



Working together to plan for the future

**COMPASS BOARD OF DIRECTORS' MEETING  
APRIL 19, 2021 – 1:30 PM  
COMPASS – 2ND FLOOR LARGE CONFERENCE ROOM  
700 NE 2<sup>ND</sup> STREET  
MERIDIAN, IDAHO**

**ZOOM CONFERENCE CALL**

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

Board members are encouraged to participate in the meeting via Zoom conference call. Others may watch the meeting via Live Streaming on Facebook. If you do not have internet access, please call Hailey Townsend at the number below for an alternate to Facebook. The 2nd 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 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on April 19, 2021, will be provided to the Board 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 February 22, 2021, COMPASS Board Meeting Minutes
- Page 6 \*B. Receive Approved February 9, 2021, Executive Committee Meeting Minutes
- Page 9 \*C. Receive Approved December 17, 2020, Finance Committee Meeting Minutes
- Page 11 \*D. Approve List of Records for Destruction
- Page 14 \*E. Ratify Resolutions Amending *Communities in Motion 2040 2.0* and the FY2021-2027 Regional Transportation Improvement Program (Amendment #4)
- Page 24 \*F. Ratify Resolutions Amending *Communities in Motion 2040 2.0* and the FY2021-2027 Regional Transportation Improvement Program (Amendment #5)
- Page 34 \*G. Approve Project Delivery Extensions
- Page 38 \*H. Approve New Regional Transportation Advisory Committee Members

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

**1:35 \*A. Accept 2021 Population Estimates** **Carl Miller**  
Page 40 *Carl Miller will seek acceptance of the 2021 population estimates for Ada and Canyon counties and cities.*

**1:50 \*B. Approve FY2022 Membership Dues** **Meg Larsen**  
Page 43 *Meg Larsen will seek approval of the proposed membership dues for FY2022.*

#### **V. INFORMATION/DISCUSSION ITEMS**

**2:00 A. Status Report – State and Federal Legislative Priorities** **Ken Burgess**  
*Ken Burgess will provide a status report on state and federal legislative priorities.*

**2:15 \*B. Review Development of Communities in Motion 2050** **Liisa Itkonen**  
Page 46 *Liisa Itkonen will review progress on developing Communities in Motion 2050.*

**2:30 \*C. Review “All Aboard!” Survey Results** **Rachel Haukkala**  
Page 48 *Rachel Haukkala will review the results of the third public survey for Communities in Motion 2050.*

**2:50 \*D. Review Park and Ride Study** **Rachel Haukkala**  
Page 65 *Rachel Haukkala will review the Park and Ride Study.*

#### **VI. EXECUTIVE DIRECTOR’S REPORT (INFORMATION ONLY) (3:05)**

Page 67 **\*A. Staff Activity Reports**  
Page 79 **\*B. Status Report – Current Air Quality Efforts**  
Page 83 **\*C. Status Report – Regional Transportation Advisory Committee Attendance**  
Page 84 **\*D. Administrative Modifications**

#### **VII. ADJOURNMENT (3:10)**

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

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

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

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## COMPASS BOARD OF DIRECTORS' MEETING FEBRUARY 22, 2021 ZOOM CONFERENCE CALL

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

**ATTENDEES:** Kelli Badesheim, Valley Regional Transit, via telephone  
Nichoel Baird Spencer, City of Eagle, via telephone  
Jeff Barnes for Tom Points, City of Nampa, via telephone  
Rod Beck, Commissioner, Ada County, via telephone  
Lee Belt for Kurt Kopadt, City of Greenleaf, via telephone  
Elaine Clegg, Councilmember, City of Boise, **Immediate Past Chair**, via telephone  
Ryan Davidson, Commissioner, Ada County, via telephone  
John Evans, Mayor, City of Garden City, via telephone  
Jim Hansen, Commissioner, Ada County Highway District, via telephone  
Kendra Kenyon, Commissioner, Ada County, via telephone  
Debbie Kling, Mayor, City of Nampa, **Vice Chair**, via telephone  
Caleb Lakey, Idaho Transportation Department – District 3, via telephone  
David Lincoln, Commissioner, Golden Gate Highway District No. 3, via telephone  
Mary May, Commissioner, Ada County Highway District, **Secretary-Treasurer** via telephone  
Dave McKinney, Commissioner, Ada County Highway District, via telephone  
Andrew Mitzel, Senior Advisor, Governor's Office, Ex officio, via telephone  
Lauren McLean, Mayor, City of Boise, via telephone  
Garret Nancolas, Mayor, City of Caldwell, **Chair**, via telephone  
Brent Orton, City of Caldwell, via telephone  
Jessica Perreault, Councilmember, City of Meridian, via telephone  
Victor Rodriguez, Councilmember, City of Nampa, via telephone  
Charlie Rountree, City of Meridian, via telephone  
Steve Rule, Mayor, City of Middleton, via telephone  
Aaron Scheff, Idaho Department of Environmental Quality, via telephone  
Robert Simison, Mayor, City of Meridian, via telephone  
Joe Stear, Mayor, City of Kuna, **Chair Elect**, via telephone  
Matt Stoll, Executive Director, Community Planning Association, Ex officio, via telephone  
Marlene Tromp, Boise State University, via telephone  
Pam White, Commissioner, Canyon County, via telephone  
Holli Woodings, Councilmember, City of Boise, via telephone

**MEMBERS  
ABSENT:**

John Brunelle, Capital City Development Corporation  
Trevor Chadwick, City of Star  
Jay Gibbons, Commissioner, Canyon Highway District No. 4

Chelsie Johnson, City of Wilder  
Angie Lee, City of Parma  
Cory Pickard, Mayor, City of Melba  
Jason Pierce, Mayor, City of Eagle  
David Porterfield, Mayor, City of Notus  
Keri Smith, Commissioner, Canyon County  
Patrick Rice, Greater Boise Auditorium District, Ex officio  
Leslie Van Beek, Commissioner, Canyon County

**OTHERS:**

Ken Burgess, Veritas Advisors, via telephone  
Matt Edmond, Capital City Development Corporation, via telephone  
Jimmy Hallyburton, Councilmember, City of Boise, via telephone  
Liisa Itkonen, Community Planning Association, via telephone  
Meg Larsen, Community Planning Association, via telephone  
Justin Lucas, Ada County Highway District, via telephone  
Amy Luft, Community Planning Association, via telephone  
Carl Miller, Community Planning Association, via telephone  
Toni Tisdale, Community Planning Association, via telephone  
Hailey Townsend, Community Planning Association, via telephone

**CALL TO ORDER:**

Chair Garret Nancolas called the meeting to order at 1:33 p.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Chair Garret Nancolas welcomed new COMPASS Board members.

**CONSENT AGENDA**

- A. Approve December 21, 2020, COMPASS Board Meeting Minutes**
- B. Receive Approved November 10, 2020, Executive Committee Meeting Minutes**
- C. Receive Approved December 3, 2020, Finance Committee Meeting Minutes**
- D. Approve List of Records for Destruction**
- E. Approve Amended Families First Coronavirus Relief Act Leave Policy**
- F. Confirm Finance Committee Membership**

**Elaine Clegg moved and Mary May seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

**ACTIONS ITEMS**

- A. Adopt Resolutions Amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and FY2021-2027 Regional Transportation Improvement Program (TIP)**

Liisa Itkonen reviewed and sought COMPASS Board of Directors' adoption of resolutions amending *Communities in Motion 2040 2.0* and FY2021-2027 TIP to add an Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) joint project for preliminary design and environmental study to replace the Five Mile Road overpass over Interstate 84 and widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise.

After discussion, **Elaine Clegg moved and Jim Hansen seconded the adoption of Resolution 6-2021 amending *Communities in Motion 2040 2.0*. Motion passed unanimously.**

**Elaine Clegg moved and Joe Stear seconded the adoption of Resolution 7-2021 amending FY2021-2027 TIP. Motion passed unanimously.**

**B. Approve Update to COMPASS Board Policy 2021-01 (Balancing Policy)**

Toni Tisdale reviewed and sought COMPASS Board of Directors' approval of an updated balancing policy for Surface Transportation Block Grant and Transportation Alternatives Programs.

After discussion, **Mary May moved and Debbie Kling seconded to approve an update to COMPASS Board Policy 2021-01. Motion passed unanimously.**

**INFORMATION/DISCUSSION ITEMS**

**A. Status Report - State and Federal Legislative Issues**

Ken Burgess provided a status report on state and federal legislative issues.

**B. Status Report - Updates to *Communities in Motion 2040 2.0* (CIM 2040 2.0)**

Liisa Itkonen provided the information updates to CIM 2040 2.0 per Board Policy 2020-02.

**ADJOURNMENT**

**The meeting was adjourned at 2:45 p.m.**

**Approved this 19th day of April 2021.**

By: \_\_\_\_\_  
**Garret Nancolas, 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 MEETING  
FEBRUARY 9, 2021  
ZOOM CONFERENCE CALL**

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

**ATTENDEES:**

Rod Beck, Commissioner, Ada County, via telephone  
Elaine Clegg, Councilmember, **Immediate Past Chair**, City of Boise, via telephone  
Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone  
Mary May, Commissioner, **Secretary-Treasurer**, Ada County Highway District, via telephone  
Debbie Kling, Mayor, **Vice Chair**, City of Nampa, via telephone  
Garret Nancolas, Mayor, **Chair**, City of Caldwell, 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  
Keri Smith, Commissioner, Canyon County, via telephone  
Joe Stear, Mayor, **Chair Elect**, City of Kuna, via telephone

**MEMBERS ABSENT:**

**OTHERS PRESENT:**

Ken Burgess, Veritas Advisors, via telephone  
Jim Hansen, Commissioner, Ada County Highway District, via telephone  
Destinie Hart, Community Planning Association, via telephone  
Meg Larsen, Community Planning Association, via telephone  
Justin Lucas, Ada County Highway District, via telephone  
Amy Luft, Community Planning Association, via telephone  
Alexis Pickering, Commissioner, Ada County Highway District, via telephone  
Matt Stoll, Executive Director, Community Planning Association, via telephone  
Hailey Townsend, Community Planning Association, via telephone  
Pam White, Commissioner, Canyon County, via telephone

**CALL TO ORDER:**

Vice Chair Joe Stear called the meeting to order at 1:32 p.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Matt Stoll welcomed Commissioners Keri Smith and Rod Beck to the Executive Committee.

## **CONSENT AGENDA**

### **A. Approve November 10, 2021, Executive Committee Meeting Minutes**

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

## **ACTION ITEMS**

### **A. Establish February 22, 2021, COMPASS Board Meeting Agenda**

Matt Stoll presented staff proposed Agenda Items 1-14 for the February 22, 2021, COMPASS Board of Directors' meeting, with the recommendation to move Item 15 to the April Board agenda.

**After discussion, Joe Stear moved and Keri Smith seconded approval of Agenda Items 1-14 for the February 22, 2021, COMPASS Board of Directors' meeting as presented, and to move Item 15 to the April Board agenda. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

### **B. Review and Recommend Families First Coronavirus Relief Act Leave Policy**

Megan Larsen reviewed the amended Families First Coronavirus Relief Act Leave Policy and requested the Executive Committee's recommendation for COMPASS Board of Directors' approval.

**After discussion, Elaine Clegg moved and Jay Gibbons seconded to recommend the amended Families First Coronavirus Relief Act Leave Policy for COMPASS Board approval. Motion passed unanimously.**

## **INFORMATION/DISCUSSION ITEMS**

### **A. Status Report – 2021 Idaho Legislative Session**

Ken Burgess provided a status report on the 2021 Idaho legislative session.

### **B. Status Report – 2021 Federal Competitive Grants**


Matt Stoll reviewed the status of 2021 INFRA and BUILD Grant notifications of funding opportunities (NOFOs) and COMPASS priorities.

### **C. Status Report – Regional Transportation Advisory Committee (Memo Only)**

## **ADJOURNMENT**

**Debbie Kling moved and Keri Smith seconded to adjourn the meeting at 2:09 p.m. Motion passed unanimously.**

Approved this 9th day of March 2021.

By:   
\_\_\_\_\_  
**Garret Nancolas, Chair  
Community Planning Association of  
Southwest Idaho**

**Attest:**

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

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*Working together to plan for the future*

**FINANCE COMMITTEE MEETING  
DECEMBER 17, 2020  
ZOOM CONFERENCE CALL**

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

**ATTENDEES:** Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone  
Debbie Kling, Mayor, City of Nampa, **Chair**, via telephone  
Richard Beck for Diana Lachiondo, Ada County, via telephone  
Mary May, Commissioner, Ada County Highway District, via telephone  
Pam White, Commissioner, Canyon County, via telephone  
Holly Woodings, City of Boise, via telephone

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

**OTHERS PRESENT:** Kevin Congo, Harris CPAs, via telephone  
Keith Holmes, Community Planning Association, via telephone  
Meg Larsen, Community Planning Association, via telephone  
Amy Luft, Community Planning Association, via telephone  
Matt Stoll, Community Planning Association, via telephone  
Hailey Townsend, Community Planning Association, via telephone  
Josh Tyree, Harris CPAs, via telephone

**CALL TO ORDER:**

Chair Debbie Kling called the meeting to order at 12:02 p.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

None.

**CONSENT AGENDA**

**A. Approve December 3, 2020, Finance Committee Meeting Minutes**

**Jay Gibbons moved and Mary May seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

## **INFORMATION/DISCUSSION ITEM**

### **A. Review Report of Disbursements Made in the Reporting Period**

The report of disbursements made in the reporting period, November 21, 2020 to December 4, 2020, was provided in the packet for information.

## **ACTION ITEM**

### **A. Approve Draft Fiscal Year 2020 Audit**

Josh Tyree with Harris CPAs presented the FY2020 audit for approval by the Finance Committee.

After discussion, **Holli Woodings moved and Mary May seconded to approve the FY2020 audit as presented. Motion passed unanimously.**

### **B. Establish 2021 Finance Committee Meeting Dates**

Meg Larsen reviewed the proposed Finance Committee meeting dates for 2021.

After discussion, **Mary May moved and Holli Woodings seconded to approve the 2021 Finance Committee meeting dates. Motion passed unanimously.**

## **ADJOURNMENT**

**Holli Woodings moved and Mary May seconded to adjourn the meeting at 12:27 p.m. Motion passed unanimously.**

**Approved this 18th day of March 2021.**

By:   
for **Mary May, Chair**

**Attest:**

By:   
for **Kendra Kenyon, Vice Chair**

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## COMPASS BOARD AGENDA ITEM III-D

Date: April 19, 2021

### **Topic: Records to be Destroyed**

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

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

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

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

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

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

COMPASS staff will have the records destroyed by a commercial shredding service following approval by the COMPASS Board. The shredding service will provide a certification of destruction.

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

If the COMPASS Board approves the destruction of the listed records, the destruction will be completed as described. If the COMPASS Board does not approve destruction of the listed records, the records will be retained.

#### **More Information:**

- 1) Attachment
- 2) For detailed information contact: Meg Larsen, at 208-475-2228 or [mlarsen@compassidaho.org](mailto:mlarsen@compassidaho.org).

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

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY1996-FY1999 Recordings of Ada Planning Association Board Meetings; recordings are temporary files not retained under current policy; Board meeting minutes are permanent	9/30/1998	n/a	9/30/1998	4/19/2021	
FY1997-FY1998 Recordings of Ada City-County Emergency Management Meetings; recordings are temporary files not retained under current policy; meeting minutes are permanent	9/30/1997	n/a	9/30/1997	4/19/2021	
FY1998 Recordings of Intelligent Transportation Systems Phase 1 meeting; recordings are temporary files not retained under current policy	9/30/1998	n/a	9/30/1998	4/19/2021	
FY1998-FY1999 Recordings of Standing Committee Meetings; recordings are temporary files not retained under current policy; Standing Committee meeting minutes are permanent	9/30/1999	n/a	9/30/1999	4/19/2021	
FY2002 Recordings of Water Committee Meetings; recordings are temporary files not retained under current policy; meeting minutes are permanent	9/30/2002	n/a	9/30/2002	4/19/2021	
FY2002-FY2003 Recordings of COMPASS Standing Committee Meetings; recordings are temporary files not retained under current policy; Standing Committee meeting minutes are permanent	9/30/2003	n/a	9/30/2003	4/19/2021	
FY2002-FY2003 Recordings of COMPASS Board Meetings; recordings are temporary files not retained under current policy; Board meeting minutes are permanent	9/30/2003	n/a	9/30/2003	4/19/2021	

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

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY1977 Recordings of Standing Committee Meetings; recordings are temporary files not retained under current policy; Standing Committee meeting minutes are permanent	9/30/1977	n/a	9/30/1977	4/19/2021	
FY1995 Recordings of Ada Paratransit Plan Update Meetings; recordings are temporary files not retained under current policy; meeting minutes are permanent	9/30/1995	n/a	9/30/1995	4/19/2021	

## COMPASS BOARD OF DIRECTORS AGENDA ITEM III-E April 19, 2021

### **Topic: *Communities in Motion 2040 2.0* and FY2021-2027 Regional Transportation Improvement Program Amendments**

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

COMPASS staff requests that the COMPASS Board of Directors ratify the COMPASS Executive Committee's adoption of Resolutions 8-2021 and 9-2021 (Attachments 1 and 2) amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2021-2027 Regional Transportation Improvement Program (TIP) to add a project for operational improvements on I-84.

The COMPASS Executive Committee adopted both resolutions in its March 9, 2021, meeting.

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

When funding is identified to pay for a new project, the regional long-range transportation plan and the TIP must be amended to reflect the change and add the project as "funded." Therefore, COMPASS is proposing to amend CIM 2040 2.0 and the FY2021-2027 TIP, as requested by the Idaho Transportation Department, to add a new funded project at Exit 25 (also known as the Middleton exit) on Interstate 84.

Exit 25 on Interstate 84 west of Caldwell has seen an increase in traffic demand due to growth and new development in that area. This is resulting in safety and operational concerns, specifically on the westbound off ramp during peak hours. The proposed improvements would widen the westbound off ramp to reestablish uniform shoulder width, install a traffic signal and queue detection on the westbound off ramp, and excavate the slope to improve sight distance. Attachment 3 has further details.

A public comment period on the proposed amendments was held February 8 through February 22, 2021. Verbatim public comments are included in Attachment 4. No changes were recommended based on public comment received.

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

These amendments add one new funded project to CIM 2040 2.0 and the FY2021-2027 TIP to enable work to begin immediately.

#### **More Information:**

- 1) Attachment 1 – Resolution 8-2021
- 2) Attachment 2 – Resolution 9-2021
- 3) Attachment 3 – Project Details
- 4) Attachment 4 – Verbatim Public Comments
- 5) For detailed information contact: Liisa Itkonen, Principal Planner, at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org) or Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).



**RESOLUTION NO. 8-2021**

**FOR THE PURPOSE OF AMENDING *COMMUNITIES IN MOTION 2040 2.0***

**WHEREAS**, the Community Planning Association of Southwest Idaho (COMPASS) 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 prepare regional long-range transportation plans covering a period of no less than 20 years;

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

**WHEREAS**, COMPASS proposed an amendment to *Communities in Motion 2040 2.0* to add an Idaho Transportation Department project for improvements at Exit 25 on Interstate 84, including minor widening of the westbound off ramp to reestablish uniform shoulder width, installation of a traffic signal and queue detection on the westbound ramp, and slope excavation to improve sight distance;

**WHEREAS**, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires regional long-range transportation plans be developed and amended in consultation with all interested parties; and

**WHEREAS**, a public comment period was held between February 8 and 22, 2021, and comments were shared with the COMPASS Board of Directors for consideration.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Executive Committee approves the amendment to *Communities in Motion 2040 2.0*.

**ADOPTED** this 9<sup>th</sup> day of March 2021.

By: Garrett Nancolas  
**Garrett Nancolas, Chair  
Community Planning Association  
of Southwest Idaho Board of Directors**

**ATTEST:**

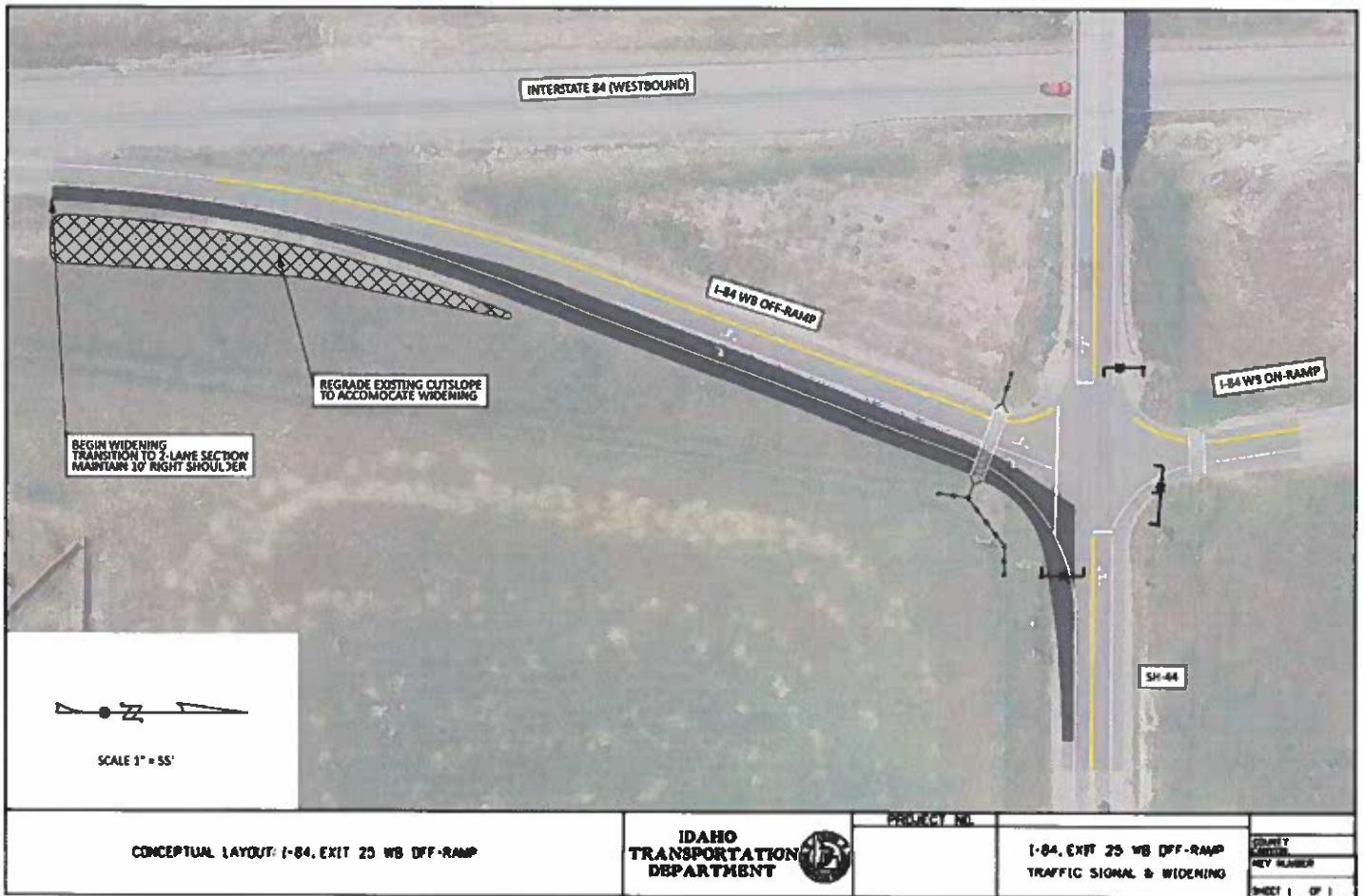
By: Matthew J. Stoll  
**Matthew J. Stoll, Executive Director  
Community Planning Association  
of Southwest Idaho**

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# CIM 2040 2.0 Proposed Amendment #4

This proposed amendment adds an Idaho Transportation Department's project to widen the westbound Interstate 84 off-ramp at State Highway 44 (Exit 25), just west of the City of Caldwell, also known as the Middleton Exit, to reestablish uniform shoulder width, install a traffic signal and queue detection on the westbound off-ramp, and excavate the slope to improve sight distance.





