

**COMPASS EXECUTIVE COMMITTEE MEETING  
NOVEMBER 10, 2020 1:30 P.M.  
COMPASS – 2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM  
700 NE 2<sup>ND</sup> STREET  
MERIDIAN, IDAHO**

**ZOOM CONFERENCE CALL**

Facebook Live Streaming - <https://www.facebook.com/COMPASSIdaho>

**Committee members are encouraged to participate in the meeting via Zoom conference call.** Others may watch the meeting via Live Streaming on Facebook. The 2<sup>nd</sup> floor large conference room is open for in-person attendance, but has limited capacity for physical distancing; for the health and safety of all participants, virtual participation is encouraged. In-person attendees are asked to maintain physical distance and are required to wear a mask at all times in the COMPASS building.

Individuals that intend to attend the meeting in person should RSVP to Hailey Townsend at [htownsend@compassidaho.org](mailto:htownsend@compassidaho.org) or 208-475-2232.

Written comments may be submitted by email to [info@compassidaho.org](mailto:info@compassidaho.org). Comments can also be left by voicemail. Please call 208-855-2558 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on November 10, 2020, will be provided to the Committee members and read into the record during the meeting.

**\*\*AGENDA\*\***

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

**II. OPEN DISCUSSION/ANNOUNCEMENTS**

**III. CONSENT AGENDA**

Page 3      **\*A. Approve October 13, 2020, Executive Committee Meeting Minutes**

**IV. ACTION ITEMS**

1:35      **\*A. Establish December 21, 2020, COMPASS Board Annual Meeting Agenda**  
Page 6

*COMPASS staff proposed agenda items for the annual meeting of the COMPASS Board scheduled December 21, 2020, are attached.*

1:45      **B. Recommend COMPASS Board Officer Slate for Annual Meeting**  
*COMPASS staff will seek Executive Committee recommendation of Board officers' slate for presentation at the December 21, 2020, COMPASS Board annual meeting.*

1:55  
Page 12

- \*C. Adopt Amendment to the FY2020-2026 and FY2021-FY2027 Regional Transportation Improvement Programs (TIPs)**  
*Toni Tisdale will seek Executive Committee adoption of a resolution amending the FY2020-2026 and FY2021-FY2027 TIPs. The Regional Transportation Advisory Committee (RTAC) recommended approval on October 28, 2020.*

2:10  
Page 25

- \*D. Recommend 2021 Federal Transportation Policy Positions for COMPASS Board Approval**  
*Ken Burgess will review 2021 federal transportation policy positions.*

2:25  
Page 28

- \*E. Recommend 2021 State Legislative Policy Positions for COMPASS Board Approval**  
*Ken Burgess will review legislative position statements for the 2021 Idaho legislative session.*

**V. INFORMATION/DISCUSSION ITEM**

- Page 30 **\*A. Status Report – Regional Transportation Advisory Committee (Memo Only)**

**VI. OTHER**

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

**\*Enclosures      Agenda is subject to change.**

***Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 475-2229 with 48 hours advance notice.***

***Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 475-2229 con 48 horas de anticipación.***

## **EXECUTIVE COMMITTEE MEETING OCTOBER 13, 2020 ZOOM CONFERENCE CALL**

### **\*\*MINUTES\*\***

**ATTENDEES:** Sara Baker, Commissioner, Ada County Highway District, via telephone  
Elaine Clegg, Councilmember, City of Boise, **Chair**, via telephone  
Tom Dale, Commissioner, Canyon County, via telephone  
Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone  
Debbie Kling, Mayor, City of Nampa, **Secretary-Treasurer**, via telephone  
Garret Nancolas, Mayor, City of Caldwell, **Chair Elect**, via telephone  
Jason Pierce, Mayor, City of Eagle, via telephone  
Steve Rule, Mayor, City of Middleton, via telephone  
Robert Simison, Mayor, City of Meridian, via telephone  
Joe Stear, Mayor, City of Kuna, **Vice Chair**, via telephone

**MEMBERS ABSENT:** Kendra Kenyon, Commissioner, Ada County

**OTHERS PRESENT:** Ken Burgess, Veritas Advisors, via telephone  
Kelli Badesheim, Valley Regional Transit, via telephone  
David Corcoran, Ada County, via telephone  
Amy Luft, Community Planning Association, via telephone  
Mary May, Commissioner, Ada County Highway District, via telephone  
Matt Stoll, Executive Director, Community Planning Association, via telephone  
Hailey Townsend, Community Planning Association, via telephone

### **CALL TO ORDER:**

Chair Elaine Clegg called the meeting to order at 1:33 p.m.

