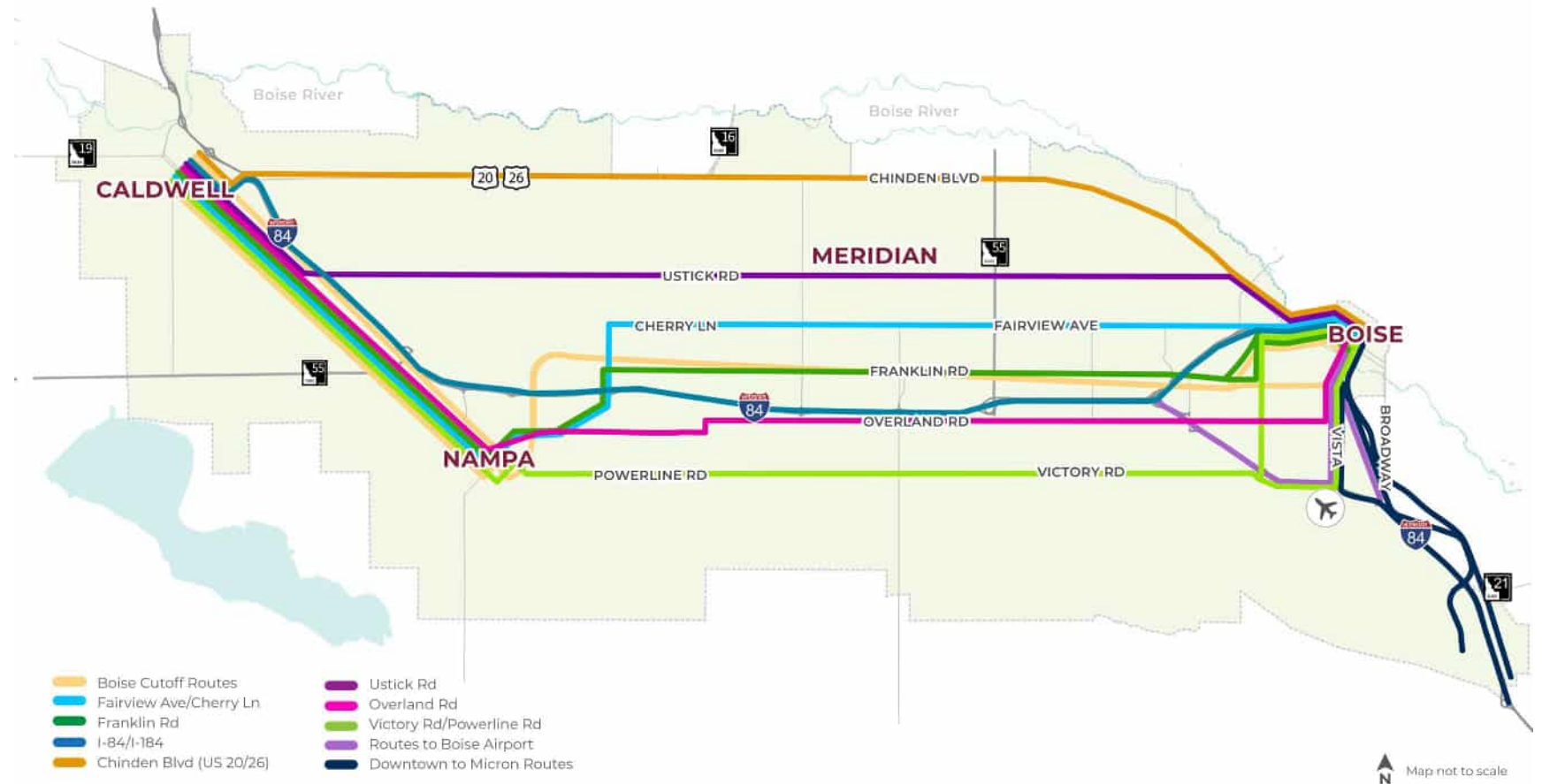


**DETAILS**  
 This is a baseline including all the funded projects identified in the region up to 2050 (*Communities In Motion 2050 Plan* projects). The No Action provides a comparison of what happens if we do nothing (other than currently funded projects).

This is the option that could happen absent additional funding to advance a HCT project



















Does the route meet the project's purpose and need?

1. Improves regional mobility and accessibility for east-west travel?
2. Provides convenient transit service that links key locations with strong potential for transit use?
3. Provides efficient and reliable high-capacity transit service?



# Initial Tier 1 Evaluation Results

## TIER 1 - TO - TIER 2

NO ACTION			<i>Carried forward for further analysis as baseline condition</i>
CHINDEN BOULEVARD			<i>Northern route, connecting limited high transit populations</i>
USTICK ROAD			<i>Northern route, connecting limited high transit populations</i>
FAIRVIEW AVENUE/CHERRY LANE			<i>Carried forward for further analysis</i>
BOISE CUTOFF RAILROAD			<i>Carried forward for further analysis</i>
FRANKLIN ROAD			<i>Carried forward for further analysis</i>
I-84/I-184			<i>Carried forward for further analysis</i>
OVERLAND ROAD			<i>Southern route, connecting limited key regional destination</i>
VICTORY ROAD/ POWERLINE ROAD			<i>Southern route, connecting limited key regional destination</i>
AIRPORT CONNECTION			<i>To be integrated with other routes as options</i>
MICRON CONNECTION			<i>To be integrated with other routes as options</i>

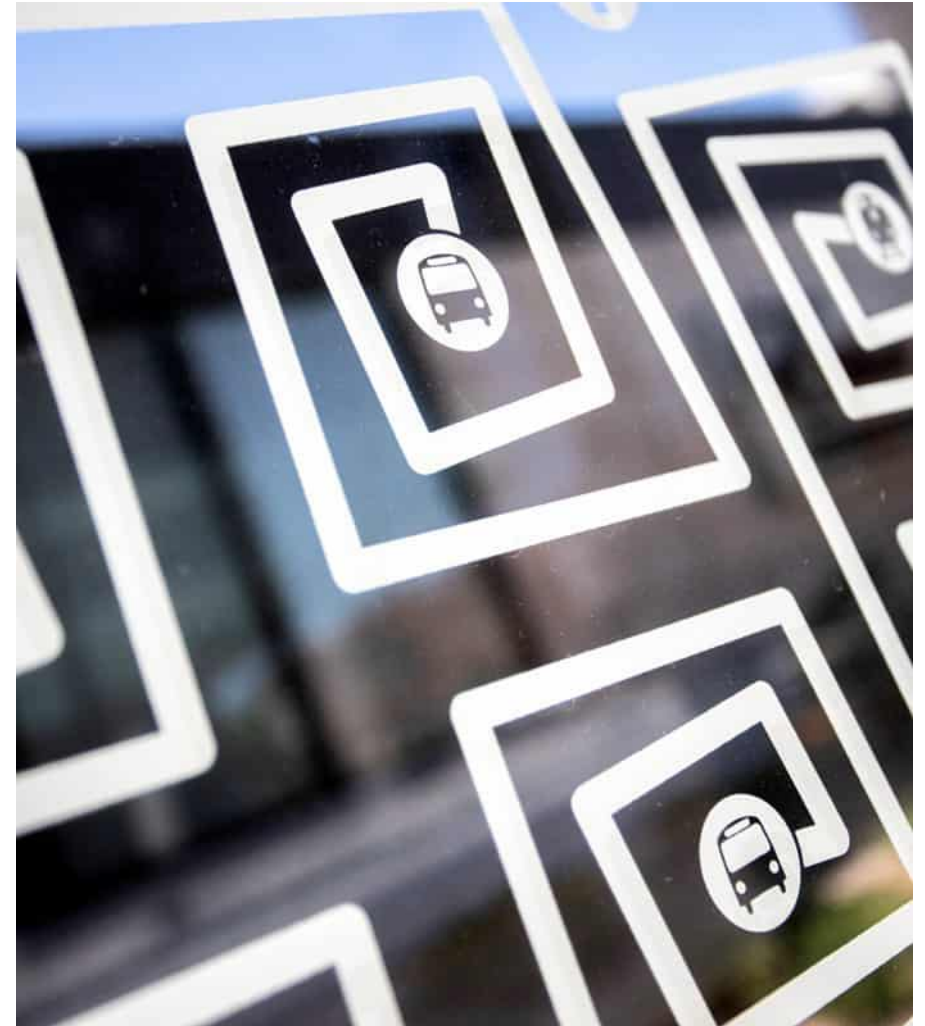


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Next Steps

- Upcoming open houses x2 (west and east) (Sept 24 - 25)
  - Online questionnaire (Oct 10)
- First of three public meetings
- Next update – review Tier 2 evaluation

**THANK YOU!**





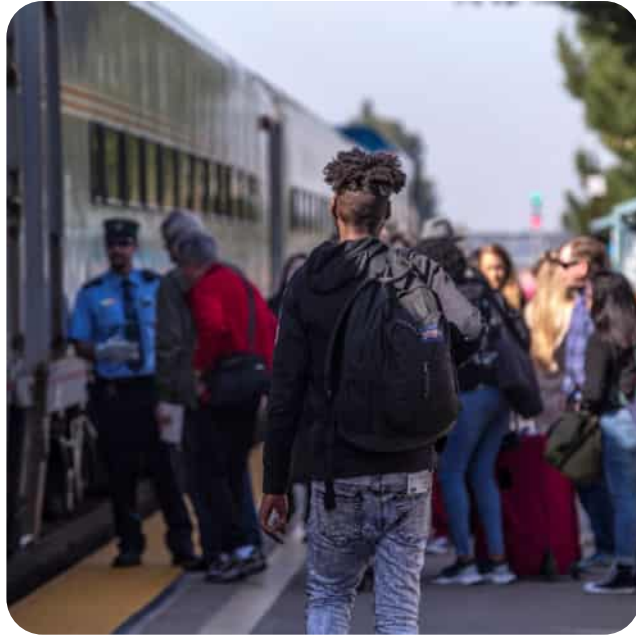
**LET'S RIDE**

TREASURE VALLEY



**LET'S RIDE**

TREASURE VALLEY



**LET'S RIDE**  
TREASURE VALLEY

COMPASS Executive  
Committee Update #3

January 14, 2025



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

1

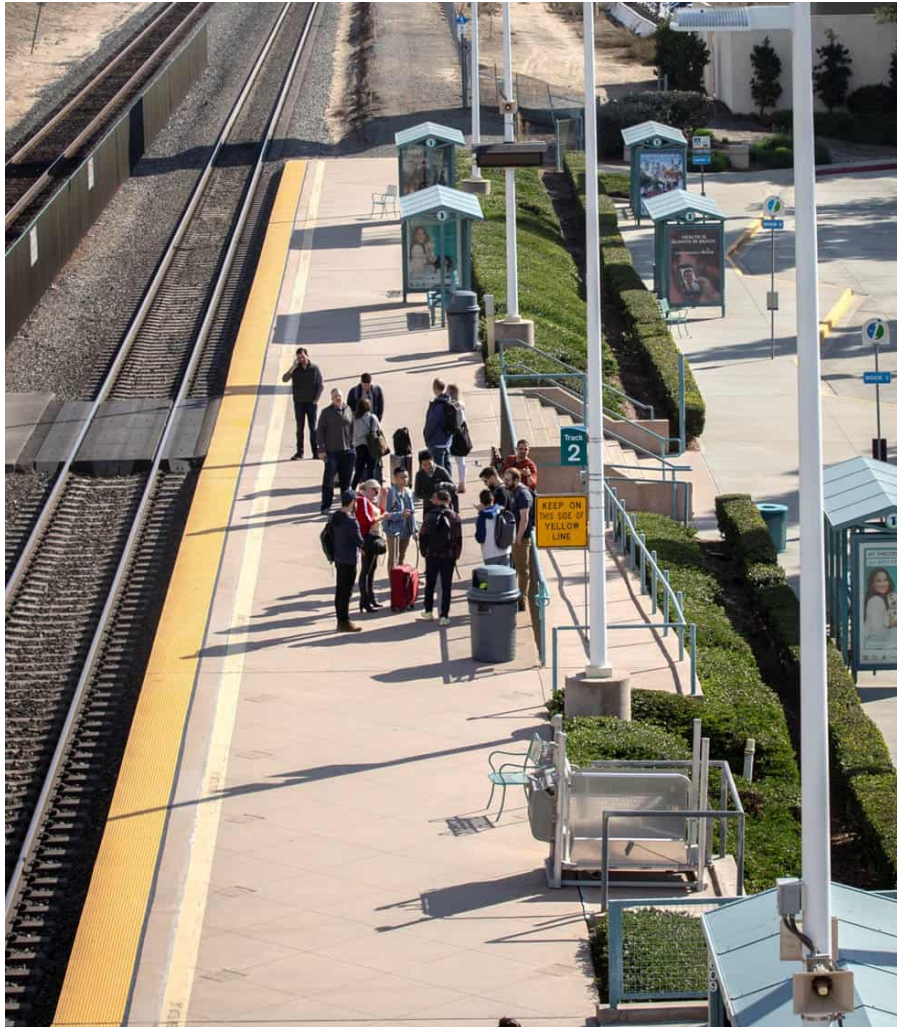
# Opening and Presentation Focus

# Opening and Presentation Focus

- COMPASS opening remarks
  - Austin Miller, COMPASS
- Meeting focus
  - Update and build study understanding with the Executive Committee on the study status, latest analysis, and next steps



# Agenda Overview



1. Opening comments and presentation focus
2. Project history and context
  - What is a Planning and Environmental Linkages (PEL) study?
  - Stakeholder engagement
3. Study purpose and need statement
4. Evaluation process and status
5. Next steps

2

## Project History and Context



- Build on past planning
- Conduct a Planning and Environmental Linkages (PEL) process to develop planning products to be used for National Environmental Policy Act (NEPA)
- Develop and define alternatives
- Engage with stakeholders and the public
- Coordinate with the Federal Transit Administration

# Executive Committee and Board Engagement

- Engaging with the Executive Committee
  - Support to the COMPASS Board
  - Five (5) updates at important milestones
    - Project start
    - Tier 1 screening
    - Tier 2 screening (this meeting)
    - Final refinements (tier 3)
    - Final document
- Board Action
  - Purpose and Need Statement
  - Tier 3 Alternatives





3

## Study Purpose and Need Statement

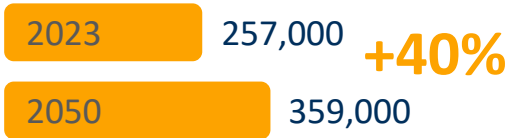


The purpose of the project is to **improve the mobility, accessibility, and efficiency of east-west travel** between Boise, Meridian, Nampa, and Caldwell, providing **reliable and convenient high-capacity transit service that links key origins and destinations** with strong potential for transit use.

LESSEN FUTURE STRESS ON THE REGION'S TRANSPORTATION INFRASTRUCTURE DUE TO POPULATION AND EMPLOYMENT GROWTH



**Canyon County Pop**  
2000-2023: **+95%**



**Ada County Pop**  
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**Today 79%**



of the region's jobs are in the city areas (within the study area) of

**Boise, Meridian, Nampa, and Caldwell**

By 2050, study area employment is forecast to grow **to 372,000 jobs**

**accounting for 78% of the region's jobs**



PROVIDE GREATER MOBILITY CHOICE GIVEN THE REGION'S FORECASTED DETERIORATING TRANSPORTATION TRAVEL TIMES

**Transit reliability** will continue to **degrade** with growing congestion



By 2050, **travel times** between Caldwell and Downtown Boise are **projected to increase by 50%** (peak morning/evening directions)

SUPPORT THE REGION'S EAST-WEST TRAVEL PATTERNS



The focused **east-west travel patterns**

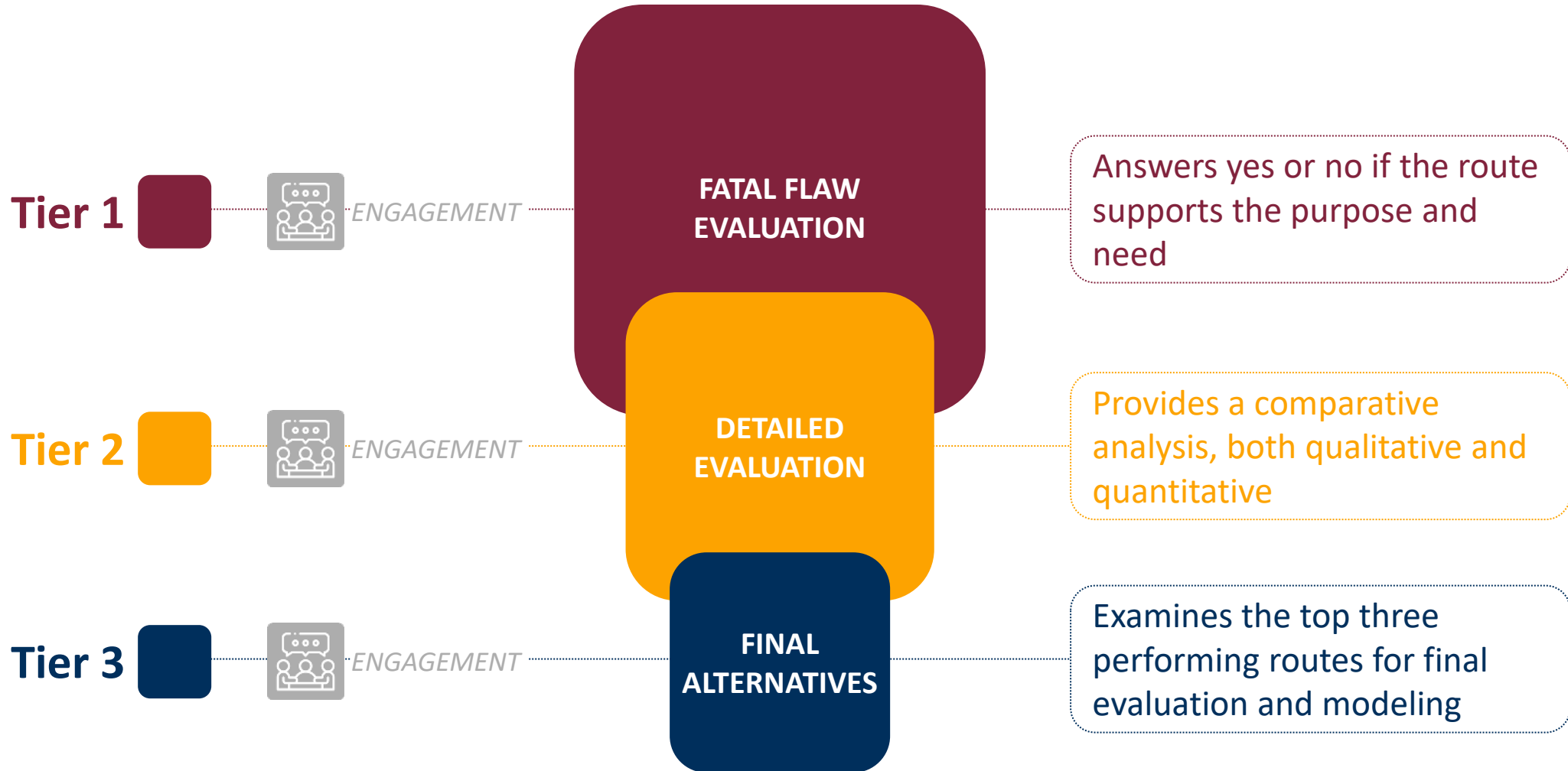
**will persist** between the region's business, governmental, cultural, and educational centers

By 2050, **31%** of all study area **commute trips** will focus on **Downtown Boise**



















4

## Evaluation Process and Status

# Evaluation Process

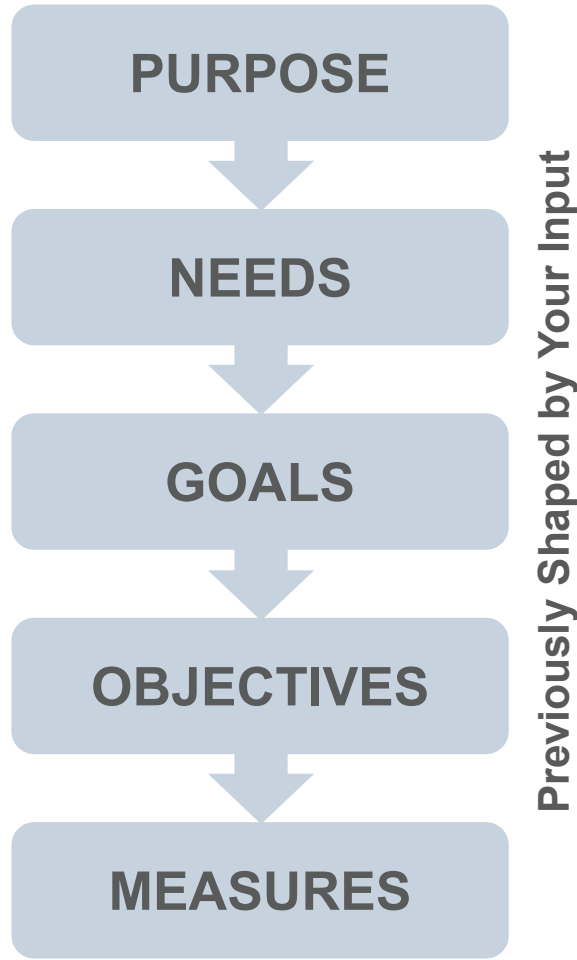


## TIER 1 - TO - TIER 2

NO ACTION			<i>Carried forward for further analysis as baseline condition</i>
CHINDEN BOULEVARD			<i>Northern route, connecting limited high transit populations</i>
USTICK ROAD			<i>Northern route, connecting limited high transit populations</i>
FAIRVIEW AVENUE/CHERRY LANE			<i>Carried forward for further analysis</i>
BOISE CUTOFF RAILROAD			<i>Carried forward for further analysis</i>
FRANKLIN ROAD			<i>Carried forward for further analysis</i>
I-84/I-184			<i>Carried forward for further analysis</i>
OVERLAND ROAD			<i>Southern route, connecting limited key regional destination</i>
VICTORY ROAD/ POWERLINE ROAD			<i>Southern route, connecting limited key regional destination</i>
AIRPORT CONNECTION			<i>To be integrated with other routes as options</i>
MICRON CONNECTION			<i>To be integrated with other routes as options</i>

# Tier 2 Evaluation – Ongoing

Criteria Based on Our Goals



- Previously provided:
  - Input and context to purpose, need, goals, and objectives
  - Concurrence on purpose, need, goals, objectives to create our measures
- Measures require flexibility in application
  - Depending on how they preform, differentiation, data available, etc.