**RESOLUTION NO. 9-2021**

**FOR THE PURPOSE OF AMENDING THE FY2021-2027 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

**WHEREAS**, the 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 February 8 through 22, 2021, 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;

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

**WHEREAS**, the attached table details the amendment to FY2021-2027 Regional Transportation Improvement Program.

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

**ADOPTED** this 9<sup>th</sup> day of March 2021.

By:   
\_\_\_\_\_  
**Garret Nancolas, 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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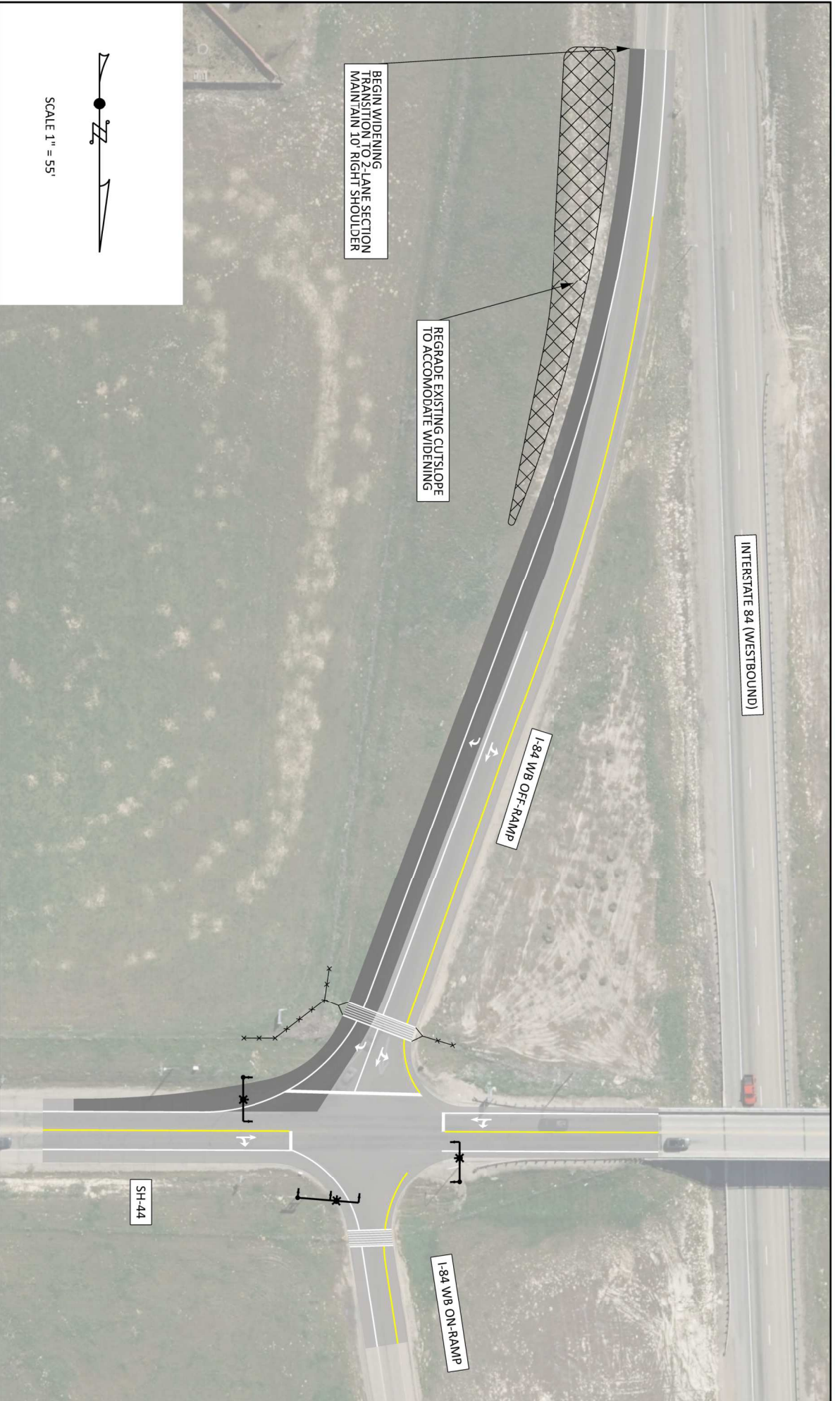
COMPASS Amendment #4  
 FY2021-2027 Regional Transportation Improvement Program

Idaho Transportation Department, December 30, 2020

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23099	I-84, SH-44, Westbound Ramp Improvements, Canyon County	2021						ϕ <u>1300</u>	ϕ <u>1300</u>
	Funding Source: State	2022							0
		2023							0
	To widen the westbound Interstate 84 off-ramp at State Highway 44 (Exit 25), just west of the City of Caldwell, also known as the Middleton Exit, to reestablish uniform shoulder width, install a traffic signal and queue detection on the westbound off-ramp, and excavate the slope to improve sight distance. (Federal = \$0)	2024							0
		2025							0
		PD							0
		SUM		0	0	0	0	0	ϕ <u>1300</u>
<b>Add project.</b>									

CE = Construction Engineering  
 CN = Construction  
 FY = Fiscal Year  
 PE = Preliminary Engineering  
 PC = Preliminary Engineering Consultant  
 RW = Right-of-Way  
 UT = Utilities

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CONCEPTUAL LAYOUT: I-84, EXIT 25 WB OFF-RAMP



PROJECT NO.

I-84, EXIT 25 WB OFF-RAMP  
TRAFFIC SIGNAL & WIDENING

COUNTY  
CANYON  
KEY NUMBER

SHEET 1 OF 1



# Public Comments Received (Verbatim)

**For amendments to:  
Communities in Motion 2040 2.0 and  
FY2021-2027 Regional Transportation Improvement Program**

Public Comment Period: February 8-22, 2021  
Total number of comments received by COMPASS: 6

**Topic: Interstate 84 westbound off-ramp at State Highway 44 (Exit 25),  
widen, install a traffic signal, and improve sight distance**

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

<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>Can we see a drawing of the proposed widening, stop light, etc for the Middleton exit of I84. I worry a stoplight will just back traffic up further on I84, unless there is a new lane installed specifically for the exit by widening the existing I84 to accomodate an additional lane. That exit is already a backup onto I84 at 5pm.</p> <p>Also, I am curious if there is a proposed stoplight at the intersection of Hwy 44 and Emmett Road?</p>	<p>Thank you for taking the time to comment! We will share your comments with the COMPASS Board of Directors and the Idaho Transportation Department (ITD).</p> <p>Please see the information posted on the COMPASS website: <a href="https://www.compassidaho.org/documents/prod_serv/trans/FY21/1%20Amend4_public.pdf">https://www.compassidaho.org/documents/prod_serv/trans/FY21/1%20Amend4_public.pdf</a>. (It is also attached for your convenience.) This information provides details, including a conceptual drawing of proposed improvements.</p> <p>There is currently not a stoplight planned at the intersection of SH-44 and Emmett Road.</p> <p>We look forward to receiving any additional comments you may have.</p>	Frances Gale	Email
<p>I think this is a good addition to the TIP.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and ITD District 3 staff.</p>	Susan Bradley Technical Records Specialist I	Email

<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>Thank you for the opportunity to comment on the CIM 2040 2.0 proposed amendment to include Interstate 84 off-ramp at State Highway 44 (State Street) (Exit 25). This off-ramp regularly backs up traffic on to the westbound lanes of I-84 at peak hour, creating an unsafe condition, especially for unfamiliar drivers who don't use the Interstate shoulder for storage. The District recognizes ITD's efforts to improvement the situation by providing a speed limit reduction on I-84 at this locatin and providing reconfigured lanes at the intersection as a temporary measure. The signal and additionl lane proposed will help to improve this situation. Canyon Highway District No. 4 supports this proposed mendment. The District would like to stress that the Old Hwy 30 &amp; SH 44 intersection is also in need of improvements to address capacity issues and has a significant crash history. We would urge ITD to evaluate the proposed traffic signal at the I-84 off-ramp to assure that it does not further degrade the traffic operations and safety of the Old Hwy 30 &amp; SH 44 intersection and encourage this intersection also be considered for improvements in the near future.</p>	<p>Thank you for sharing your comments and concerns; they will be shared with the COMPASS Board of Directors and ITD District 3 staff.</p>	<p>Tim Richard Director Canyon Highway District No. 4</p>	<p>Email</p>
<p>Given the cost and in my opinion what is proposed will do little to improve traffic flow I would recommend a roundabout at the intersection where traffic meets the hiway to Middleton. Even with a traffic light a left turn at the intersection could be very dangerous</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and ITD District 3 staff.</p>	<p>Hubert Osborne Nampa</p>	<p>Email</p>
<p>The most important project in the Treasure Valley is the completion of highway 16. It is the only project which has the potential to relieve widespread congestion across routes. Continuing to disperse hundreds of thousands of dollars in monies for lessor projects delays the real fix.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and ITD District 3 staff.</p>	<p>Fred Hoadley Nampa</p>	<p>Email</p>
<p>The Project proposed to make improvements to Exit 25 from I84 in the Caldwell area would be very helpful. The sooner it could be done the better! It would not be costly and by improving drivers vision as they exit, it would make both the Freeway and the exit safer for everyone.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and ITD District 3 staff.</p>	<p>Betty Brigante</p>	<p>Email</p>

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## COMPASS BOARD OF DIRECTORS AGENDA ITEM III-F April 19, 2021

### **Topic: *Communities in Motion 2040 2.0* and FY2021-2027 Regional Transportation Improvement Program Amendments**

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

COMPASS staff requests that the COMPASS Board of Directors ratify Resolutions 10-2021 and 11-2021 (Attachments 1 and 2) amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2021-2027 Regional Transportation Improvement Program (TIP) to add two projects requested by Valley Regional Transit (VRT). An amendment only to the FY2021-2027 TIP is also requested to significantly change the scope of work on an Idaho Transportation Department (ITD) project. Due to timing constraints, the Regional Transportation Advisory Committee did not review these amendments.

The COMPASS Executive Committee will be requested to adopt both resolutions in its April 13, 2021, meeting.

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

When funding is identified to pay for a new project, the regional long-range transportation plan and the TIP must be amended to reflect the change and add the project as “funded.”

At the request of VRT, COMPASS is proposing to amend CIM 2040 2.0 and the FY2021-2027 TIP to add two new funded projects on State Highway 44 (State Street) between the City of Eagle and downtown Boise to make transit on the corridor safer, more attractive, and faster (Attachment 3). These projects will move the region closer to the State Street High Capacity Corridor concept, which is the number one ranked unfunded project in the public transportation system in CIM 2040 2.0. *ValleyConnect 2.0* also identifies the State Street corridor as a “premium corridor” with high levels of transit service and passenger amenities. Including these projects in CIM 2040 2.0 and the TIP will also make them eligible for additional funding opportunities.

In addition, ITD requested to modify the configuration of the State Highway 44 (State Street) and State Highway 55 (Eagle Road) intersection improvement project from a half Continuous Flow Intersection to a conventional intersection (Attachment 3). The funding source will also change from federal to state funds. After the change to design, the project is expected to start construction right away and be complete by fall 2021. This scope change needs to be amended only in the FY2021-2027 TIP.

A public comment period on the proposed amendments was held between March 24 and April 7, 2021. Verbatim public comments are posted to the COMPASS Board of Directors’ webpage: <https://www.compassidaho.org/people/boardmeetings.htm> (under the supplemental information section).



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

These amendments will add two new funded projects to CIM 2040 2.0 and the FY2021-2027 TIP, and change the scope of one project in the FY2021-2027 TIP, to enable work to begin immediately.

**More Information:**

- 1) Attachment 1 – Resolution 10-2021
- 2) Attachment 2 – Resolution 11-2021
- 3) Attachment 3 – Project Details
- 4) For detailed information contact: Liisa Itkonen, Principal Planner, at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org) or Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**RESOLUTION NO. 10-2021**

**FOR THE PURPOSE OF AMENDING *COMMUNITIES IN MOTION 2040 2.0***

**WHEREAS**, the Community Planning Association of Southwest Idaho (COMPASS) 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 prepare regional long-range transportation plans covering a period of no less than 20 years;

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

**WHEREAS**, COMPASS proposed an amendment to *Communities in Motion 2040 2.0* to add two Valley Regional Transit funded projects to continue enhancing transit service and passenger amenities between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise to make transit on the corridor safer, more attractive, and faster;

**WHEREAS**, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires regional long-range transportation plans be developed and amended in consultation with all interested parties; and

**WHEREAS**, a public comment period was held between March 24 and April 7, 2021, and comments were shared with the COMPASS Board of Directors for consideration.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho’s Executive Committee approves the amendment to *Communities in Motion 2040 2.0*.

**ADOPTED** this 13<sup>th</sup> day of April 2021.

By: \_\_\_\_\_  
**Garrett Nancolas, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

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

## Communities in Motion 2040 2.0 Proposed Amendment #5

This proposed amendment adds two Valley Regional Transit projects to continue enhancing transit service between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise (map below). Part 1 of the State Street Premium Corridor improvements project will improve infrastructure and pedestrian connections to public transportation on State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. The enhanced bus stops will be compliant with the Americans with Disabilities Act, improve safety, and provide passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks. Part 2 improvements will include deployment of real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops along Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. Improvements will also include bus stop and vehicle branding. The State Street High Capacity Corridor is the number one ranked unfunded project in the public transportation system in *Communities in Motion 2040 2.0*. *ValleyConnect 2.0* also identifies the State Street corridor as a “premium corridor” with high levels of transit service and passenger amenities. Including these projects in CIM 2040 2.0 and the TIP will also make them eligible for additional funding opportunities.



**RESOLUTION NO. 11-2021**

**FOR THE PURPOSE OF AMENDING THE FY2021-2027  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

**WHEREAS**, the 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 between March 24 and April 27, 2021, 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;

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

**WHEREAS**, the attached table details the amendment to FY2021-2027 Regional Transportation Improvement Program.

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

**ADOPTED** this 13<sup>th</sup> day of April 2021.

**By:** \_\_\_\_\_  
**Garret Nancolas, 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 #5 for the  
FY2021-2027 Regional Transportation Improvement Program (TIP)

Valley Regional Transit, March 18, 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW	Transit – State Street Premium Corridor, Part 1, Boise Area, VRT	2021							0
	Funding Source: FTA 5307 LU	2022						ϕ	ϕ
	Implement Part 1 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will improve infrastructure and pedestrian connections to public transportation on State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. The enhanced bus stops will be compliant with the Americans with Disabilities Act, improve safety, and provide passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks. (Federal = \$1,000,000)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	0	ϕ
							<u>1250</u>	<u>1250</u>	
	<b>Add project.</b>								
NEW	Transit – State Street Premium Corridor, Part 2, Boise Area, VRT	2021							0
	Funding Source: Local Participating	2022							0
	Implement Part 2 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will include deployment of real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops along State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. Improvements will also include bus stop and vehicle branding. (Federal = \$0)	2023						ϕ	ϕ
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	0	ϕ
							<u>5882</u>	<u>5882</u>	
	<b>Add project.</b>								

Idaho Transportation Department, March 18, 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection <u>Improvement, 1/2 CFI</u> , Eagle	2021	0 <u>80</u>	0 <u>1062</u>	0 <u>193</u>		0 <u>1762</u>	0 <u>6612</u>	0 <u>9709</u>
	Funding Source: <u>State</u>	2022							0
	<u>Construct a partial (1/2) continuous flow intersection (CFI), including displaced left turn lanes-Expand the current intersection configuration to increase capacity, as well as remove all four existing free-flowing right-turn lanes, at State Highway 44 (State Street) and State Highway 55 (Eagle Road) in the City of Eagle. Work includes pavement widening and resurfacing, installation of raised medians, signage and striping improvements, pedestrian access, signalization, Intelligent Transportation System improvements, and localized drainage improvements.</u> (Federal = \$0)  Significant scope change to a construction project. Includes conversion of funding from federal-aid to state funds. Overall increase \$750,000.  Previous obligations: <del>\$1,376,000</del> \$0 Total project cost: <del>\$9,356,000</del> \$9,709,000 Total cost change 3.8%	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0 <u>80</u>	0 <u>1062</u>	0 <u>193</u>	0	0 <u>1762</u>	0 <u>6612</u>	0 <u>9709</u>
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection <u>Improvement, 1/2 CFI</u> , Eagle	2021	30 <u>-50</u>	326 <u>-856</u>	0 <u>-193</u>		947 <u>0</u>	6677 <u>0</u>	7980 <u>-1099</u>
	Funding Source: NHPP	2022							0
	<b>Same as above.</b> (Federal = -1,018,000)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	30 <u>-50</u>	326 <u>-856</u>	0 <u>-193</u>	0	947 <u>0</u>	6677 <u>0</u>	7980 <u>-1099</u>
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection <u>Improvement, 1/2 CFI</u> , Eagle	2021	0 <u>-20</u>	0 <u>-206</u>					0 <u>-226</u>
	Funding Source: HSIP-State	2022							0
	<b>Same as above.</b> (Federal = -\$209,000)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0 <u>-20</u>	0 <u>-206</u>	0	0	0	0	0 <u>-226</u>

5307 = FTA formula funds  
 CE = Construction Engineering  
 CFI = Continuous Flow Intersection  
 CN = Construction  
 FTA = Federal Transit Administration  
 FY = Fiscal Year  
 HSIP = Highway Improvement Safety Program  
 LU = Large Urban (Boise Urbanized Area)  
 NHPP = National Highway Performance Program

PE = Preliminary Engineering  
 PC = Preliminary Engineering Consultant  
 RW = Right-of-Way  
 SH = State Highway  
 UT = Utilities  
 VRT = Valley Regional Transit

COMPASS Amendment #5 for *Communities in Motion 2040 2.0* (CIM 2040 2.0) and Amendment #5 for the FY2021-2027 Regional Transportation Improvement Program (TIP)



Figure1. Valley Regional Transit’s proposed State Street Premium Corridor



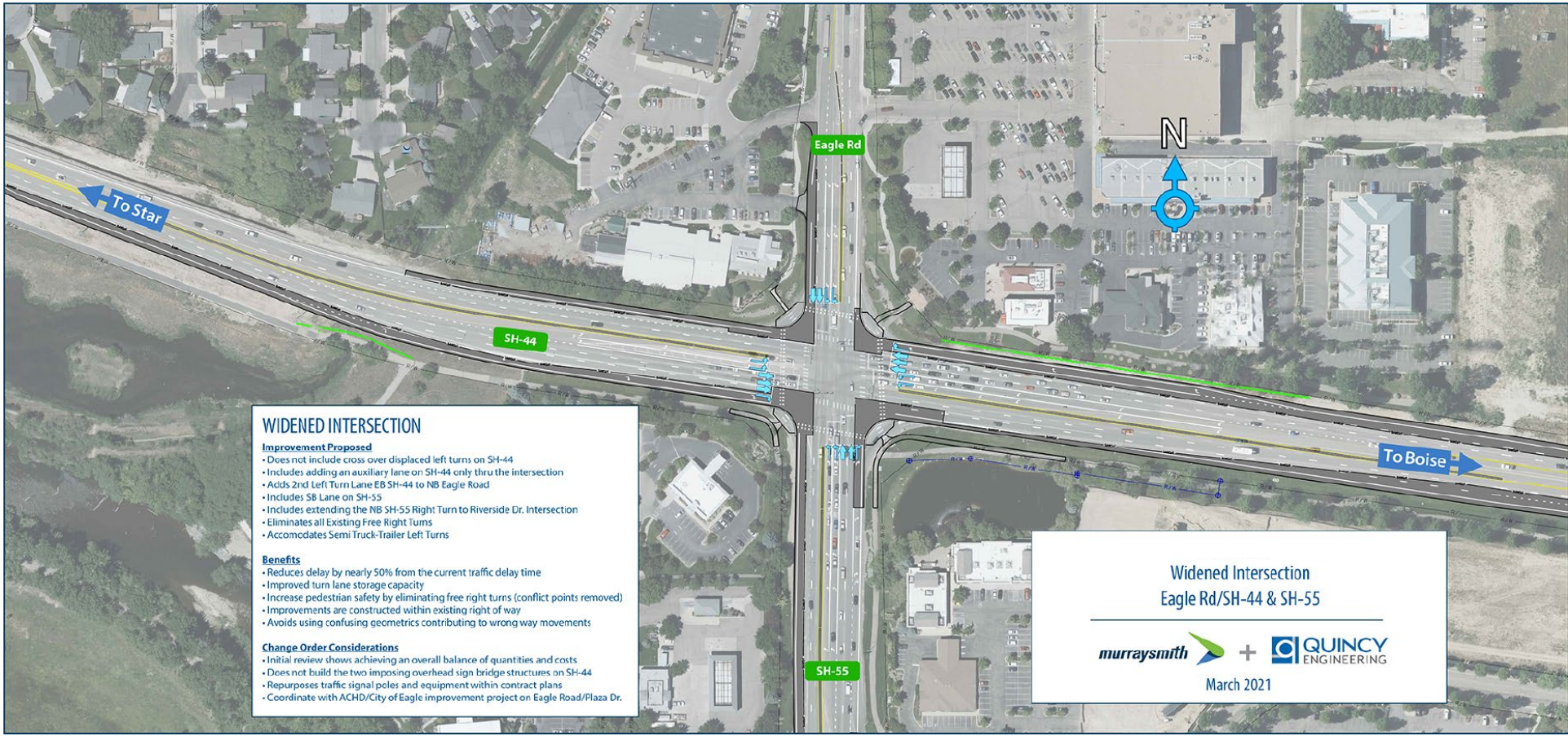


Figure 2. Reconfigured intersection design for SH-55 (Eagle Road) and SH-44 (State Street) intersection

## COMPASS BOARD AGENDA ITEM III-G

Date: April 19, 2021

### Topic: Extension Delivery Deadlines for Local Federal-Aid Projects

#### Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval to extend the deadlines on four local federal-aid projects. The Regional Transportation Advisory Committee (RTAC) recommended approval on March 17, 2021.

#### Background/Summary:

The *COMPASS Funding Application Guide FY2022-2028*, approved on August 17, 2020, includes a deadline of March 1 for obligation of funds in programs managed by COMPASS. The Idaho Transportation Department (ITD) has deadlines to "sweep," or remove, unobligated funds prior to the end of the fiscal year, and reprogram them to other projects that can obligate funds immediately. The COMPASS March 1 deadline was established to allow time to reprogram funds within the region if the sponsor is unable to obligate funds before ITD's sweep.