### **OPEN DISCUSSION/ANNOUNCEMENTS**

Matt Stoll reported to the Executive Committee that COMPASS staff member, Kathy Parker, will be retiring, effective January 21, 2021. COMPASS will be looking for her replacement and has posted a job opening on the COMPASS website. Additionally, Matt Stoll will be serving as the keynote speaker for the Pacific Northwest Transportation Conference on Friday, October 16, 2020, and will be serving as the moderator for a panel discussion on mobility trends and research in the same conference.

## **CONSENT AGENDA**

### **A. Approve September 8, 2020, Executive Committee Meeting Minutes**

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

## **ACTION ITEMS**

### **A. Determine Format for December 21, 2020, COMPASS Board Annual Meeting**

Matt Stoll reviewed logistics and costs for holding the annual COMPASS Board meeting at the Nampa Civic Center on December 21, 2020.

After discussion, **Garret Nancolas moved and Tom Dale seconded approval to hold the December 21, 2020, COMPASS Board Annual Meeting virtually, with the primary meeting place at the COMPASS office, 2<sup>nd</sup> Floor Conference Room. Motion passed unanimously. This announcement will be made at the October 19, 2020, COMPASS Board Meeting.**

### **B. Approve Board Member Travel Request**

Matt Stoll presented a training request for Councilmember Clegg to attend the 2020 AMPO Virtual Conference from October 27 – 29, 2020.

After discussion, **Sara Baker moved and Joe Stear seconded to authorize COMPASS to pay registration for Councilmember Clegg to attend the 2020 AMPO Virtual Conference. Motion passed unanimously.**

### **C. Discuss and Provide Input on Priorities for 2021 State and Federal Legislative Sessions**

Ken Burgess reviewed draft 2021 state and federal positions which will be brought back to the Executive Committee at its November meeting for a recommendation for COMPASS Board approval at the December Board meeting.

After discussion, **it was unanimously agreed to review the draft position statements with Executive Committee Members' colleagues, after edits recommended in the meeting have been incorporated, and provide comments to Ken Burgess and COMPASS. Ken Burgess will bring the revised position statements to the Executive Committee in its November meeting for recommendation to the COMPASS Board of Directors.**

## **INFORMATION/DISCUSSION ITEMS**

### **A. Review FY2020 COMPASS Outreach Summary**

Amy Luft provided a summary of COMPASS' FY2020 outreach efforts.

### **B. Status Report – Amtrak Pioneer Line Feasibility Study**

Matt Stoll reviewed an opportunity to receive funding for a passenger rail service feasibility study and requested member agency letters of support.

**C. Status Report - Regional Transportation Advisory Committee – Memo Only**

**ADJOURNMENT**

**Debbie Kling moved and Tom Dale seconded to adjourn. Motion passed unanimously. Meeting was adjourned at 2:31 p.m.**

**Approved this 10th day of November 2020.**

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

**Attest:**

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

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**EXECUTIVE COMMITTEE WORKSHEET FOR COMPASS BOARD AGENDA**

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

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

<i>Item</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>1</sup></i>	<i>Time</i>	<i>Presenter</i>	<i>Proposed Agenda</i>	<i>RTAC Agenda</i>	<i>Program No.</i>
7.	Receive Administrative Modifications to the Regional Transportation Improvement Program	Yes	Toni Tisdale will provide memorandums of approval for Administrative Modifications.	Ex. Dir. Report	N/A	N/A	As Appropriate	N/A	685
8.	Approve List of Records for Destruction	No	Meg Larsen will seek COMPASS Board of Directors' approval of the list of records to destroy per the guidance in the Records Retention Policy.	Consent Agenda	N/A	N/A	As Appropriate	N/A	991
9.	Status Report - State & Federal Legislative Issues	Yes	Ken Burgess will provide an update on the latest legislative developments at the state and federal levels.	Information	10	Ken Burgess	As Appropriate	N/A	760
<b>CURRENT AGENDA ITEMS</b>									
10.	Leadership in Motion Awards Presentation	No	Board Chair and Executive Director will present the 2020 COMPASS Leadership in Motion awards.	Before meeting	20	Chair/ Matt Stoll	December	N/A	653
11.	Recognition of Outgoing Board Members	No	Matt Stoll will recognize the outgoing Board members.	Before meeting	10	Matt Stoll	December	N/A	N/A
12.	Confirm Regional Transportation Advisory Committee Membership	Yes	COMPASS Bylaws require the COMPASS Board of Directors' confirmation of RTAC membership.	Consent Agenda	N/A	N/A	December	N/A	N/A