# Tier 2 Evaluation – Ongoing

Criteria Based on Our Goals



**Improve  
Transit  
Connectivity  
and Mode  
Share**



**Improve  
Transit  
Reliability**



**Expand Travel  
Choices and  
Mobility**



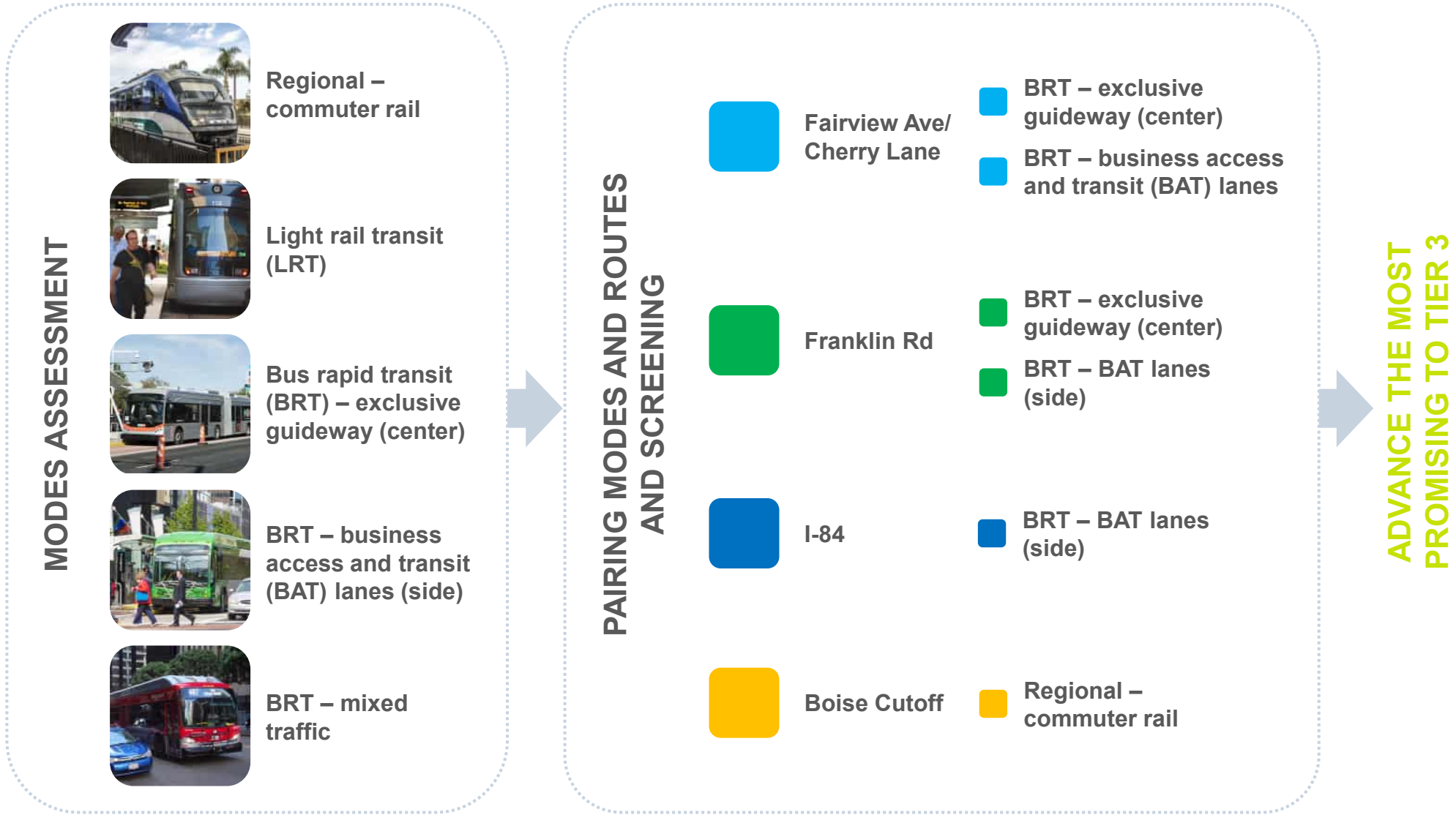
**Develop  
Compatible  
Plans for  
High-Capacity  
Transit, Land  
Use, and  
Transportation**



**Advance  
Financially  
Feasible  
Solutions**

# Tier 2 Evaluation – Ongoing

## Modes and Routes Screening





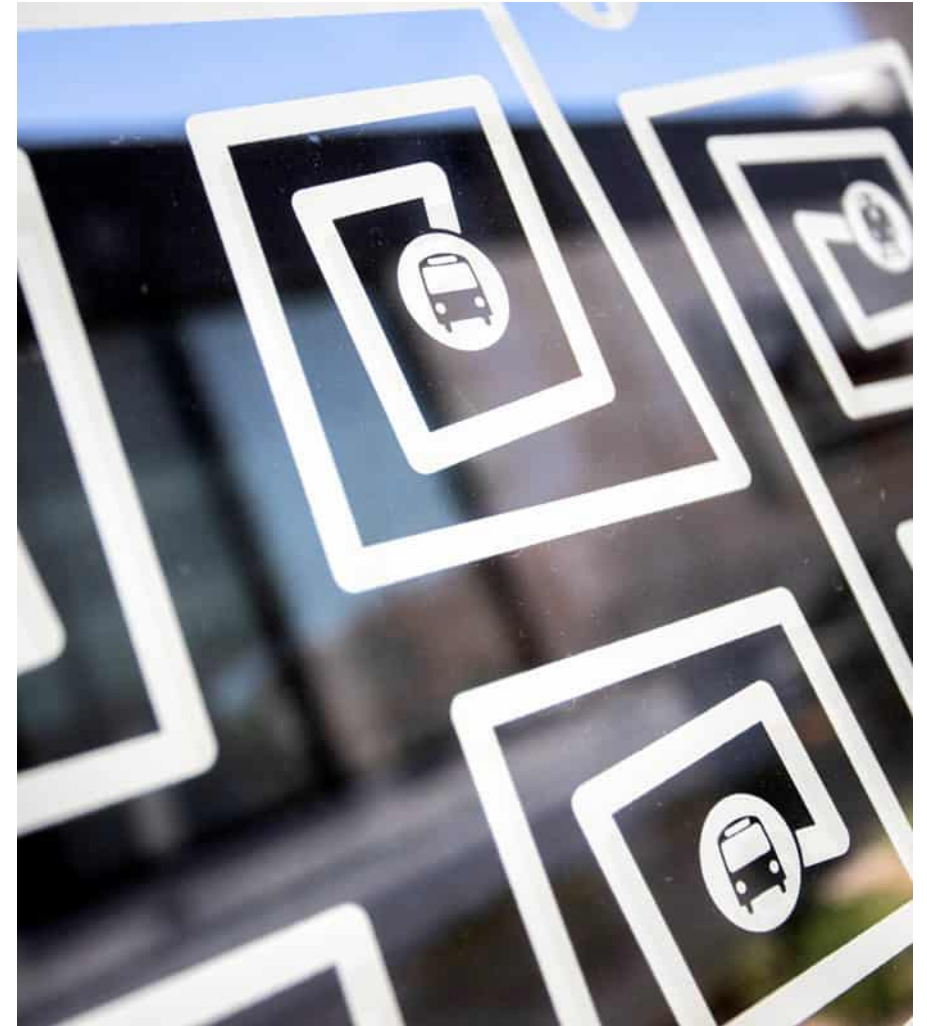
- Sharing with our stakeholders:
  - Route details (centerline graphics)
  - Typical cross sections (cutaway graphics)
  - Screening matrix (key details)
  - Recommended routes (to advance to Tier 3)
- Public open houses
  - Feb 18/19 (promotion starting soon)

5

Next Steps

- Tier 2 evaluation ongoing
- Stakeholder engagement round 2
  - Technical Working Group and Community Working Group
  - Public meetings February 18/19 (*more info coming soon*)
  - Website meeting information and online questionnaire
- Questions?
  - Email Lila: [lklopfenstein@compassidaho.org](mailto:lklopfenstein@compassidaho.org)
- Closing comments

**THANK YOU!**



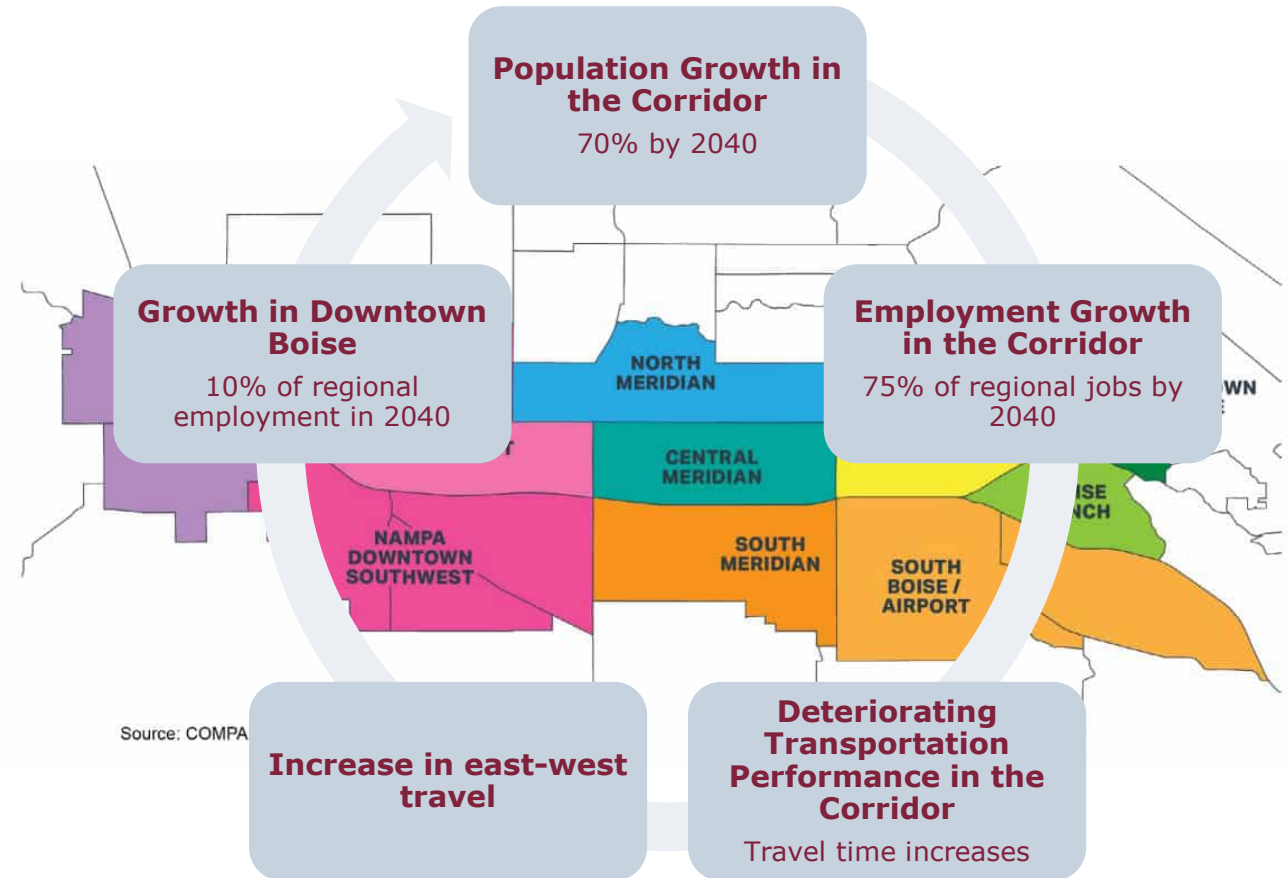


**LET'S RIDE**

TREASURE VALLEY

# Additional Slides

- 2003 – Rail Corridor Evaluation Study
- 2009 & 2020 - Treasure Valley High Capacity Transit Study
  - Initial Alternatives Analysis
  - Purpose and Need (paraphrased)
    - Identify a high-capacity transit strategy to improve mobility and accessibility
    - Provide travel options/choices and manage forecasted increase in travel demand in the I-84 travel shed



- Different from past high-capacity transit studies
- Formal process to help **streamline future environmental process** (NEPA)
- Clearly define **what we want to achieve and why** (purpose and need)
- Develop, analyze, and **narrow potential options**
- **Coordinate with federal partners** at key points

# What is a PEL?

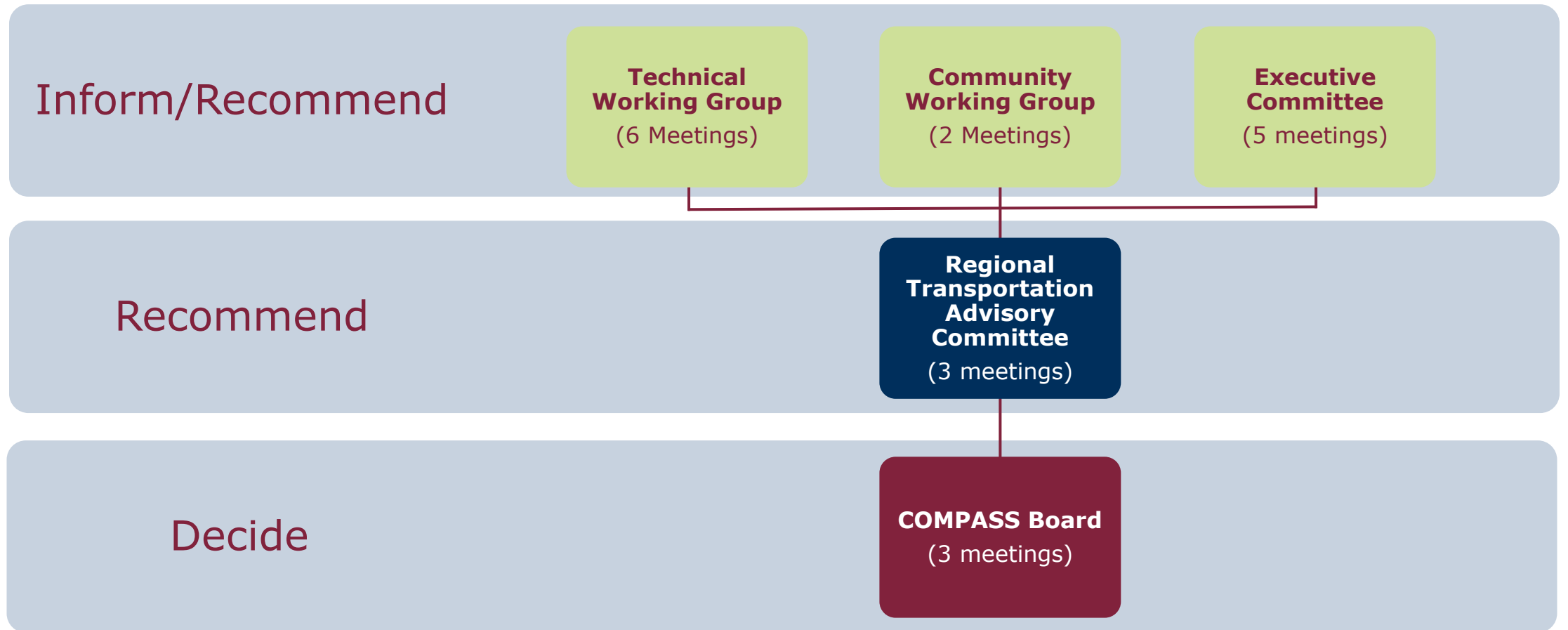


# Stakeholder Engagement

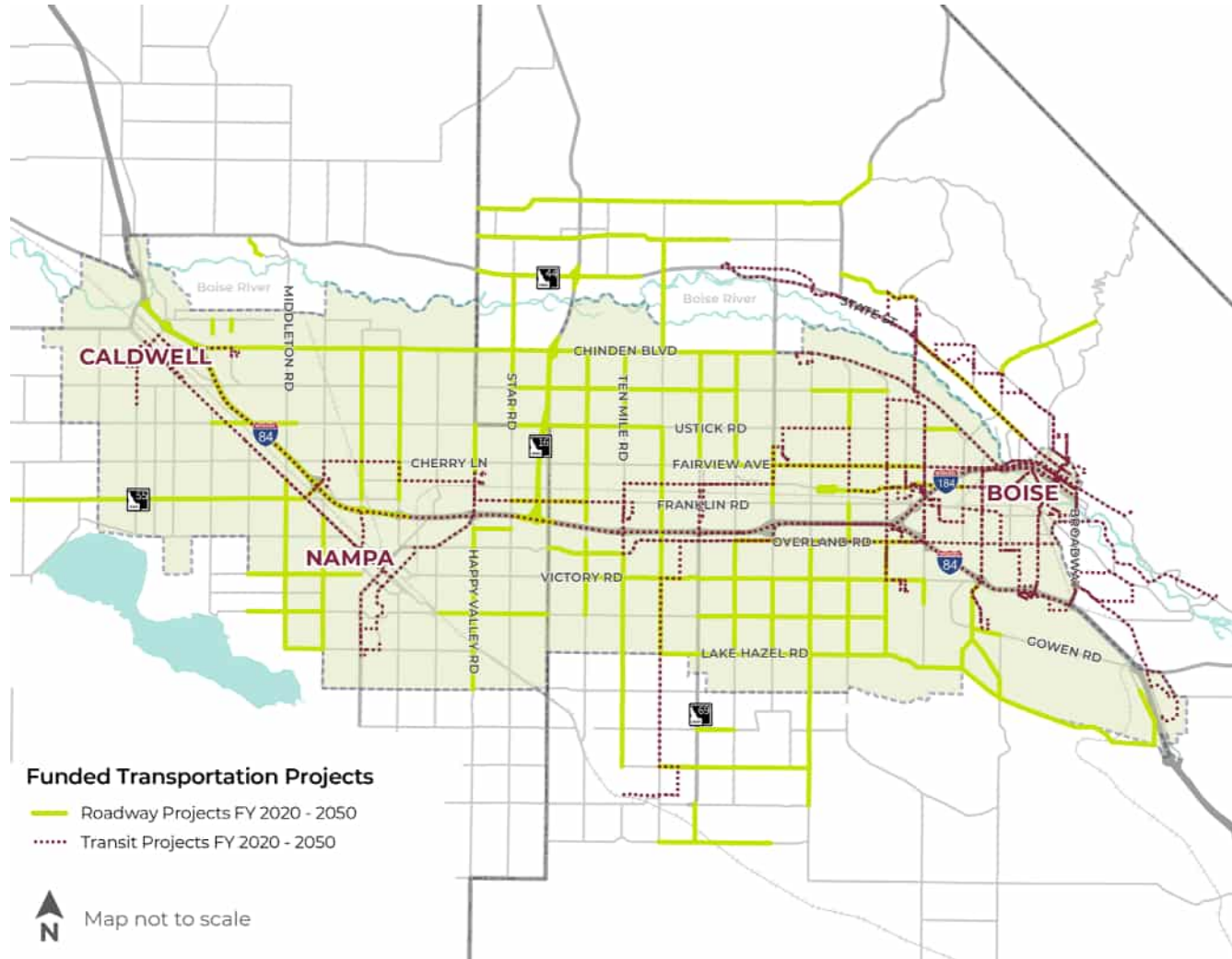


- Social and political risk analysis, interviews, survey, elected officials' briefings
- Development of key messages and materials to tell our story
- Robust engagement
  - Public meetings
    - Round 1: Sep 25/26 (complete)
    - Round 2: Feb 18/19 (promotion starting soon)
    - Round 3: Summer 2025 (virtual)
  - Outreach to underserved populations that may benefit from the project

# Engagement Committees



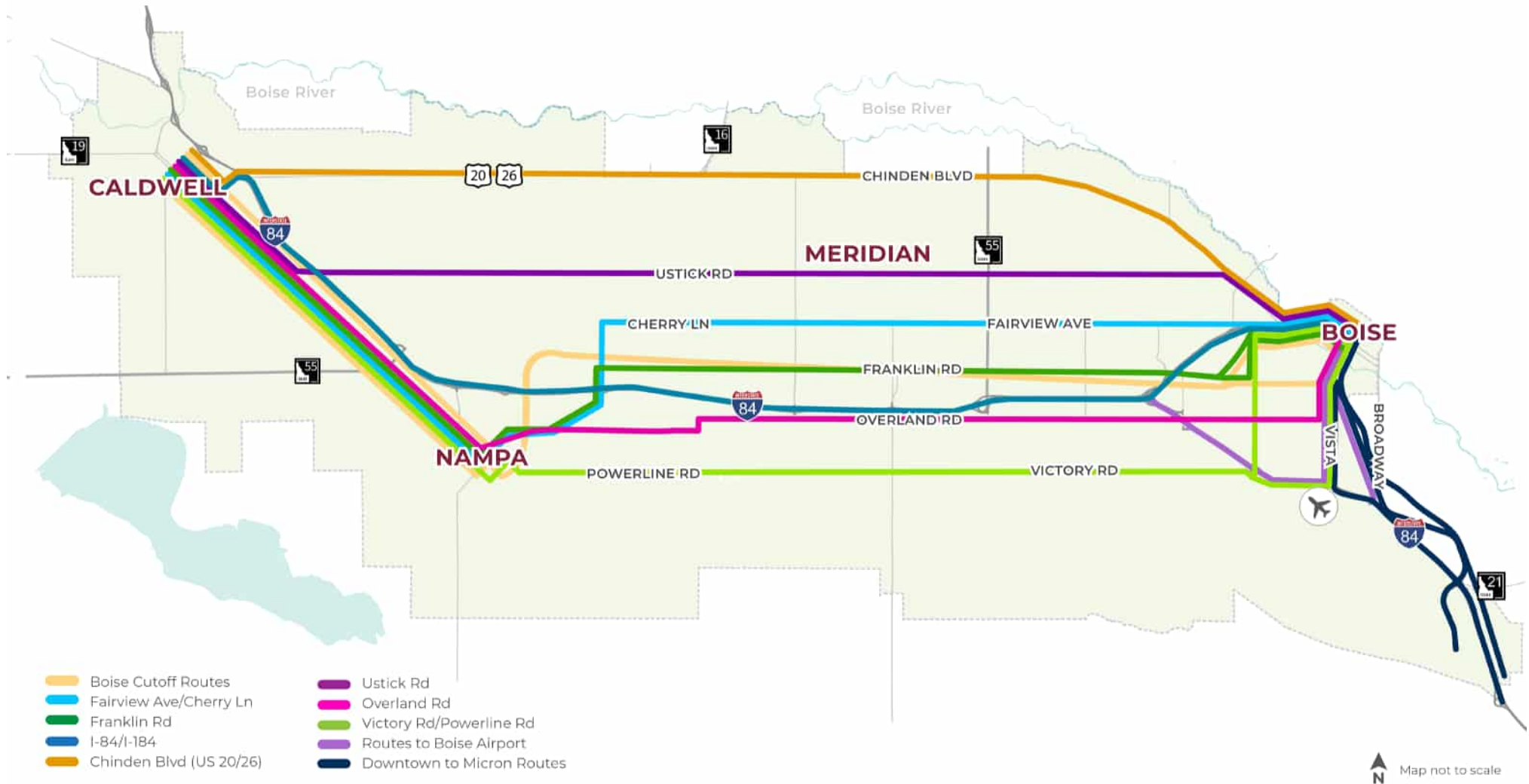
# No Action



**DETAILS**  
This is a baseline including all the funded projects identified in the region up to 2050 (*Communities In Motion 2050 Plan* projects). The No Action provides a comparison of what happens if we do nothing (other than currently funded projects).