COMPASS received three extension requests from the Ada County Highway District (ACHD) and one request from the City of Caldwell (request letters attached). A summary of the requests is provided below:

#### Capital Maintenance, Phase 2, Boise Area – FY2021 (ACHD) (Key Number 20129)

- Total project cost (FY2021) = \$2,120,000
- Phase: Construction
- Funding source: Surface Transportation Block Grant – Transportation Management Area (STBG-TMA)
- Reason: Review of the State/Local Agreement is not complete.
- Requested deadline for obligation: April 9, 2021

#### Capital Maintenance, Phase 3, Boise Area – FY2021 (ACHD) (Key Number 20159)

- Total project cost (FY2021) = \$614,000
- Phase: Construction
- Funding source: STBG-TMA
- Reason: Review of the State/Local Agreement is not complete.
- Requested deadline for obligation: April 9, 2021

#### Commuteride, ACHD, Van Replacements, Canyon County (Key Number 20136a)

- Total project cost (FY2021) = \$386,000
- Phase: Construction (purchase)
- Funding source: Federal Transit Administration (FTA) 5339 Small Urban
- Reason: Waiting for FTA approval of funding before drafting the State/Local Agreement
- Requested deadline for obligation: April 23, 2021

**Middleton Road and Ustick Road, Roundabout, Caldwell** (Key Number 13487)

- Total project cost (FY2021) = \$591,000
- Funding source: STBG-Urban
- Reason: Funds are for right-of-way acquisition and utilities. During the review of right-of-way plans, there were changes to property ownership and property splits, which require the plans to be updated. (\$20,000 for design oversight is already obligated.)
- Requested deadline for obligation: June 1, 2021

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

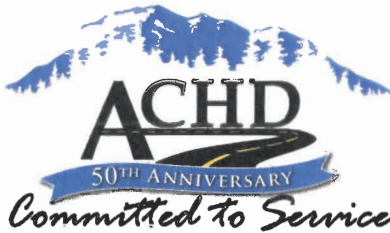
If projects are not delivered by the extended deadlines, it could be too late to reprogram funds to other projects, which could result in a loss of funding in the region.

**More Information:**

- 1) Attachment: Letters of Request
- 2) For detailed information contact: Tevrin Fuller, Data Analyst, at [tfuller@compassidaho.org](mailto:tfuller@compassidaho.org).

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Kent Goldthorpe, President  
Dave McKinney, Vice-President  
Jim D. Hansen, Commissioner  
Mary May, Commissioner  
Alexis Pickering, Commissioner

February 16, 2021

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

3/4/2021 - COMPASS staff note, funds on KN 20537 are obligated. A State/Local Agreement is still needed.

Dear Mr. Stoll:

ACHD is actively working with ITD to complete the necessary approvals and related State and Local Agreements (SLA) for FY2021 projects.

ACHD requests an extension of the COMPASS Board's obligation deadline of March 1 to April 9, 2021 for the following federally funded projects:

- KN 20129 (FY2021 Capital Maintenance - Phase II) - The PS&E has been completed, but the SLA requires additional language and FHWA approval for Advanced Construction funding.
- KN 20159 (FY2021 Capital Maintenance - Phase III) – The PS&E has been completed, but the SLA requires additional language and FHWA approval for Advanced Construction funding.
- KN 20537 (Benjamin Ln Railroad Crossing) – ITD Legal is finalizing first draft of SLA.

ACHD would like to request a new funding obligation deadline of no later than April 23 for following, project.

- KN 20136a (Commuteride Van Replacement, 5339 SU) – ITD staff are waiting for FTA approval for funding before drafting SLA.

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,

Justin Lucas, AICP  
Deputy Director, Planning and Project Management  
Ada County Highway District



CITY OF  
*Caldwell, Idaho*

February 18, 2021

**GARRET NANCOLAS**  
Mayor

208.455.3011  
(f) 208.455.3003

**City Hall**  
411 Blaine Street  
Caldwell, Idaho 83605

**Post Office Box**  
P.O. Box 1179  
Caldwell, Idaho 83606

For a list of the City  
Council members, visit:  
**Website**  
[www.cityofcaldwell.com](http://www.cityofcaldwell.com)

COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, Idaho 83642

Attn: Matt Stoll

**Re: Funding Extension Request for Middleton and Ustick Roundabout  
Project in Caldwell, Key # 13487**

Dear Matt,

As you are aware, the Middleton and Ustick Roundabout in Caldwell is nearing the right-of-way procurement phase of the project. Funds are already available now in 2021 for this project to move forward. However, due to project management responsibilities changing from ITD to LHTAC mid-project we were unable to receive approval of the proposed right-of-way plans from ITD. In addition, during the time between ITD's review without approval and now, there have been some changes to property ownerships and some parcel splits that will require the current proposed right-of-plans to be updated.

As a result of this delay, the City of Caldwell will be unable to meet the March 1<sup>st</sup> deadline to submit the final approved right-of-way plans, as required by the COMPASS Board. Therefore, we request an extension of the deadline until June 1<sup>st</sup>. We still expect to have final right-of-way plans completed and approved by June 1<sup>st</sup> and know that postponing or losing funding for the right-of-way acquisition necessary for this project would be detrimental to the City.

Your consideration on this matter is very much appreciated.

Thank You.

Sincerely,

Garret Nancolas, Mayor  
City of Caldwell  
421 Blaine St.  
Caldwell, Id 83605

---

**From:** Amy Luft  
**Sent:** Thursday, March 4, 2021 12:41 PM  
**To:** Matt Stoll <MStoll@compassidaho.org>  
**Cc:** Megan Larsen <MLarsen@compassidaho.org>  
**Subject:** Public Participation Workgroup Representative on RTAC

Matt –

The Regional Transportation Advisory Committee bylaws and Public Participation Workgroup charter both state that the Public Participation Workgroup will have one seat on the Regional Transportation Advisory Committee.

Lara Disney was selected as the 2021 Public Participation Workgroup representative at the March 3, 2021, workgroup meeting.

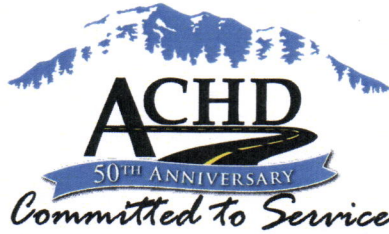
I am requesting COMPASS Board of Director’s approval of this appointment.

Amy



**Amy Luft | Communication Coordinator**  
Community Planning Association (COMPASS)  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642  
Direct: 208-475-2229 | Main: 208-855-2558  
<http://www.compassidaho.org>





Kent Goldthorpe, President  
Dave McKinney, Vice-President  
Jim D. Hansen, Commissioner  
Mary May, Commissioner  
Alexis Pickering, Commissioner

February 1, 2021

Matthew J. Stoll  
COMPASS  
700 NE 2<sup>nd</sup> St., Ste. 200  
Meridian, Idaho 83642

**Re: 2021 COMPASS Regional Transportation Advisory Committee Members**

Dear Mr. Stoll:

ACHD would recommend having the following people as official representatives of the COMPASS Regional Transportation Advisory Committee (RTAC) for 2021:

Existing representatives:

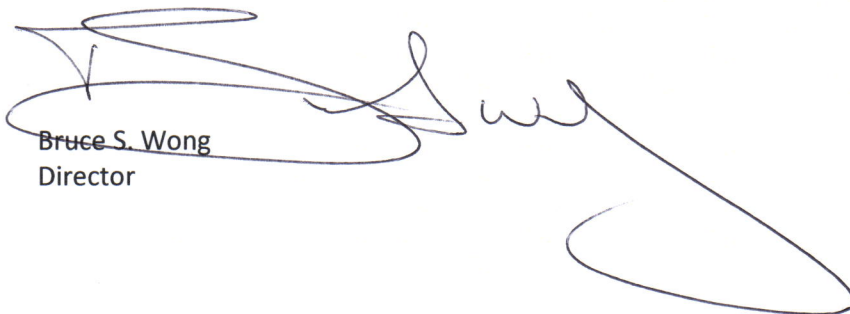
- Tom Ferch
- Ryan Head

New representative

- Tom Laws (replacing Justin Lucas)

If you have any questions, please feel free to contact Stacey Spencer, at [spencer@achdidaho.org](mailto:spencer@achdidaho.org) or 208-387-6110.

Very Respectfully,



Bruce S. Wong  
Director



## COMPASS BOARD AGENDA ITEM IV-A

Date: April 19, 2021

### Topic: 2021 Population Estimates

#### Request/Recommendation

COMPASS staff seeks COMPASS Board of Directors' acceptance of the 2021 population estimates, as recommended by the Demographic Advisory Workgroup on March 3, 2021.

#### Background/Summary:

Local population estimates have a multitude of uses to policy makers, planners, and the public. The estimates are used as indicators of economic conditions and for planning various government programs, evaluating land development impacts on the transportation network, and establishing COMPASS membership dues.

COMPASS develops population estimates for city and county jurisdictions in Ada and Canyon Counties. Since 1990, COMPASS has used a "Housing Unit Method" estimation model to update population estimates. This method is based on the premise that changes in the number of occupied housing units reflect changes in the population. This estimation process is broken into three distinct parts: housing unit estimation, household population estimation, and geographic boundary modification.

Population estimates are calculated as:

$$\text{Population} = [(h + r) * s * o] + q$$

Where:

- h = decennial census households
- r = new residential units permitted
- s = household size
- o = residential occupancy rate
- q = group quarters population

While 2020 was a decennial census year, we will not have official census counts for local communities until September 2021. Therefore 2021 population estimates are still built on the base of 2010 decennial counts with new population estimated from new residential units permitted since 2010.

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

Population estimates are used for local and regional planning, grant writing, and as a factor to help establish COMPASS membership dues.

#### More Information:

- 1) Attachment 1: 2021 Population Estimates
- 2) Attachment 2: Historic Population Estimates by City Limits
- 3) For additional information contact: Carl Miller, Principal Planner, at 208/475-2239 or [cmiller@compassidaho.org](mailto:cmiller@compassidaho.org).



**2021 Population Estimates**  
**City and County Population Estimates for April 1, 2021**  
**Areas Refer to Corporate Limits of Cities as of December 31, 2020**

	2021 Population*	2020 Population*	2010 Population ^	2020-2021 Increase	2010-2021 Increase	2021 Percent of County	Percent of Region		
							2010	2020	2021
<b>Ada</b>									
Boise City	241,590	240,380	205,671	1,210	35,919	47.8%	35.4%	32.6%	31.7%
Eagle	34,470	32,560	19,908	1,910	14,562	6.5%	3.4%	4.4%	4.5%
Garden City	12,570	12,460	10,972	110	1,598	2.5%	1.9%	1.7%	1.7%
Kuna	27,570	24,890	15,210	2,680	12,360	4.9%	2.6%	3.4%	3.6%
Meridian	127,890	119,350	75,092	8,540	52,798	23.7%	12.9%	16.2%	16.8%
Star (Ada County)	13,390	11,850	5,783	1,540	7,607	2.4%	1.0%	1.6%	1.8%
Unincorporated	60,820	61,480	59,739	-660	1,081	12.2%	10.3%	8.3%	8.0%
<b>Total County</b>	<b>518,300</b>	<b>502,970</b>	<b>392,365</b>	<b>15,330</b>	<b>125,935</b>		<b>67.5%</b>	<b>68.2%</b>	<b>68.0%</b>
<b>Canyon</b>									
Caldwell	63,760	61,210	46,237	2,550	17,523	26.1%	8.0%	8.3%	8.4%
Greenleaf	900	870	846	30	54	0.4%	0.1%	0.1%	0.1%
Melba	590	590	513	0	77	0.3%	0.1%	0.1%	0.1%
Middleton	10,420	9,780	5,524	640	4,896	4.2%	1.0%	1.3%	1.4%
Nampa	110,980	106,860	81,557	4,120	29,423	45.5%	14.0%	14.5%	14.6%
Notus	570	570	531	0	39	0.2%	0.1%	0.1%	0.1%
Parma	2,210	2,160	1,983	50	227	0.9%	0.3%	0.3%	0.3%
Star (Canyon County)	10	10	10	0	0	0.0%	0.3%	0.0%	0.0%
Wilder	1,830	1,810	1,533	20	297	0.8%	0.3%	0.2%	0.2%
Unincorporated	52,110	50,960	50,179	1,150	1,931	21.7%	8.6%	6.9%	6.8%
<b>Total County</b>	<b>243,380</b>	<b>234,820</b>	<b>188,923</b>	<b>8,560</b>	<b>54,457</b>		<b>32.5%</b>	<b>31.8%</b>	<b>32.0%</b>
<b>Ada and Canyon Counties</b>	<b>761,680</b>	<b>737,790</b>	<b>581,288</b>	<b>23,890</b>	<b>156,502</b>				

\* COMPASS Population Estimate

^2010 Census Population Count

**Historic Population Estimates by City Limits**

**Ada County**

<b>Year</b>	<b>Boise</b>	<b>Eagle</b>	<b>Garden City</b>	<b>Kuna</b>	<b>Meridian</b>	<b>Star</b>	<b>Unincorporated</b>	<b>Total</b>	<b>Regional Total</b>
2021	241,590	34,470	12,570	27,570	127,890	13,400	60,820	518,300	761,680
2020	240,380	32,560	12,460	24,890	119,350	11,860	61,480	502,970	737,790
2019	236,310	31,270	12,240	23,140	114,680	10,990	59,040	487,660	712,200
2018	232,300	29,910	11,880	20,740	106,410	10,310	59,390	470,930	688,110
2017	228,930	26,930	11,500	19,700	98,300	9,290	59,760	454,400	669,830
2016	226,900	25,510	11,420	18,430	91,420	8,150	61,020	442,850	651,030
2015	223,670	24,600	12,060	17,320	91,310	7,930	61,780	438,660	646,450
2014	217,730	23,460	11,160	16,070	85,240	7,140	61,130	421,920	620,080
2013	209,700	21,350	11,070	15,960	81,380	6,480	60,930	406,870	599,840
2012	207,730	20,550	11,020	15,650	78,290	6,030	60,400	399,670	590,070
2011	206,470	20,140	10,980	15,470	76,510	5,900	60,510	395,960	585,810
2010 (Census)	205,671	19,908	10,972	15,210	75,092	5,793	59,739	392,365	581,288
2000 (Census)	185,787	11,085	10,624	5,382	34,919	1,795	51,312	300,904	432,345
1990 (Census)	125,738	3,327	6,369	1,955	9,596	648	58,142	205,775	295,851

**Canyon County**

<b>Year</b>	<b>Caldwell</b>	<b>Greenleaf</b>	<b>Melba</b>	<b>Middleton</b>	<b>Nampa</b>	<b>Notus</b>	<b>Parma</b>	<b>Wilder</b>	<b>Unincorporated</b>	<b>Total</b>
2021	63,760	900	590	10,420	110,980	570	2,210	1,830	52,110	243,380
2020	61,210	870	590	9,780	106,860	570	2,160	1,810	50,960	234,820
2019	58,830	870	590	9,710	102,030	570	2,150	1,760	48,020	224,540
2018	56,860	860	570	9,190	98,370	570	2,140	1,710	46,900	217,180
2017	54,120	860	570	8,110	96,820	570	2,120	1,690	50,560	215,430
2016	52,620	860	570	7,580	90,860	570	2,110	1,640	51,360	208,180
2015	51,880	860	570	7,110	89,210	570	2,140	1,640	53,800	207,790
2014	47,440	840	520	6,150	84,840	540	2,010	1,540	54,270	198,160
2013	47,580	850	520	5,860	83,840	530	1,990	1,530	50,270	192,970
2012	46,800	850	520	5,630	82,160	530	1,990	1,530	50,390	190,400
2011	46,730	850	520	5,600	81,920	530	1,990	1,530	50,160	189,850
2010 (Census)	46,237	846	513	5,524	81,557	531	1,983	1,533	50,179	188,923
2000 (Census)	25,967	862	439	2,978	51,867	458	1,771	1,462	45,637	131,441
1990 (Census)	18,586	648	252	1,851	28,365	380	1,597	1,232	37,165	90,076

## COMPASS BOARD AGENDA ITEM IV-B DATE: APRIL 19, 2021

### **Topic: FY2022 General and Special Membership Dues**

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

COMPASS staff seeks COMPASS Board approval of the proposed FY2022 membership dues.

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

The COMPASS Board approved the attached Member Dues Calculation Policy at its January 26, 2015, meeting. The policy specifies the formula that shall be used to calculate the annual membership dues. The approved formula was incorporated into the Joint Powers Agreement adopted by the Board at its September 21, 2015, meeting.

COMPASS staff used the FY2021 population estimates recommended by the Demographic Advisory Workgroup at its March 3, 2021, meeting to calculate the proposed FY2022 membership dues. The per capita rate used in the calculation is identical to the rate approved by the COMPASS Board for FY2015 through FY2021 dues. The change in dues for each entity in Ada and Canyon Counties reflects the change in estimated population from FY2020.

The Finance Committee recommended approval of the proposed FY2022 membership dues at its March 18, 2021 meeting.

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

The proposed dues will be used in the development of the draft FY2021 Unified Planning Work Program and Budget to be presented to the Finance Committee in its June 17, 2021, meeting.

#### **More Information:**

- 1) Attachments: Member Dues Calculation Policy  
Proposed FY2022 Membership Dues
- 2) For detailed information contact: Meg Larsen, at 208-475-2228 or [mlarsen@compassidaho.org](mailto:mlarsen@compassidaho.org).

## MEMBER DUES CALCULATION POLICY

Each member agency's proportionate share of general membership dues is calculated using a formula based on the population within the member agency's jurisdiction, as described below.

- a. County dues =  $(1/2 \text{ of the unincorporated county population} + 1/3 \text{ of the population from incorporated portions of the county}) \times \text{the dues per person rate.}$
- b. Highway district dues =  $(1/2 \text{ of the unincorporated county population within the highway district boundary} + 1/3 \text{ of the population from incorporated portions of the county within the highway district boundary}) \times \text{the dues per person rate.}$
- c. City dues =  $(1/3 \text{ of each city's population within incorporated boundaries}) \times \text{the dues per person rate.}$

The population data used in the calculation are the population estimates for each jurisdiction developed by COMPASS staff and accepted by the Board annually.

The dues per person rate is the per capita rate approved by the Board.

Special member dues for each special member are equal to 1% of the total general member dues, rounded to the nearest hundred.

**COMPASS  
PROPOSED FY2022 MEMBERSHIP DUES**

	Actual FY 2021 Membership Dues		Proposed FY2022 Membership Dues		
	FY2020 Estimated Population	Dues amount per person in jurisdiction \$ 1.322725	FY2021 Estimated Population	Dues amount per person in jurisdiction \$ 1.322725	Change
<b>GENERAL MEMBERS</b>					\$ -
<b>ADA COUNTY</b>					
Ada County	502,970	\$ 235,317	518,300	241,931	\$ 6,614
Ada County Highway District	502,970	235,317	518,300	241,931	6,614
City of Boise	240,380	105,986	241,590	106,519	533
City of Eagle	32,560	14,356	34,470	15,198	842
City of Garden City	12,460	5,494	12,570	5,542	48
City of Kuna	24,890	10,974	27,570	12,156	1,182
City of Meridian	119,350	52,622	127,890	56,388	3,766
City of Star	11,860	5,229	13,400	5,904	675
<b>TOTAL ADA COUNTY</b>	<b>502,970</b>	<b>665,295</b>	<b>518,300</b>	<b>\$ 685,569</b>	<b>\$ 20,274</b>
<b>CANYON COUNTY</b>					
Canyon County	234,820	114,775	243,380	118,802	\$ 4,027
Canyon Highway District No. 4	87,670	44,323	91,380	44,458	135
Nampa Highway District No. 1	128,670		133,060		-
Golden Gate Hwy District No. 3	9,500	6,029	9,840	5,906	(123)
Notus Parma Highway District	8,980		9,100		-
City of Caldwell	61,210	26,988	63,760	28,112	1,124
City of Greenleaf	870	384	900	397	13
City of Melba	590	260	590	260	-
City of Middleton	9,780	4,312	10,420	4,594	282
City of Nampa	106,860	47,115	110,980	48,932	1,817
City of Notus	570	251	570	251	-
City of Parma	2,160	952	2,210	974	22
City of Wilder	1,810	798	1,830	807	9
<b>TOTAL CANYON COUNTY</b>	<b>234,820</b>	<b>\$ 246,187</b>	<b>243,380</b>	<b>\$ 253,493</b>	<b>\$ 7,306</b>
<b>SPECIAL MEMBERS</b>					
Boise State University		9,100		9,400	\$ 300
Capital City Development Corporation		9,100		9,400	300
Department of Environmental Quality		9,100		9,400	300
Idaho Transportation Department		9,100		9,400	300
Valley Regional Transit		9,100		9,400	300
<b>TOTAL SPECIAL MEMBERS</b>		<b>\$ 45,500</b>		<b>\$ 47,000</b>	<b>\$ 1,500</b>
<b>TOTAL MEMBER DUES</b>		<b>\$ 956,982</b>		<b>\$ 986,062</b>	<b>\$ 29,080</b>

10 Canyon County residents in Star are excluded from the calculation of Ada County and ACHD dues. These residents are allocated to the City of Star, Canyon County and Canyon Highway District.

## COMPASS BOARD AGENDA ITEM V-B

Date: April 19, 2021

### Topic: *Communities in Motion 2050*

#### Request/Recommendation:

For information only.

#### Background/Summary:

*Communities in Motion* is the regional long-range transportation plan for Ada and Canyon Counties. Per federal requirements, *Communities in Motion* must look at least 20 years into the future and be updated every four years. The current plan, [Communities in Motion 2040 2.0](#), was adopted by the COMPASS Board of Directors in December 2018. COMPASS is now developing the next regional long-range transportation plan, *Communities in Motion 2050* (CIM 2050), due for the COMPASS Board's approval by December 2022.