<i>Item</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>1</sup></i>	<i>Time</i>	<i>Presenter</i>	<i>Proposed Agenda</i>	<i>RTAC Agenda</i>	<i>Program No.</i>
13.	Ratify Adoption of Resolution Amending the FY2020-2026 Regional Transportation Improvement Program	Yes	Toni Tisdale seeks COMPASS Board of Directors ratification of an amendment to the FY2020-2026 TIP, expected to be adopted by the COMPASS Executive Committee on November 10, 2020, to add a project for Valley Regional Transit.	Consent Agenda	N/A	N/A	December	October (RTAC) November (Exec)	685
14.	Confirm 2021 Board Officer Slate	Yes	COMPASS Bylaws require the Board of Directors' confirm ascension of Board officers and election of Secretary-Treasurer.	Action	5	Matt Stoll	December	N/A	N/A
15.	Approve 2021 Federal Transportation Position Statements	Yes	Ken Burgess will seek COMPASS Board of Directors' approval of 2021 federal transportation position statements.	Action	15	Ken Burgess	December	N/A	N/A
16.	Approve 2021 Idaho Legislative Session Position Statements	Yes	Ken Burgess will seek COMPASS Board of Directors' approval of 2021 Idaho legislative session position statements.	Action	15	Ken Burgess	December	N/A	701
17.	Adopt Resolution Approving Revision 1 of the FY2021 Unified Planning Work Program and Budget (UPWP)	Yes	Meg Larsen will seek COMPASS Board of Directors' approval of Revision 1 of the FY2021 UPWP.	Action	10	Megan Larsen	December	N/A	N/A
18.	Approve the <i>Communities in</i>	No	Liisa Itkonen will seek COMPASS Board of Directors' approval of	Action	15	Liisa Itkonen	December	October	661



Item	Title/Description	Mandatory	Additional Information	Agenda Type <sup>1</sup>	Time	Presenter	Proposed Agenda	RTAC Agenda	Program No.
	Motion 2050 Goals and Objectives		Communities in Motion 2050 goals and objectives.						
19.	Preview Public Involvement #3 Survey for Communities in Motion 2050	No	Rachel Haukkala will preview the survey about fixed guideway options.	Information/Discussion	20	Rachel Haukkala	December	N/A	661
20.	Review Communities in Motion 2050 Vision	No	Carl Miller will review the "where do we grow from here" survey results and the resulting draft Communities in Motion 2050 Vision.	Information/Discussion	15	Carl Miller	December	November	661

## UPCOMING AGENDA ITEMS

21.	Approve COMPASS Funding Policy Development Process	No	Toni Tisdale seeks COMPASS Board of Directors' approval of the process to develop COMPASS Funding Policy.	Action	20	Toni Tisdale	February 2021	Jan	661/685
22.	Status Report - Updates to Communities in Motion 2040 2.0 (CIM 2040 2.0)	Yes	Liisa Itkonen will provide the information updates to CIM 2040 2.0 per Board Policy 2020-02.	Information/Discussion	10	Liisa Itkonen	February 2021	Jan	661
23.	Review Results of Communities in Motion 2050 Public Involvement #3	No	Rachel Haukkala and Amy Luft will review the results of the third public survey for Communities in Motion 2050.	Information/Discussion	20	Rachel Haukkala and Amy Luft	April 2021	March	661
24.	Adopt Communities in Motion 2050 Vision	No	Carl Miller will seek COMPASS Board of Directors' approval of the	Action	20	Carl Miller	April 2021	March	661

<i>Item</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>1</sup></i>	<i>Time</i>	<i>Presenter</i>	<i>Proposed Agenda</i>	<i>RTAC Agenda</i>	<i>Program No.</i>
			<i>Communities in Motion 2050 Vision.</i>						
25.	Adopt the COMPASS Complete Networks Policy	No	Carl Miller will seek COMPASS Board of Directors' adoption of the COMPASS Complete Networks Policy.	Action	20	Carl Miller	April 2021	March	661
26.	Approve FY2022 Membership Dues	Yes	Meg Larsen will seek approval of the proposed membership dues for FY2022.	Action	10	Meg Larsen	April 2021	N/A	601
27.	Approve Priorities for the End-of-Year Program and Redistribution	Yes	Toni Tisdale will seek COMPASS Board of Directors' approval of priorities for the End-of-Year Program and redistribution.	Action	10	Toni Tisdale	June 2021	May	685
28.	Review Draft FY2022-2028 Regional Transportation Improvement Program Project List	Yes	Toni Tisdale will provide the Draft FY2022-2028 TIP for review, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	June 2021	May	685
29.	Approve <i>Communities in Motion 2050</i> (CIM 2050) Funding Policy	No	Toni Tisdale will seek COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> Funding Policy.	Action	20	Toni Tisdale	August 2021	July	661
30.	Approve COMPASS Workgroup Charters	No	Meg Larsen will seek approval of the COMPASS Workgroup Charters for FY2022.	Consent	N/A	Meg Larsen	August 2021	N/A	601