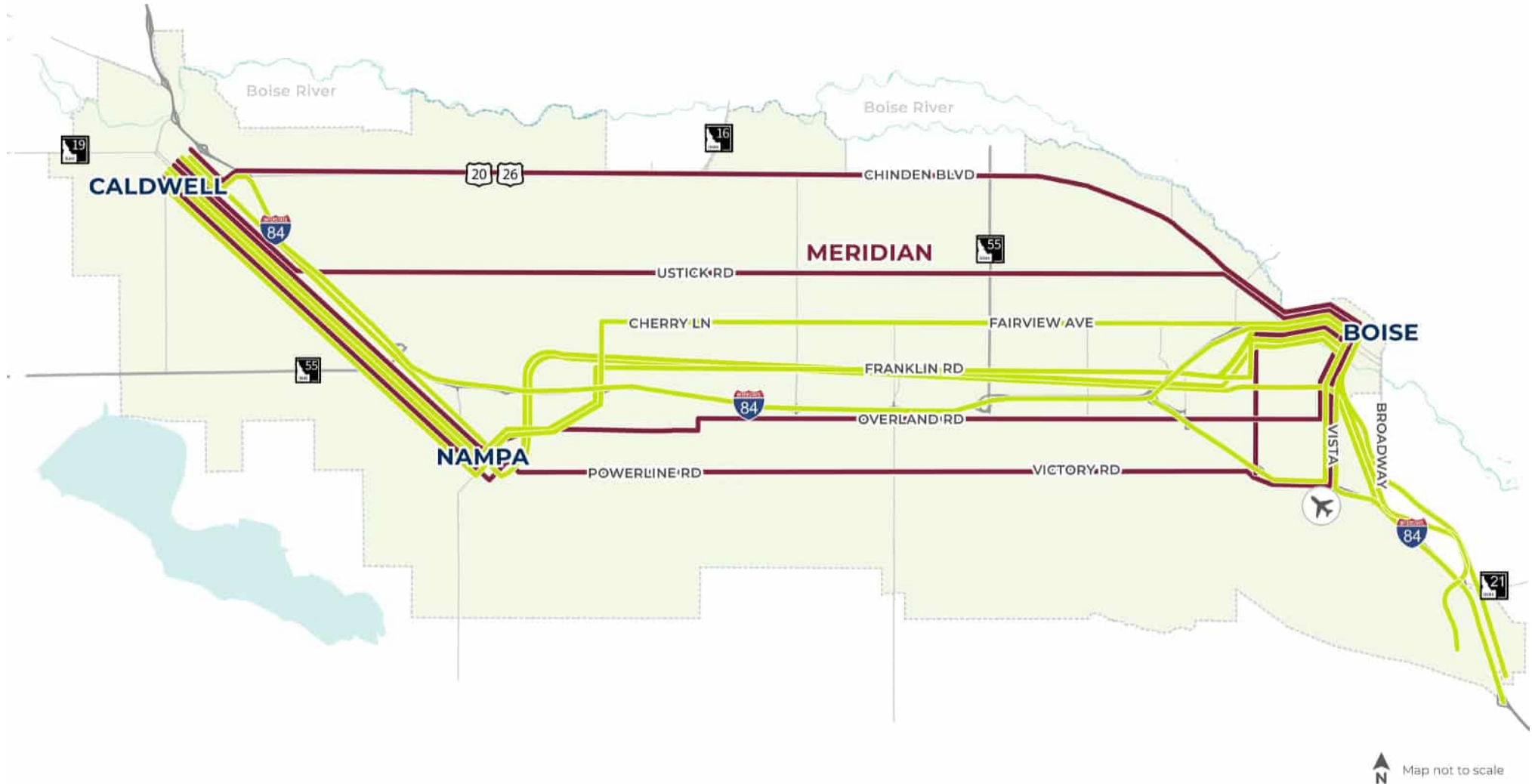
This is the option that could happen absent additional funding to advance a HCT project

# Routes Under Consideration

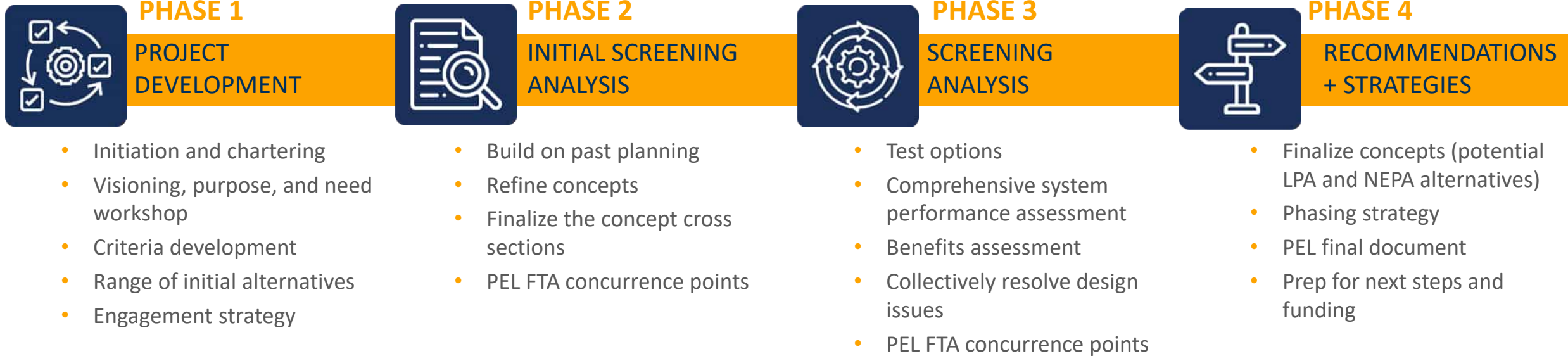


# Routes Advanced to Tier 2

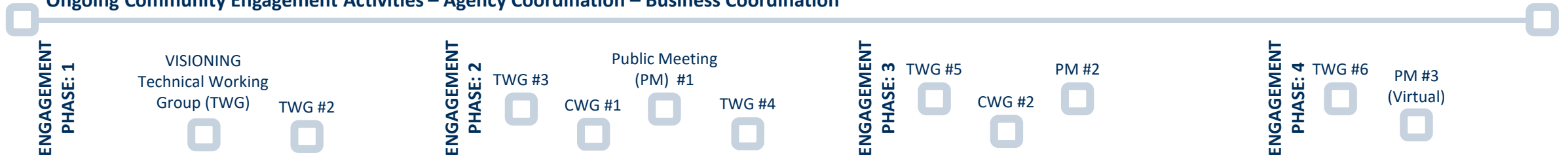
Meeting the Purpose and Need

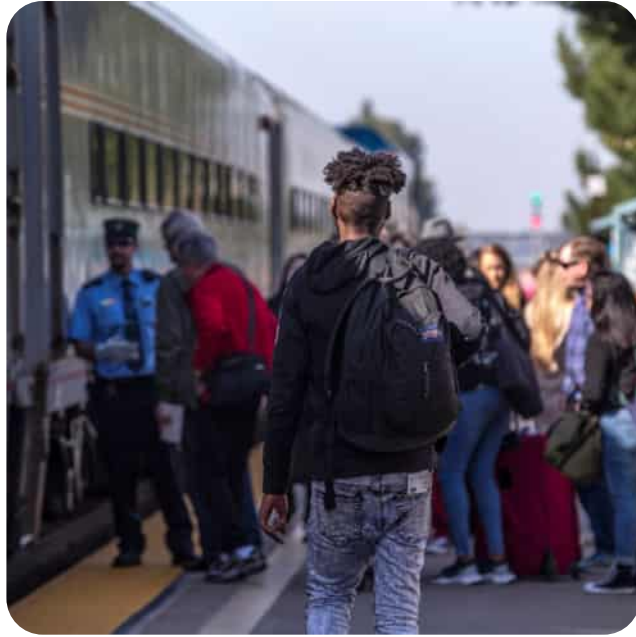


WE ARE HERE



Ongoing Community Engagement Activities – Agency Coordination – Business Coordination





 **LET'S RIDE**  
TREASURE VALLEY

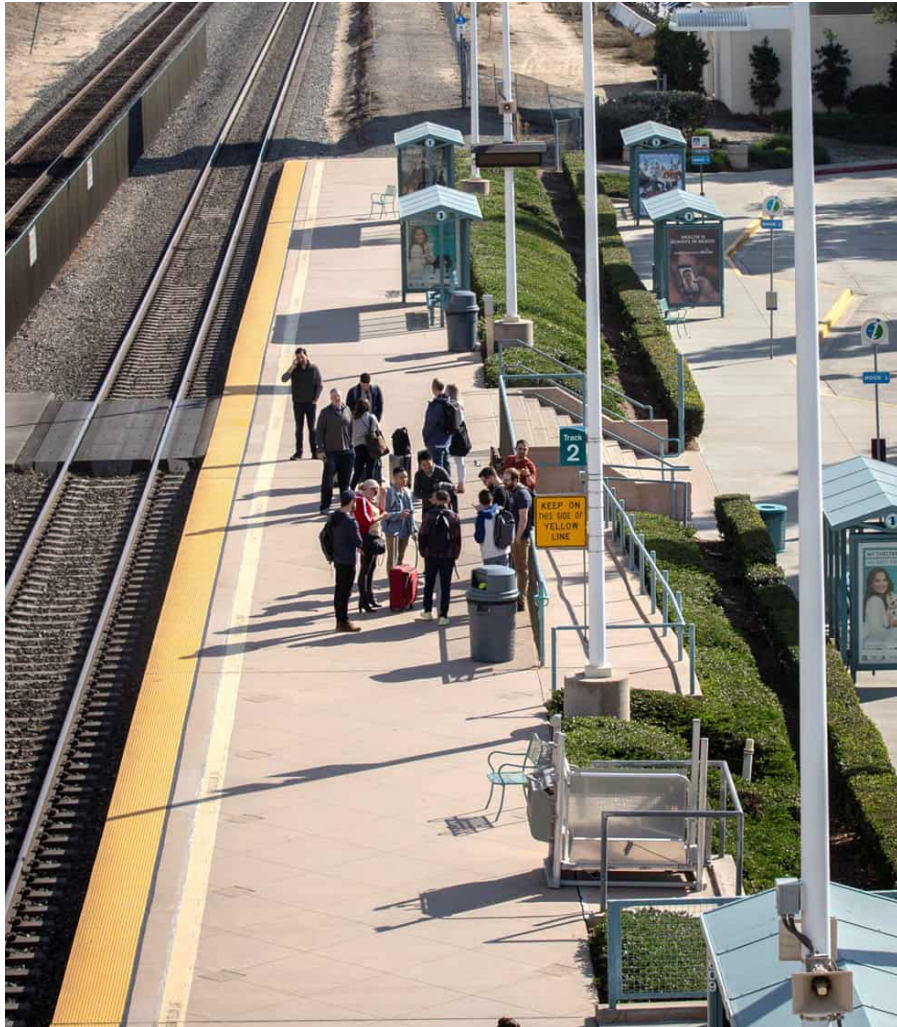
Executive Committee  
Meeting #4

June 3, 2025



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

# Agenda Overview



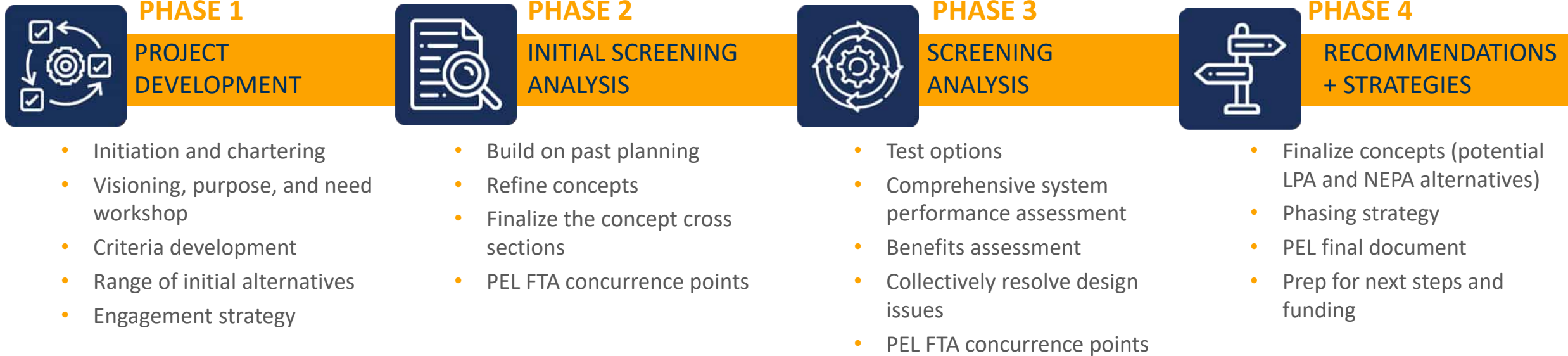
1. Project overview
2. Tier 3 evaluation
3. Tier 3 public engagement
4. Next steps

1

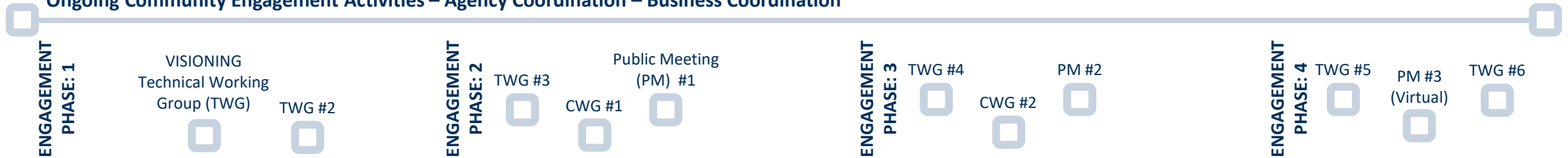
# Project Overview

# Our Process

WE ARE HERE



## Ongoing Community Engagement Activities – Agency Coordination – Business Coordination



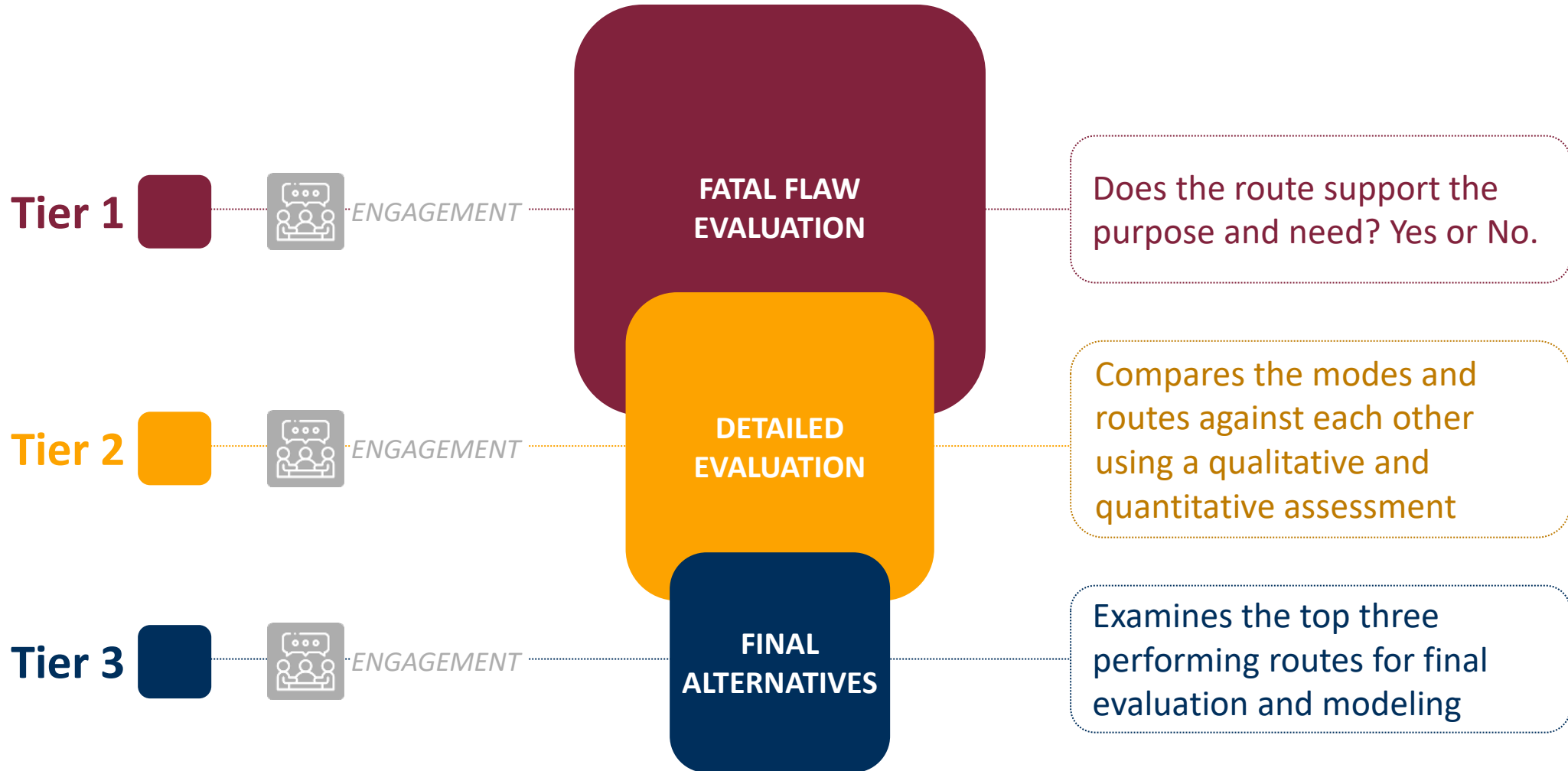
## Project Purpose

The purpose of the project is to **improve east-west mobility and accessibility** between Boise, Meridian, Nampa, and Caldwell, **providing reliable and convenient high-capacity transit service** that links key origins and destinations with strong potential for transit use.

## Project Need

- Lessen future stress on the region's transportation infrastructure due to **population and employment growth.**
- Provide greater mobility choice given the region's forecasted **deteriorating transportation reliability and travel times.**
- Support the region's **east-west travel patterns.**

# Evaluation Process



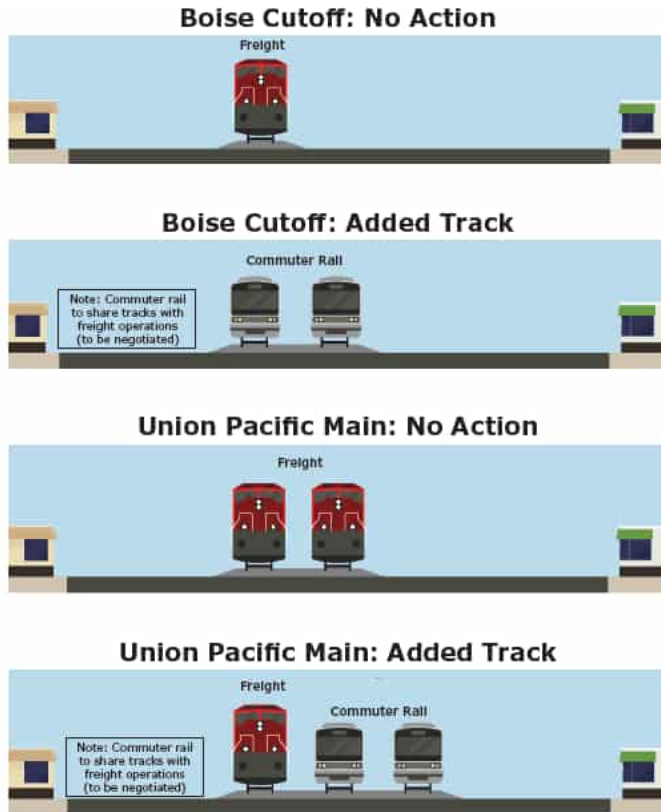
2

## Tier 3 Evaluation

# Boise Cutoff



**MODE**  
Regional Commuter Rail  
Double Tracks



# Fairview Avenue/Franklin Road

## 5-Lane (No Action 2050)\*

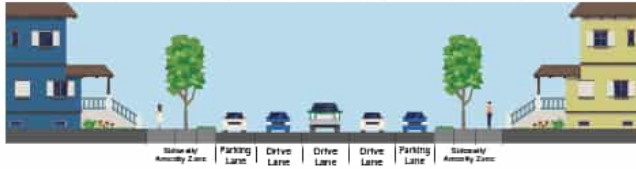


\*Portions of Fairview are planned for 7-lanes.