The work plan for the development of CIM 2050 includes three phases (see attached):

- Explore - examine regional trends and evaluate "what if" growth/transportation scenarios to identify desired growth patterns, refine goals, and pinpoint strategies to achieve them
- Choose - define a "preferred" growth scenario that best yields the desired outcomes identified in the Explore phase and accomplishes a "complete network"; identify criteria for prioritizing projects
- Prioritize - identify needs and available funding, and prioritize projects

The Explore phase was concluded in FY2020. The Choose phase will be completed this spring, and we will move into the final phase ("Prioritize") this summer. Some key tasks that have been completed to date include:

- Developed 2050 regional growth forecast of 1,075,000 people (approved by COMPASS Board in December 2019)
- Built a regional fiscal impact analysis tool (completed in April 2020; COMPASS is continuing work with the consultant to refine it for local plans)
- Established CIM 2050 goals and objectives (approved by COMPASS Board in December 2020), and
- Conducted three public surveys
  - "A Lot Can Change in 30 Years" on future trends, September 11 – November 3, 2019
  - "Where Do We Grow from Here?" on potential growth scenarios, June 1 – July 11, 2020
  - "All Aboard" on potential future high-capacity transit options, January 19 – February 27, 2021

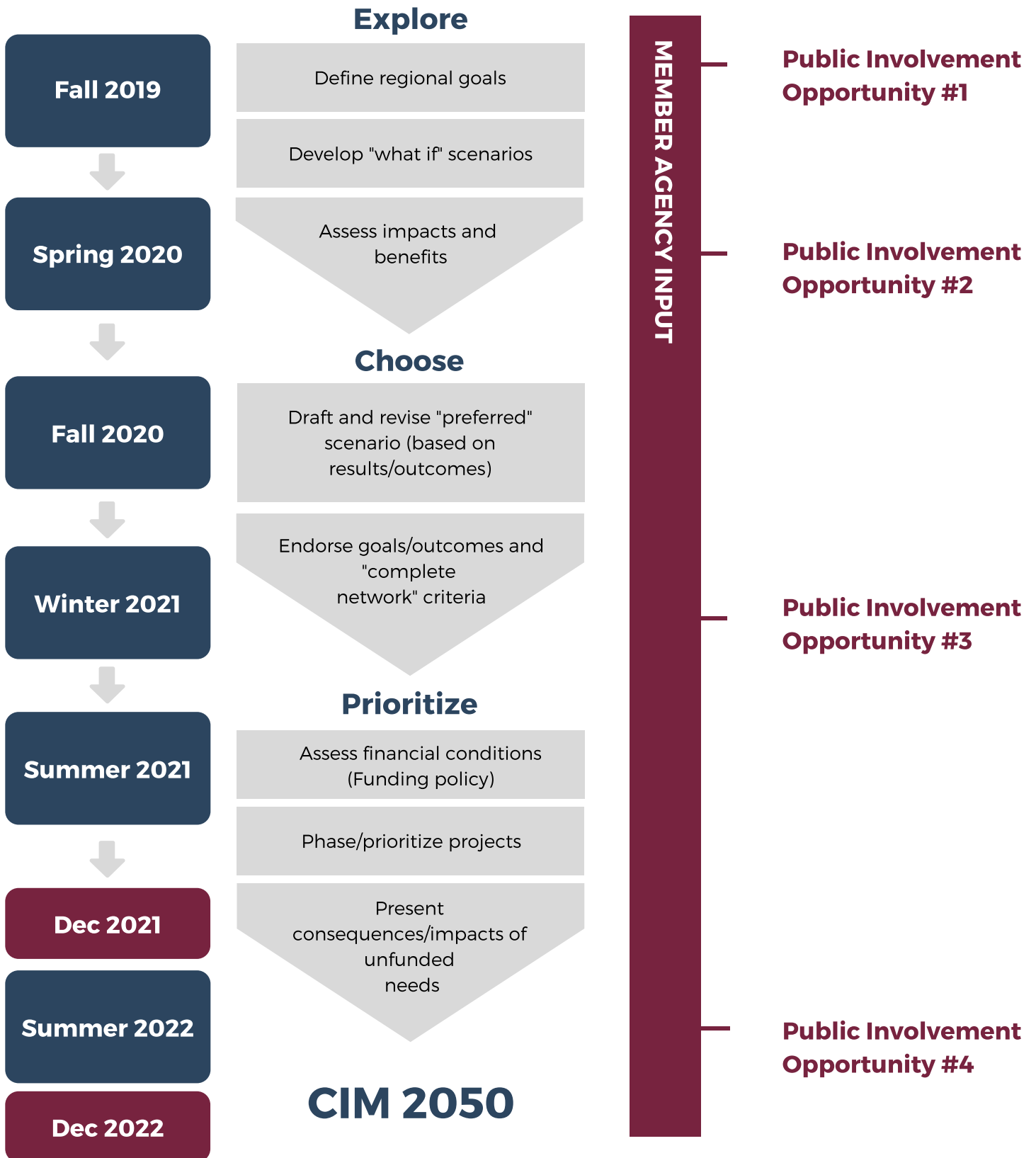
Upcoming tasks include completing work on the preferred growth scenario (CIM 2050 Vision) and complete network policy, identifying and prioritizing needed transportation improvements, and updating the funding projections. COMPASS staff will bring all key items to the Regional Transportation Advisory Committee (RTAC) for discussion and recommendations, and all policy decisions will be presented to the COMPASS Board of Directors for action.

#### More Information:

- 1) Attachment: CIM 2050 Process
- 2) Link to CIM 2050 web page: <https://www.compassidaho.org/prodserv/cim2050.htm>
- 3) For detailed information contact Liisa Itkonen at 208/475-2241 or [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

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# CIM 2050 Process



## BOARD OF DIRECTORS AGENDA ITEM V-C

Date: April 19, 2021

### Topic: "All Aboard!" Survey Results

#### Request/Recommendation:

This is a discussion item only.

#### Summary:

To inform *Communities in Motion 2050* (CIM 2050), the next regional long-range transportation plan for Ada and Canyon Counties, COMPASS has hosted a series of three public surveys from 2019 – 2021. The first two surveys ("A lot can change in 30 years" and "Where do we grow from here?") focused on future conditions and regional growth patterns. In both surveys, respondents demonstrated an interest in high-capacity transit for the region.

In July 2020, COMPASS and AECOM completed an update to a 2009 *Treasure Valley High-Capacity Transit Study*. The study (linked below) was presented in the August 2020 COMPASS Board of Directors' meeting.

Based on the information in the study and results of the first two surveys, COMPASS developed a third public survey to gain understanding of transportation needs, preferences, and destinations to further shape discussions of high-capacity transit for CIM 2050. The survey was developed with input from the Public Transportation, Environmental Review, and Public Participation Workgroups; the Regional Transportation Advisory Committee; and the COMPASS Board of Directors. The survey was open to the public from January 19 – February 27, 2021.

Over 11,700 people participated in the online survey. A summary of the survey background and overall themes is provided in Attachment A; quantitative results are provided in Attachment B. All open-ended comments are linked below. Specific notable results include:

- 92% would support or use high-capacity transit at least occasionally if it met their needs; 6% would neither use it nor support it. Two percent would need more information to answer.
- 86% prefer that the region make a long-term investment, even if it is more expensive.
- 68% prefer that high-capacity transit be separated from traffic.
- 39% would use high-capacity transit primarily for work/school, while 32% would use high-capacity transit primarily for social events or a night out.
- Stop locations (41%) and schedule (25%) would be the most important factors in a choice to use high-capacity transit.

COMPASS staff are analyzing the results in detail to identify trends and compare responses by demographics, and to determine which modes and routes would best meet stated needs and preferences. The survey results will feed into the CIM 2050 Vision and the CIM 2050 public transportation system, with input from the Demographic Advisory, Public Transportation, and Environmental Review Workgroups, and the Regional Transportation Advisory Committee.

A summary of survey results and how they will be incorporated into COMPASS' planning efforts will be shared in the meeting.



**More Information:**

- 1) Attachment A: All Aboard! survey summary
- 2) Attachment B: All Aboard! quantitative survey results
- 3) Link to all open-ended comments:  
[www.compassidaho.org/documents/prodserv/CIM2050/Input/All\\_Aboard\\_OpenEndedComments.pdf](http://www.compassidaho.org/documents/prodserv/CIM2050/Input/All_Aboard_OpenEndedComments.pdf)
- 4) Link to *Treasure Valley High-Capacity Transit Study 2020 Update*:  
[www.compassidaho.org/documents/planning/studies/Treasure\\_Valley\\_High\\_Capacity\\_Transit\\_Study\\_2020\\_Update\\_Final0907.pdf](http://www.compassidaho.org/documents/planning/studies/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf)
- 5) For questions contact Rachel Haukkala at [rhaukkala@compassidaho.org](mailto:rhaukkala@compassidaho.org).

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# ***All Aboard!***

## **Exploring High-Capacity Transit in the Treasure Valley**

### **Survey Summary**

**January 19 – February 27, 2021**

**Responses: 11,706**

#### **Background**

To inform an update to *Communities in Motion*, the regional long-range transportation plan for Ada and Canyon Counties, Idaho, the Community Planning Association of Southwest Idaho (COMPASS) hosted a series of three public surveys from 2019 – 2021.

The [first two surveys](#) (“A lot can change in 30 years” and “Where do we grow from here?”) focused on future conditions and regional growth patterns. In both surveys, respondents demonstrated an interest in high-capacity transit for the region.



High-capacity transit, generally defined as transit that is faster, carries more people, and provides higher quality services and amenities than a traditional local bus, has been discussed as an option for Ada and Canyon Counties – the Treasure Valley – for many years. To explore potential alignments and modes, a *Treasure Valley High-Capacity Transit Study* was completed in 2009, and [updated](#) in July 2020.

The study focused on four high-capacity transit modes (commuter rail, light rail, bus rapid transit exclusive, and bus rapid transit mixed traffic) and four east-west alignments, all south of the Boise River and roughly parallel to Interstate 84.

Following completion of the study and the first two surveys, COMPASS developed the “All Aboard!” survey to gain a better understanding of public needs, preferences, and destinations regarding future potential high-capacity transit in the Treasure Valley. The survey used an “indirect” approach, focusing on needs and preferences, as opposed to asking about specific alignments or modes, to avoid the influence of pre-conceived notions about specific alignments or modes on results. It was developed with input from COMPASS’ Public Transportation Workgroup, Environmental Review Workgroup, Public Participation Workgroup, Regional Transportation Advisory Committee, and Board of Directors, and was open to the public from January 19 – February 27, 2021.

## Results

Over 11,700 people participated in the online survey; an additional 18 comments were received via email. A high-level overview of common themes gleaned from the results is provided below. Full [quantitative results](#) and [open-ended comments](#) are provided on the COMPASS website.

It is important to note that while over 11,700 individuals participated in the survey, participation was voluntary, not randomly generated; thus, results cannot be assumed to be representative of the population as a whole.

Common themes of survey responses included:

- Most respondents use their personal vehicle for transportation today.
- There is a willingness among respondents to use high-capacity transit in the future if it met their needs.
- For high-capacity transit to meet needs, it must be convenient, with an emphasis on ample and well-placed stops to provide easy access, as well as frequent and reliable service.
- Respondents strongly favor investment in a quality system, with the sentiment that a “cheap” system would not serve the intended purpose or attract ridership, and thus would fail.
- There is a desire to have a flexible system to accommodate special events and adapt to long-term changes in needs.
- Respondents would primarily want to use high-capacity transit for work, school, or a night out; the airport was frequently listed as a specific destination.
- Perceived benefits of high-capacity transit include increased mobility and accessibility for people who cannot or do not drive, positive environmental impacts, and the option to not drive, if desired – from avoiding drinking and driving, to ease of attending big events, to saving time, money, and stress.
  - *The survey did not specifically ask about benefits of high-capacity transit; however, many people noted perceived benefits in their open-ended comments.*

## Next Steps

COMPASS staff will use the results to identify trends, needs, and common destinations, then compare those to potential transit modes and alignments as identified in the *Treasure Valley High Capacity Transit Study* to inform next steps and narrow options to best serve regional needs and preferences, as appropriate.

That information, in turn, will feed into *Communities in Motion 2050*, the regional long-range transportation plan for Ada and Canyon Counties. Specifically, results will inform the *Communities in Motion 2050* Vision, which outlines anticipated regional growth patterns and the related transportation system, and the planned 2050 public transportation system, including funded transit projects and unfunded transit needs.

*Communities in Motion 2050* is scheduled for adoption by the COMPASS Board of Directors in December 2022.

## Links

- *Treasure Valley High Capacity Transit Study 2020 Update*
  - [www.compassidaho.org/documents/planning/studies/Treasure\\_Valley\\_High\\_Capacity\\_Transit\\_Study\\_2020\\_Update\\_Final0907.pdf](http://www.compassidaho.org/documents/planning/studies/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf)
- Full “All Aboard!” Quantitative Results
  - [www.compassidaho.org/documents/prodserv/CIM2050/Input/AllAboardResults.pdf](http://www.compassidaho.org/documents/prodserv/CIM2050/Input/AllAboardResults.pdf)
- Full “All Aboard!” Open-Ended Comments:
  - [www.compassidaho.org/documents/prodserv/CIM2050/Input/All\\_Aboard\\_OpenEndedComments.pdf](http://www.compassidaho.org/documents/prodserv/CIM2050/Input/All_Aboard_OpenEndedComments.pdf)
- *Communities in Motion 2050* Public Participation Opportunities, including results of all three public surveys
  - [www.compassidaho.org/prodserv/cim2050.htm#outreach](http://www.compassidaho.org/prodserv/cim2050.htm#outreach)

# *All Aboard!*

Exploring High-Capacity Transit for the Treasure Valley  
Quantitative Survey Results

Survey Dates: January 19 – February 27, 2021



**Total Survey Participants:**  
**11,706**

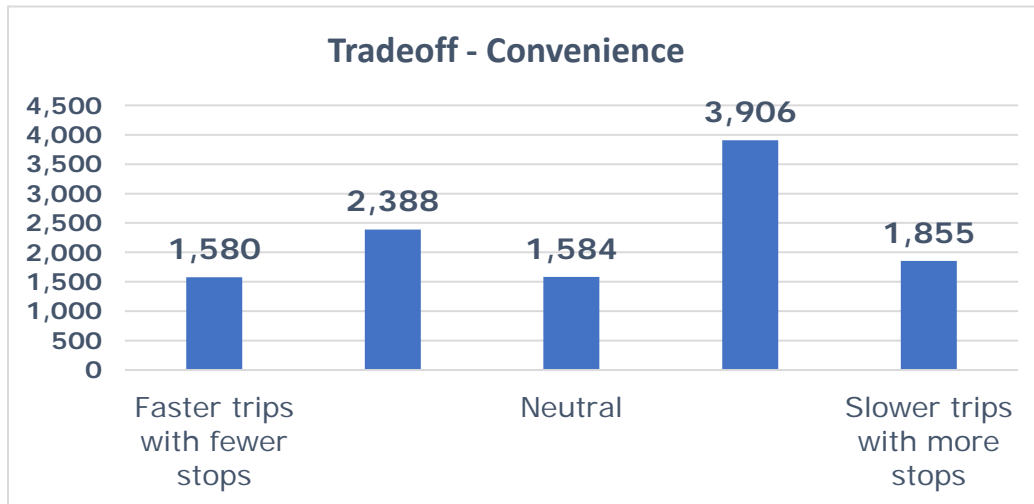
## Tradeoffs.

For each question, choose the option that best shows which tradeoff you prefer.

### Convenience: More speed...or more stops?

n=11,313

Faster trips with fewer stops along the way; I get to my destination faster.

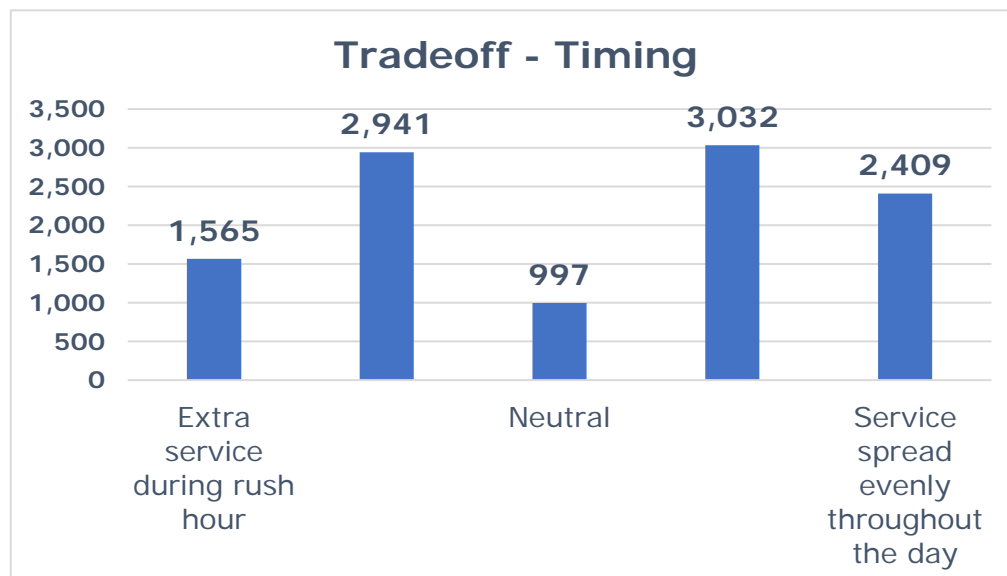


Slower trips with more stops; I have more options to get on/off near my destinations.

### Timing: Focus service during rush hour... or spread it out throughout the day?

n=10,944

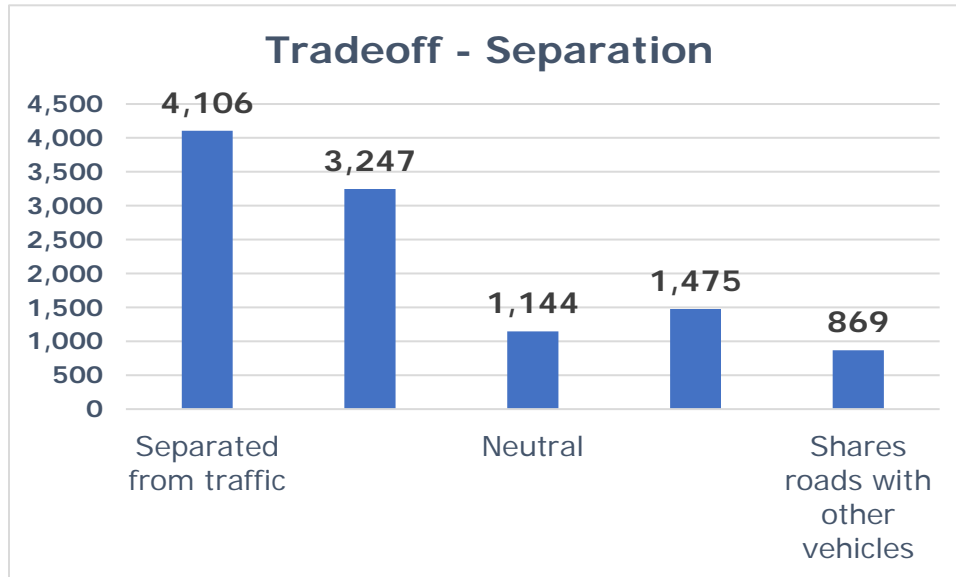
I'd prefer extra service during rush hour, even if that means less service at other times.



I'd prefer service spread evenly throughout the day. Not everyone travels during rush hour.

## Separation: Separate...or together? n=10,841

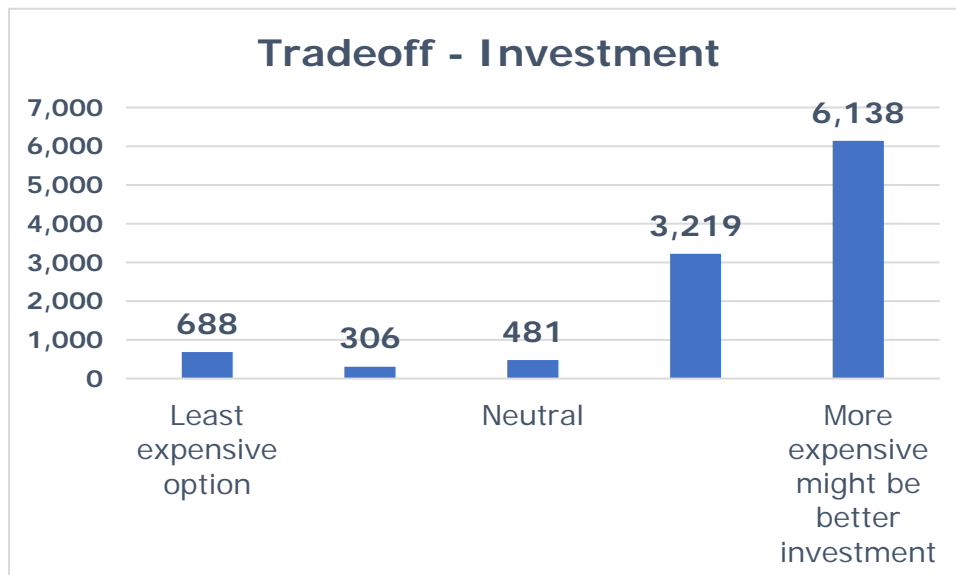
High-capacity transit separated from traffic. Faster and more reliable, but less convenient access, especially for cyclists and pedestrians.



High-capacity transit shares the road with other vehicles. Slower and less reliable, but easier to access, especially for cyclists and pedestrians.

## Investment Lower cost...or invest for the future? n=10,832

Build the least expensive option. We should keep costs as low as possible.



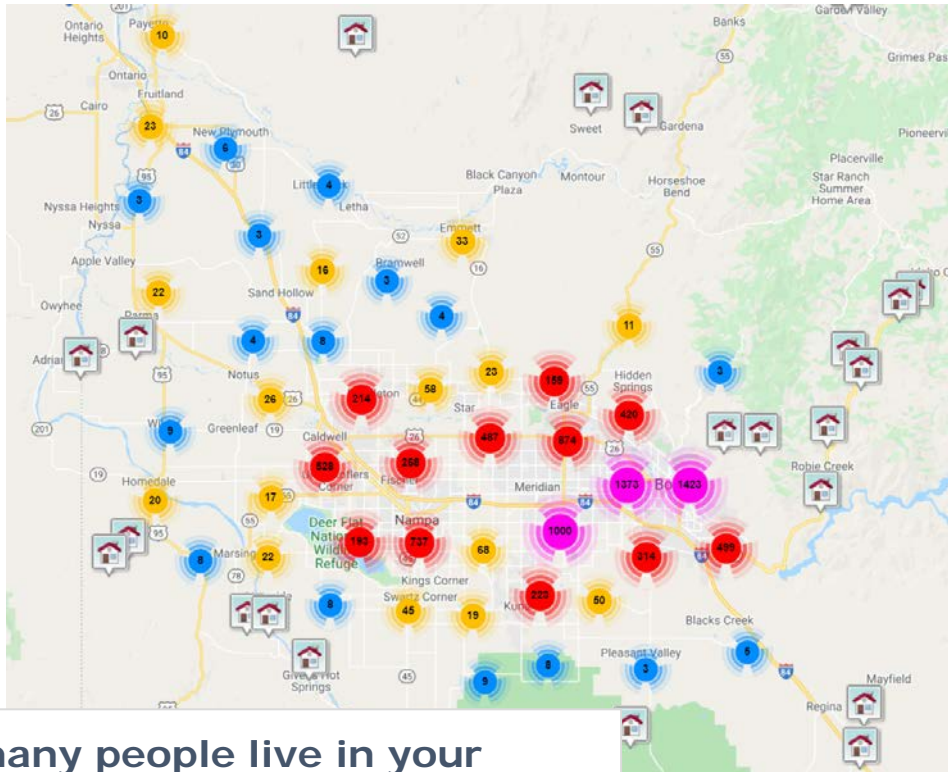
Cost should be considered, but not be the deciding factor. A more expensive alternative might be a better investment in the long term.



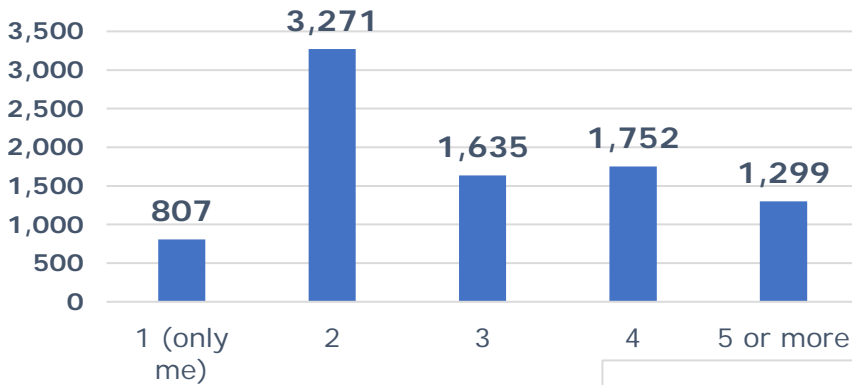
# Destinations.

Drag and drop at least two map markers to show your home and typical (pre-COVID) destinations.