<i>Item</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>1</sup></i>	<i>Time</i>	<i>Presenter</i>	<i>Proposed Agenda</i>	<i>RTAC Agenda</i>	<i>Program No.</i>
31.	Adopt Resolution XX-2021 Approving the FY2022 Unified Planning Work Program and Budget (UPWP)	Yes	Meg Larsen will seek approval of the FY2022 UPWP.	Action	15	Meg Larsen	August 2021	N/A	601
32.	Approve CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will seek COMPASS Board of Directors' approval of CIM 2050 performance measures and targets.	Action	20	Hunter Mulhall	October 2021	Sep	661
33.	Approve <i>Communities in Motion 2050</i> Implementation Policies	No	Liisa Itkonen will seek COMPASS Board of Directors' approval of <i>Communities in Motion 2050</i> implementation policies.	Action	20	Liisa Itkonen	October 2021	August	661
34.	Approve <i>Communities in Motion 2050</i> Unfunded Priorities	No	Liisa Itkonen will seek COMPASS Board of Directors' approval of <i>Communities in Motion 2050</i> unfunded priorities.	Action	20	Liisa Itkonen	October 2021	Sep	661
35.	Approve the Draft FY2022-2028 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek COMPASS Board of Directors' approval of the FY2022-2028 TIP and association air quality conformity demonstration.	Action	15	Toni Tisdale	October 2021	Sep	685

## EXECUTIVE COMMITTEE AGENDA ITEM IV-C

Date: November 10, 2020

### Topic: Amendment to the FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs (TIPs)

#### Request/Recommendation:

COMPASS staff seeks Executive Committee adoption of Resolution 4-2021 (Attachment 1) amending the FY2020-2026 and FY2021-2027 TIPs. The Regional Transportation Advisory Committee (RTAC) recommended approval on October 28, 2020. Staff will request ratification of this action by the COMPASS Board of Directors on December 21, 2020.

#### Background/Summary:

COMPASS Policy 2020-01, COMPASS Regional Transportation Improvement Program (TIP) Amendments and Board Administrative Modifications, requires COMPASS Board of Directors' approval under the following situations and public involvement on the marked criteria:

No.	Criteria	Public Involvement
1	Add new project	X
2	Remove project	X
3	Significant change to project termini or scope	X
4	Change that affects air quality conformity demonstration	X
5	Advance or delay funds across fiscal years outside the first four years of the program	
6	Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa	
7	Increase in project cost, if project total increases >30% (minimum change > \$50,000 for local projects or \$500,000 for state projects) or \$2,000,000, whichever is less.	
8	Conversion of funds from local to federal using limitations in #7	

A summary of the actions in the amendment is provided below, including a reference to the criteria number requiring an amendment from the table above. Financial details are provided in the resolution. Letters from sponsor agencies requesting to increase project costs are provided in Attachment 2.

- Valley Regional Transit (VRT) was awarded a nationally competitive grant for bus and bus facilities, **Transit – Fueling State and Parking Lot, Boise** (Key Number NEW). This grant would allow renovation of a compressed natural gas (CNG) fueling island, extending its life through the transition period to electric vehicles. Additionally, this grant would help to accommodate a larger fleet through parking lot rehabilitation and expansion at the Orchard maintenance facility in the City of Boise. Although VRT is beginning to convert its fleet to battery-electric vehicles, it will take up to 20 years before operation without CNG fueled vehicles. Meanwhile, conversion to electric vehicles will require

installation of electric charging equipment in a portion of the current parking lot. This demand for space, along with plans for transit service expansion, puts even more pressure on the existing parking lot. (TIP amendment criteria #1)

- VRT requested up to \$2 million per year to maintain public transportation assets in the Boise Urbanized Area system for the **Transit Asset Management, VRT, Boise Area – FY2021** project (Key Number 18905). Funding would be used for assets identified in VRT's Transit Asset Management Plan with scores between 0.0 and 2.5. (TIP amendment criteria #6 and #7)
- ACHD's **Capital Maintenance, Phase 3, Boise Area – FY2020** project (Key Number 19847) needs \$153,000 to cover a more complex treatment based on the geotechnical report recommendations. (TIP amendment criteria #7)

A public comment period on the new Valley Regional Transit project was held September 29 through October 13, 2020. Verbatim public comments are provided in Attachment 3. Eleven comments were received; staff does not recommend changes based on public comments.

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

This amendment will add one new project and increase funding for two projects in FY2021 in the FY2020-2026 and FY2021-2027 TIPs to allow full funds to be ready for immediate obligation.