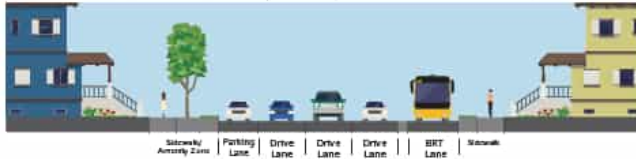
## 6-Lane BRT – Exclusive (Center Running)



## 3-Lane Couplet (No Action 2050)



## 4-Lane Couplet (BRT Left Side)



## 4-Lane Couplet (BRT Right Side)



## MODE

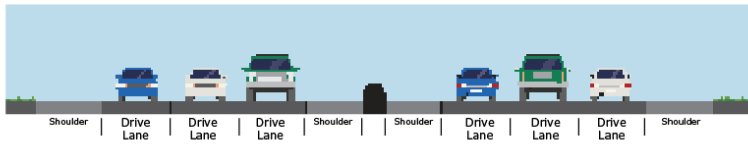
Bus rapid transit (BRT)  
Exclusive guideway  
(center)



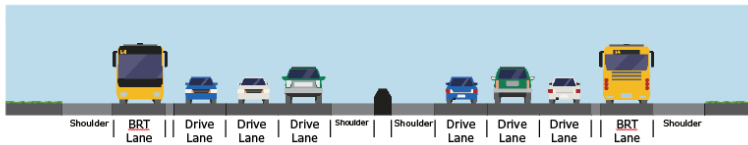


**MODE**  
 Bus rapid transit (BRT)  
 Exclusive guideway on shoulder

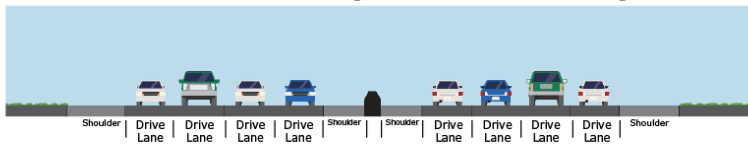
### I-84: 6-Lane (No Action 2050)



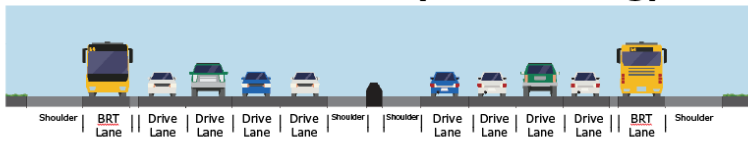
### I-84: 8-Lane BRT (Side Running)



### I-84: 8-Lane (No Action 2050)



### I-84: 10-Lane BRT (Side Running)



# Tier 3 Scoring Summary

Goal	Screening Criteria	Fairview Ave/Franklin Rd	I-84/I-184	Boise Cut-Off
		BRT Exclusive	BRT	Commuter Rail
Improve Transit Connectivity and Mode Share	Potential ridership?	Medium	Lowest	Greatest
	Capacity to accommodate future growth?	Medium	Medium	Greatest
	Transit connectivity to/from local routes?	Medium	Medium	Greatest
	Potential mode shift and congestion mitigation?	Lowest	Lowest	Medium
	Access to critical community services and demographics?	Medium	Medium	Medium
Improve Transit Reliability	Reliability through design and travel time?	Lowest	Medium	Greatest
	Maintenance facility considerations?	Medium	Medium	Medium
	Traffic impacts and challenges?	Lowest	Greatest	Medium
Expand Travel Choice and Mobility	Pedestrian connectivity?	Greatest	Medium	Lowest
	Bicycle connectivity?	Greatest	Medium	Medium
Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation	Supports growth and economic development?	Medium	Lowest	Greatest
	Environmental impacts and benefits?	Lowest	Medium	Medium
Advance Financially Feasible Solutions	Impacts to movement of freight/goods?	Lowest	Greatest	Medium
	Conceptual capital and operating costs?	Lowest	Greatest	Medium
	Funding options?	Medium	Medium	Medium
	Corridor preservation?	Lowest	Medium	Greatest
	Phasing and constructability?	Lowest	Medium	Greatest
Draft Tier 3 Scoring		Lowest	Medium	Greatest

# Airport and Micron Connection



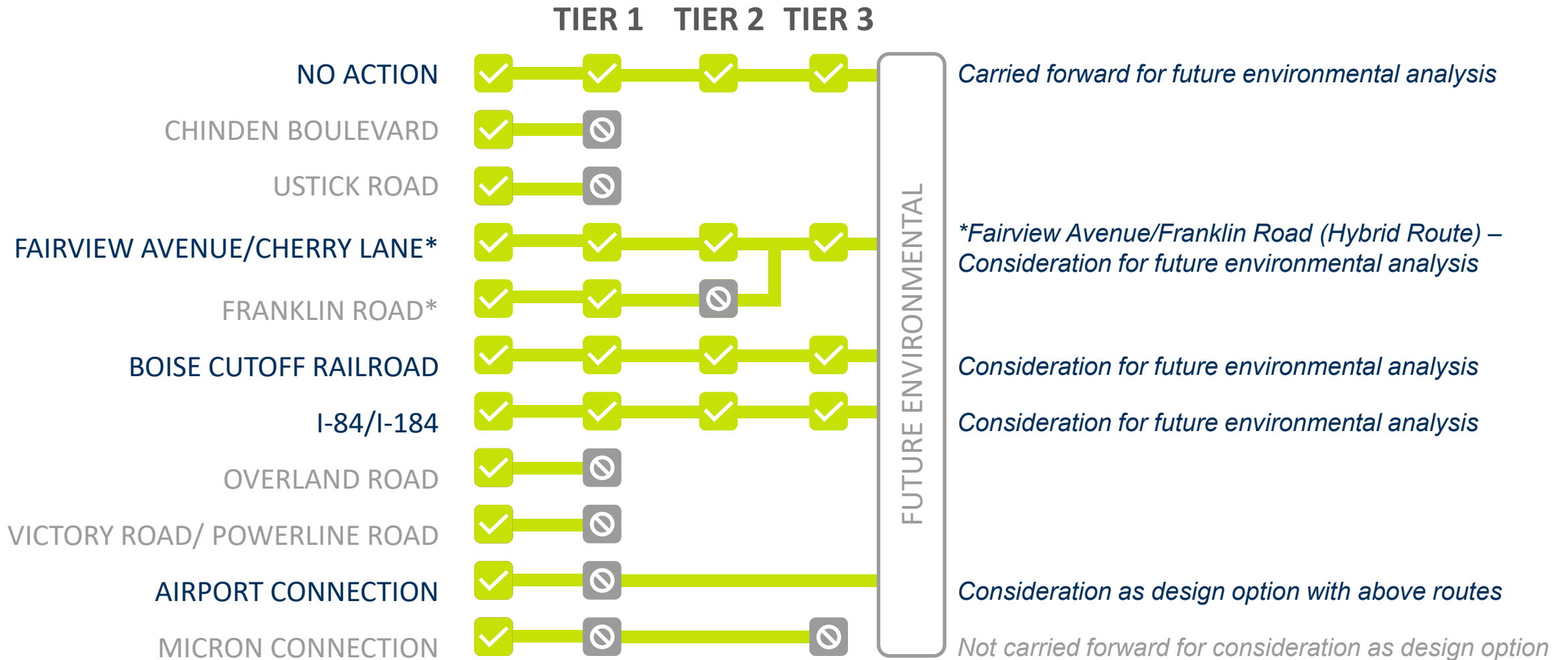
## ***Airport Connection Considerations:***

- Current Route: #3 Vista Route provides “High-frequency bus route” serves airport connection
- Planned Route: Separate peak period express route from Nampa, Meridian, Airport, and Micron
- Airport connectivity requires all day transit service
- Remaining alternatives meet Purpose and Need without the connection
- Recommended as design option for continued consideration moving forward

## ***Micron Connection Considerations:***

- No existing service
- Serving one employer may not require high-capacity transit service
- Planned Route: Separate peak period express route from Nampa, Meridian, Airport, and Micron
- Remaining alternatives meet Purpose and Need without the connection
- Recommended as separate project moving forward

# Tier 3 Preliminary Evaluation Results



3

## Tier 3 Public Engagement

# Final Engagement Touchpoint

- Self-guided online meeting from June 6-29
- Public participation workgroup (their staff)
- Topics to include:
  - Study background
  - Evaluation process
  - Tier 2 feedback
  - Tier 3 evaluation
    - Routes
    - Stations
    - Criteria
    - Preliminary Results
  - Next Steps
- Collect input on Tier 3 route options

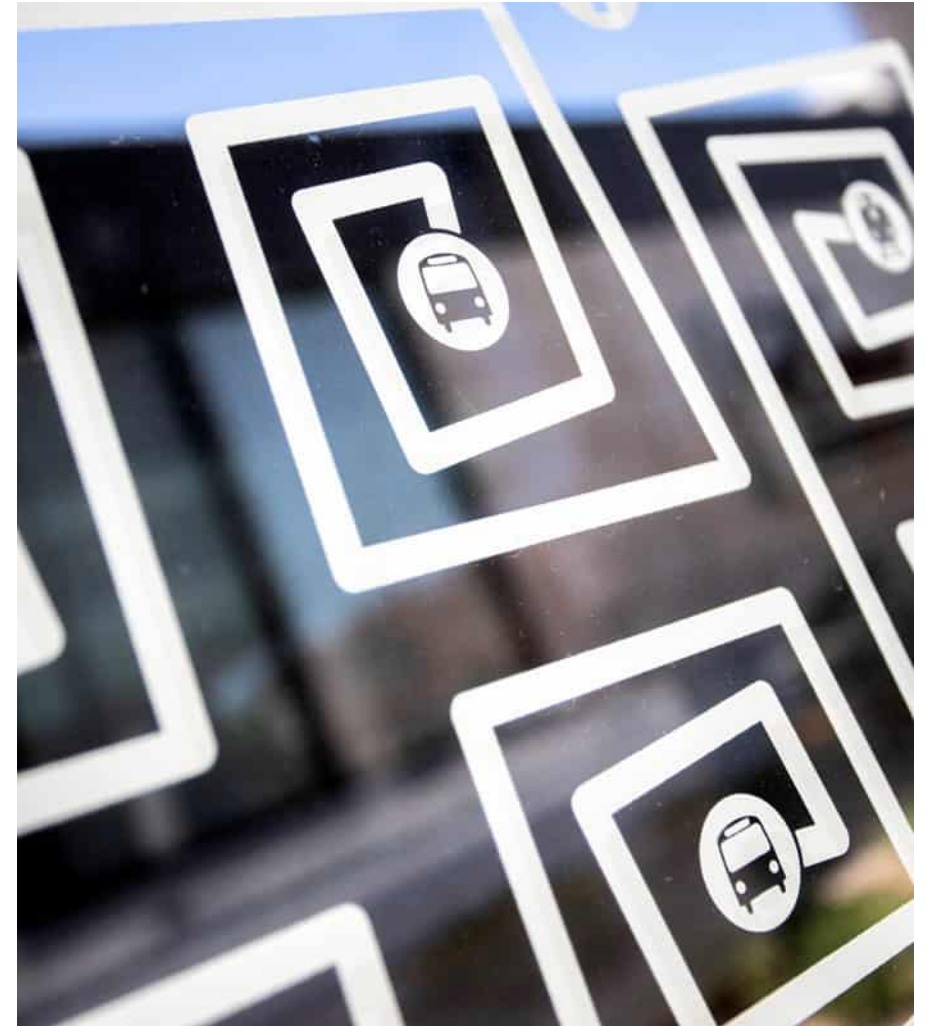


4

Next Steps

- Action Items
  - Upcoming online public meeting final engagement touchpoint (Jun 6-29)
  - COMPASS RTAC recommendation (Jul 23)
  - COMPASS Board action (Aug 18)
- Contact: [amiller@compassidaho.org](mailto:amiller@compassidaho.org)
- Closing

**THANK YOU!**





# Questions & Answers



**LET'S RIDE**

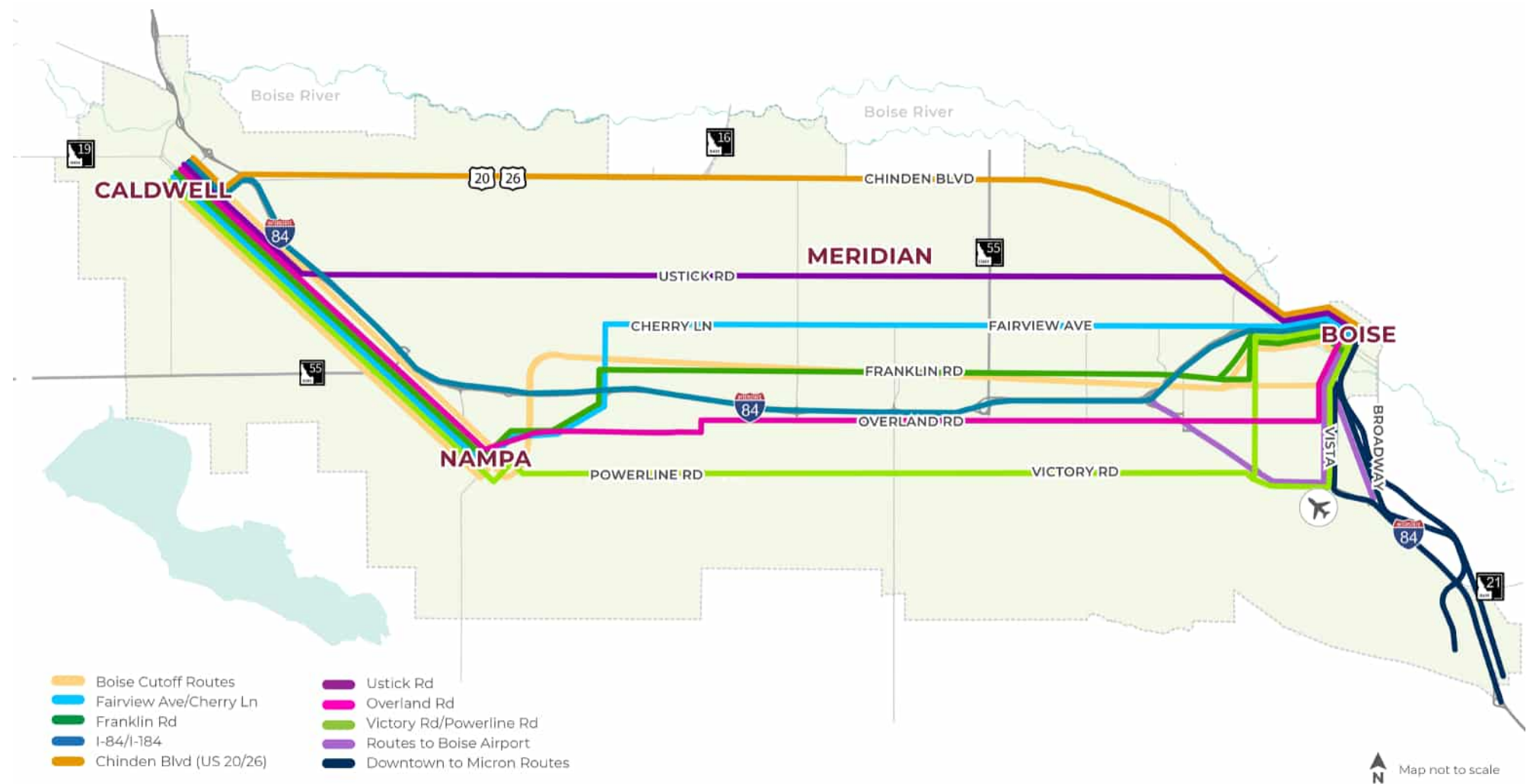
TREASURE VALLEY

# Tier 2 Public Engagement



- Engagement conducted in February and March.
  - Two open houses
  - Online survey
- Results:
  - 30 open house attendees
  - 98 survey responses (12 hard-copy, 86 online)
  - 8 email comments
  - 2,634 website views


# Initial Range of Routes



# Tier 3 Routes & Modes




**Regional – commuter rail**




**Light rail transit (LRT)**



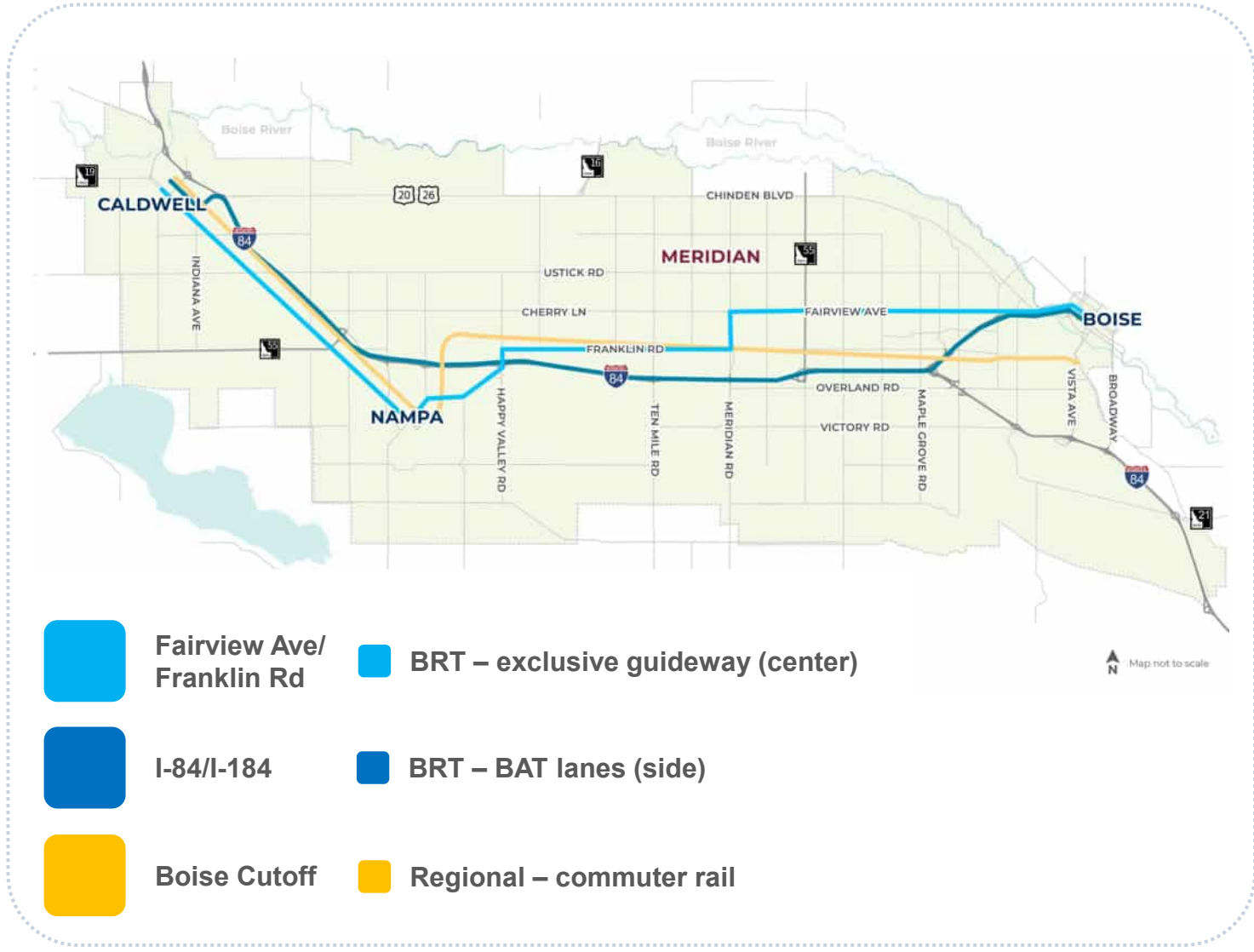
**Bus rapid transit (BRT) – exclusive guideway (center)**



**BRT – business access and transit (BAT) lanes (side)**

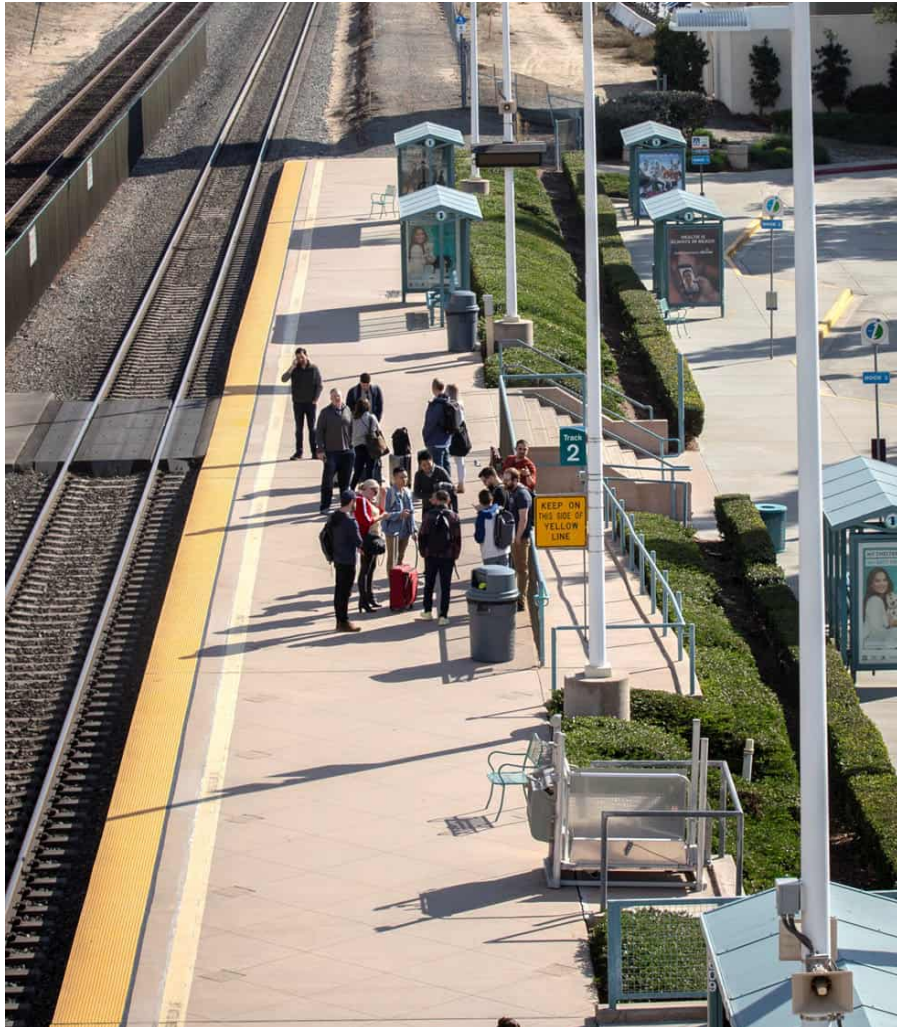


**BRT – mixed traffic**



**TIER 3 EVALUATION**

# Next Steps



- Funding and implementation plan
  - Summarizing current opportunities that align with the project scope
  - Understanding changing funding landscape
  - Examining implementation packages and concepts
  - Information to support COMPASS Board of Director's discussions

# Purpose

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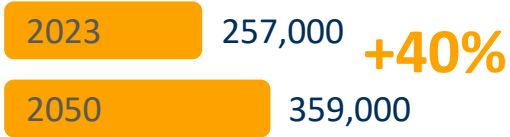


**Boise, Meridian, Nampa, and Caldwell**

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**accounting for 78% of the region's jobs**