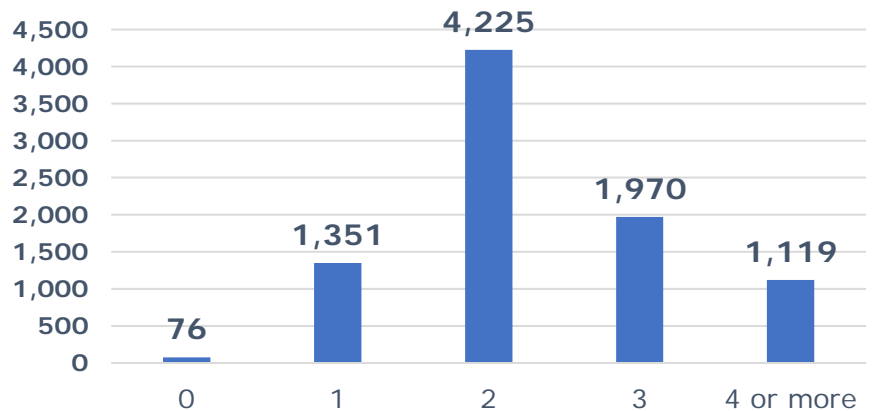
## Home



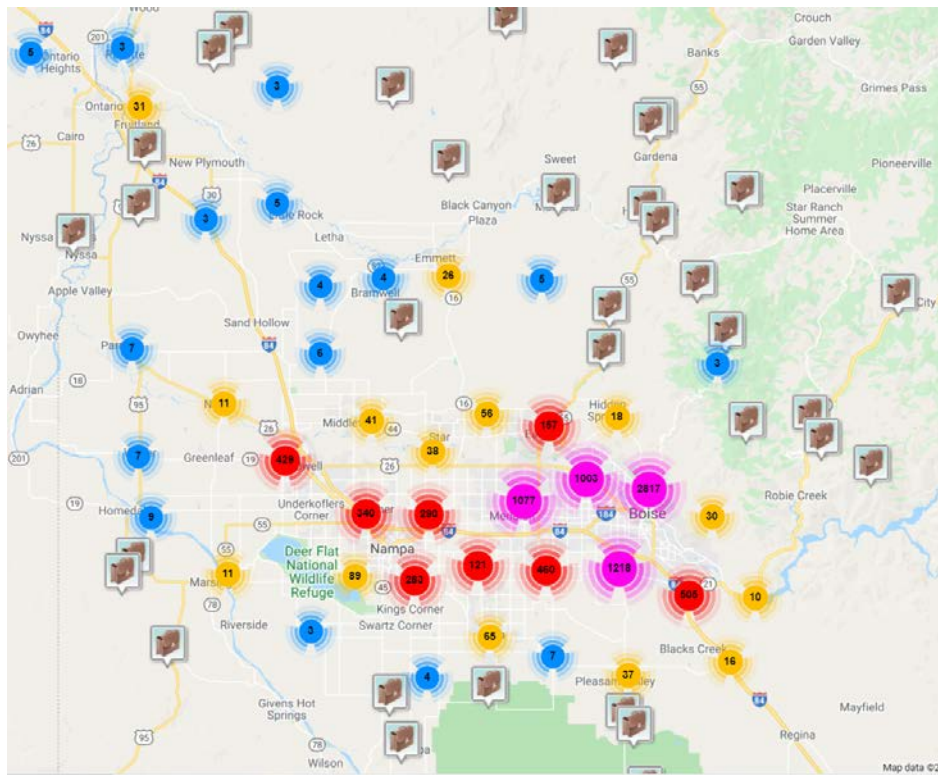
### How many people live in your household?



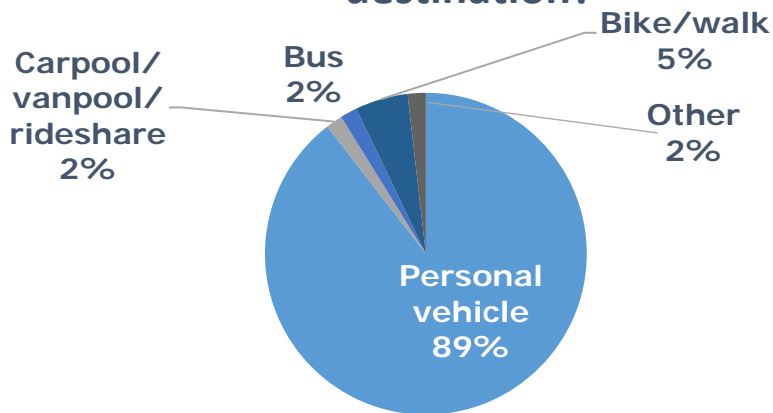
### How many vehicles are owned by your household?



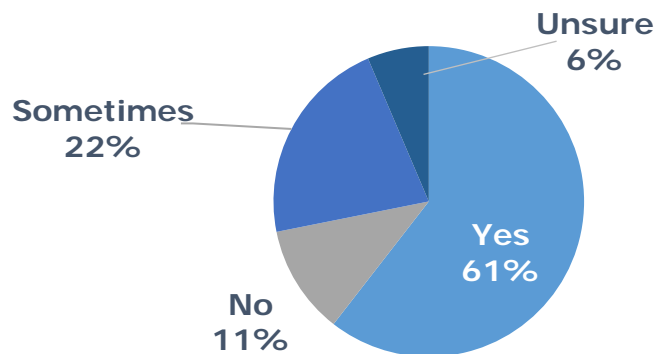
# Job



## Job: How do you typically get to your destination?

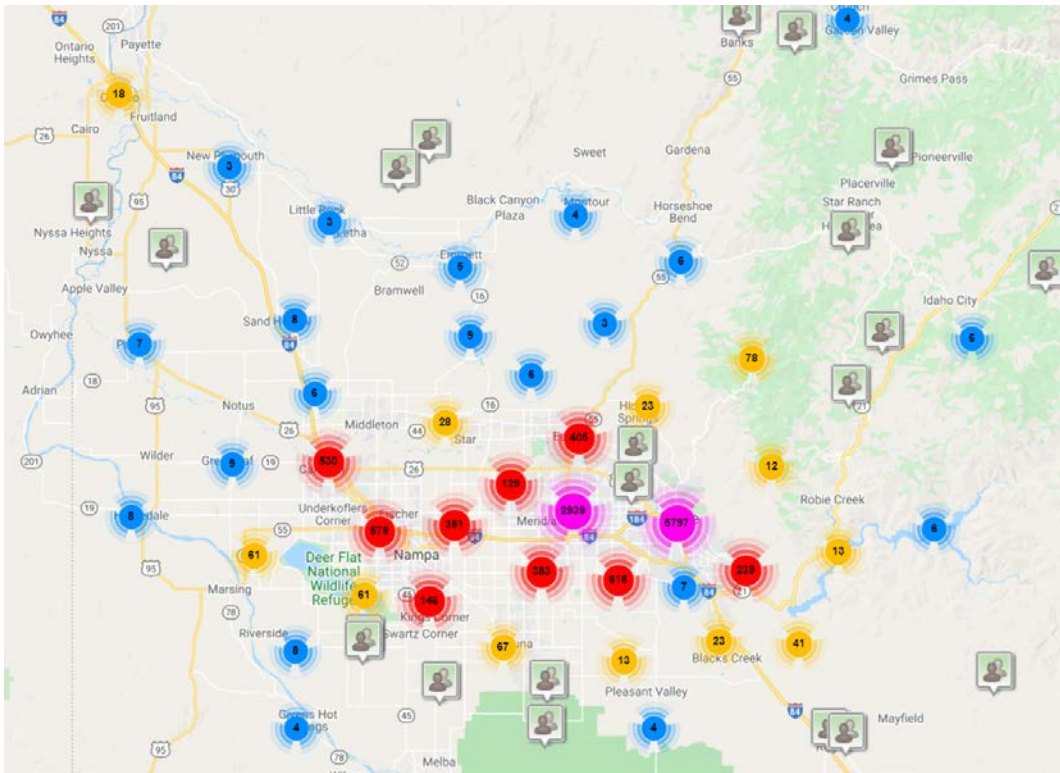


## Job: If it were available, would you use high-capacity transit instead?

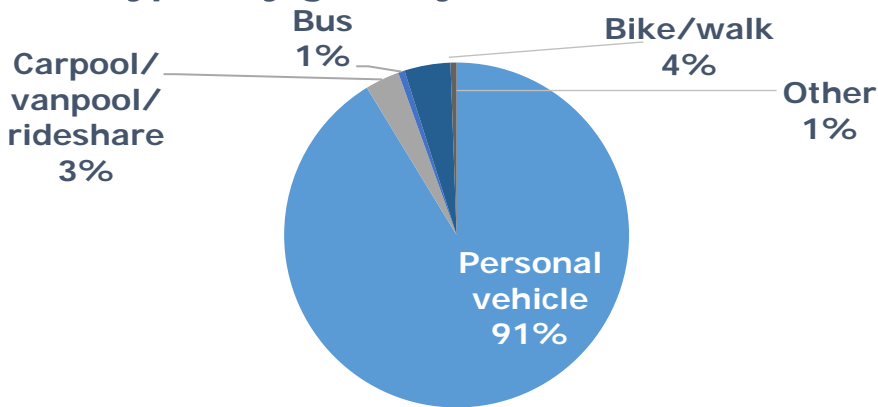




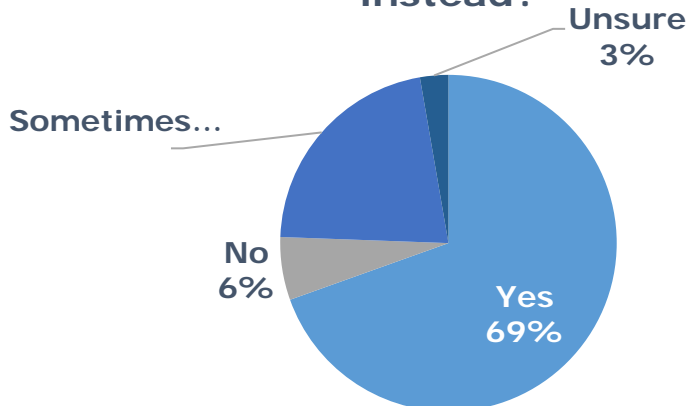
# Entertainment



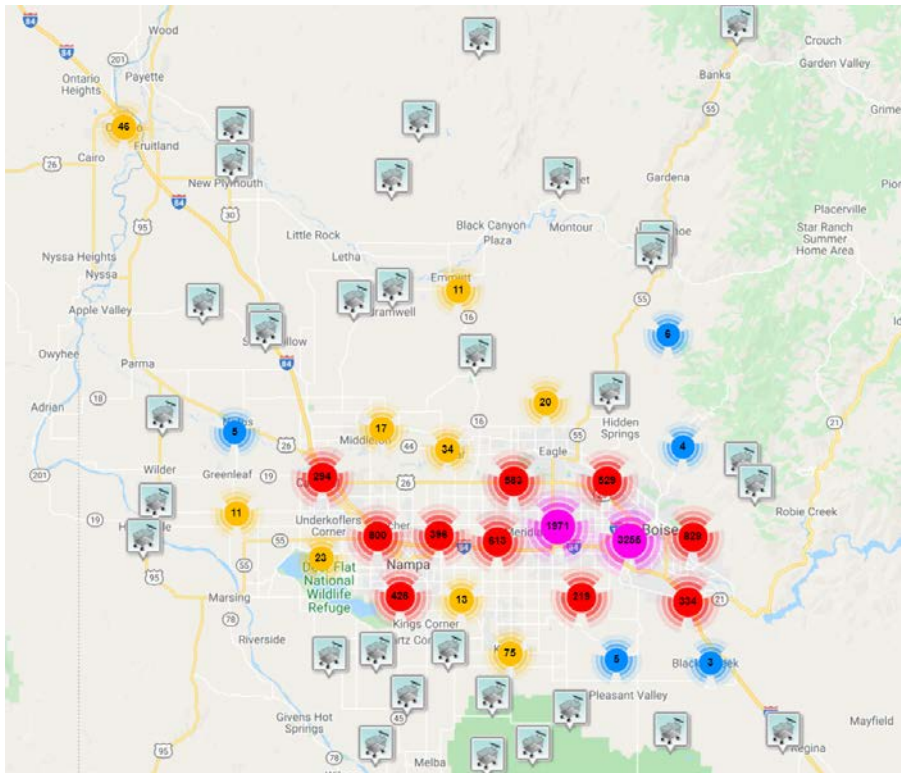
Entertainment: How do you typically get to your destination?



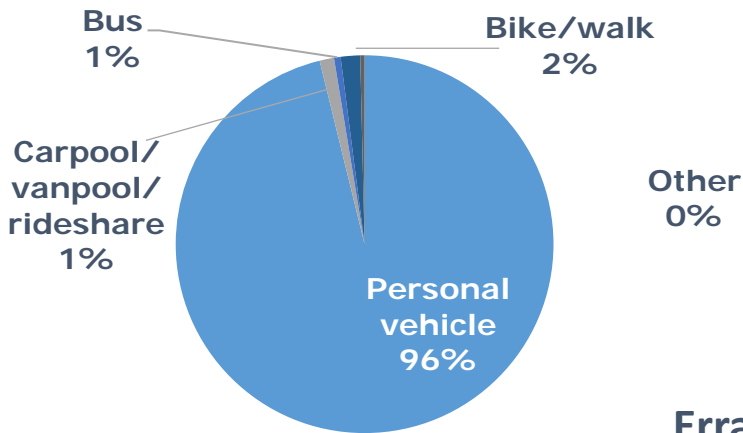
Entertainment: If it were available, would you use high-capacity transit instead?



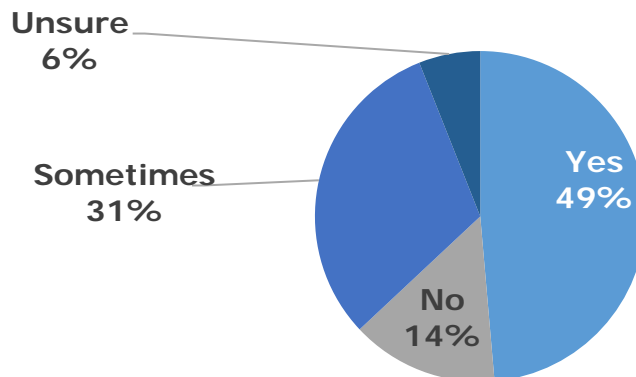
# Errands



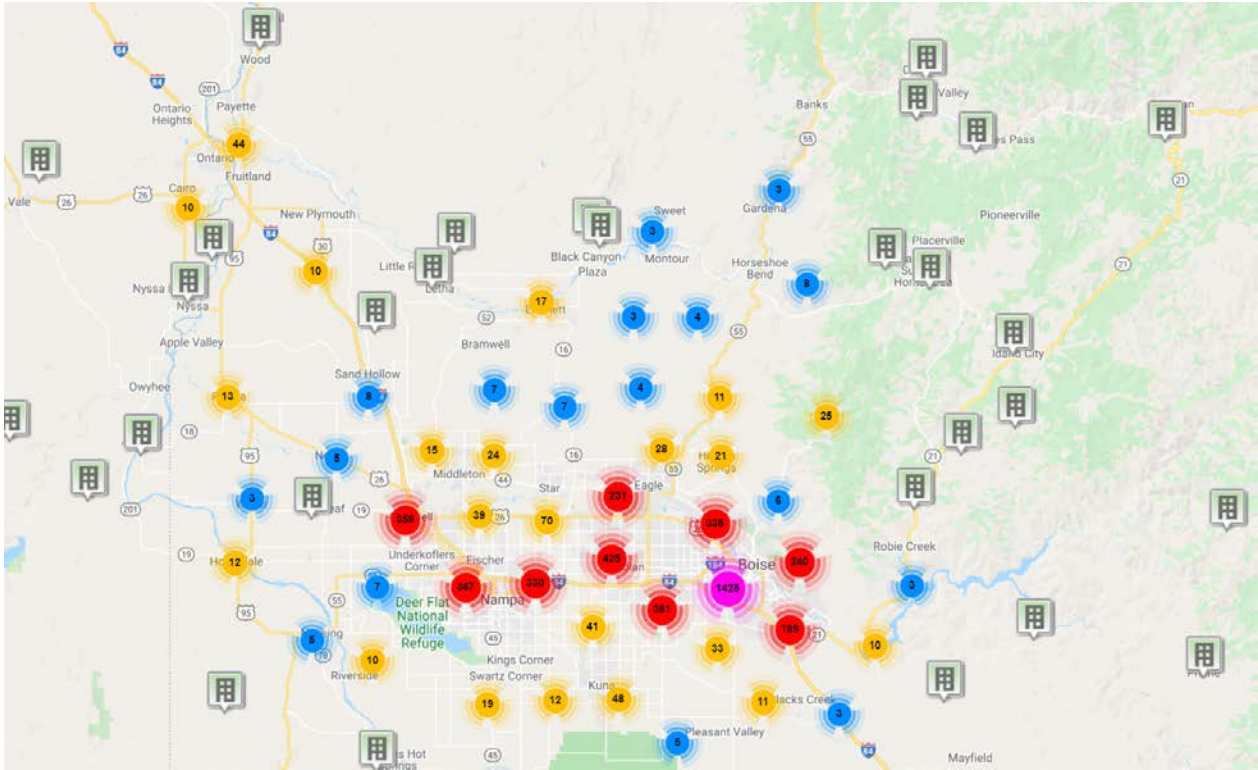
## Errands: How do you typically get to your destination?



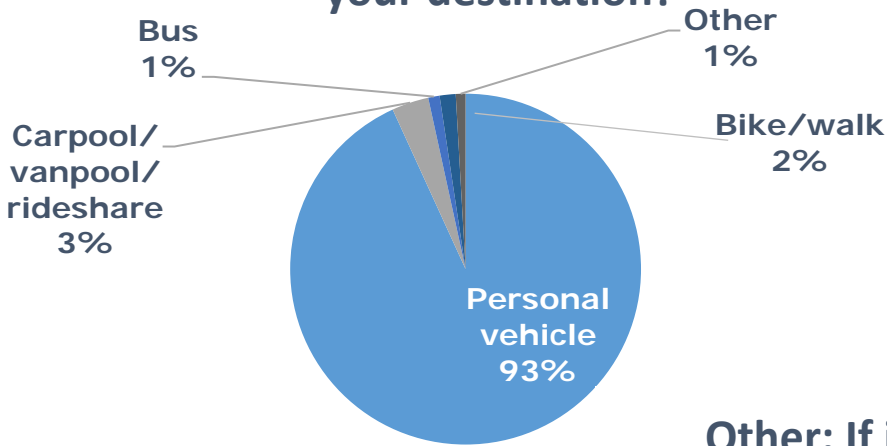
## Errands: If it were available, would you use high-capacity transit instead?



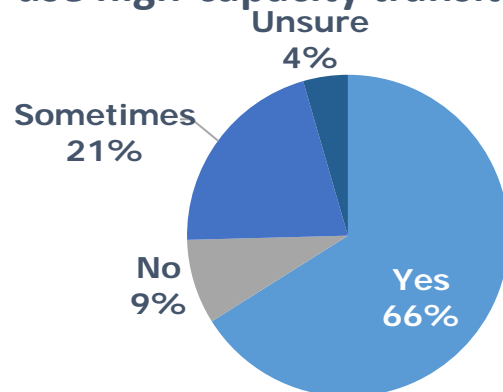
# Other



## Other: How do you typically get to your destination?



## Other: If it were available, would you use high-capacity transit instead?



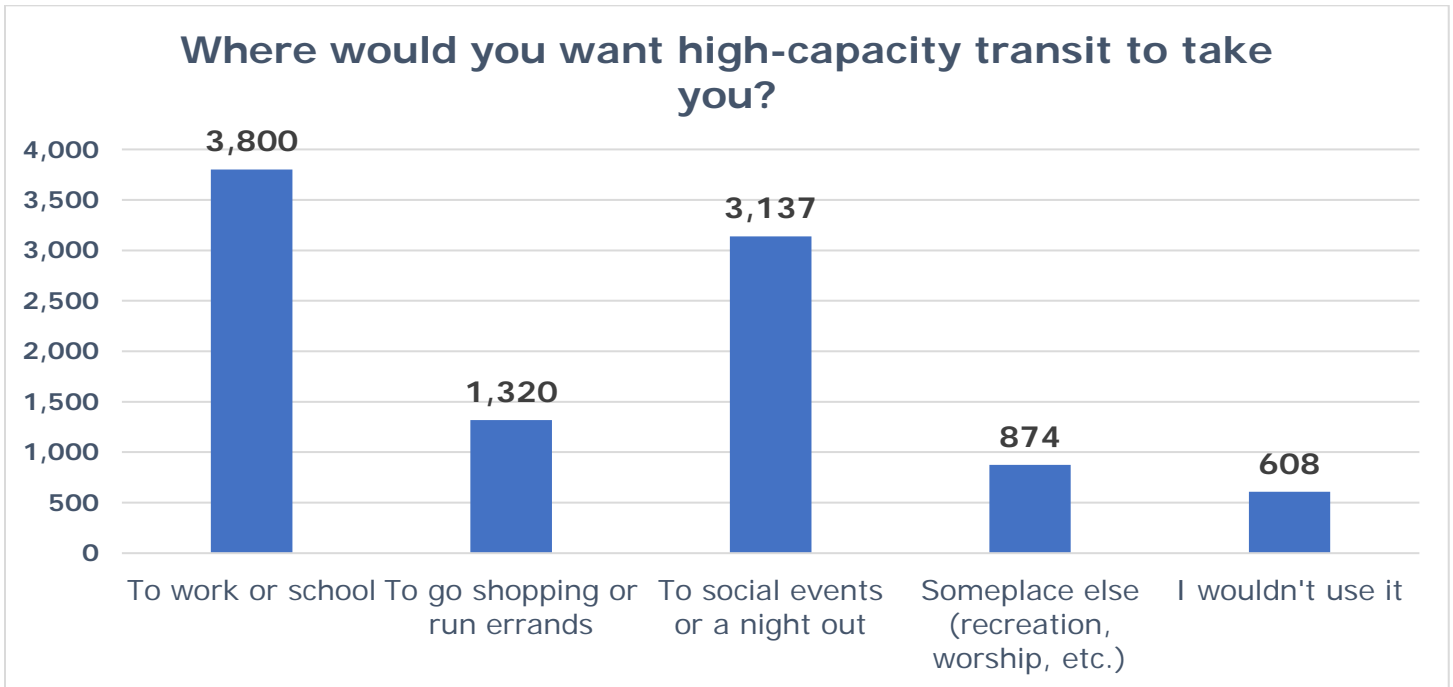
## Preferences.

For each set of options, select the one that best describes you.

### Where do you want to go?

Where would you most want high-capacity transit to take you?

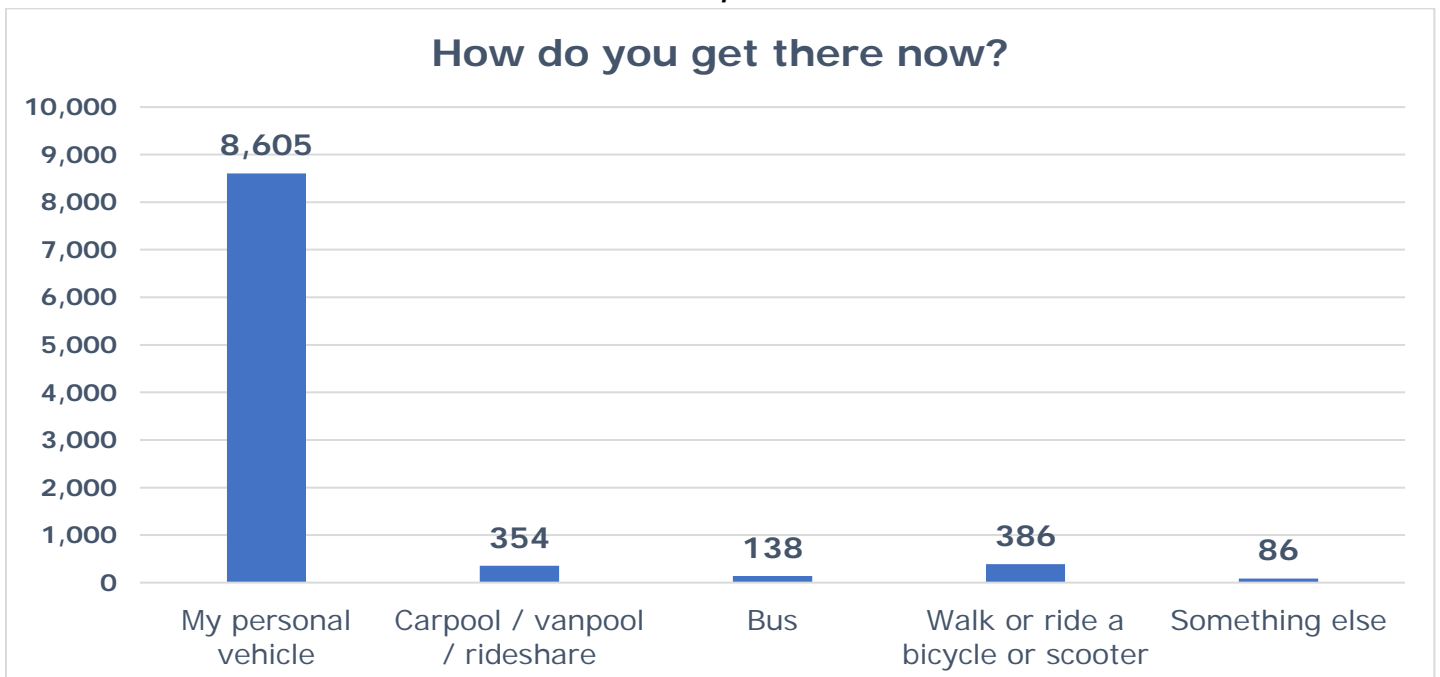
N=9,739



### How do you get there now?

Which did you use for most of your trips around town before COVID?