**More Information:**

- 1) Attachment 1: Resolution 4-2021
- 2) Attachment 2: Letters from Sponsor Agencies
- 3) Attachment 3: Verbatim Public Comments
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**RESOLUTION NO. 4-2021**

**FOR THE PURPOSE OF AMENDING THE FY2020-2026 AND FY2021-2027  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

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

**WHEREAS**, a public comment period was held September 29 through October 13, 2020;

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

**WHEREAS**, the Community Planning Association of Southwest Idaho developed this amendment to the FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the amendment to FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Executive Committee approves the amendment to the FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs.

**ADOPTED** this 10<sup>th</sup> day of November 2020.

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

**ATTEST:**

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

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COMPASS Amendment #6 for the  
FY2020-2026 Regional Transportation Improvement Program (TIP) and  
Amendment #1 for the FY2021-2027 TIP

Valley Regional Transit, August 18, 2020

		Scheduled Costs (including Match) (costs in \$1,000)							
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW	Transit – Fueling Station and Parking Lot, Boise	2020							
	Funding Source: 5339 (c)	2021						0	0
	To renovate the compressed national gas fueling island (installed in 1995) and rehabilitate and expand the parking lot at the Orchard maintenance facility in the City of Boise. This project is funded with a nationally-competitive grant for bus and bus facilities. (Federal = \$2,140,000)  Add project.	2022						2675	2675
		2023							0
		2024							0
		2025							0
		SUM		0	0	0	0	0	0
								2675	2675

Regional Transportation Advisory Committee (RTAC), October 28, 2020

		Scheduled Costs (including Match) (costs in \$1,000)							
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM
18905	Transit – Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021	2020							
	Funding Source: STBG-TMA	2021						1542	1542
	Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2021 in the Boise Urbanized Area. (Federal = \$2,313,000)  Increase CN by \$954,000 to meet more of the deferred maintenance need. Per RTAC balancing on October 28, 2020, using available STBG-TMA funds and to mirror the FY2021-2027 TIP.  61.87% increase.	2022						2496	2496
		2023							0
		2024							0
		2025							0
		SUM		0	0	0	0	0	1542
								2496	2496
19847	Capital Maintenance, Phase 3, Boise Area – FY2020	2020					39	366	405
	Funding Source: STBG-TMA	2021						0	0
	Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments include: Owyhee Street from Cherry Lane to Overland Road. (Federal = \$517,000)	2022						153	153
		2023							0
		2024							0
		2025							0
		SUM		0	0	0	0	39	366
								519	558



Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
	<p>Increase construction by \$153,000 to cover a more complex treatment (complete replacement of pavement rather than mill and inlay). Per RTAC balancing on October 28, 2020, using available STBG-TMA (2020 HIP) funds.</p> <p>Previous obligations = \$62,000  Total project cost = \$620,000  32.77% overall increase</p>								

5339 (c) = Bus and Bus Facilities  
CE = Construction Engineering  
CN = Construction  
FY = Fiscal Year  
HIP = Highway Investment Program  
HSIP = Highway Safety Improvement Program  
PE = Preliminary Engineering

PC = Preliminary Engineering Consultant  
RTAC = Regional Transportation Advisory Committee  
RW = Right-of-Way  
STBG = Surface Transportation Block Grant  
TMA = Transportation Management Area (Boise Urbanized Area)  
UT = Utilities

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**TO:** Matt Stoll, Executive Director, COMPASS  
**FROM:** Kelli Badesheim, Executive Director, VRT  
**SUBJECT:** Request for Surface Transportation Funding  
**DATE:** July 8, 2019

**Summary:** Per COMPASS staff, \$668,747 funded in FY2020

As the Regional Public Transportation Authority (RPTA) for Ada and Canyon counties, Valley Regional Transit (VRT) is responsible for developing a list of funded and unfunded public transportation capital needs in the region. The VRT Board of Directors adopted the Transit Asset Management (TAM) Plan in 2018. The plan requires an analytical process to prioritize all regional public transportation assets. VRT uses this prioritization process to improve and maintain all public transportation assets in a State of Good Repair (SGR). The following outlines the process for asset management and the findings of our current replacement and maintenance priorities for capital required to support existing services in the region.

VRT adopted a policy to establish the TAM target of 2.5 for most of the asset categories. VRT defines the assets below 2.5 as either delayed replacement or deferred maintenance. VRT completed an analysis to determine the level of investment required to replace all assets under the 2.5 score in a five-year replacement/improvement scale. VRT score assets and update the analysis each year.

VRT staff provided the details of the analysis to the Regional Technical Advisory Committee (RTAC) on June 26, 2019. The information provided in the packet outlined the details of the annual investment required to reach the five-year replacement/improvement goal. The total need to address the capital backlog for the region is \$35 million. VRT has federal funding to address the issues in the small urban area. VRT requires up to \$2 million annually in additional federal funding in the large urban area to meet the replacement goal.