**Canyon County Pop**  
2000-2023: **+95%**



**Ada County Pop**  
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SUPPORT THE REGION'S EAST-WEST TRAVEL PATTERNS



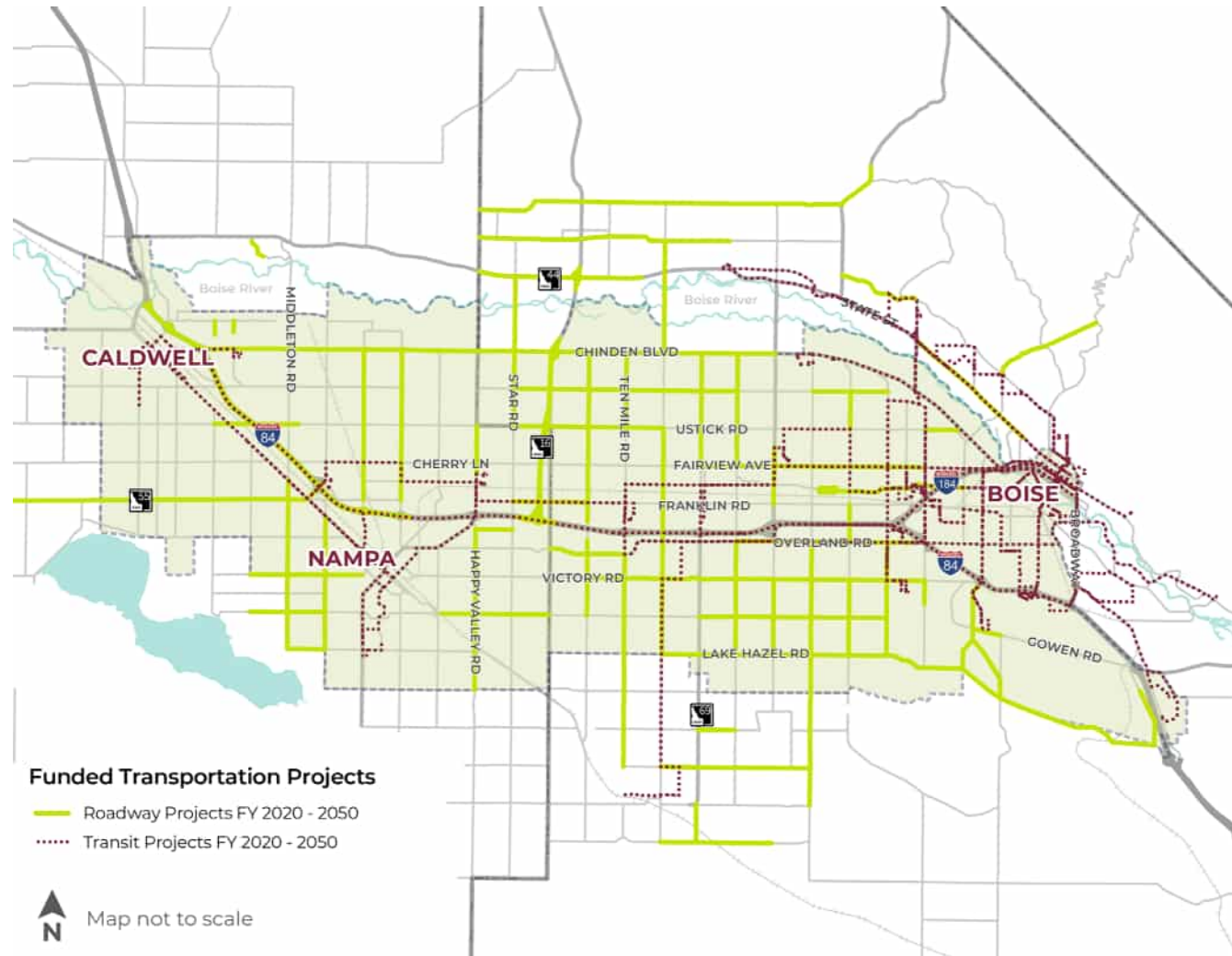
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By 2050, **31%** of all study area **commute trips** will focus on **Downtown Boise**

# No Action

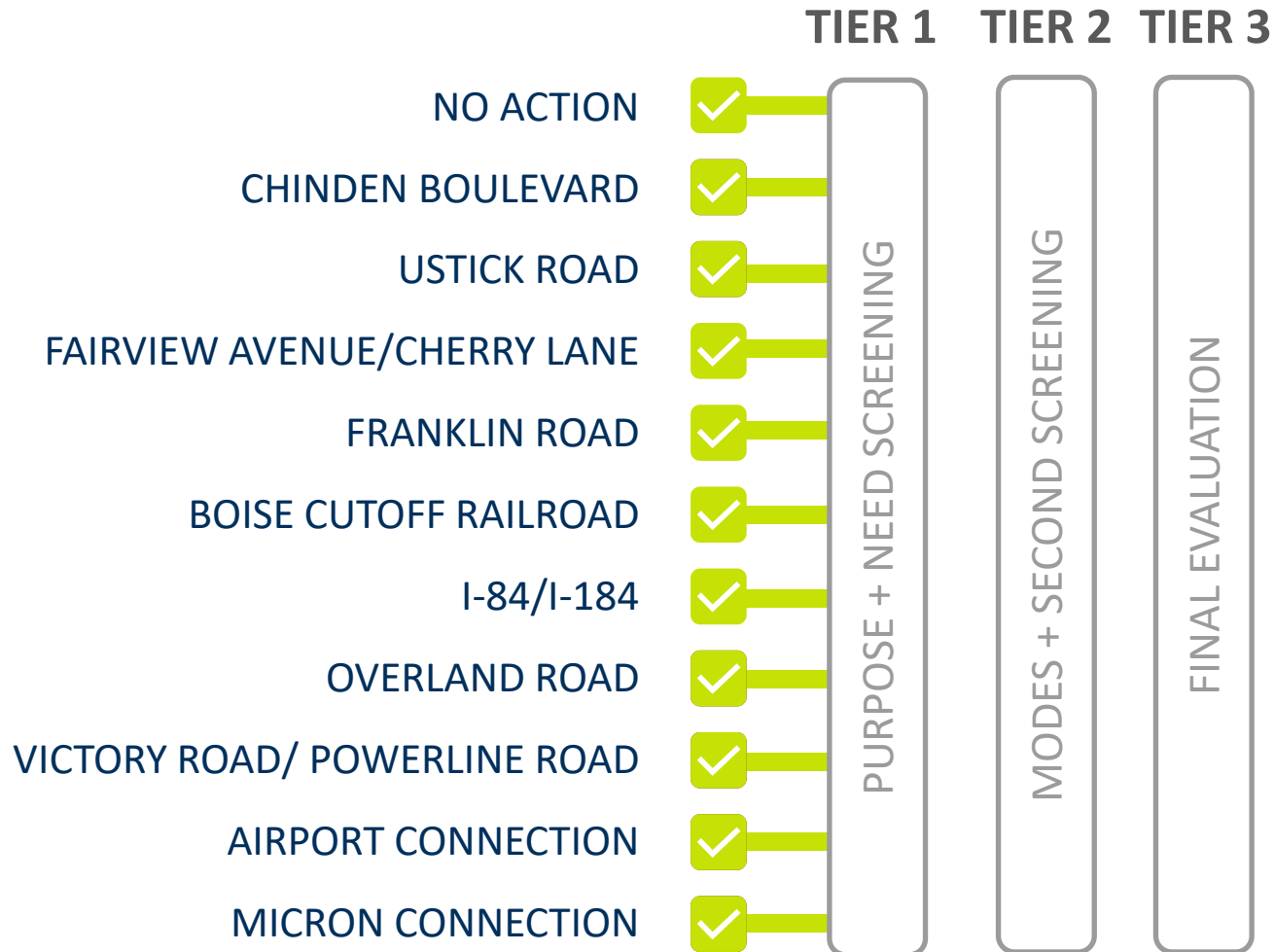


## DETAILS

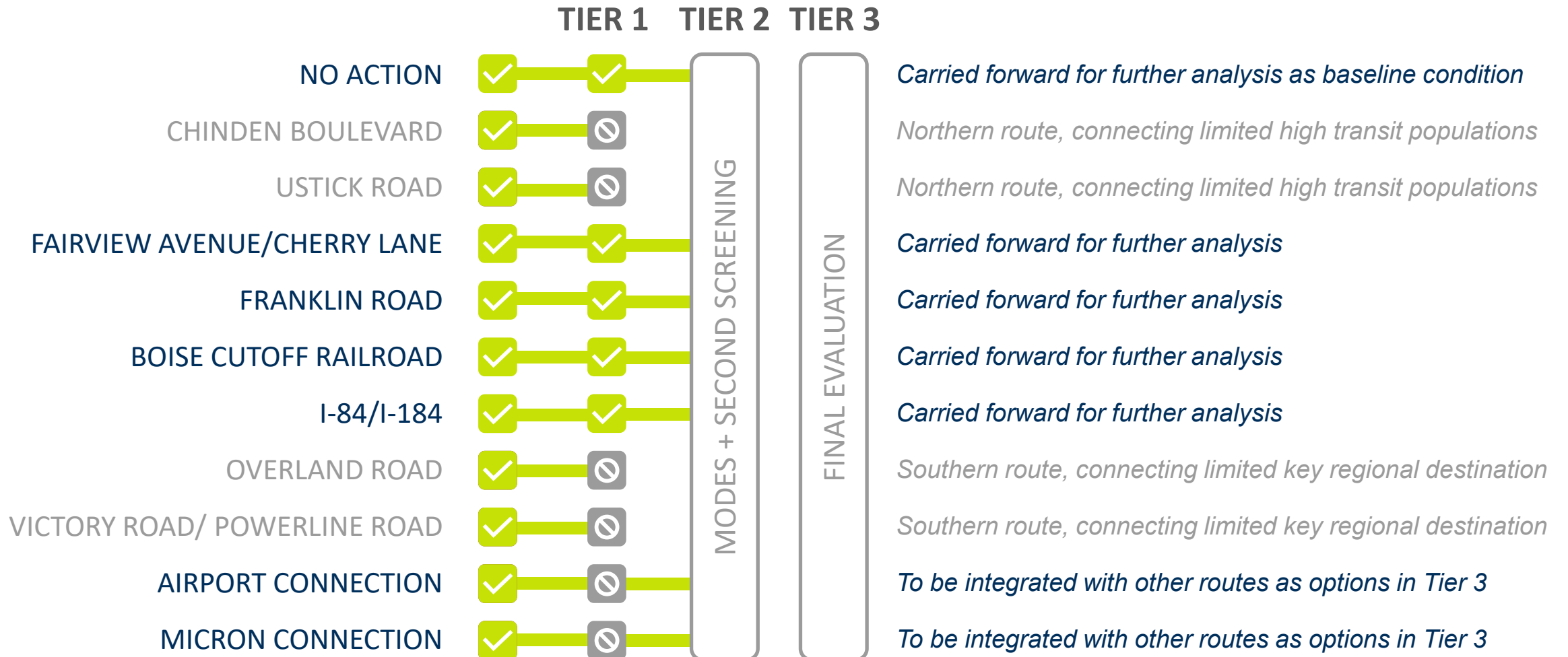
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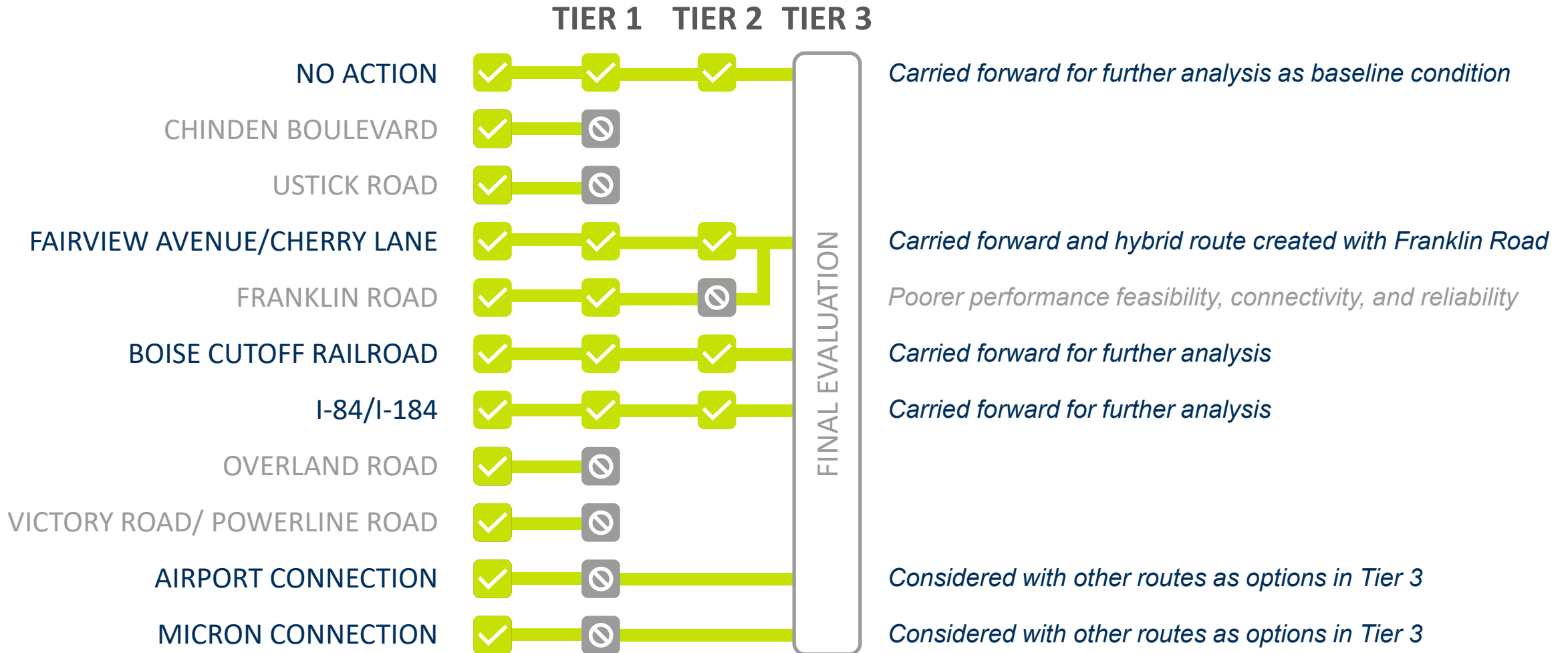
# Tier 1 Routes



# Tier 1 Routes Advanced



# Tier 2 Routes Advanced



# Routes Evaluated in Tier 3



# Fairview Avenue/Franklin Road

### 5-Lane (No Action 2050)\*

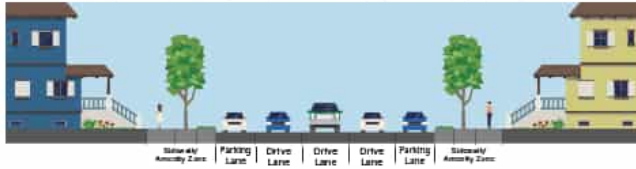


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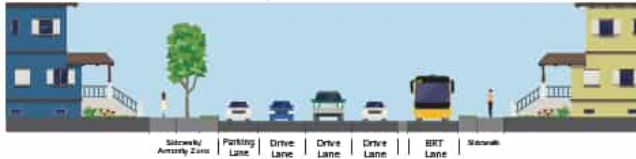
### 6-Lane BRT – Exclusive (Center Running)



### 3-Lane Couplet (No Action 2050)



### 4-Lane Couplet (BRT Left Side)



### 4-Lane Couplet (BRT Right Side)



### MODE

Bus rapid transit (BRT)  
Exclusive guideway  
(center)



Fairview Ave/Franklin Rd | Exclusive BRT

Map not to scale

# Fairview Avenue/Franklin Road

## PRELIMINARY STOP LOCATIONS

- Main Street Station
- Cole Rd
- The Village (Eagle Rd)
- Meridian City Hall
- Ten Mile Rd
- Idaho Center Blvd
- Downtown Nampa
- Happy Day Transit Center
- Downtown Caldwell

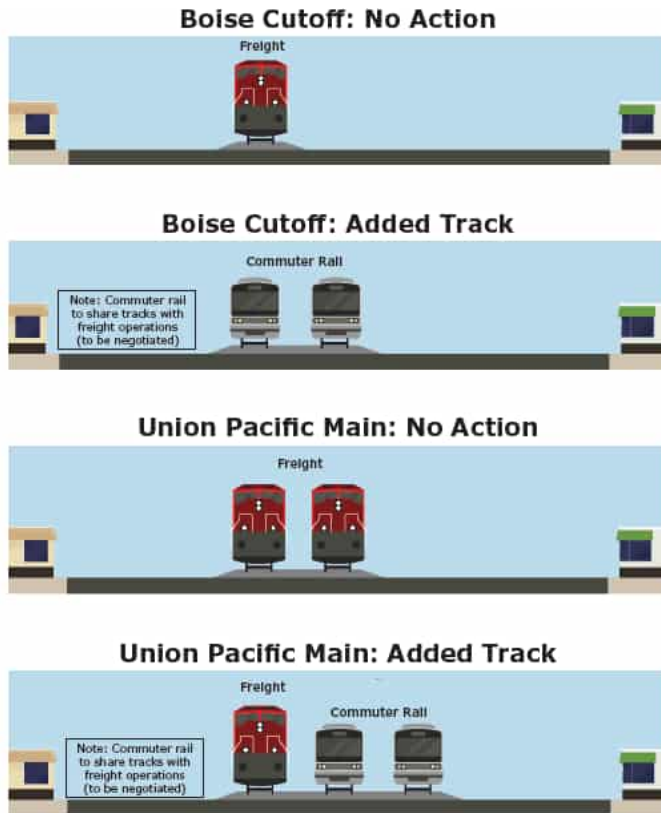
P = Assumed Park and Ride



# Boise Cutoff



**MODE**  
Regional Commuter Rail  
Double Tracks



Map showing the Boise Cutoff route (orange line) connecting Caldwell, Nampa, Meridian, and Boise. Key roads include Indiana Ave, Happy Valley Rd, Franklin Rd, Ten Mile Rd, Meridian Rd, Victory Rd, Maple Grove Rd, Orchard St, and Broadway Ave. Major highways shown are I-84, SR-20, SR-26, SR-16, SR-55, and SR-21. The Boise River is also depicted.

— Boise Cutoff | Commuter Rail  
- - - Existing VRT Vista Route 3

Map not to scale



# Boise Cutoff

## PRELIMINARY STOP LOCATIONS

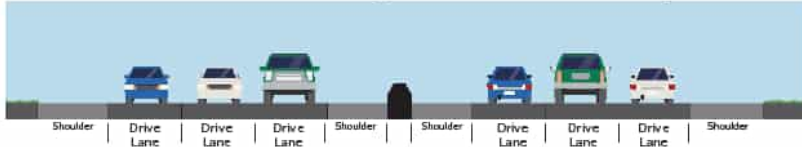
- P Boise Depot
- P Boise Towne Square Mall
- P The Village (Eagle Rd)
- P Downtown Meridian
- P Ten Mile Rd
- P Idaho Center Blvd
- P Downtown Nampa
- P Happy Day Transit Center
- P Caldwell Train Depot

P = Assumed Park and Ride

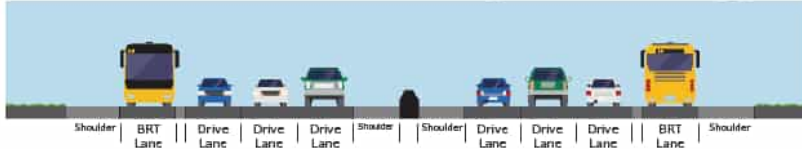


# I-84/I-184

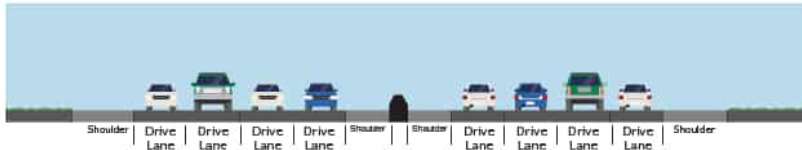
### I-84: 6-Lane (No Action 2050)



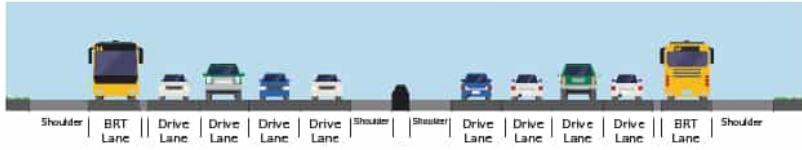
### I-84: 8-Lane BRT – BAT (Side Running)



### I-84: 8-Lane (No Action 2050)



### I-84: 10-Lane BRT – BAT (Side Running)



**MODE**  
Bus rapid transit (BRT)  
Exclusive guideway on shoulder



## PRELIMINARY STOP LOCATIONS

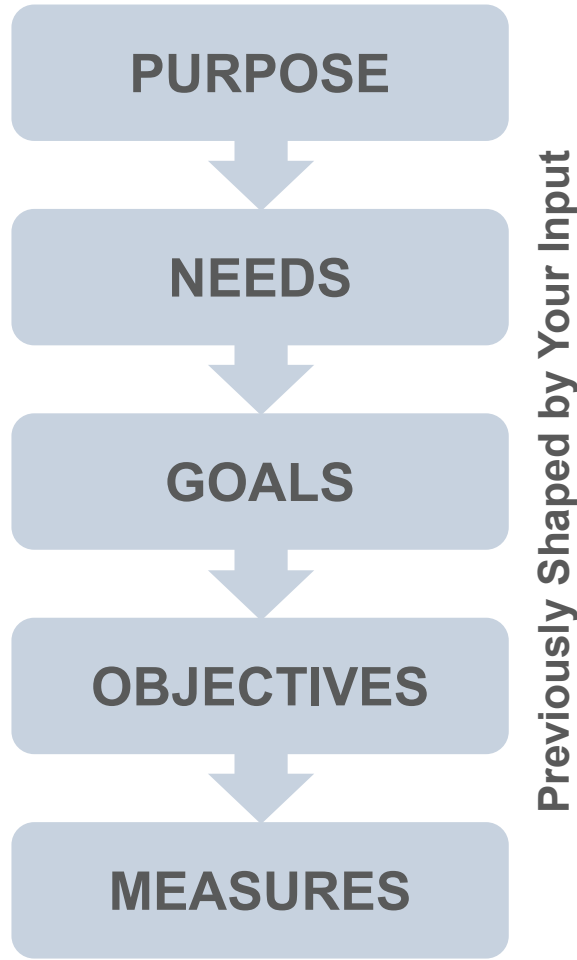
- Main Street Station
- P Boise Towne Square Mall
- P Eagle Interchange
- P Meridian Interchange
- P Ten Mile Interchange
- P Garrity Interchange
- P Treasure Valley Marketplace
- P Downtown Caldwell

P = Assumed Park and Ride



# Tier 3 Evaluation

## Criteria Based on Our Goals



- Previously provided:
  - Input and context to purpose, need, goals, and objectives
  - Concurrence on purpose, need, goals, objectives to create our measures
- Measures require flexibility in application
  - Depending on how they perform, differentiation, data available, etc.