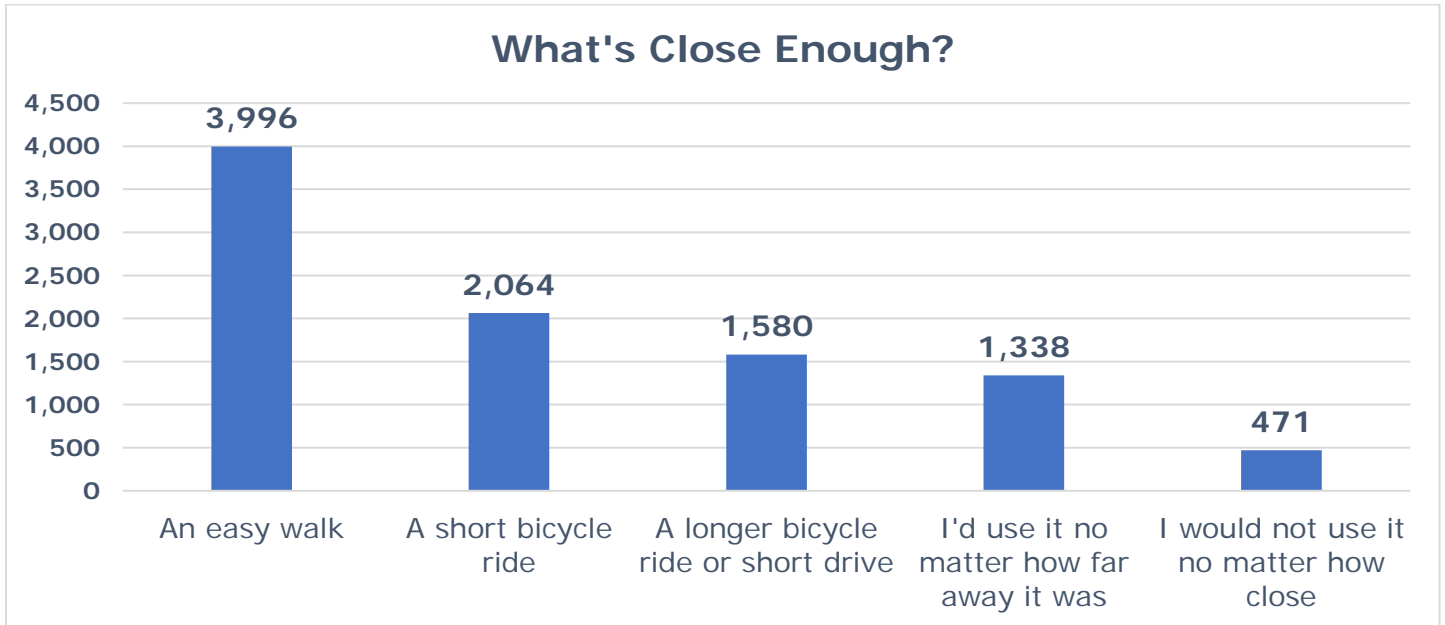
n=9,569



## What's close enough?

How close would a transit stop need to be to your home for you to use it?

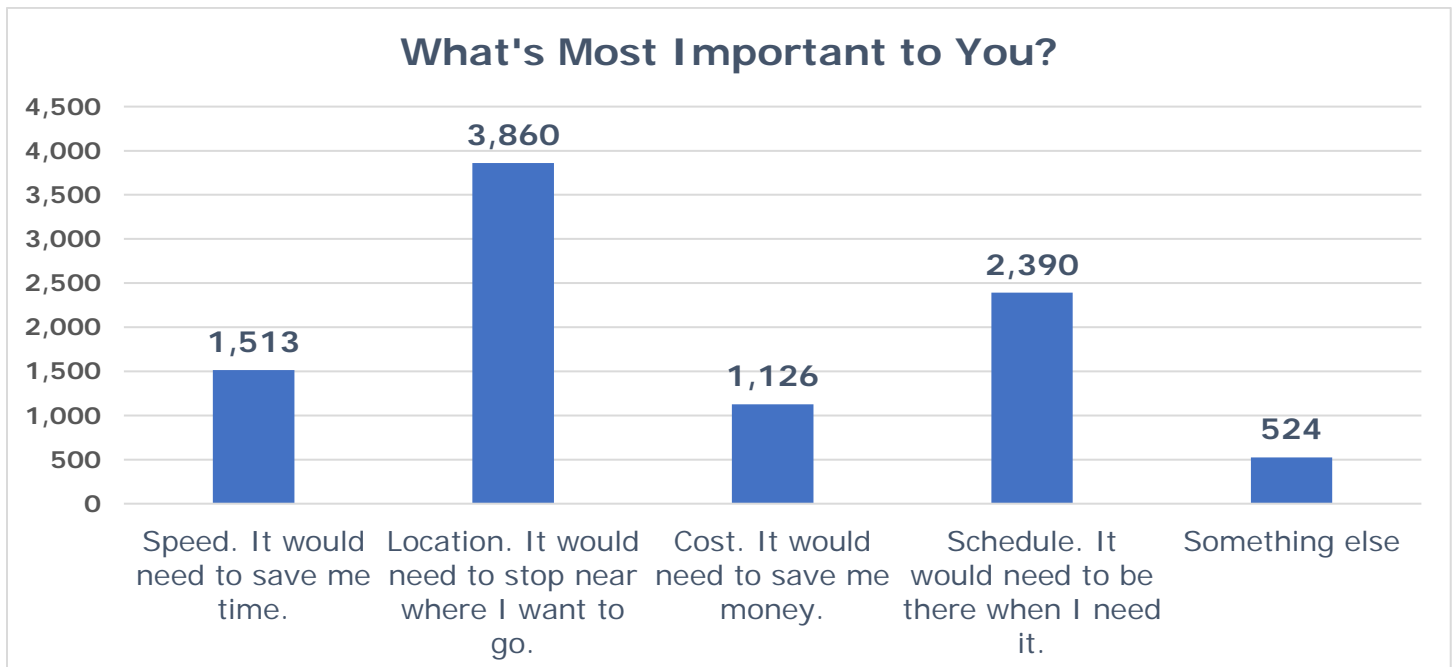
n=9,449



## What's most important to you?

Which is most important to you in a choice about high-capacity transit?

n=9,413



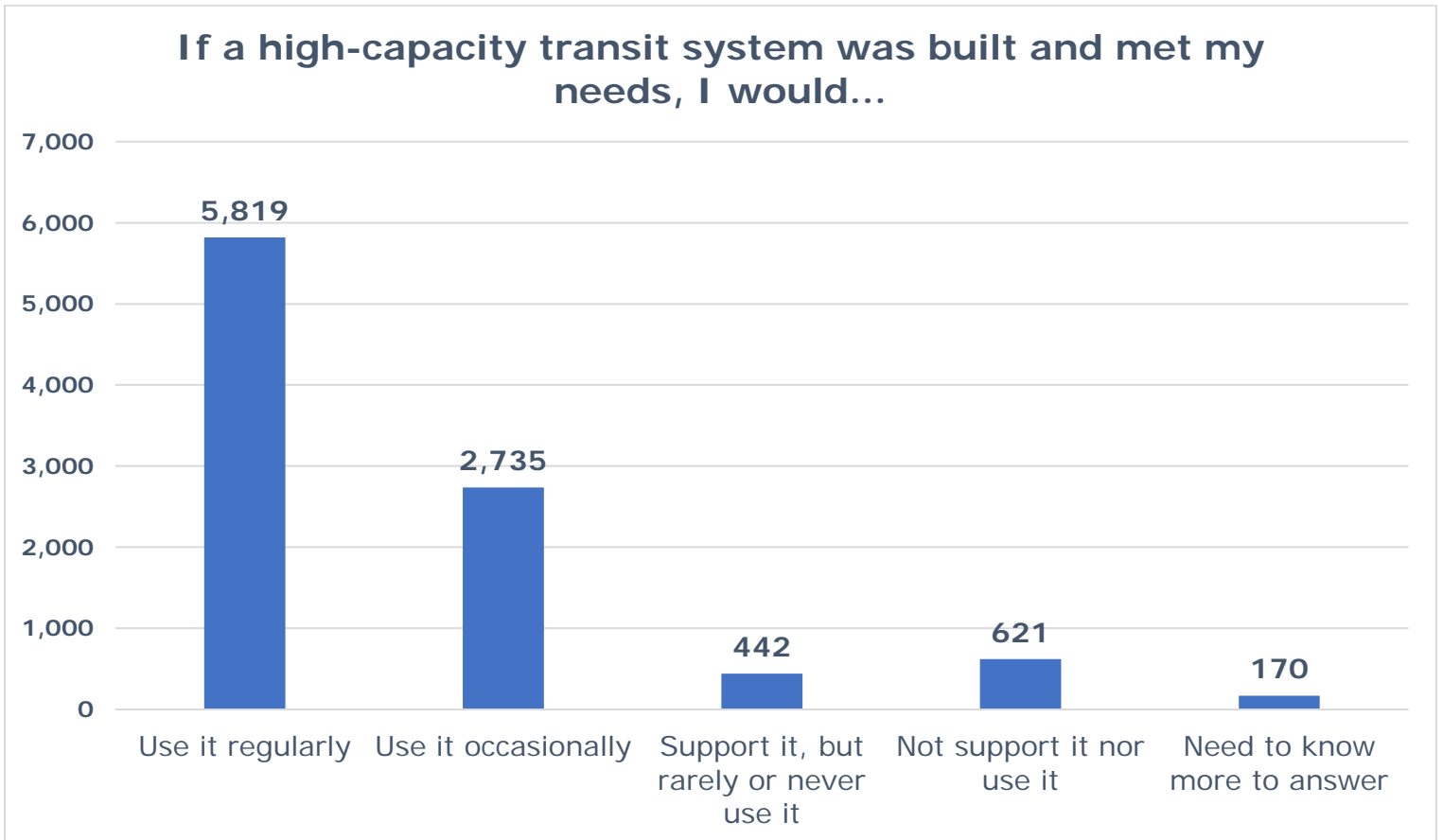
## Wrap Up.

Tell us a little bit about yourself (Optional).

Please finish this sentence:

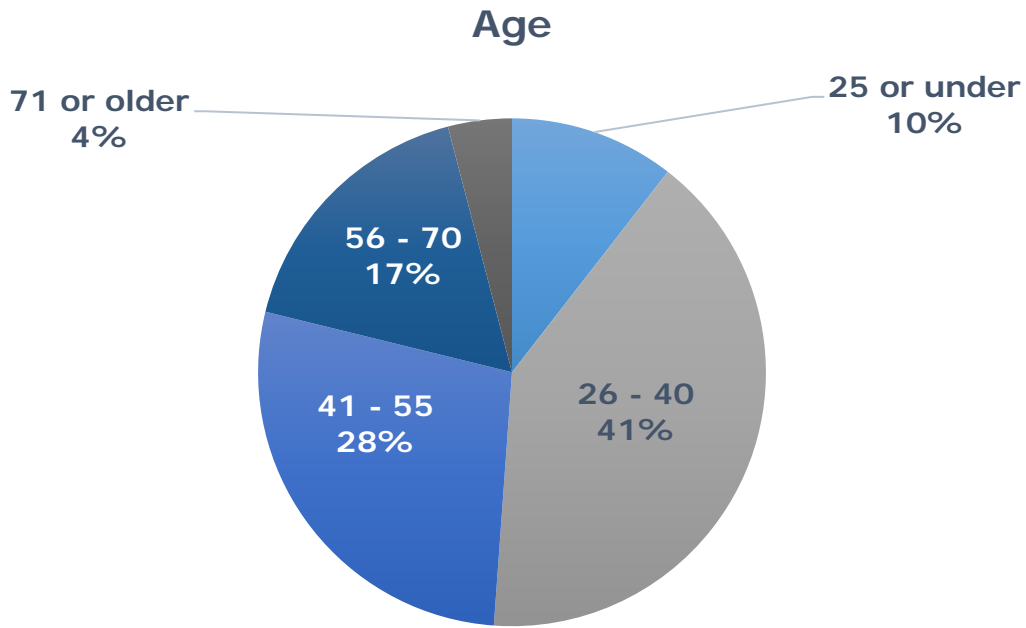
If a high-capacity transit system was built and met my needs, I would...

n=9,787



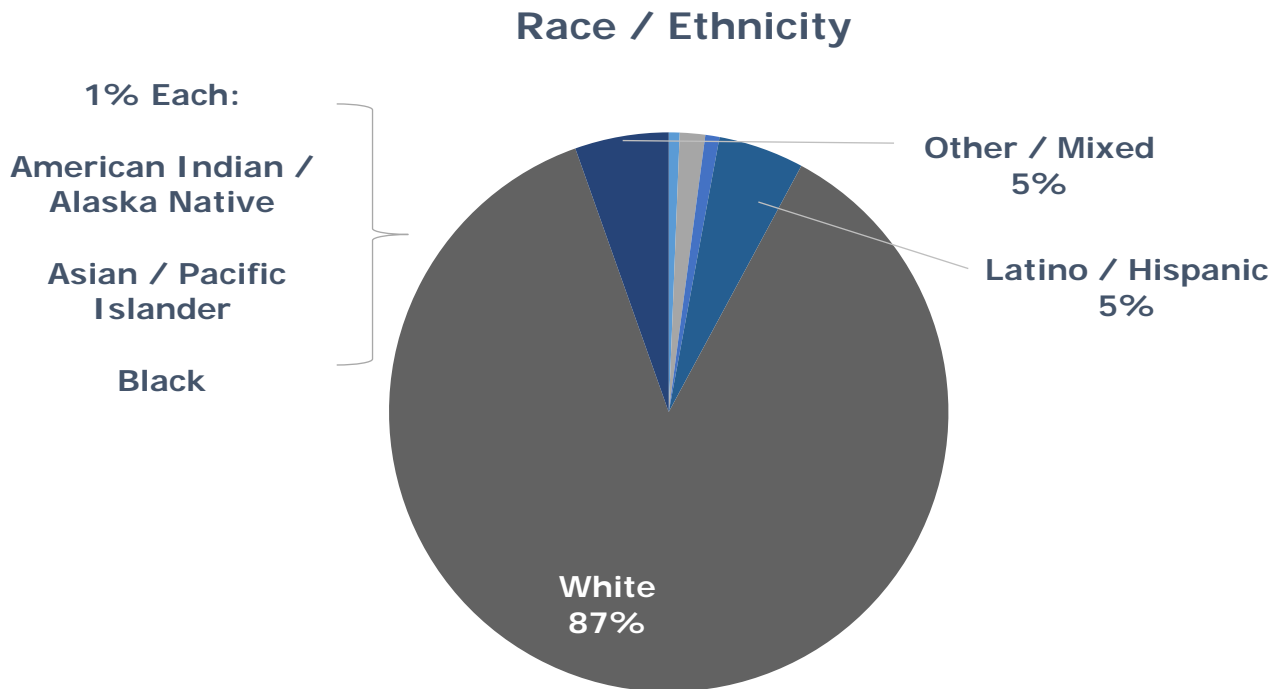
# What is your age?

n=9,718



# What is your race/ethnicity?

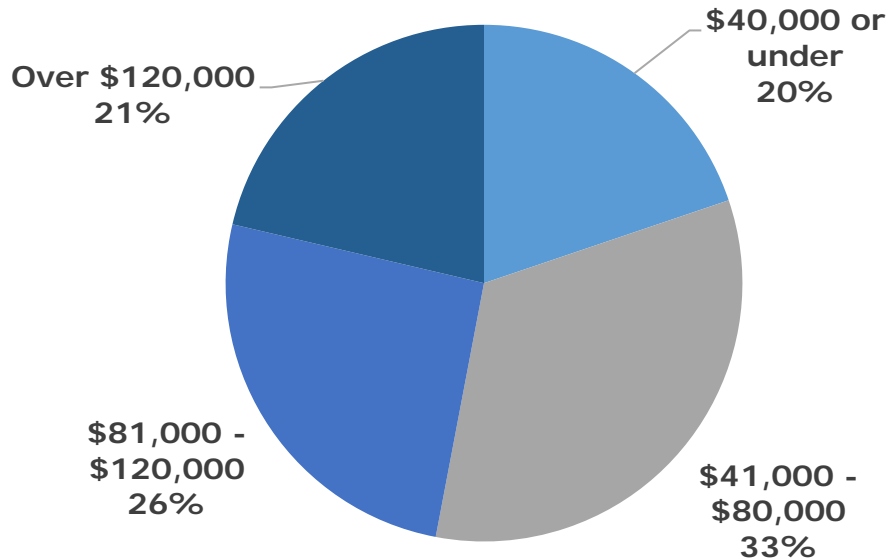
n=9,407



# What is your annual household income?

n=9,231

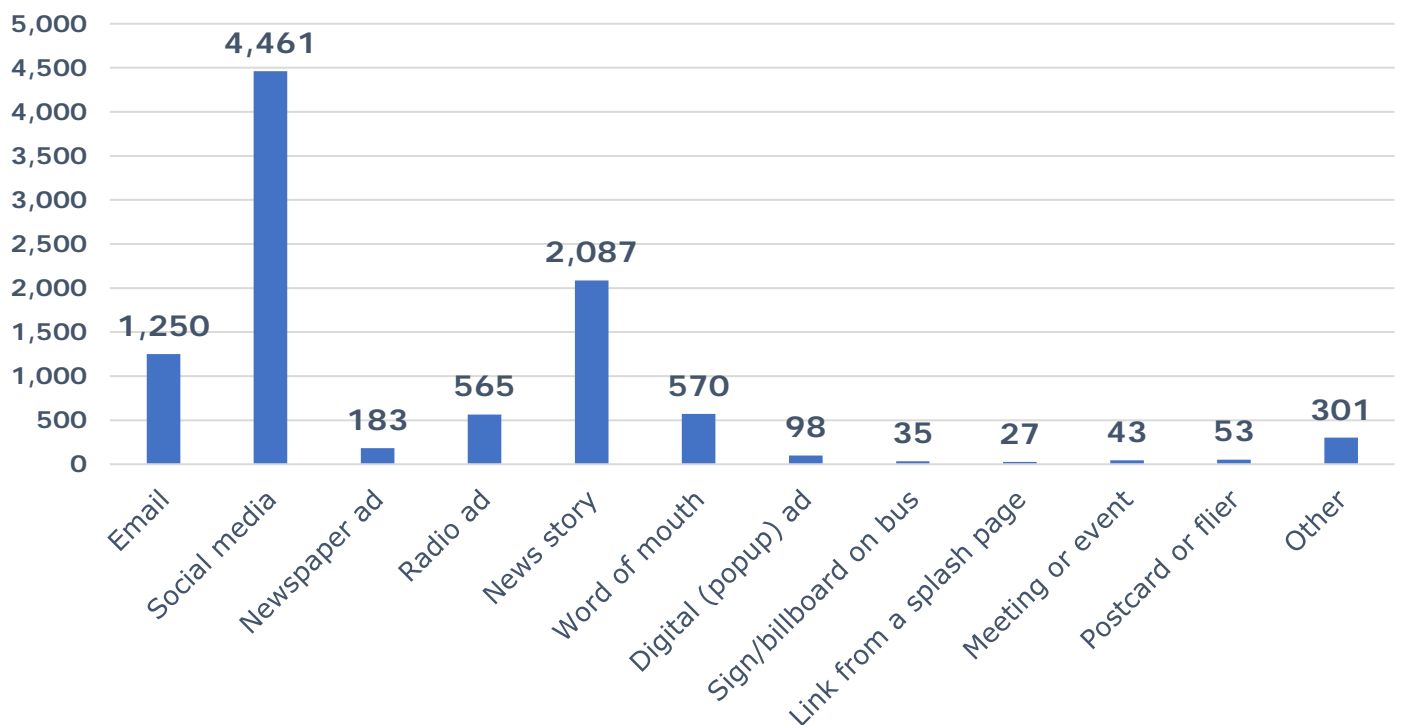
## Annual Household Income



# How did you learn about this survey?

n=9,673

## How did you learn...?





## BOARD OF DIRECTORS AGENDA ITEM V-D

Date: April 19, 2021

### **Topic: Park and Ride Study**

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

This is an information item only.

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

In early 2020, Ada County Highway District Commuteride and COMPASS partnered in seeking consultant assistance for a regional park and ride study to inform future park and ride locations and funding decisions in the Treasure Valley. The study began in June 2020 and concluded in February 2021.

The park and ride study supports the use of non-single occupancy vehicle options, a congestion management strategy, and provides guidance to help optimize the use of transportation funding. To achieve the stated goals, the study included stakeholder engagement, analysis of existing and future conditions, identification of park and ride typologies and expansion opportunities, and development of siting criteria and a ranking system. A project management team was involved throughout the process to guide development of the study and provide input at key milestones.

The study results will be incorporated into *Communities in Motion 2050* (CIM 2050) and other regional planning efforts. The results will help the Treasure Valley achieve a regional connected rideshare network and increase transportation options. COMPASS will work with member agencies and stakeholders to establish an ongoing regional park and ride stakeholder group to implement recommendations from the study.

#### **More Information:**

- 1) Attachment: *COMPASS Regional Park and Ride Study Summary*
- 2) *COMPASS Regional Park and Ride Study*:  
[https://www.compassidaho.org/documents/prodserv/reports/FinalReport\\_COMPASS\\_Park&Ride\\_FINAL\\_20210203.pdf](https://www.compassidaho.org/documents/prodserv/reports/FinalReport_COMPASS_Park&Ride_FINAL_20210203.pdf)
- 3) For detailed information contact: Rachel Haukkala, Associate Planner, at [rhaukkala@compassidaho.org](mailto:rhaukkala@compassidaho.org).

# COMPASS Regional Park & Ride Study Summary

The Treasure Valley community has a vested interest in improved and expanded transportation and mobility services. Community Planning Association of Southwest Idaho (COMPASS), in partnership with regional transportation agencies, developed this study as both a long-range vision and a short-term action plan for the regional park and ride system to better serve the Treasure Valley community in keeping with goals developed in the *Communities in Motion 2040 2.0* long-range transportation plan.