**Recommendation/Request:**

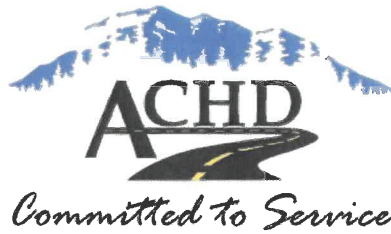
Based on the average annual need, VRT requests up to \$2 million each year to address assets in the Boise system with scores between 0.0 through 2.5. VRT would fund projects identified in the Transit Asset Management Plan including rollingstock replacement, CNG fueling system improvements, and infrastructure improvements. In addition, the projects represented in these categories are “shovel ready” and can be selected and scaled based on the additional federal funding secured. The local match

has been identified and is currently being secured through VRT's annual budgeting process.

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

Maintaining public transportation assets in a state of good repair is critical to ensure the continuity and cost effective delivery of regional public transportation services. The asset management system provides a data-drive approach to achieving priorities that ensure assets are replaced at the optimal time.

Please contact me if you have any questions. Thank you in advance for considering this request.



Mary May, President  
Kent Goldthorpe, Vice-President  
Rebecca W. Arnold, Commissioner  
Sara M. Baker, Commissioner  
Jim D. Hansen, Commissioner

June 12, 2020  
Matt Stoll, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

*Matt*

Dear Mr Stoll:

ACHD would like to request additional STP/TMA funds for the FY2020 Capital Maintenance Phase III project (KN 19847). KN 19847 is currently programmed and funded as a \$300,000 STP-TMA construction project. The segment that was selected for this project is Owyhee Street between Overland Road and Cherry Lane, in Boise. ACHD would like to request \$153,000 in STP/TMA funds to cover an increase in the estimated construction costs for the project. The planning level pavement treatment called for a mill and inlay treatment, and the pavement treatment recommended by the geotechnical report calls for the complete removal of existing pavement and replacing with a 4" layer of asphalt. This more significant pavement treatment increased the cost of the construction.

Please distribute funds within the project like this:

CN - \$300,000 + \$153,000 = \$453,000

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

Sincerely,

David G. Wallace  
Deputy Director, Planning and Projects  
Ada County Highway District