# Tier 3 Evaluation Categories

Building on Previous Tiers



**Improve  
Transit  
Connectivity  
and Mode  
Share**



**Improve  
Transit  
Reliability**



**Expand Travel  
Choices and  
Mobility**



**Develop  
Compatible  
Plans for  
High-Capacity  
Transit, Land  
Use, and  
Transportation**



**Advance  
Financially  
Feasible  
Solutions**

# Tier 3 Evaluation

## Improve Transit Connectivity + Mode Share



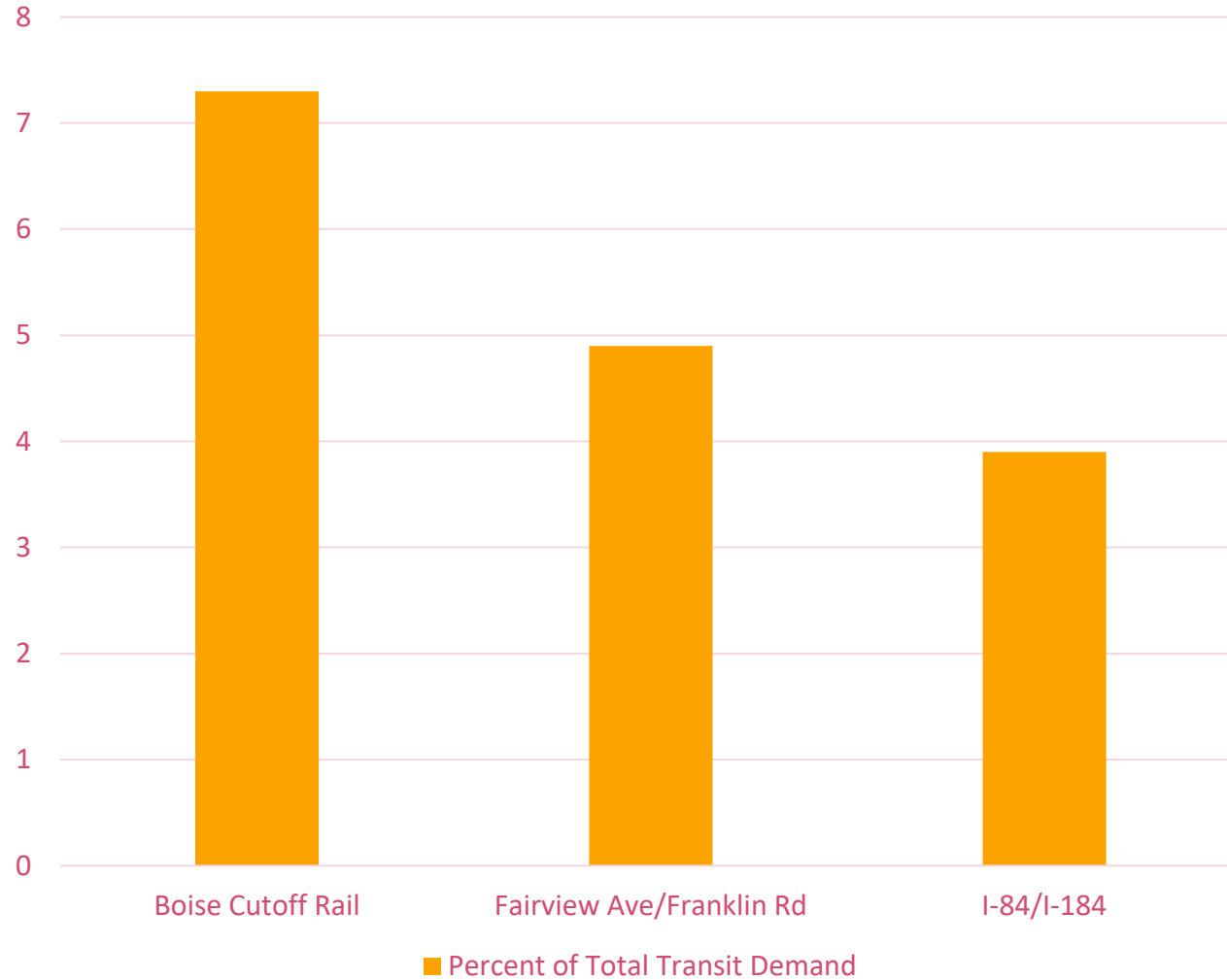
### Improve Transit Connectivity + Mode Share

- Potential transit demand?
  - **Boise Cutoff:** Based on future projections of the whole transit system, the Boise Cutoff models the highest potential transit demand
  - **Boise Cutoff:** route potentially generates ~65-75% higher demand than the mid demand (Fairview/Franklin) route and ~115-120% higher demand than the low demand (I-84/I-184) route.
- Capacity to accommodate future growth?
  - **Boise Cutoff:** The Boise Cutoff has the largest capacity based on peak hour schedule and vehicle capacity
- Transit connectivity with local routes?
  - **Boise Cutoff:** Based on future projections of the whole transit system, the Boise Cutoff models the highest potential transit ridership for local routes
- Potential mode shift and congestion mitigation?
  - **Boise Cutoff:** Greatest shift in VMT (over -0.05%)
- Access to critical community services, transit need, and affordable housing?
  - **Not a Differentiator:** All routes provide similar access to resources and equally serve a population that may need transit

# Tier 3 Evaluation

## Improve Transit Connectivity + Mode Share

Percent of Total Transit Demand (2050)



# Tier 3 Evaluation

## Improve Transit Reliability



### Improve Transit Reliability

\*In addition to HCT service, requires transfer and approx. 5-minute bus ride to Downtown Boise.

- Reliability through design and travel time?
  - **Boise Cutoff:** Shortest travel time for HCT service (\*similar to **I-84/I-184** Route Option when transfer to Downtown Boise is considered)
- Maintenance considerations?
  - **Not a differentiator:** Boise Cutoff would require approximately 1/3 more site space and connection to freight rail corridor
- Traffic interactions and challenges?
  - **Boise Cutoff and I-84:** These routes may result in the fewest conflicts with vehicles due to limited access and interaction with other roads, turning traffic, and frequency

# Tier 3 Evaluation

## Improve Transit Reliability

### Operations Assumptions

Alternative	Length (Miles)	Avg Operating Speed	Travel Time	Vehicle Requirements
Boise Cutoff Freight Corridor	28.5	29.6	58 mins	6 (5 peak, 1 spare)
Fairview/Franklin	27.5	18.0	1 hr 35 mins	18 (15 peak, 3 spare)
I-84/I-184	27.5	24.1	1 hr 9 mins	14 (11 peak, 3 spare)

Alternative	Weekday		Saturday		Sunday	
	Service Hours	Frequency (mins)	Service Hours	Frequency (mins)	Service Hours	Frequency (mins)
Boise Cutoff Freight Corridor	16	30	14	60	12	60
Fairview/Franklin	16	15	14	30	12	30
I-84/I-184	16	15	14	30	12	30

Note: Boise Cutoff will require an additional approx. 5-minute bus ride to Downtown Boise.

# Tier 3 Evaluation

## Expand Travel Choice + Mobility



### Expand Travel Choice + Mobility

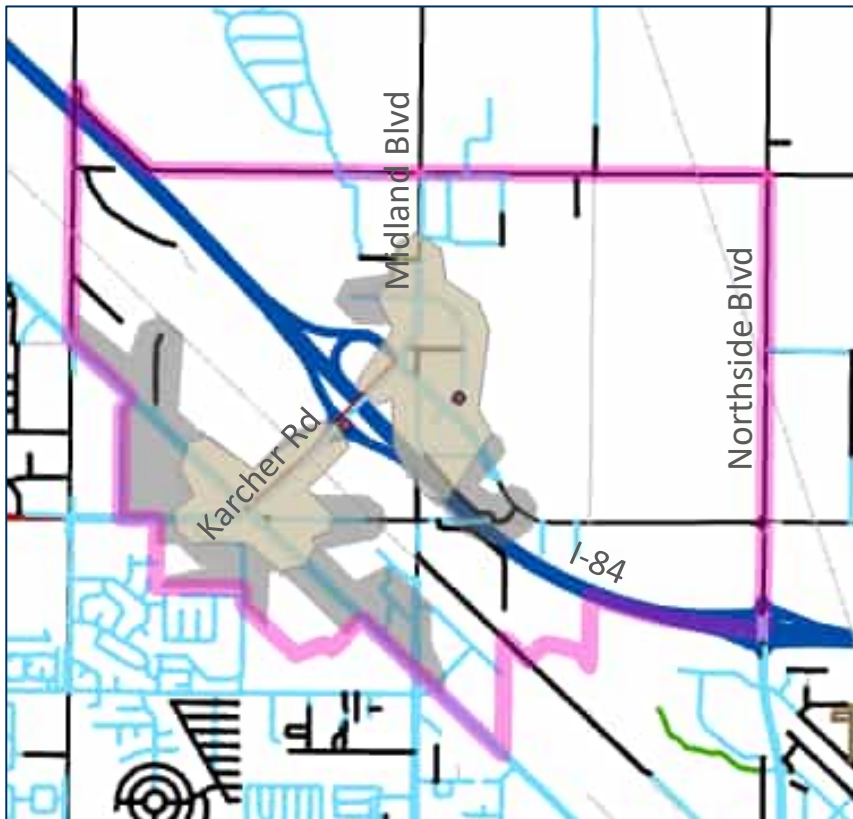
- Pedestrian connectivity?
  - ***Fairview Ave/Franklin Rd***: Greatest pedestrian walkability coverage near stations.
- Bicycle connectivity?
  - ***Fairview Ave/Franklin Rd***: Greatest bicycle facility coverage near stations.

# Tier 3 Evaluation

## Expand Travel Choice + Mobility

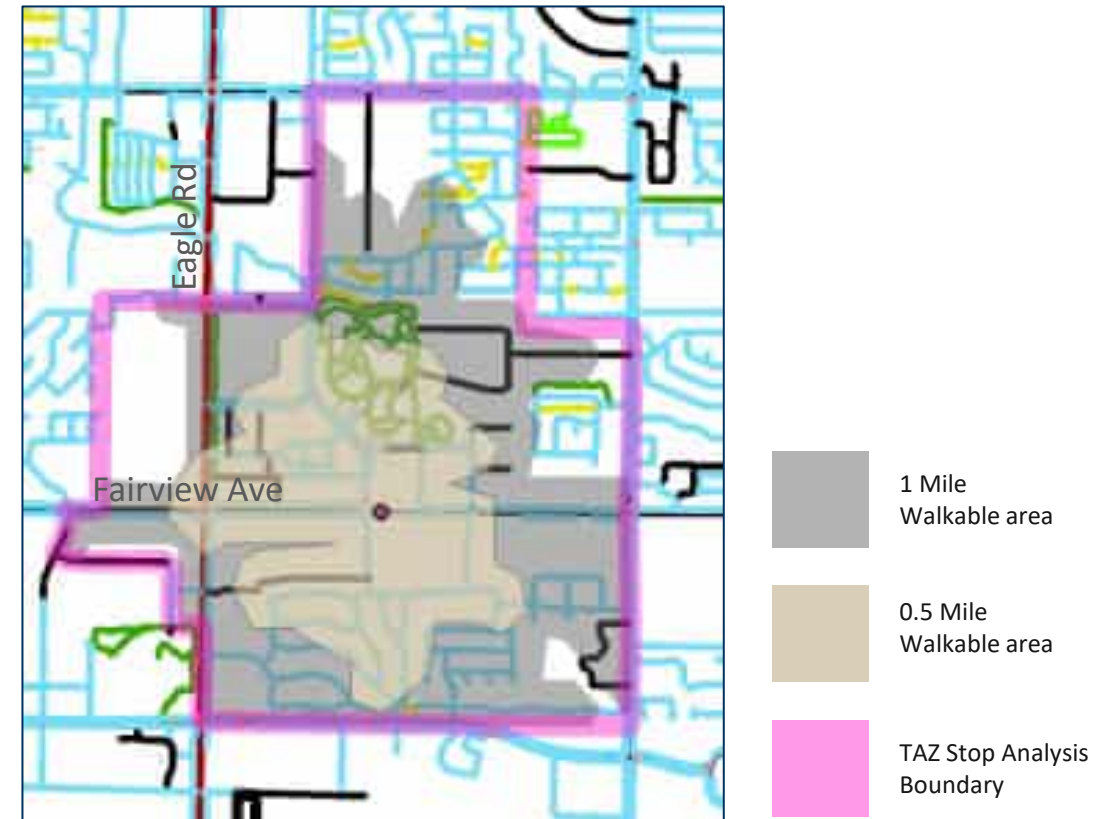
### I-84/I-184: TREASURE VALLEY MARKETPLACE

Bike and pedestrian facility coverage



### FAIRVIEW/FRANKLIN: THE VILLAGE STOP

Bike and pedestrian facility coverage



# Tier 3 Evaluation

## Develop Compatible Plans

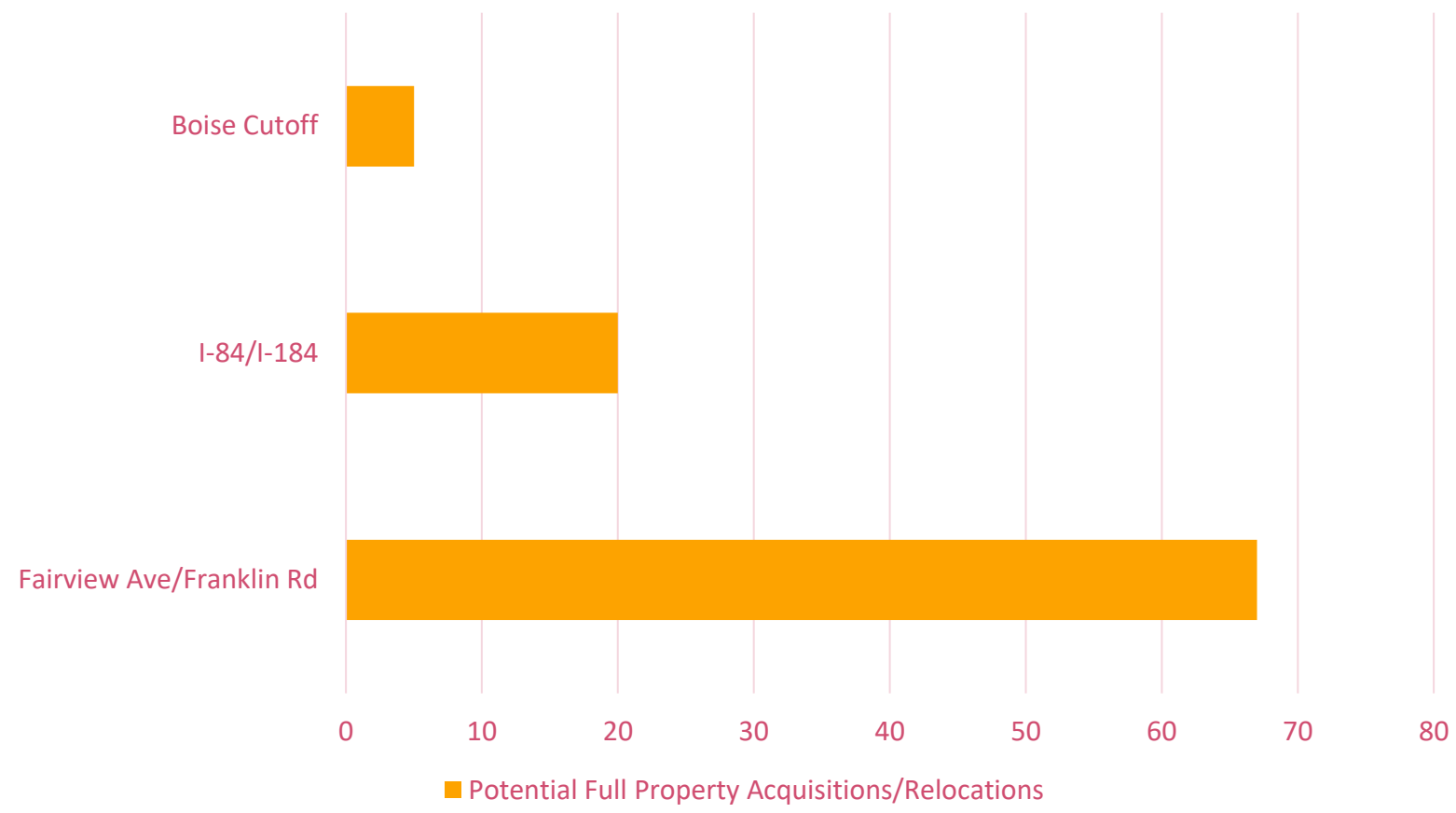


**Develop Compatible  
Plans for High-  
Capacity Transit,  
Land Use, +  
Transportation**

\*Downtown Boise transfer included with Boise Cutoff analysis, as many riders will include that leg of their trips.

- Supportive growth and economic development?
  - **Fairview Ave/Franklin Rd, Boise Cutoff\*** : *Highest current and future population near stations.*
  - **I-84/I-184, Boise Cutoff\***: *Highest current and future employment near stations.*
- Environmental impacts and benefits?
  - **Fairview Ave/Franklin Rd**: Greatest potential impact to non-transportation property acquisition needs.
  - **Fairview Ave/Franklin Rd and I-84/I-184**: Highest potential for historic resource impacts
  - **Boise Cutoff**: Greatest potential impact to wetlands.
  - **I-84/I-184**: Greatest potential impact to floodplains.

### Approximate Number of Potential Full Property Acquisitions



# Tier 3 Evaluation

## Advance Financially Feasible Solutions



### Advance Financially Feasible Solutions

\*Assumes separate transitway for length of I-84/I-184.

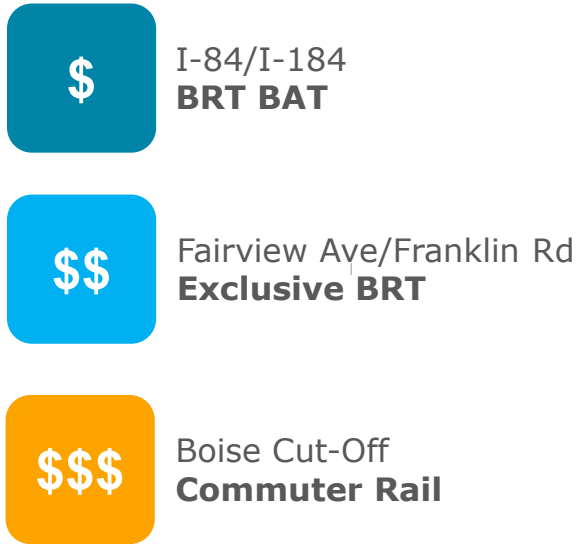
\*\*Financial agreement with freight owner/operator not included.

- Movement of freight/goods?
  - **I-84/I-184**: Minimal impact to freight movements.\*
  - **Boise Cutoff**: Agreement with freight owner/operator to minimize impacts to freight. Freight may benefit from new infrastructure while transit service not in use.
- Conceptual capital and operating costs?
  - **Boise Cutoff**: Most expensive to construct.\*\*
  - **Fairview Ave/Franklin Rd**: Most expensive to operate.
- Funding options?
  - **Not a differentiator**: *FTA CIG is best option for remaining alternative. Freight related grants would need to benefit freight (even if they also benefit transit). Public/Private Partnership not considered at this level.*
- Corridor preservation?
  - **Fairview Ave/Franklin Rd**: Requires twice the ROW acreage as other alternatives, and x7 parcel impacts.
- Phasing and constructability?
  - **Boise Cutoff**: Assumed agreement with freight owner/operator to minimize impacts to freight. Impacts to the public limited to at-grade crossings.

# Tier 3 Evaluation

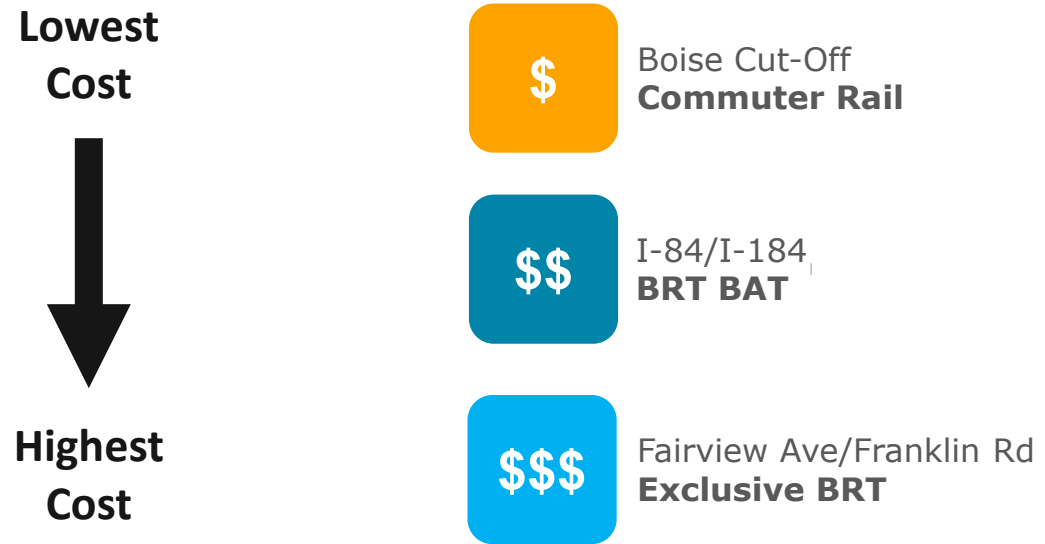
## Advance Financially Feasible Solutions

### CONCEPTUAL CAPITAL COST COMPARISON



I-84/184 route is ~10-20% lower capital cost than the Fairview/Franklin route and ~15-25% lower cap cost than the Boise Cutoff route.

### CONCEPTUAL OPERATING COST COMPARISON



Operating costs are in line with industry standards given the assuming operating scenarios. The efficiency and capacity of commuter rail reduces its overall operating costs by comparison to the other routes.

3

## Tier 2 Public Engagement and Feedback

# Tier 2 Engagement Takeaways

- **72% of respondents agreed or mostly agreed** with the route options to be carried forward to the Tier 3 Evaluation.
- Respondents ranked the route options in the following order:
  1. Boise Cutoff Commuter Rail
  2. I-84/184 Bus Rapid Transit
  3. Fairview Avenue/Cherry Lane Bus Rapid Transit
  4. None of these – I prefer a different route
  5. None of these – Don't build it at all (the "No Action" alternative)
- Fairview Avenue/Cherry Lane and Franklin Road routes should be consolidated into a hybrid route.





## Freight Rail Coordination

## **Rail stakeholder meeting notes**

July 18, 2024

### Attendees:

Lila Klopfebstein – COMPASS

Austin Miller – COMPASS

Matt Stoll – COMPASS

Amy Luft – COMPASS

Matt Hoobler - Watco

Justin Mahr – Watco

Nick Peterson – Benesch (on behalf of UP)

Materials: Slideshow attached.

Q. What do we need to know when developing alternatives?

A. Matt Hoobler - Watco

- BVRR corridor.
  - Spur lines are on both sides of the corridor.
  - Interest is in freight rail for customers
  - Don't want to disrupt service that feeds into those spurs

Q. Are there policies/plans that you have that they can share that we should be aware of?

A. Nick: MUTCD (Manual on Uniform Traffic Control Devices) requirements – mostly deal with RR crossings, but could to understand and reference. Will send link to newest addition to Lila.

Q. How do you want to be engaged?

- A. Matt Hoobler. World is run by those who show up.
- o They will stay engaged.

- Meetings are great way to stay in touch - emails tend to get lost in inbox

A. Nick – Benesch

- He will loop in UP's environmental team and public affairs.
  - At least initially he will be the contact and will pass the info on to UP. He'll let Lila know if UP itself wants to be more involved

Lila will add all three to TWG list to get the materials and be invited to the meetings.

Matt H – likely can't attend the July 30 meeting due to a conflict (will be at meetings in DC), but don't take that as lack of interest.

COMPASS also offered to have individual meetings with any/all of them as needed.