## PARTNERS AND STAKEHOLDERS

### Transportation & Mobility

This study was produced in partnership with local agencies influencing the regional transportation and mobility space, including:

*Valley Regional Transit*

*Ada County Highway District*

*Commuteride*

*Federal Highway Administration, Idaho Division*

*Idaho Transportation Department*

### Community Stakeholders

In addition to these agencies, work to produce the study included four work sessions with stakeholders throughout the region. Participants included:

*Albertsons*

*Association of Idaho Cities*

*Boise GreenBike*

*Boise State University*

*Brookfield Properties*

*Canyon County*

*Capital City Development Corporation*

*City Go*

*City of Boise*

*City of Mountain Home*

*Idaho Association of Counties*

*St. Luke's Health System*

*State of Idaho*

## STUDY ORGANIZATION

This study is organized into two core sections:

### FOUNDATION

The Foundation section sets the stage for actions and strategies recommended for the Treasure Valley Park and Ride System. This section discusses existing conditions of the park and ride system, influencing future conditions such as population and employment growth, financial decisions, and technological advancement, and best practices used by other agencies under similar conditions.

The system encompasses both formal facilities—those owned and/or operated by an agency providing transit or mobility service—and informal facilities, where spaces are made available by a private owner and operator. Many of the park and rides were created in an ad hoc fashion to serve a relatively small number of users. As such, while the system can effectively serve loyal users, it has limited capability to strategically respond to the growing and evolving needs of its expanding community.

Opportunities exist for: consistent signage, wayfinding & maintenance standards; amenities; first- and last-mile connections; and extended capacity.

### FUTURE

The Future section outlines the recommended actions for the Treasure Valley Park and Ride System, including typology classifications, system expansion, a criteria and ranking system for future park and ride investments, and innovative funding mechanisms.

Moving forward, the Treasure Valley Park and Ride System should focus on broad classification of park and rides across three core typologies: high-density or “mobility hub”, medium density, and low density, built around the typical user—their trip length, destination, first- and last-mile connection options, and unique needs.

Future investments—whether building new park and rides or adding to existing ones—should be guided by a clear and quantifiable ranking system. The ranking system developed as part of this work includes metrics for declining, assessing, or pursuing investment opportunities.

## NEXT STEPS

### Over the next 1 - 2 years:

- Standardize existing park and ride facilities
- Expanded data collection and benchmarking
- Formalization of scoring methodology
- Continued and expanded partnerships
- Establishment of a Park and Ride Management Team

### Over the next 5 - 20 years:

- Continued data collections
- Formalization and enhancement of select existing park and ride facilities
- Establishment of new park and ride facilities
- Continued partnership development

## FEBRUARY 2021 - STAFF ACTIVITY REPORT

PROGRAM NO.	
<b>601</b>	<p><b>UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</b></p> <p style="text-align: right;"><b>MEG LARSEN</b></p> <ul style="list-style-type: none"> <li>• Began update of Five Year Revenue and Expense projections as an early step in the development of the FY2022 UPWP.</li> <li>• Processed and tracked revenues and expenditures associated with the FY2021 UPWP.</li> <li>• Tracked changes and announcements in the Federal Register and the Daily Digest.</li> </ul>
<b>620</b>	<p><b>DEMOGRAPHICS AND GROWTH MONITORING</b></p> <p style="text-align: right;"><b>CARL MILLER</b></p> <ul style="list-style-type: none"> <li>• Completed the 2020 Development Monitoring Report.</li> <li>• Completed the 2021 population estimates.</li> <li>• Completed the 2021 Census Boundary and Annexation Survey.</li> <li>• Completed 3 development checklists for Caldwell and Canyon County.</li> <li>• Completed geocoding work for the 2020 Idaho Department of Labor employment data.</li> <li>• Reviewed the proposed Census urban area criteria.</li> <li>• Continued work on the <i>Communities in Motion 2050</i> Vision.</li> </ul>
<b>653</b>	<p><b>COMMUNICATION AND EDUCATION</b></p> <p style="text-align: right;"><b>AMY LUFT</b></p> <ul style="list-style-type: none"> <li>• Posted 15 Facebook messages, 15 Tweets, and 13 Instagram messages.</li> <li>• Tracked issues related to COMPASS and transportation in the news media; distributed one news release, facilitated two interviews, and responded to one request for data.</li> <li>• Updated the COMPASS website.</li> <li>• Distributed the monthly "Keeping Up With COMPASS" newsletter.</li> <li>• Presented the annual "COMPASS 101" workshop on February 2 and February 10, 2021.</li> <li>• Continued the process to update the COMPASS Integrated Communication Plan, due in August 2021.</li> <li>• Met with Jake Melder, Idaho Transportation Department, on February 4, 2021, to discuss COMPASS' Integrated Communication Plan update.</li> <li>• Hired and began training a new Communication Assistant; her first day at COMPASS was February 22, 2021.</li> </ul>

PROGRAM NO.	
661	<p data-bbox="310 163 716 195"><b>LONG-RANGE PLANNING</b></p> <p data-bbox="1256 201 1511 233" style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul data-bbox="331 237 1495 1719" style="list-style-type: none"> <li>• Finalized work with consultant on the park and ride study.</li> <li>• Provided public presentations and question/answer sessions on the high-capacity transit survey via Facebook Live on February 2 and 4, 2021.</li> <li>• Presented the high-capacity transit survey at the Meridian Transportation Commission meeting on February 1, 2021.</li> <li>• Presented "Where Do We Grow From Here?" at the City of Boise Neighborhood Associations' virtual meeting on January 14, 2021.</li> <li>• Presented the high-capacity transit survey at the Caldwell Chamber Transportation Committee meeting on February 1, 2021.</li> <li>• Hosted the Complete Network RTAC Subcommittee meeting on February 2, 2021.</li> <li>• Presented the high-capacity transit survey at the Idaho Walk Bike Alliance Silver Linings session on February 3, 2021.</li> <li>• Presented the high-capacity transit survey on "Real Estate Rescue" on February 3, 2021.</li> <li>• Presented the high-capacity transit survey at the Transportation Advocates meeting on February 5, 2021.</li> <li>• Hosted an Active Transportation Workgroup meeting on February 10, 2021.</li> <li>• Presented the high-capacity transit survey and Coordinated Plan at the Valley Regional Transit Regional Advisory Council meeting on February 16, 2021.</li> <li>• Participated in the annual Executive Review for Remix on February 17, 2021.</li> <li>• Hosted Webinar from the Association of Professional Bicyclists and Pedestrians (APBP) on February 17, 2021.</li> <li>• Presented the high-capacity transit survey and Coordinated Plan at the Valley Regional Transit Public Transportation Provider Group meeting on February 19, 2021.</li> <li>• Uninstalled two pneumatic tube counters for the City of Boise on February 22, 2021.</li> <li>• Uninstalled two pyro-box counters for the City of Boise on February 22, 2021.</li> <li>• Hosted the Foundation for Ada/Canyon Trail Systems (FACTS) meeting and presented the high-capacity transit survey on February 24, 2021.</li> <li>• Hosted a Freight Advisory Workgroup meeting on February 25, 2021.</li> <li>• Closed a public survey on high-capacity transit on February 27, 2021, with 11,706 participants.</li> <li>• Continued work with a consultant on graphics for <i>Communities in Motion 2050</i>.</li> <li>• Continued developing the financial analysis for <i>Communities in Motion 2050</i>.</li> <li>• Hired a resilience intern to assist with research and analysis through early May.</li> </ul>
685	<p data-bbox="310 1719 915 1751"><b>RESOURCE DEVELOPMENT/FUNDING</b></p> <p data-bbox="1273 1759 1511 1791" style="text-align: right;"><b>TONI TISDALE</b></p> <ul data-bbox="331 1795 1495 2001" style="list-style-type: none"> <li>• Prepared for and hosted an optional workshop for Regional Transportation Advisory Committee members regarding project applications on February 3, 2021.</li> <li>• Prepared for an Urban Balancing Committee meeting on February 4, 2021.</li> <li>• Attended a Project Team meeting to discuss the City of Greenleaf Friends Road Project Development Program project on February 4, 2021.</li> </ul>

<b>PROGRAM NO.</b>	
	<ul style="list-style-type: none"> <li>Continued working on a project application for the Infrastructure for Rebuilding America (INFRA) (I-84, Franklin Road to Centennial Road) grant. The application is due March 19, 2021.</li> <li>Processed the scoring for the application ranking process and started preparing a funding plan, based on the Regional Transportation Advisory Committee's recommendation of prioritized projects on February 24, 2021.</li> <li>Processed one administrative modification and one amendment to the Regional Transportation Improvement Program and developed a second amendment for future action by the COMPASS Board of Directors.</li> <li>Prepared for a public comment period on an amendment to the Regional Transportation Improvement Program on February 8, 2021.</li> <li>Met with member agency staff regarding project-specific issues and programming updates.</li> </ul>
<b>701</b>	<p><b>GENERAL MEMBERSHIP SERVICES</b></p> <p style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul style="list-style-type: none"> <li>Met with Garden City and Idaho Transportation Department (ITD) to review the Glenwood Street survey summary on February 5, 2021.</li> <li>Attended the Public Transportation Provider meeting, hosted by Valley Regional Transit (VRT), on February 19, 2021.</li> <li>Met with VRT to discuss transportation demand management and an integrated mobility plan.</li> <li>Provided talking points on high-capacity transit to the City of Nampa.</li> <li>Received four requests from member agencies for COMPASS workdays in FY2022 Uniform Planning Work Program.</li> </ul>
<b>702</b>	<p><b>AIR QUALITY OUTREACH</b></p> <p style="text-align: right;"><b>AMY LUFT</b></p> <ul style="list-style-type: none"> <li>Provided a status report to the Idaho Department of Environmental Quality (DEQ) and Air Quality Board.</li> <li>Continued placement of billboards and posters on the exterior and interior of Valley Regional Transit buses; these will remain in place through September 2021.</li> <li>Ran radio ads, roadside billboards, and targeted digital banner ads for the "winter" outreach campaign through February 28, 2021. The "summer" campaign will begin in May 2021.</li> </ul>
<b>703</b>	<p><b>GENERAL PUBLIC SERVICES</b></p> <p style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul style="list-style-type: none"> <li>Responded to questions from the public.</li> <li>Completed three special model runs for proposed developments located throughout Ada County.</li> </ul>
<b>704</b>	<p><b>AIR QUALITY OPERATIONS</b></p> <p style="text-align: right;"><b>MEG LARSEN</b></p> <ul style="list-style-type: none"> <li>Continued to work with staff at ITD, software vendor, and DEQ to address issues associated with implementation of ITD's GEM software system that affected vehicle registration data.</li> <li>Provided general support for emission testing notification, billing, and payment cycles.</li> </ul>

PROGRAM NO.	
705	<p data-bbox="310 163 943 197"><b>TRANSPORTATION LIAISON SERVICES</b></p> <p data-bbox="1308 201 1511 235" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="331 239 1503 800" style="list-style-type: none"> <li>• Attended the Valley Regional Transit (VRT) Executive Board meeting on February 1, 2021.</li> <li>• Hosted the Caldwell Chamber Transportation Committee meeting on February 1, 2021. COMPASS staff serves as the Chair for this committee.</li> <li>• Attended the Meridian Transportation Commission on February 1, 2021.</li> <li>• Attended Boise State Hazard and Climate Resilience Institute monthly meeting on February 5, 2021.</li> <li>• Attended the Idaho Transportation Department Public Transportation Advisory Council meeting on February 9, 2021.</li> <li>• Attended the Valley Regional Transit "Regional Transit Meeting" on February 17, 2021.</li> <li>• Attended the Idaho Transportation Board meeting on February 18, 2021.</li> <li>• Attended a Boise Chamber Transportation Committee meeting on February 18, 2021.</li> <li>• Met with Maureen Gresham, Federal Highway Administration, on February 22, 2021, to discuss COMPASS' process for responding to public comments.</li> </ul>
760	<p data-bbox="310 800 699 833"><b>LEGISLATIVE SERVICES</b></p> <p data-bbox="1308 837 1511 871" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="331 875 1511 1297" style="list-style-type: none"> <li>• Participated in relevant activities in support of Board legislative position statements.</li> <li>• Tracked and reported significant activity in federal and state transportation-related legislative issues.</li> <li>• Monitored proposed rule-making to determine implications to COMPASS and its membership.</li> <li>• Continued reviewing <i>Fixing America's Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its membership.</li> <li>• Attended (virtually) NARC's National Conference of Regions from February 8 – 12, 2021.</li> <li>• Participated in virtual meeting of the Intermountain West COGs/MPOs on February 19, 2021.</li> </ul>
761	<p data-bbox="310 1297 675 1331"><b>GROWTH INCENTIVES</b></p> <p data-bbox="1308 1335 1511 1369" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="331 1373 873 1402" style="list-style-type: none"> <li>• No significant activity this month.</li> </ul>

<b>PROGRAM NO.</b>	
<b>801</b>	<p data-bbox="305 163 667 197"><b>STAFF DEVELOPMENT</b></p> <p data-bbox="1300 201 1515 235" style="text-align: right;"><b>MEG LARSEN</b></p> <ul data-bbox="331 239 1511 968" style="list-style-type: none"> <li>• Participated in the Leadership Boise program.</li> <li>• Attended the Remix webinar, "Exploring Topics of Equity in Remix" on February 4, 2021.</li> <li>• Attended the American Trails webinar, "The Catalytic Impact of Trails" on February 11, 2021.</li> <li>• Attended the NCHRP information forum about Micromobility on February 17, 2021.</li> <li>• Attended MPO information forum presented by the National Association of Regional Councils on February 17, 2021.</li> <li>• Attended the INFRA grant application webinar sponsored by the US Department of Transportation on February 22, 2021.</li> <li>• Attended "Virtual Recruiting and Onboarding" webinar on February 23, 2021.</li> <li>• Attended the US Department of Transportation webinar, "How to Apply" (for INFRA) on February 24, 2021.</li> <li>• Attended the US Department of Transportation webinar, "Benefit Cost Analysis" (for INFRA) on February 24, 2021.</li> <li>• Attended the Remix webinar, "Equity &amp; Infrastructure Planning: A Remix-led discussion with LADOT and TransForm" on February 25, 2021.</li> <li>• Attended the webinar, "Reintroducing Transportation for America's Principles for Transportation Reform" on February 25, 2021.</li> </ul>
<b>820</b>	<p data-bbox="305 976 672 1010"><b>COMMITTEE SUPPORT</b></p> <p data-bbox="1300 1014 1515 1047" style="text-align: right;"><b>MEG LARSEN</b></p> <ul data-bbox="331 1052 1430 1115" style="list-style-type: none"> <li>• Provided staff support to the COMPASS Board of Directors and standing committees.</li> </ul>
<b>836</b>	<p data-bbox="305 1121 899 1155"><b>REGIONAL TRAVEL DEMAND MODEL</b></p> <p data-bbox="1130 1159 1515 1192" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="331 1197 1479 1325" style="list-style-type: none"> <li>• Continued to provide modeling assistance to member agencies.</li> <li>• Completed special model runs and began preparing the inputs for the benefit-cost analysis for the Infrastructure for Rebuilding America (INFRA) Grant.</li> </ul>
<b>838</b>	<p data-bbox="305 1335 678 1369"><b>TRAVEL DATA SURVEY</b></p> <p data-bbox="1130 1373 1515 1407" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="331 1411 1260 1444" style="list-style-type: none"> <li>• Released the request for proposals for an upcoming project.</li> </ul>
<b>842</b>	<p data-bbox="305 1472 935 1505"><b>CONGESTION MANAGEMENT PROCESS</b></p> <p data-bbox="1130 1509 1515 1543" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="331 1547 1479 1759" style="list-style-type: none"> <li>• Kicked off the I-84 Corridor operations plan and began evaluating current operating conditions on the corridor.</li> <li>• Continued to update the draft of the Congestion Management Process with input from COMPASS staff and FHWA comments.</li> <li>• Began coordination of Congestion Management Process with the Complete Network Policy.</li> </ul>



PROGRAM NO.	
860	<p data-bbox="310 163 1511 226"><b>GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE</b> <b>ERIC ADOLFSON</b></p> <ul data-bbox="331 237 1507 865" style="list-style-type: none"> <li>• Maintained and created regional geographic data layers and map documents for member agencies and the public.</li> <li>• Continued Complete Streets Network Policy project mapping and data support.</li> <li>• Continued work on cooperative building footprint project. Reviewed pilot data and submitted comments.</li> <li>• Began update of long-range Functional Class data.</li> <li>• Delivered State Street survey data to Valley Regional Transit.</li> <li>• Provided aerial imagery map to City of Star.</li> <li>• Finalized Idaho Department of Labor data for 2020.</li> <li>• Provided data to I-84 Operations Plan consultants.</li> <li>• Provided data to Fiscal Constraints project consultant.</li> <li>• Created map for Kuna Rural Fire Department.</li> <li>• Completed the technical review analysis of federal aid eligible projects.</li> <li>• Added comprehensive plans and zoning to Canyon County data service on RDC.</li> <li>• Custom map for City of Nampa Chamber of Commerce.</li> <li>• Sold 6 sections of orthophotography and contour data.</li> </ul>
991	<p data-bbox="310 873 1511 936"><b>SUPPORT SERVICES LABOR</b> <b>MEG LARSEN</b></p> <ul data-bbox="331 947 1487 1071" style="list-style-type: none"> <li>• Provided general accounting, human resources, and administrative support to the agency.</li> <li>• Began work to update COMPASS' Environmental Justice, Limited English Proficiency, and Title VI plans.</li> </ul>

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## MARCH 2021 - STAFF ACTIVITY REPORT

PROGRAM NO.	
<b>601</b>	<p><b>UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</b></p> <p style="text-align: right;"><b>MEG LARSEN</b></p> <ul style="list-style-type: none"> <li>• Presented five year revenue and expense projections to the Finance Committee as prelude to development of the FY2022 UPWP.</li> <li>• Calculated FY2022 proposed membership dues and presented to the Finance Committee for review and recommendation to the COMPASS Board.</li> <li>• Began the process to develop the FY2022 UPWP.</li> <li>• Began developing scopes of work to flesh-out COMPASS member agency requests for COMPASS work in FY2022.</li> <li>• Processed and tracked revenues and expenditures associated with Revision 1 of the FY2021 UPWP.</li> <li>• Tracked changes and announcements in the Federal Register and the Daily Digest.</li> </ul>
<b>620</b>	<p><b>DEMOGRAPHICS AND GROWTH MONITORING</b></p> <p style="text-align: right;"><b>CARL MILLER</b></p> <ul style="list-style-type: none"> <li>• Completed 17 development checklists for Boise, Caldwell, Eagle, Kuna, Meridian, Nampa, and Star.</li> <li>• Hosted a Demographic Advisory Workgroup (DAWG) on March 3, 2021 to discuss the 2020 Development Monitoring Report, the 2020 Development Checklist Report, Census updates, and to get a recommendation of the 2021 population estimates to the COMPASS Board of Directors.</li> </ul>
<b>653</b>	<p><b>COMMUNICATION AND EDUCATION</b></p> <p style="text-align: right;"><b>AMY LUFT</b></p> <ul style="list-style-type: none"> <li>• Posted 10 Facebook messages, 8 Tweets, and 10 Instagram messages.</li> <li>• Tracked issues related to COMPASS and transportation in the news media; distributed one news release and facilitated one interview.</li> <li>• Updated the COMPASS website.</li> <li>• Distributed the monthly "Keeping Up With COMPASS" newsletter.</li> <li>• Hosted a Public Participation Workgroup meeting.</li> <li>• Continued to work with the Public Participation Workgroup to update the COMPASS participation plan, due in August 2021.</li> <li>• Began developing outreach materials for public comment on the draft updated participation plan; public comment is scheduled to being in May.</li> <li>• Attended an Association of Metropolitan Planning Organizations (AMPO) Public Involvement Working Group quarterly meeting; the meeting focus was on equity issues.</li> <li>• Featured in AMPO's "social media spotlight" the week of March 15, 2021.</li> <li>• Met with Jordyn Neerdaels, Capital City Development Corporation Communication Manager, to discuss COMPASS and ways to collaborate on March 10, 2021.</li> <li>• Began preparations for an education series webinar on the fiscal impact analysis tool, to be held June 8, 2021.</li> <li>• Taped a video case study featuring COMPASS' successful use of public surveys.</li> </ul>

PROGRAM NO.	
661	<p data-bbox="310 163 716 197"><b>LONG-RANGE PLANNING</b></p> <p data-bbox="1256 201 1511 235" style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul data-bbox="331 239 1511 978" style="list-style-type: none"> <li>Continued work with a consultant on graphics for <i>Communities in Motion 2050</i>.</li> <li>Hosted Fiscal Impact RTAC Subcommittee meeting on March 1, 2021.</li> <li>Hosted a <i>Communities in Motion 2050</i> Funding Policy RTAC Subcommittee meeting on March 11, 2021.</li> <li>Compiled open-ended comments and began analyzing quantitative results of a public survey on high-capacity transit.</li> <li>Hosted an Active Transportation Workgroup meeting on March 8, 2021.</li> <li>Hosted a Public Transportation Workgroup meeting on March 3, 2021.</li> <li>Hosted a Rails with Trails Workgroup meeting on March 23, 2021.</li> <li>Opened a public comment period on an amendment to the long-range transportation plan, <i>Communities in Motion 2040 2.0</i>, on March 24, 2021. The public comment period will end on April 7, 2021.</li> <li>Met with Townsquare Media on March 30, 2021, to discuss data metrics from the targeted digital banner ad campaign for the public survey on high-capacity transit.</li> <li>Continued working on the financial projections for <i>Communities in Motion 2050</i>.</li> <li>Worked with resilience intern on research and analysis of resilience topics for the Treasure Valley.</li> <li>Replaced ten permanent counter batteries (Eco-Counter).</li> </ul>
685	<p data-bbox="310 978 915 1012"><b>RESOURCE DEVELOPMENT/FUNDING</b></p> <p data-bbox="1273 1016 1511 1050" style="text-align: right;"><b>TONI TISDALE</b></p> <ul data-bbox="331 1054 1511 2001" style="list-style-type: none"> <li>Completed an Infrastructure for Rebuilding America (INFRA) grant in partnership with the Idaho Transportation Department (ITD) for widening and improvements on Interstate 84 between Centennial Way and Franklin Road in the City of Caldwell.</li> <li>Worked with the Idaho Transportation Department and Valley Regional Transit to identify and prepare projects for possible Congressional Community Programs and the Transportation Reauthorization "earmark" applications.</li> <li>Attended the City of Star Transportation Committee meeting on March 3, 2021, to provide local grant program information.</li> <li>Prepared FY2022-2028 funding plans for programs managed by COMPASS, based on ranking recommendations by the Regional Transportation Advisory Committee (RTAC). Held an optional workshop about these plans on March 3, 2021.</li> <li>Hosted a pre-Urban Balancing meeting on March 10, 2021, for members within the Nampa Urbanized Area to determine needs for the next Urban Balancing Committee.</li> <li>Met with Western Alliance for Economic Development on March 25, 2021, to provide local grant program information.</li> <li>Opened a public comment period on an amendment to the Regional Transportation Improvement Program on March 24, 2021. The public comment period will end on April 7, 2021.</li> <li>Processed two administrative modifications and one amendment to the transportation improvement program and developed a second amendment for future action by the COMPASS Board of Directors.</li> <li>Met with member agency staff regarding project-specific issues and programming updates.</li> </ul>