# Public Comments Received (Verbatim)

## For amendments to:

### FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs

Public Comment Period: September 29 through October 13, 2020

Total number of comments received by COMPASS: 11

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

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
<p>As a senior citizen I am concerned that not enough attention is paid to those of us on foot. It appears that so much attention is paid to auto traffic, even bike traffic and now electric scooters that so-called improvements have actually diminished safety and convenience of pedestrians. It has become worse with the addition of scooters. Many bike riders will at least ring a bell or announce "on your left". I have never received any such warning from a scooter rider who are traveling much faster than pedal powered bikes.</p> <p>Contractors are allowed to close sidewalks for months, often with no good detour except having to walk in a busy street. I had to use a walker after hip surgery and found I had to take a four block detour to get to a destination one block away. It stayed that way for weeks with no sign of work on the project for several days.</p> <p>The road changes for St Lukes is another example. I kept seeing reports of solving issues for auto and bike traffic but things are worse for those on foot.</p> <p>I keep seeing that we want to reduce auto use but, for seniors at least, more hurdles keep showing up for foot traffic.</p> <p>Before the pandemic I regularly met with fellow BSU Emeriti and found that many of us shared the same concerns.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>83716 (Boise) Richard Rapp</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
<p>I'm not a big fan of the mostly empty buses running around the Valley.</p> <p>But I am in favor of this change.</p> <p>Trust you are doing well &amp; staying safe</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Mac McOmber</p>	<p>Email</p>
<p>I would be happier to hear that the Treasure Valley was working to design an electrically powered light rail system or electrically powered bus network.</p> <p>Thank you for asking for community input,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>While the project presented in the public comment period is for improvements to a fuel island and parking lot extension, the overall need for these improvements is due to the transition to an electric-powered bus fleet. However, compressed natural gas-powered buses will be used as the fleet is converted.</p>	<p>Alex McKinley</p>	<p>Email</p>
<p>We need transport FROM &amp; TO downtown Eagle Area.</p> <p>I'm only 48 w/rare brain &amp; autoimmune diseases &amp; trouble getting transport as local Senior/Disabled Van is overused by local ABLE BODIED seniors to get to non essential services- while I have to fight to get to essential medical services- not ok!</p> <p>(The organizers do their best- it isn't their fault- PRIORITY seating needs to be put in place until more options r available. Those able bodied &amp; w/financial means should be using Uber &amp; Lyft as well as drive themselves when they r perfectly capable!)</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616 (Eagle) Lisa Schweiter</p>	<p>Email</p>
<p>To whom it may concern</p> <p>Please vote YES on the proposed CNG fueling station. I can see it would result in greater efficiencies for the current bus system and hopefully the station will be accessible to the public. While few in number the closeness to the interstate would enhance the use of this under utilized cleaner air fuel</p> <p>Thank You</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83686 (Nampa) Hubert Osborne</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>To keep up with the explosive population growth in the Treasure Valley, the addition and expansion of public transportation in densely populated areas are crucial, in the form of public buses using compressed natural gasses, and the reinstatement of the light rail system.</p> <p>Bicycles or scooters made available in the Boise area are useful for those who are not impaired mobility-wise. Those who are mobility-impaired need other forms of transportation, such as accessible buses or vans.</p> <p>Expansion of roads is a temporary solution to explosive growth. More creative mass transit is needed to move more people into smaller geographical areas.</p> <p>Any questions or comments, please feel free to contact me via this email or phone</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">(Eagle) Fely A. Brooks</p>	<p align="center">Email</p>
<p>Hello, I support VRT applying for the competitive grant to make improvements to the compressed natural gas fueling system and the parking lot at the Orchard maintenance facility in the City of Boise.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">Caile Spear</p>	<p align="center">Email</p>
<p>Regional transportation</p> <p>I support the proposed TIP amendment to add a project for Valley Regional Transit for improvements to the compressed natural gas fueling system and the parking lot at the Orchard maintenance facility in the City of Boise.</p> <p>I also support the Come Together senecio. I am an Idaho native and have lived here the majority of my life, however I lived in Alexandria, Virginia for almost 6 years. I commuted to the Smithsonian via the metro system, and used public buses to travel about DC. The commute worked so well for me, and will work for the commuters of the Treasure Valley.</p> <p>The benefits of a Fully intagrated transit system include; speed, ease of use, avoiding traffic hassles, parking expense, better mental well being, and a bit of exercise to get to transit hubs.</p> <p>Of course the BIG WIN is reduction of greenhouse gases.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">(Caldwell) Carol Prentice</p>	<p align="center">Email</p>
<p>Thanks for pushing forward to electric vehicles. The amendment to update the fueling station for to help accomplish this goal seems a good idea.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">(Boise) Liz Vavricka</p>	<p align="center">Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
I support any and all amendments or proposals that would expand and bring forward to next year any project that supports or enhances public transportation infrastructure.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	83703 (Boise) Gary Roeder	Email
Please built a freeway off and on-ramp on Middleton rd while there is still space...  I would ease congestion on Karcher and Cleveland blvd	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.		Email

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## **COMPASS 2021 *Draft* Federal Transportation Position Statements**

### **REAUTHORIZATION OF FAST ACT**

#### **COMPASS encourages long-term reauthorization of the FAST Act.**

The Fixing America's Surface Transportation (FAST) Act has been extended by Congress and expires September 30, 2021. Consistent federal investment through a new long-term surface transportation reauthorization, developed in consultation with federal, state, and local partners, would allow local governments to address much-needed infrastructure improvements. Any new reauthorization must adequately reflect the role local governments play in the national transportation network.

### **FEDERAL TRANSPORTATION FUNDING**

#### **Provide more direct funding to local governments and increase local decision-making authority:**

The FAST Act made some progress toward more direct funding to local governments, while placing greater responsibility on those entities to develop and meet system performance goals. COMPASS encourages more direct allocation and flexibility to regions, MPOs, cities, and counties with transportation infrastructure responsibilities.

**Maintain and increase set-aside for off-system bridges:** Nearly eighty percent of the nation's bridges are the responsibility of local entities (not on the federal-aid highway system). This funding is needed for local entities to safely operate and maintain these bridge structures.

#### **Streamline the federal permitting process (One Federal Decision):**

COMPASS supports the streamlining of the federal transportation project delivery process to facilitate timely construction of federally funded projects and reduce project delays and expense.

**Increase federal funding for public transportation:** Public transportation providers in both urban and rural areas of Idaho operate on very limited funding. Congress should provide more robust growth in federal public transportation programs to help public transportation systems meet the needs of their communities.

#### **Maintain federal support for non-motorized transportation options:**

Encouragement to participate in, and incentives to provide safe bicycle and pedestrian mobility options should remain a priority for Congress. Federally funded transportation projects should incorporate safe bicycle and pedestrian pathways.

**Support maintaining fiscal constraint requirement on long-range plans:** Long range transportation plans are required to be limited to projects that can be completed with the level of funding reasonably expected to be available. This is a responsible approach to transportation planning, and mitigates unreasonable expectations that projects could be completed when funding is inadequate. COMPASS opposes eliminating the fiscal restraint requirements for long-range plans.