# Context

Source: <https://www.watco.com/service/rail/boise-valley-railroad-bvrr/>

1

# Who is COMPASS?

- Community Planning Association of Southwest Idaho
- Metropolitan planning organization for Ada and Canyon Counties.
  - Primarily responsible for transportation planning and distribution of federal transportation funds for designated urbanized areas

2



## Project History

- **2003** – Rail Corridor Evaluation Study
- **2009** - Treasure Valley High Capacity Transit Study
- **2020** - Treasure Valley High Capacity Transit Study Update
- **2021** – All Aboard! Survey
- **2021** - Locally favored high-capacity transit option: Regional Rail (hybrid between commuter and light rail)
- **2024 – 2025** - Treasure Valley High-Capacity Transit Planning and Environmental Linkages Study branded “Let’s Ride Treasure Valley”



3

3



## What is PEL?

- **Planning and Environmental Linkages (PEL)** study
- Formal federal process to help **streamline future environmental process** (National Environmental Policy Act - NEPA)
- Different from past high-capacity transit studies but will **build on what has already been done**
- Clearly define **what we want to achieve and why** (purpose and need)
- Develop, analyze, and **narrow potential options**
- **Coordinate with federal partners** at key points

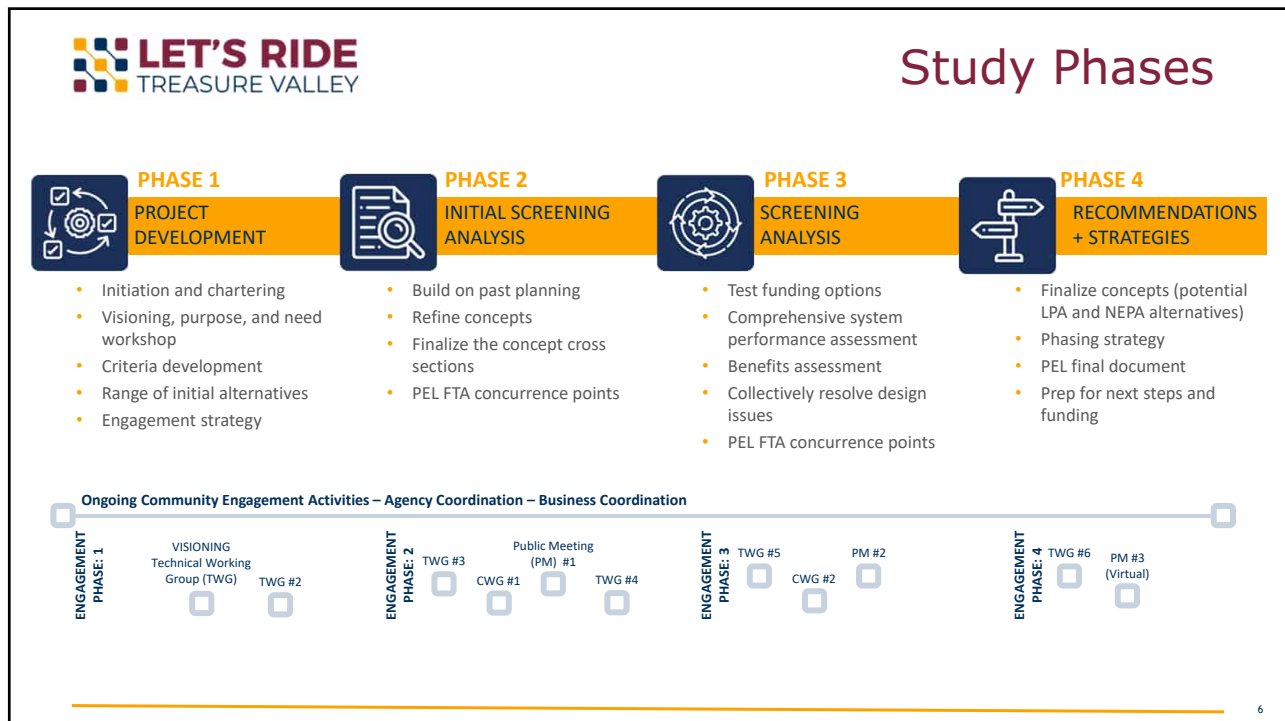


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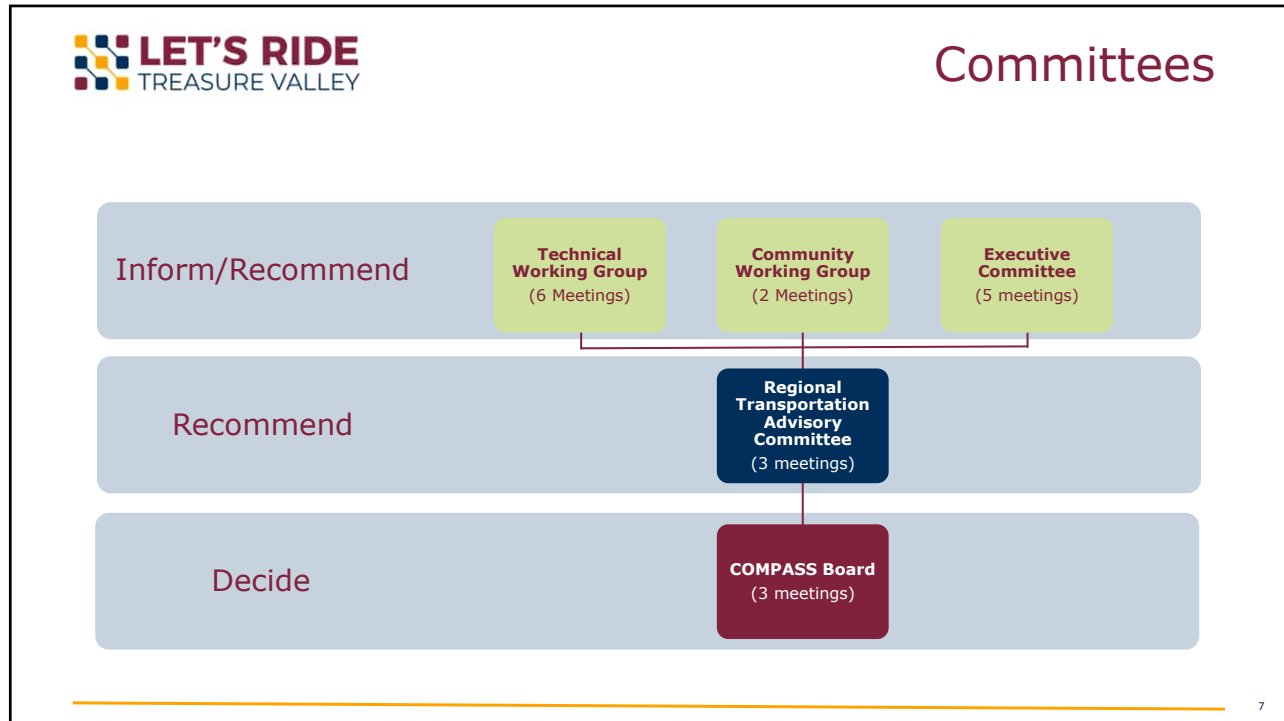
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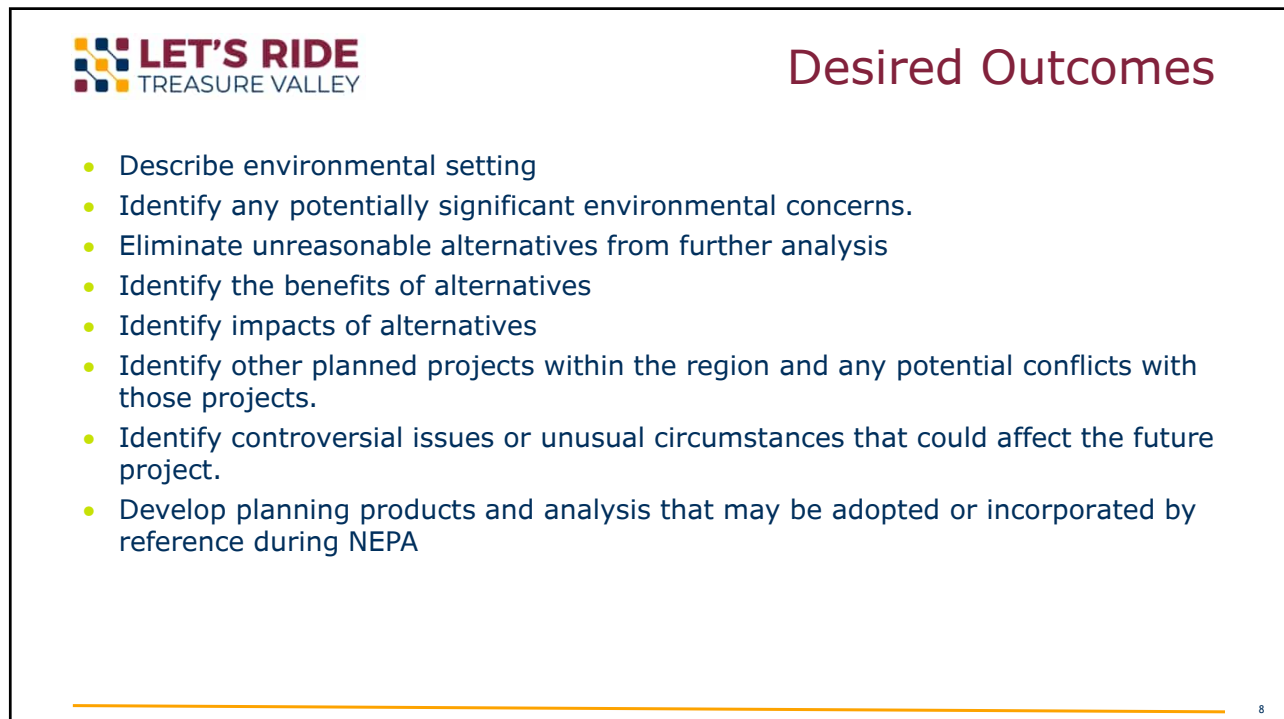
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7



8

# How will Rail be Incorporated?

Figure 5-2. Major East-West Corridors



# Purpose Statement



The purpose of the project is to **improve east-west mobility, accessibility, and reliability between Boise, Meridian, Nampa, and Caldwell**, providing reliable and convenient **high-capacity transit service that links key origins and destinations** with strong potential for transit use.



# Goals and Objectives

**Improve Transit Connectivity and Mode Share**

- Establish a **high-capacity transit corridor** connecting key regional origins and destinations with strong potential for transit use.
- Maximize **transit ridership**.

**Improve Transit Reliability**

- Promote reliable and predictable travel through design, operations, and **transit priority strategies**.
- Provide transit service with **reliable operations and predictable travel times**.
- **Minimize transit travel time** between major origins and destinations.
- Appropriately **manage impacts to traffic operations**.

**Expand Travel Choices and Mobility**

- Provide **regional transit service**.
- Provide **service throughout the day**.
- Provide **efficient transit transfer opportunities** for existing and planned future bus system, active transportation, and potential park and rides.
- **Manage parking** at key transit destinations to promote transit ridership.

**Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation**


- Prioritize service to areas with opportunities for **transit supportive development**, growing populations, or growing employment.
- Expand transportation choices to **improve access to jobs, services, and resources**.
- Manage impacts and enhance opportunities to **support freight/goods movement**.

**Advance Financially Feasible Solutions**

- Develop high-capacity transit solutions and **promote local policies that align with federal funding criteria**.
- **Preserve corridor(s)** identified for high-capacity transit service.
- Develop high capacity transit solutions with the **potential for other funding sources**.
- Develop high capacity transit solutions with the **potential for phased implementation**.
- Maintain opportunities for **future network expansion**.

11

11



# Needs

**LESSEN FUTURE INFRASTRUCTURE STRESS DUE TO POPULATION AND EMPLOYMENT GROWTH**

**Canyon County Pop**  
2000-2023: **+95%**

2023	257,000
2050	359,000

**+40%**

**Ada County Pop**  
2000-2023: **+81%**

2023	545,000
2050	733,000

**+35%**

**Today 79%** of the region's jobs are in the city areas (within the study area) of **Boise, Meridian, Nampa, and Caldwell**

By 2050, study area employment is forecast to grow **to 372,000 jobs** **accounting for 78% of the region's jobs**

---

**PROVIDE GREATER MOBILITY CHOICE GIVEN DETERIORATING TRANSPORTATION RELIABILITY AND TRAVEL TIMES**

Transit reliability will continue to **degrade** with growing congestion

By 2050, **travel times** between Caldwell and Downtown Boise are **projected to increase by 50%** (peak morning/evening directions)

**SUPPORT EAST-WEST TRAVEL PATTERNS**

The focused **east-west travel patterns** **will persist** between the region's business, governmental, cultural, and educational centers

By 2050, **31%** of all study area **commute trips** will focus on **Downtown Boise**

12

12

- COMPASS is managing the study but will not build/run the service
- Rail is one of several modes that will be evaluated in the study
- Rail stakeholder input at this stage could help inform items to consider when evaluating alternatives against each other
- Past studies and public input have shown that rail is the region's locally favored option



### *Initial comments?*

1. What do we need to know from the railroad's perspective when developing alternatives?
2. Any policies or plans we need to reference as we develop alternatives?
3. Does your company have data that may be useful in the study that they are willing to share?
4. Tell us how you would like to be engaged in this process.
  - TWG and/or CWG? Other?
  - How has your company been engaged with similar projects in other locations in the past? What worked well? What did not?
  - Are there other people (from a rail perspective) that we should be talking to?

# Meeting Minutes

Project: COMPASS High Capacity Transit PEL

Subject: Coordination Meeting with Union Pacific (UP)

Date: Friday, May 09, 2025

Location: Teams

Attendees: Austin Miller, COMPASS  
Lila Klopfenstein, COMPASS  
Zach Bentzler, HDR  
Nicholas Petersen, Benesch (on behalf of UP)

- Purpose of the meeting is to get Union Pacific input on Level 3 alternatives ahead of Technical Working Group and public outreach event.
- Zach provided an overview of the process, to date, and the three remaining alternatives.
- Nick noted that there are many at-grade crossings in the corridor. He asked about analysis into traffic impacts. The project team explained we are doing a high-level analysis of traffic impacts and are aware of the challenge of all of the at-grade crossing.
- Nick noted that there will need to be diagnostics meetings to review conditions at the at-grade crossings and what's proposed there.
- Nick noted that there may be a quiet zone (application now) in downtown Caldwell. Nick explained to the group that trains are required to blow their horns at at-grade crossings unless the crossing receives a quiet zone designation.
- Nick noted that he is aware of several local roadway projects within the study area and asked that the project team consider how those may affect the project.
- Nick noted that grade separation (railroad over roadway) and diagnostics for at-grade crossings will be a big deal for UP.
- Nick asked if we could call out which track is "existing" and which is "new track" in the online GIS tool.

- The group discussed co-benefits. Nick said he would meet with UP decision makers and present the project information. He asked for a KML for:
  - Track alignment
  - Station platform locations.
- Nick noted at-grade signaling systems may need upgrades due to adding more track.
- Nick noted typically there is a "Preliminary Engineering Agreement" made with UP during the 30% design phase and carried through diagnostics and construction.
- Nick recommended the project team discuss the alternative with ITD's Blaine Schwendiman, as he is good with understanding funding for rail projects.

Action Item – Make Online Viewer available.

- Provide KML for Nick. – Sent (email attached)
- Meeting Materials - Attached
- List of Similar Studies – Salt Lake Frontrunner, Minneapolis North Star, Seattle Sounder, Denver Northwest Rail (feasibility study).

**From:** [Lila Klopfenstein](#)  
**To:** [Petersen, Nicholas](#)  
**Cc:** [Austin Miller](#); [Eric Adolfsen](#); [Proud, Christopher](#); [Bentzler, Zachary](#)  
**Subject:** Follow Up: COMPASS/Rail Stakeholder meeting (Let's Ride Treasure Valley) - Rail Data  
**Date:** Wednesday, June 11, 2025 9:01:24 AM  
**Attachments:** [COMPASSRail Stakeholder meeting \(Let's Ride Treasure Valley\).msg](#)  
[Screen Three Boise Rail Alignment.gdb.zip](#)

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**CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Hi Nick,

I'm following up on our May 5 meeting regarding the potential regional commuter rail project from Caldwell to Boise, Idaho. During our discussion, you requested the data we have on the proposed rail centerline, station locations, and guideway.

Attached is a GIS shapefile containing those details—we hope you find it helpful.

Also, I wanted to let you know that tomorrow will be my last day at COMPASS. Going forward, please direct any questions to Austin Miller (cc'd), who will be your point of contact.

Thank you again for your collaboration on this project. Wishing you all the best!

Warm regards,  
Lila

## Screening Process

Goals	Objectives - Measures
<p>Improve transit connectivity and mode share</p>	<ul style="list-style-type: none"> <li>• <b>Potential ridership:</b> What level of ridership is estimated for the option?</li> <li>• <b>Capacity:</b> What level of capacity could be achieved by the option in consideration of future growth (given the mode)?</li> <li>• <b>Transit connectivity:</b> To what extent does the option expand the access to jobs/houses that can be accessed via transit?</li> <li>• <b>Mode shift:</b> To what extent does the option reduce vehicle miles traveled compared to the No Build Alternative?</li> <li>• <b>Community access to services:</b> How well does the option's station areas provide service to important community resources and services, including healthcare, grocery stores, government facilities, community facilities, etc.</li> </ul>
<p>Improve transit reliability, and expand travel choices and mobility</p>	<ul style="list-style-type: none"> <li>• <b>Pedestrian connectivity:</b> To what extent do the existing and future pedestrian connections at stop/station locations meet the first and last mile needs?</li> <li>• <b>Bicycle connectivity:</b> To what extent do the existing and future bicycle connections at stop/station locations meet the first and last mile needs?</li> <li>• <b>Reliability through design and travel time:</b> What are the comparative travel times for options between major origins and destinations?</li> <li>• <b>Maintenance:</b> To what extent do the option's potential maintenance facility options support efficient operations of the service, specifically considering deadhead travel?</li> <li>• <b>Traffic interactions:</b> What level of delay would be anticipated given the option's interaction with general traffic or other modes at major intersections/level rail crossings, number of grade separations, etc.?</li> </ul>
<p>Develop compatible plans for high-capacity transit, land use, and transportation</p>	<ul style="list-style-type: none"> <li>• <b>Supportive growth and economic development:</b> How well do the option's station areas compare in relation to future growth in population and employment, specifically considering transit focused development plans, economic development plans, and transit supportive land use policies?</li> <li>• <b>Environmental impacts and benefits:</b> To what extent does the option impact or benefit built and natural environmental resources?</li> <li>• <b>Movement of Freight/Goods:</b> Does the option manage impacts and/or enhance opportunities to support freight/goods movement?</li> </ul>
<p>Advance financially feasible solutions</p>	<ul style="list-style-type: none"> <li>• <b>Conceptual capital cost:</b> How does the option perform when comparing the conceptual capital cost?</li> <li>• <b>Conceptual operating cost:</b> How does the option perform when comparing the conceptual operating cost?</li> <li>• <b>Funding options:</b> To what extent does the option's conceptual cost align with the federal, regional, and local funding opportunities?</li> <li>• <b>Corridor preservation:</b> Can the option's corridor reasonably be acquired or secured (by lease agreement or other mechanism) for future high-capacity transit service?</li> <li>• <b>Phasing and constructability:</b> How does the refined option rank, based on the complexity of construction, construction impacts, and construction risks when considering phasing?</li> </ul>

**Boise Cutoff Route (including Existing VRT Vista Route 3)**

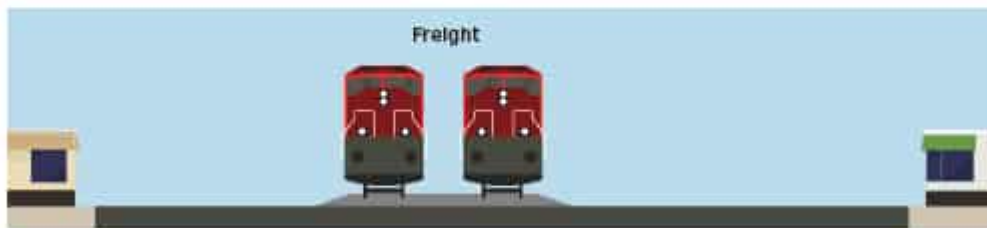
**Boise Cutoff: No Action**



**Boise Cutoff: Added Track**



**Union Pacific Main: No Action**



**Union Pacific Main: Added Track**



# PRELIMINARY STOP LOCATIONS

- Boise Depot
- P Milwaukee St
- P Eagle Rd
- Meridian Rd
- P Ten Mile Rd
- P Idaho Center Blvd
- P 7<sup>th</sup> Ave
- P Happy Day Transit
- P Caldwell Depot

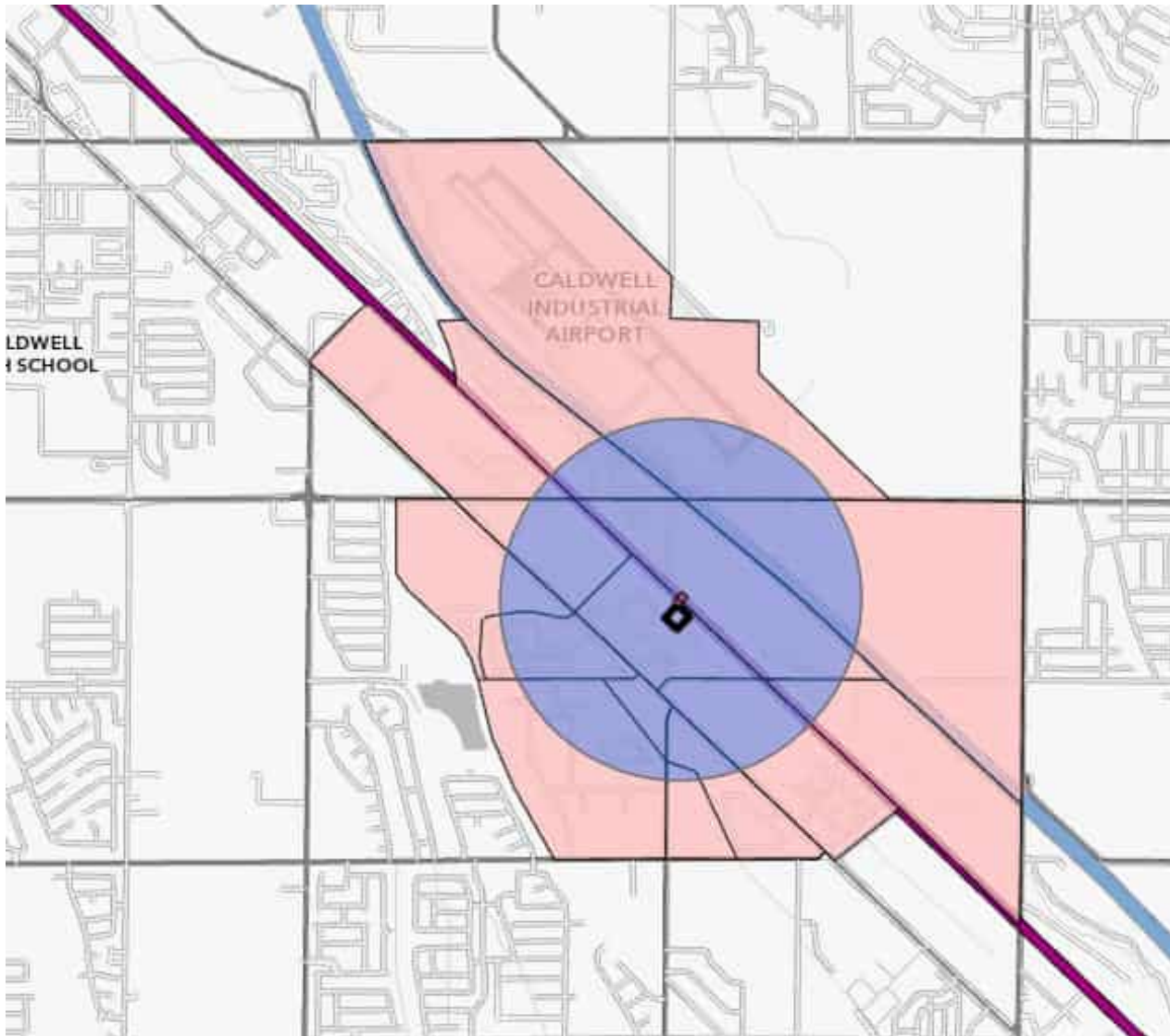
P = Assumed Park and Ride



**Boise Cutoff Stop Example**



**½ Mile Stop Analysis Area**



## **Key assumptions for concept development (Simplified)**

- Arterial (Fairview Avenue/Franklin Road)
  - Proposed centerline will match existing centerline.
  - BRT lane width: 12 foot lane plus 2 foot transit buffer.
  - BRT exclusive lanes would be center running on two-way streets.
  - One-way couplets will feature side-running BRT/BAT lanes to accommodate access needs.
  - Two-Way Streets:
    - Center-running BRT lanes will replace existing center-turn lane (if present).
    - Existing sidewalk/planter widths will be maintained adjacent to improvements.
  - One-Way Couplets (Caldwell, Nampa, and Boise):
    - A side-running BRT lane will be added to the no-action cross-section.
    - Parking lanes and/or planters to be revised to accommodate BRT without widening.
    - Minimum 7-foot sidewalk width will be maintained adjacent to improvements.
  - Additional width at intersections needed to support added BRT lanes will not be reflected in the proposed footprint (requires additional traffic analysis).
  - Design should assume buses will have doors on both sides.
  - Utilize single-center platforms, as applicable
- Interstate
  - BRT lane width: 12 foot lane with 2 foot transit striped transit buffer
  - BRT lanes and transit buffer widths will be added to the no-action cross-section on the outside.
  - Existing shoulder widths will be maintained.
  - Stations will be identified and be located at side-running transitway, on/off ramps, intersections, or cross-streets.
  - Any additional circulation required to support transit re-entering the freeway would be accommodated on existing local streets with improvements limited to signal modifications (transit signal priority).
- Rail
  - The western terminus is the Caldwell Depot.
  - The eastern terminus is the Boise Depot, with bus connection between the depot and the Main Street Station in downtown Boise (Vista Route 3).
  - Assumes adding one track to create a double track configuration from Boise to Caldwell
  - Assumes a minimum 20-foot spacing between tracks.
  - Assumes shared operations for commuter and freight on two tracks along the alignment (to be negotiated).
  - Assumes existing freight operations will continue and would not prohibit continuous passenger rail service during daytime hours (to be negotiated).