## **OTHER PROVISIONS**

### **Provide long-term solvency of the Highway Trust Fund.**

Congress must solve the perennial Highway Trust Fund funding problem in a permanent, meaningful way, eliminating the need for short-term infusion of general fund dollars. Reauthorization proposals must address HTF funding to meet national transportation demands.

**Support federal fuel excise tax increase:** The federal fuel tax has not been increased since 1993 (27 years), and remains the most readily available “user-pay” solution to stabilizing the Highway Trust Fund.

**Index federal fuel tax to rate of inflation:** Indexing the motor fuels tax to rate of inflation will mitigate many of the political challenges associated with funding the Highway Trust Fund into the future.

**Add additional Road User Charge concepts:** Improvements in fuel efficiency and development of alternative fuel vehicles have a negative effect on the Highway Trust Fund. Additional user fee concepts such as a mileage-based user fees, are necessary to capture evolving trends and changes in relation to transportation infrastructure funding.

**Rail Corridor Use:** COMPASS urges Congress and the Federal Railroad Administration (FRA) to ensure the expectations set in the Rail Passenger Service Act of 1970 (RPSA) for reasonable cooperation between intercity passenger rail providers and railroad companies is upheld. Agreements for local use of rail owned by rail companies should not be subjected to unreasonable compensation requests and unjustifiable delay, and the FRA should utilize their authority to achieve the intent of law.

**Resume Amtrak Passenger Rail Service:** COMPASS encourages Congress to provide the necessary tools and funding to study the feasibility of resuming AMTRAK’s “Pioneer Route” passenger rail service to the Treasure Valley. The Pioneer Route provided varying service from Seattle to Denver, through Portland, Boise, and Salt Lake City for twenty years until it was discontinued in 1997. Given the recent economic and population growth of

these areas of the Northwest, it is reasonable to study the feasibility of resuming the Pioneer Line passenger rail service.

DRAFT

## 2021 COMPASS *Draft* State Legislative Positions

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

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

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

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

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

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

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

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

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

### **Support dedicated funding for safe, community-oriented bicycle and pedestrian options**

Safe community and neighborhood-oriented bicycle and pedestrian options should be a priority for the state.

### **Support implementation of a weight/distance fee for heavy commercial and farm vehicles**

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

***COMPASS supports realistic, sustainable homeowner property tax relief that still allows local taxing districts the ability to deliver services the community needs and expects. COMPASS recognizes that recent property tax increases have placed a burden on homeowners in the region. Any potential property tax relief measures should strike a reasonable balance between limiting property owners' taxes and providing local taxing districts the ability to deliver infrastructure and services the community expects and needs.***

## EXECUTIVE COMMITTEE AGENDA ITEM V-A

Date: November 10, 2020

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

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

Information only.

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

RTAC Bylaws state that the RTAC Chair will submit a monthly status report on RTAC activities to the COMPASS Executive Committee. Below is an outline of agenda items and actions from the October 28, 2020, meeting.

#### **ACTION ITEMS**

##### **FY2020-2026 and FY2021-2027 Regional Transportation Improvement Program Amendment**

RTAC recommended COMPASS Executive Committee's adoption of a resolution amending the FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs (TIPs) to add a project for Valley Regional Transit. This item will be brought to the COMPASS Executive Committee for action in its November 10, 2020, meeting. The COMPASS Board of Directors will be asked to ratify the Executive Committee's action in its December 21, 2020, meeting.

##### **Transportation Management Area (TMA) Balancing**

RTAC recommended COMPASS Executive Committee approval of actions to balance the Surface Transportation Block Grant - Transportation Management Area (STBG-TMA) program. The actions requiring Executive Committee (Board of Directors') approval will be brought to the committee for action in its November 10, 2020, meeting as part of the TIP amendment recommended in the previous item. The COMPASS Board of Directors will be asked to ratify the Executive Committee's action in its December 21, 2020, meeting.

#### **INFORMATION ITEMS**

##### **Congestion Management Process**

COMPASS staff presented an overview of COMPASS' Congestion Management Process and draft updated congestion management plan.

##### **National Highway System and Planning Functional Classification Map**

COMPASS staff presented an update on requested changes to the National Highway System, approved by the Federal Highway Administration on September 23, 2020, and discussed an upcoming update to the planning functional classification system map.

##### **Communities in Motion 2050 Revised Draft Goals and Objectives**

COMPASS staff reviewed revised draft CIM 2050 goals and objectives. RTAC will be asked to recommend the draft goals and objectives to the COMPASS Board of Directors in its November 2020 meeting.

**More Information:**

- 1) Contact Liisa Itkonen, COMPASS Principal Planner, at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org) or Lenny Riccio, E.I.T., Staff Engineer/Transportation Planner, Canyon Highway District No. 4, at [LRiccio@canyonhd4.org](mailto:LRiccio@canyonhd4.org) or (208) 454-8135.

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