## Operational assumptions

Alternative	Length (Miles)	Avg Operating Speed	Travel Time	Vehicle Requirements
Boise Cutoff Freight Corridor	28.5	29.6	58 mins	6 (5 peak, 1 spare)
Fairview/Franklin	27.5	18.0	1 hr 35 mins	18 (15 peak, 3 spare)
I-84/I-184	27.5	24.1	1 hr 9 mins	14 (11 peak, 3 spare)

Alternative	Weekday		Saturday		Sunday	
	Service Hours	Frequency (mins)	Service Hours	Frequency (mins)	Service Hours	Frequency (mins)
Boise Cutoff Freight Corridor	16	30	14	60	12	60
Fairview/Franklin	16	15	14	30	12	30
I-84/I-184	16	15	14	30	12	30

# Meeting Minutes

Project: COMPASS High Capacity Transit PEL

Subject: Coordination Meeting with Union Pacific (UP)

Date: Monday, August 11, 2025

Location: Teams

Attendees: Austin Miller, COMPASS

Cassie Gouger, UP

Craig Raborn, COMPASS

Amber Stoffels, UP

Zach Bentzler, HDR

Katie Novak, UP

Nicholas Petersen, Benesch

Austin provided a project overview and the context of its overlay with UP infrastructure. Austin stated that the RTAC has recommended the Passenger Rail Alternatives as the local preferences, and that the COMPASS Board will also consider this recommendation. This direction from the Board will inform the project's implementation, to be developed before the Planning and Environmental Linkages (PEL) study is published.

Amber noted that no PE agreement was in place between COMPASS (or another lead agency) and also noted that BVRR is a UP property that is leased.

Austin informed the group that only the study has been funded, to date. No funding has been identified for continuing project planning and design after completion of the PEL Study.

There was a discussion of next steps for project coordination. Katie stated that she would review the materials provided to Nicholas by COMPASS, get up to speed with the project, and respond with UPs course of action and feedback. If formal coordination continues, a Preliminary Engineering (PE) agreement documenting who pays for the next level of design will need to be executed, to proceed.

Katie asked what type of support the project had. Austin replied that the public was largely in favor of the Passenger Rail Alternative (80%) when compared to the other alternatives that were included with the final screening step, and that no steps had been taken with the state legislature.

Nicholas asked which agency a potential PE agreement would be with. Austin stated that the current assumption is that Valley Regional Transit would lead the project. Craig confirmed that it is not likely that COMPASS would lead the project during design. Nicholas noted that often the PE agreement is with the agency that has “road authority”.

## Bentzler, Zachary

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**Subject:** FW: COMPASS/Rail Stakeholder meeting (Let's Ride Treasure Valley) - Rail Data  
**Location:** Microsoft Teams Meeting

**Start:** Mon 8/11/2025 1:00 PM  
**End:** Mon 8/11/2025 2:00 PM

**Recurrence:** (none)

**Meeting Status:** Accepted

**Organizer:** Petersen, Nicholas

**CAUTION: [EXTERNAL]** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi All,

Here is the calendar appointment for the meeting with Union Pacific Reps. Nick provided them the TWG presentation as well as the online map to reference in advance of the meeting. If I hear anything else I will be sure to pass it along.

Thanks,  
Austin

-----Original Appointment-----

**From:** Petersen, Nicholas <NPetersen@benesch.com>

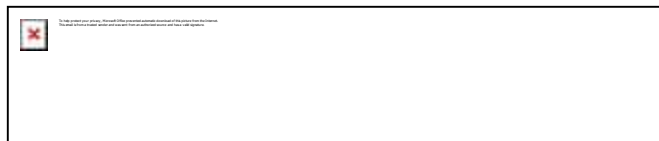
**Sent:** Wednesday, July 23, 2025 5:05 PM

**To:** Petersen, Nicholas; Austin Miller; Amber Stoffels; Cassie Gouger; Katie Novak

**Subject:** COMPASS/Rail Stakeholder meeting (Let's Ride Treasure Valley) - Rail Data

**When:** Monday, August 11, 2025 1:00 PM-2:00 PM (UTC-07:00) Mountain Time (US & Canada).

**Where:** Microsoft Teams Meeting



Overview Meeting

**GIS Layout Viewer:**

<https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=78bec62d0ea24343abb0049df950a806> [compassidaho.maps.arcgis.com]

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**Microsoft Teams** [Need help?](#)

[Join the meeting now](#)

Meeting ID: 236 958 437 691 9

Passcode: tc6wS9HE

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**Dial in by phone**

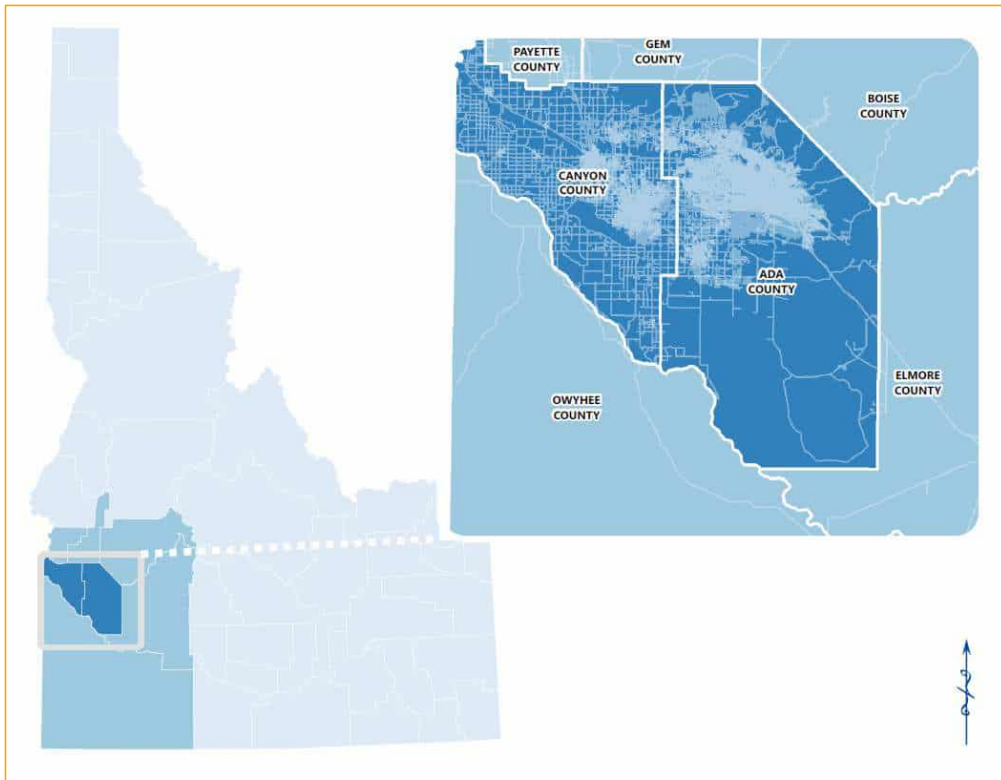
[+1 872-242-8836,823138644#](#) United States, Chicago

[Find a local number](#)

Phone conference ID: 823 138 644#

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

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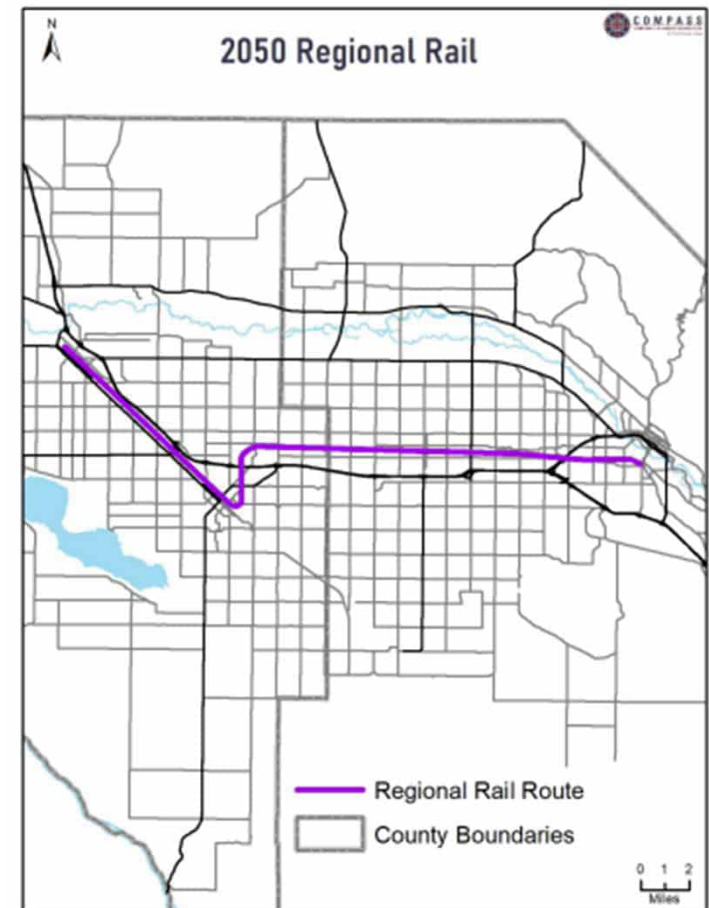


Source: <https://www.watco.com/service/rail/boise-valley-railroad-bvrr/>

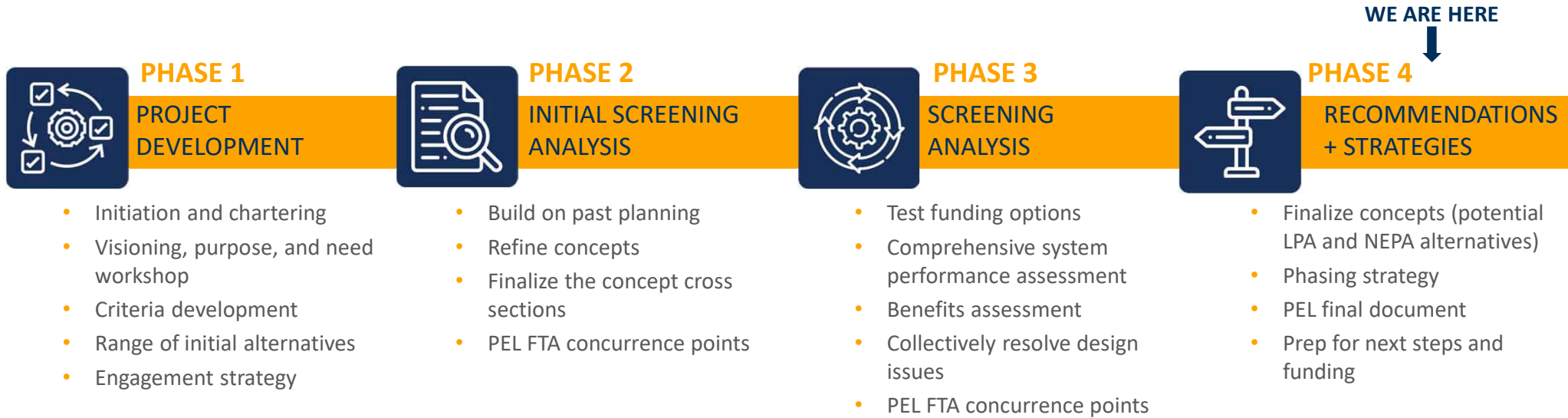


- **2003** – Rail Corridor Evaluation Study
- **2009** - Treasure Valley High Capacity Transit Study
- **2020** - Treasure Valley High Capacity Transit Study Update
- **2021** – All Aboard! Survey
- **2021** - Locally favored high-capacity transit option: Regional Rail (hybrid between commuter and light rail)
- **2024 – 2025** - Treasure Valley High-Capacity Transit Planning and Environmental Linkages Study branded “Let’s Ride Treasure Valley”

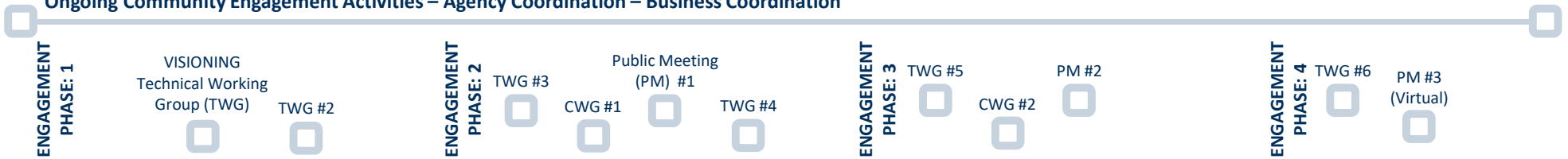
## Project History



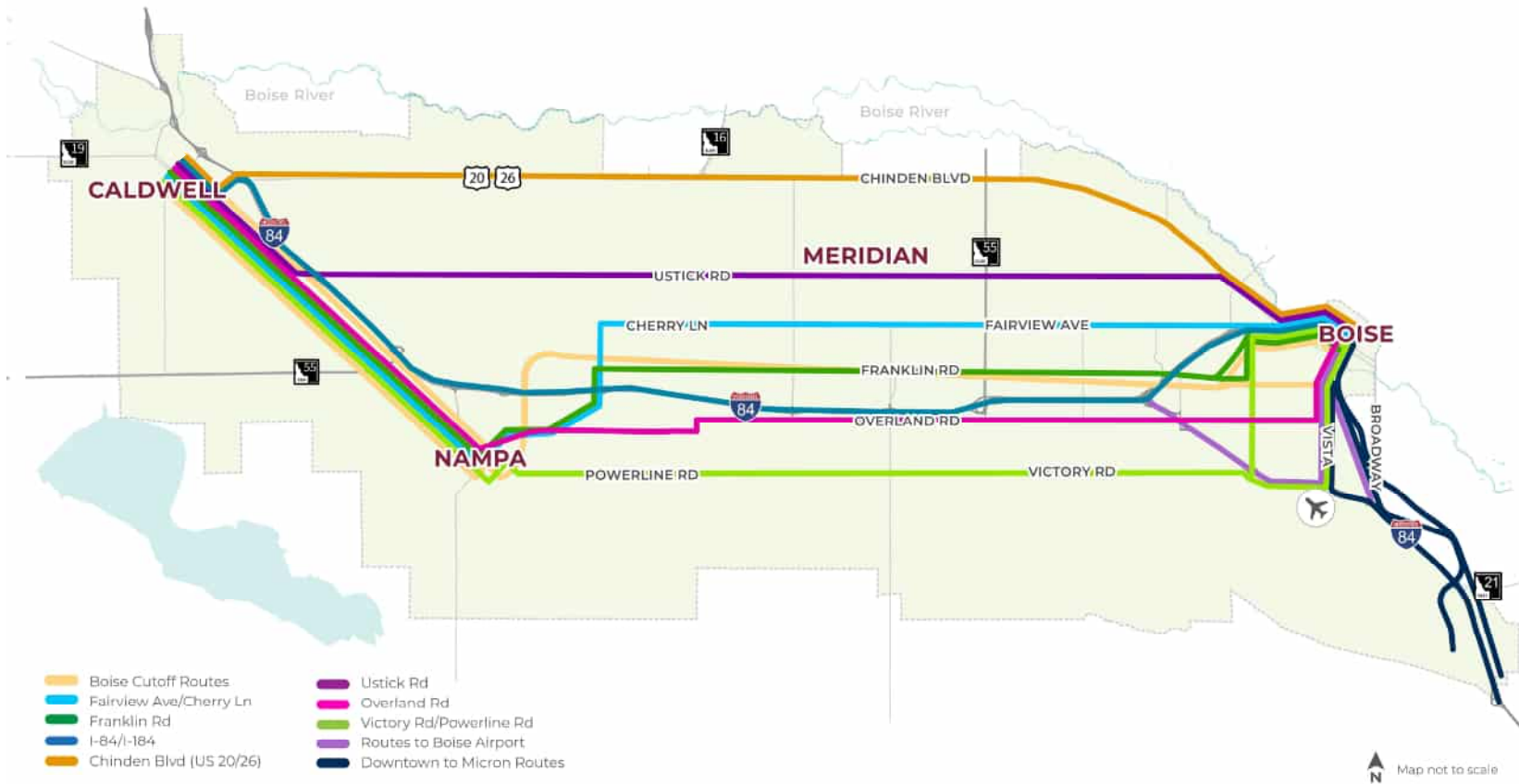
# Study Phases



**Ongoing Community Engagement Activities – Agency Coordination – Business Coordination**



# Initial Range of Routes



# Tier 3 Scoring Summary

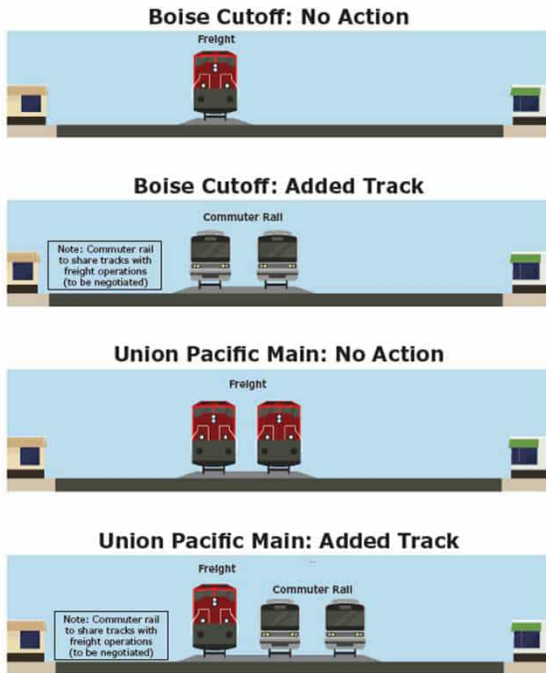
Goal	Screening Criteria	Fairview Ave/Franklin Rd	I-84/I-184	Boise Cut-Off
		BRT Exclusive	BRT	Commuter Rail
<b>Improve Transit Connectivity and Mode Share</b>	<i>Potential ridership?</i>	○	—	+
	<i>Capacity to accommodate future growth?</i>	○	○	+
	<i>Transit connectivity to/from local routes?</i>	○	○	+
	<i>Potential mode shift and congestion mitigation?</i>	—	—	○
	<i>Access to critical community services and demographics?</i>	○	○	○
<b>Improve Transit Reliability</b>	<i>Reliability through design and travel time?</i>	—	○	+
	<i>Maintenance facility considerations?</i>	○	○	○
	<i>Traffic impacts and challenges?</i>	—	+	○
<b>Expand Travel Choice and Mobility</b>	<i>Pedestrian connectivity?</i>	+	○	—
	<i>Bicycle connectivity?</i>	+	○	○
<b>Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation</b>	<i>Supports growth and economic development?</i>	○	—	+
	<i>Environmental impacts and benefits?</i>	—	○	○
<b>Advance Financially Feasible Solutions</b>	<i>Impacts to movement of freight/goods?</i>	—	+	○
	<i>Conceptual capital and operating costs?</i>	—	+	○
	<i>Funding options?</i>	○	○	○
	<i>Corridor preservation?</i>	—	○	+
	<i>Phasing and constructability?</i>	—	○	+
<b>Draft Tier 3 Scoring</b>		—	○	+

 Greatest Benefit or Lowest Impact  
  Medium Benefits or Impacts  
  Lowest Benefit or Greatest Impact

# Boise Cutoff



**MODE**  
Regional Commuter Rail  
Double Tracks



Map not to scale

## Next Steps



- Advisory Committee – recommended COMPASS Board name rail alternative as local preference
- Board Meeting – August 18<sup>th</sup>
- Finalize Study – December 2025 based on Board action
- Future Steps:
  - Funding source
  - Build/Operate?
  - Further environmental analysis
  - Design

# Questions



- Questions?
- How to be involved after study?
  - Recurring meeting, other