PROGRAM NO.	
	<ul style="list-style-type: none"> <li>• Provided research on population and funding information for the City of Nampa regarding the percentage split of urban/rural funding in Idaho.</li> <li>• Provided research information about Idaho regarding Federal Highway Administration planning funds for a research project in the Intermountain West led by Maricopa Association of Governments.</li> <li>• Met with member agencies in the Boise Urbanized Area to discuss their needs and desires related to new funding through the FY2021 Appropriations and the Coronavirus Response and Relief Supplemental Appropriations Act.</li> </ul>
701	<p><b>GENERAL MEMBERSHIP SERVICES</b></p> <p style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul style="list-style-type: none"> <li>• Prioritized member agency project requests for the FY2022 Unified Planning Work Program with the Regional Transportation Advisory Committee (RTAC) on March 17, 2021, for consideration by the COMPASS Finance Committee.</li> <li>• Attended COMPASS/Nampa quarterly meeting on March 26, 2021.</li> <li>• Attended ACHD/COMPASS quarterly meeting on March 30, 2021.</li> <li>• Met with Jake Melder, ITD, to discuss travel time statistics to provide to Governor Little on March 29, 2021.</li> <li>• Attended a Transit Provider Meeting, hosted by Valley Regional Transit, on March 19, 2020.</li> <li>• Provided research on House Bill 308 and estimated allocations to member agencies.</li> </ul>
702	<p><b>AIR QUALITY OUTREACH</b></p> <p style="text-align: right;"><b>AMY LUFT</b></p> <ul style="list-style-type: none"> <li>• Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board.</li> <li>• Continued placement of billboards and posters on the exterior and interior of Valley Regional Transit buses; these will remain in place through September 2021.</li> <li>• Began preparations for radio ads, roadside billboards, and targeted digital banner ads for the "summer" outreach campaign, which will begin May 1, 2021.</li> <li>• Met with Townsquare Media on March 30, 2021, to discuss data metrics from the winter targeted digital banner ad campaign.</li> </ul>
703	<p><b>GENERAL PUBLIC SERVICES</b></p> <p style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul style="list-style-type: none"> <li>• Responded to questions from the public.</li> <li>• Completed eight special model runs for proposed developments located throughout Canyon and Ada Counties for the month of March bringing the total for this fiscal year to 35.</li> </ul>
704	<p><b>AIR QUALITY OPERATIONS</b></p> <p style="text-align: right;"><b>MEG LARSEN</b></p> <ul style="list-style-type: none"> <li>• Continued to work with staff at ITD, software vendor and DEQ to address issues associated with implementation of ITD's GEM software system that affected vehicle registration data.</li> <li>• Provided general support for emission testing notification, billing, and payment cycles.</li> </ul>

PROGRAM NO.	
705	<p data-bbox="310 163 946 197"><b>TRANSPORTATION LIAISON SERVICES</b></p> <p data-bbox="1312 201 1515 235" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="331 239 1511 1150" style="list-style-type: none"> <li>• Attended the Valley Regional Transit Executive Board meeting on March 1, 2021.</li> <li>• Attended the Meridian Transportation Commission on March 1, 2021.</li> <li>• Hosted the Caldwell Chamber Transportation Committee meeting on March 1, 2021. COMPASS staff serves as the Chair for this committee.</li> <li>• Attended the Boise City Council Public Transit Annual Hearing on March 2, 2021.</li> <li>• Attended the ACHD Commission virtual meeting on March 3, 2021.</li> <li>• Attended the Ada County Local Emergency Planning Committee meeting on March 4, 2021.</li> <li>• Attended Boise State Hazard and Climate Resilience Institute monthly meeting on March 5, 2021.</li> <li>• Attended the Idaho Transportation Department Interagency Working Group meeting on March 10, 2021.</li> <li>• Attended the Local Highway Assistance Council meeting on March 12, 2021.</li> <li>• Attended the Valley Regional Transit Regional Advisory Committee meeting on March 16, 2021.</li> <li>• Attended ACHD Bicycle Advisory Committee on March 1, 2021.</li> <li>• Attended ACHD Pedestrian Advisory Group on March 18, 2021.</li> <li>• Attended the Idaho Transportation Board meeting on March 18, 2021.</li> <li>• Hosted the Foundation for Ada/Canyon Trail System (FACTS) virtual meeting on March 24, 2021.</li> <li>• Attended the Valley Regional Transit Regional Vanpool Study meeting on March 29, 2021.</li> <li>• Attended the Valley Regional Transit "Regional Transit Team Meeting" on March 30, 2021.</li> </ul>
760	<p data-bbox="310 1150 704 1184"><b>LEGISLATIVE SERVICES</b></p> <p data-bbox="1304 1188 1507 1222" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="331 1226 1511 1507" style="list-style-type: none"> <li>• Participated in relevant activities in support of Board legislative position statements.</li> <li>• Tracked and reported significant activity in federal and state transportation-related legislative issues.</li> <li>• Monitored proposed rule-making to determine implications to COMPASS and its membership.</li> <li>• Continued reviewing <i>Fixing America's Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its membership.</li> </ul>
761	<p data-bbox="310 1507 675 1541"><b>GROWTH INCENTIVES</b></p> <p data-bbox="1308 1545 1511 1579" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="331 1583 875 1614" style="list-style-type: none"> <li>• No significant activity this month.</li> </ul>

<b>PROGRAM NO.</b>	
<b>801</b>	<p data-bbox="310 163 667 197"><b>STAFF DEVELOPMENT</b></p> <p data-bbox="1300 201 1515 235" style="text-align: right;"><b>MEG LARSEN</b></p> <ul data-bbox="331 239 1503 835" style="list-style-type: none"> <li>• Participated in the Leadership Boise program.</li> <li>• Attended "Leadership for Sustainability: Strategies for Tracking Wicked Problems" webinar sponsored by Smart Growth on March 5, 2021.</li> <li>• Attended "NACTO and MUTCD Modernization" webinar sponsored by APBP on March 10, 2021.</li> <li>• Attended a webinar about eligibility for the Coronavirus Response and Relief Supplemental Appropriations Act sponsored by the Federal Highway Administration on March 10, 2021.</li> <li>• Attended "The Case for Transit – Who Pays for Buses, Why Should Communities Invest?" sponsored by ULI Idaho and presented via Zoom on March 11, 2021.</li> <li>• Attended FHWA workshop "Advancing Freight Programs for MPOs in Idaho and Wyoming" on March 16, 23 and 30, 2021.</li> <li>• Attended Eno Center for Transportation webinar, "Form and Function: The Role and Future of Complete Streets Post-COVID" on March 25, 2021.</li> <li>• Attended a WTS webinar on Transportation Funding in the Idaho Legislature on March 16, 2021.</li> </ul>
<b>820</b>	<p data-bbox="310 869 672 903"><b>COMMITTEE SUPPORT</b></p> <p data-bbox="1300 907 1515 940" style="text-align: right;"><b>MEG LARSEN</b></p> <ul data-bbox="331 945 1430 1010" style="list-style-type: none"> <li>• Provided staff support to the COMPASS Board of Directors and standing committees.</li> </ul>
<b>836</b>	<p data-bbox="310 1014 899 1050"><b>REGIONAL TRAVEL DEMAND MODEL</b></p> <p data-bbox="1130 1054 1515 1087" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="331 1092 1515 1331" style="list-style-type: none"> <li>• Continued to provide modeling assistance to member agencies.</li> <li>• Completed the benefit-cost analysis and documentation for the Infrastructure for Rebuilding America (INFRA) grant for the I-84, Centennial Way Interchange to Franklin Road Interchange project.</li> <li>• Continued review and revisions to base network for 2019 model.</li> <li>• Reviewed High Capacity Transit Study vehicle availability data and compared to vehicle availability in the model.</li> </ul>
<b>838</b>	<p data-bbox="310 1335 677 1369"><b>TRAVEL DATA SURVEY</b></p> <p data-bbox="1130 1373 1515 1407" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="331 1411 932 1476" style="list-style-type: none"> <li>• Completed the Request for Proposals.</li> <li>• Reviewed and scored submittals.</li> </ul>
<b>842</b>	<p data-bbox="310 1509 937 1543"><b>CONGESTION MANAGEMENT PROCESS</b></p> <p data-bbox="1130 1547 1515 1581" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="331 1585 1515 1757" style="list-style-type: none"> <li>• Received and reviewed the existing conditions technical memorandum for the I-84 Corridor Operations study.</li> <li>• Began developing the 2020 Treasure Valley Congestion Management Annual Report.</li> <li>• Received COMPASS staff feedback on Congestion Management Toolkit.</li> </ul>

PROGRAM NO.	
860	<p data-bbox="310 163 1515 233"><b>GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE</b> <b>ERIC ADOLFSON</b></p> <ul data-bbox="329 237 1507 835" style="list-style-type: none"> <li>• Maintained and created regional geographic data layers and map documents for member agencies and the public.</li> <li>• Continued Complete Streets Network Policy project mapping and data support.</li> <li>• Continued development of Lidar data derivatives such as building footprints.</li> <li>• Continued work on cooperative Building footprint project.</li> <li>• Continued update of long range Functional Classification data.</li> <li>• Delivered State Street data to VRT from storymap and survey combination.</li> <li>• Updated the <i>Communities in Motion 2040 2.0</i> online funded and unfunded maps from 2020 information.</li> <li>• Provided data and mapping support for INFRA grant application.</li> <li>• Analysis of Activity Center methodology.</li> <li>• Continued work on <i>Communities in Motion 2050</i> Vision map.</li> <li>• Delivered data to City of Boise and Canyon County</li> <li>• Began work on updated Current Land Use layer.</li> <li>• Continued to provide development checklist reports.</li> <li>• Sold four sections of contour and orthophotography.</li> </ul>
991	<p data-bbox="310 835 1515 905"><b>SUPPORT SERVICES LABOR</b> <b>MEG LARSEN</b></p> <ul data-bbox="329 909 1507 1050" style="list-style-type: none"> <li>• Provided general accounting, human resources, and administrative support to the agency.</li> <li>• Continued work to update COMPASS' Environmental Justice, Limited English Proficiency, and Title VI plans.</li> </ul>

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## COMPASS BOARD AGENDA ITEM VI-B

Date: April 19, 2021

### Topic: Status Report – Current Air Quality Efforts

#### Background/Summary:

The information below provides an update on Treasure Valley air quality.

#### February Air Quality Monitoring:

The Idaho Department of Environmental Quality reported four days in the moderate air quality category in the Treasure Valley during the month of February 2021.

Moderate Category:

- One day was attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in both counties.
- One day was attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in Canyon County.
- Two days were attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in Ada County.

#### YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate, and unhealthy to hazardous days recorded since January 1, 2011.

Year	Good	Moderate	Unhealthy to Hazardous	Total
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	247	97	21	365
2021	48	11	0	59

Notes: 2012, 2016 and 2020 were Leap Years hence the extra day.

#### Air Quality Categories:

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

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

None.

**More Information:**

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

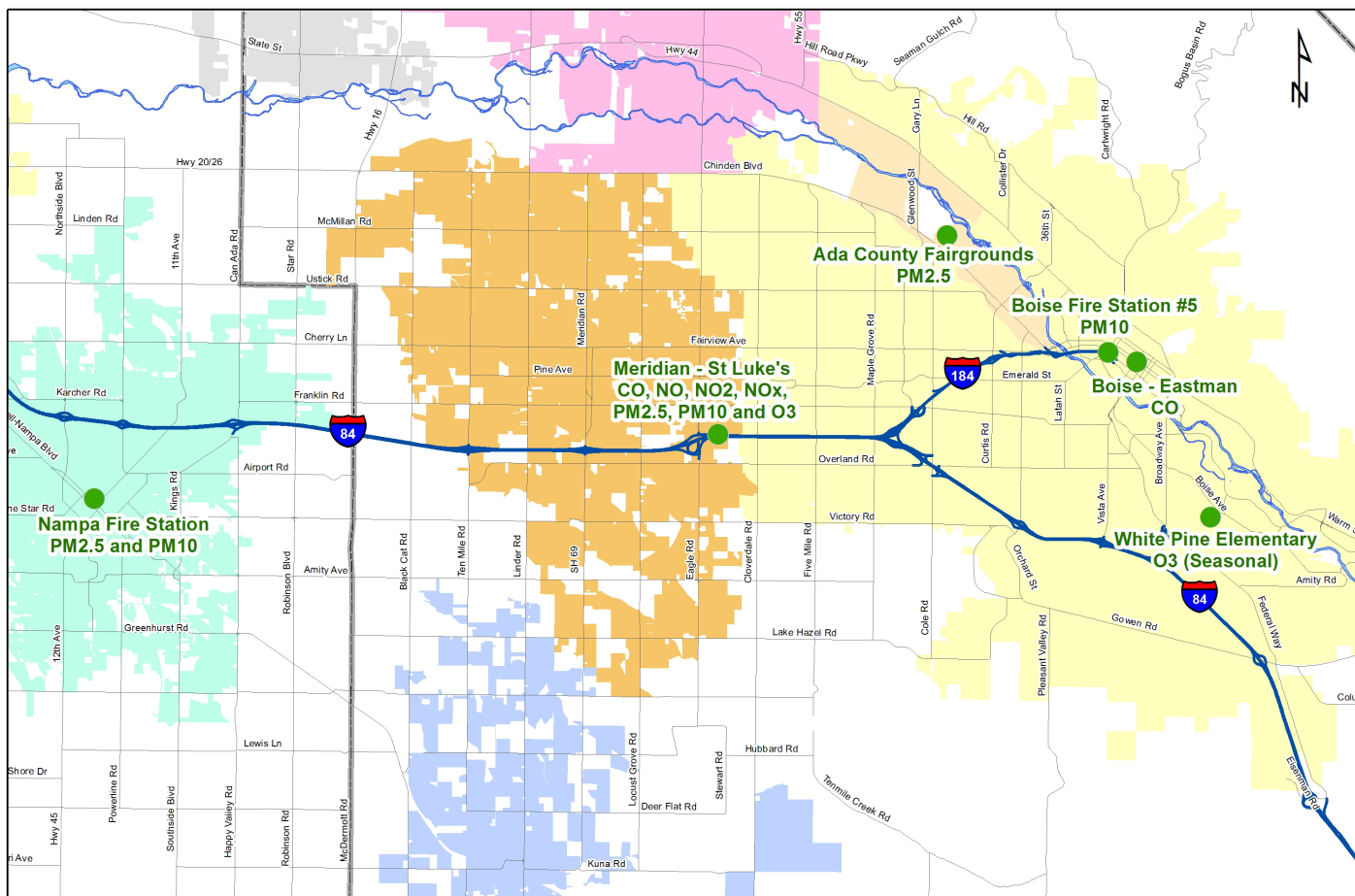


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

**Carbon Monoxide (CO)**

A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.

**Oxides of nitrogen (NOx)**

Oxides of nitrogen; a precursor (building block) of ozone. NOx is a generic term for mono-nitrogen oxides NO and NO<sub>2</sub> (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures

**Ozone (O3)**

A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and [NOx](#) combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.

**PM2.5**

Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.

**PM10**

Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

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## COMPASS BOARD AGENDA ITEM VI-B

Date: April 19, 2021

### Topic: Status Report – Current Air Quality Efforts

#### Background/Summary:

The information below provides an update on Treasure Valley air quality.

#### March Air Quality Monitoring:

The Idaho Department of Environmental Quality reported five days in the moderate air quality category in the Treasure Valley during the month of March 2021.

Moderate Category:

- One day was attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in both counties.
- Three days were attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in Canyon County.
- One day was attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in both counties and coarse particulate matter (PM<sub>10</sub>) recorded in Canyon County.

#### YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate, and unhealthy to hazardous days recorded since January 1, 2011.

Year	Good	Moderate	Unhealthy to Hazardous	Total
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	247	97	21	365
2021	74	16	0	90

Notes: 2012, 2016 and 2020 were Leap Years hence the extra day.

#### Air Quality Categories:

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

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

None.

**More Information:**

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

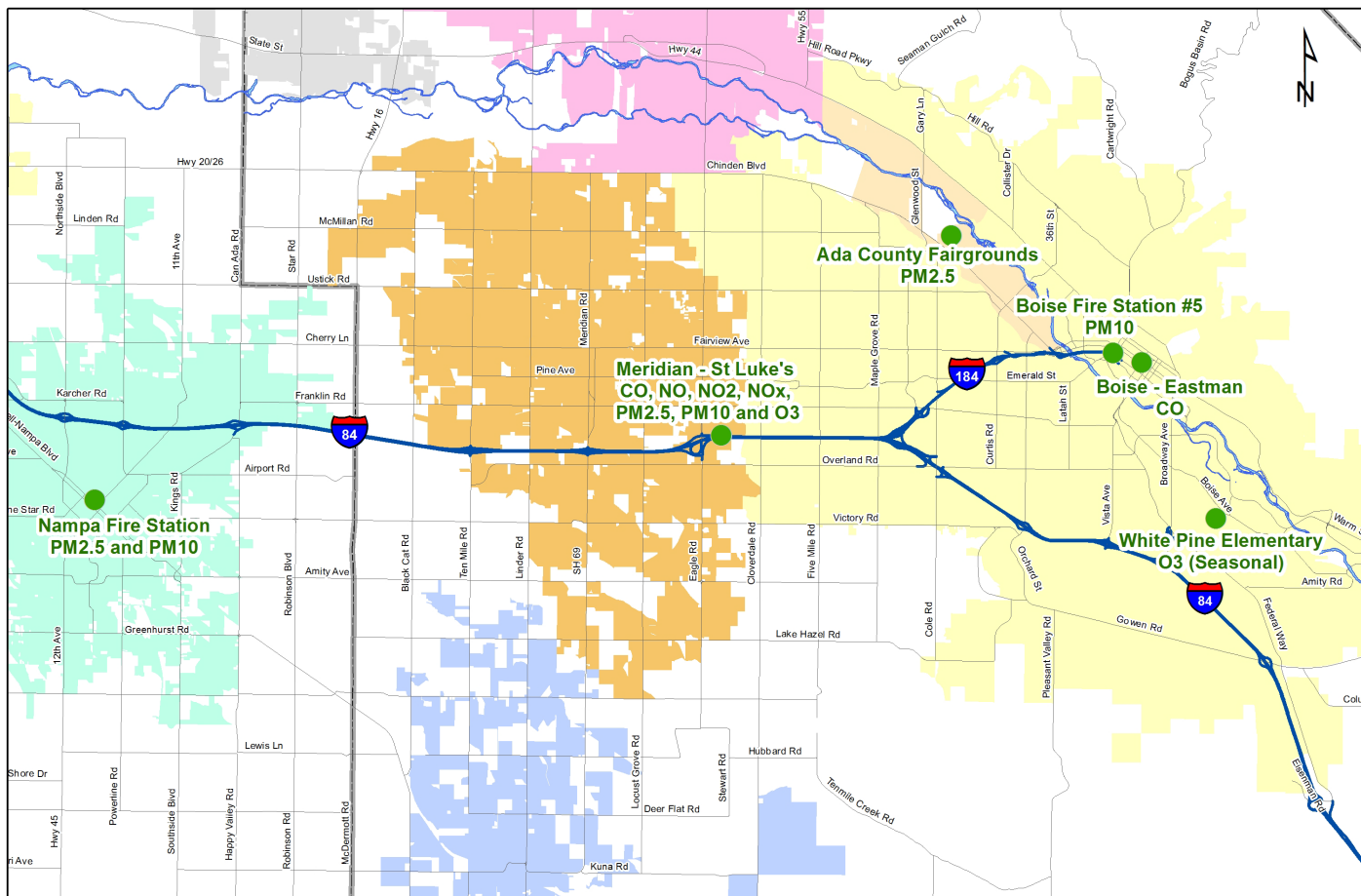


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

- Carbon Monoxide (CO)** A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
- Oxides of nitrogen (NOx)** Oxides of nitrogen; a precursor (building block) of ozone. NOx is a generic term for mono-nitrogen oxides NO and NO<sub>2</sub> (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures
- Ozone (O3)** A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and **NOx** combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
- PM2.5** Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
- PM10** Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

VI-C

Attendance List

<u>Member Agency/Name</u>	Jan '21	Feb '21	Mar '21	Apr '21	May '21	June '21	July '21	Aug '21	Sept '21	Oct '21	Nov '21	Dec '21	TOTAL
ACHD/T. Ferch/R. Head/T. Laws	1	1	1										3
Ada County/D. Corcoran/J. Boal/B. Moore	1	1	1										3
Boise State/D. Alexander	1	1	1										3
Canyon County/K. Dahl/P. Nilsson/D. Lister	1	0	1										2
Canyon Highway District #4/L. Riccio	1	1	0										2
City of Boise/K. Gallagher/B. Brush	1	1	1										3
City of Caldwell/A. Lively	1	1	1										3
City of Eagle/N. Baird Spencer/B. Vaughan	1	1	1										3
City of Garden City/J. Thornborrow	1	0	0										1
City of Greenleaf L. Belt	1	0	1										2
City of Kuna/J. Hellman	1	1	1										3
City of Melba/D. Romine	1	1	1										1
City of Meridian/C. Hood/B. McClure/A. Christy	1	1	1										3
City of Middleton/B. Crofts	1	1	0										2
City of Nampa/J. Barnes/C. Bowman/R. Ashby	1	1	1										3
City of Notus/TBD	0	0	0										0
City of Parma/A. Lee	0	0	0										0
City of Star/S. Nickel	0	1	0										1
City of Wilder/TBD	0	0	0										0
Golden Gate Highway District. # 3/G. Bates	1	1	1										3
IDEQ/M. Toole	1	1	1										3
ITD/J. Coonce	1	1	1										3
Public Participation Committee/Lara Disney	0	0	0										0
Valley Regional Transit/S. Hunt	0	1	1										2
Central District Health/R. Howarth	0	0	0										0
Governor's Office/A. Mitzel	1	0	0										1



**Community Planning Association (COMPASS)  
Administrative Modification #6 for FY2021-2027 Transportation Improvement Program (TIP)**

**VI-D**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			Current Total	Revised Total					
12917	SH-16, Phyllis Canal Bridge & South STG	ITD	\$13,105,305	\$13,496,325	2.98%	STP-State	2021	Increase CE by \$2,500 and CN by \$391,020. Decrease CC by \$2,500.	To cover final estimate for project closeout.
13387	SH-55, Snake River Bridge, Marsing	ITD	\$18,079,000	\$18,079,000	0.00%	HB132 & HB312	2021	Increase CE by \$20,000. Decrease CC by \$20,000.	To cover additional cultural mitigation work and to match final estimates.
22509	Transit- Rolling Stock and Infrastructure, Boise Area, VRT - FY2020	VRT	\$3,750,000	\$3,750,000	0.00%	FTA 5339 (c)	2021	Increase CN by \$3,750,000.	To carry over to FY2021, as project was not obligated in FY2020. No change to total cost.
<del>23099</del> 23106	I-84, Black's Creek Rest Area Well Replacement, Boise	ITD	\$500,000	\$500,000	0.00%	N/A	N/A	N/A	To correct KN from Administrative Modification #5.

ACHD = Ada County Highway District  
 CC = Construction Engineering Consultant  
 CE = Construction Engineering  
 CN = Construction  
 FY = Fiscal Year  
 HB = House Bill

I = Interstate  
 ITD = Idaho Transportation Department  
 KN = Key Number  
 PC = Preliminary Construction  
 PL = Preliminary Engineering (LHTAC)  
 SH = State Highway

STBG = Surface Transportation Block Grant  
 STIP = Statewide Transportation Improvement Program  
 TECM = Transportation Expansion and Congestion Mitigation  
 TIP = Transportation Improvement Program  
 U = Urban  
 VRT = Valley Regional Transit

Staff Recommendation:

/s/ Tevrin Fuller

Tevrin Fuller, Data Specialist  
 COMPASS

Approval:

Matthew J. Stoll, Executive Director  
 COMPASS

Date:

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
22619	I-84, Ustick Road Overpass, Canyon County	City of Caldwell/ITD	\$12,112,000	\$15,374,288	26.93%	INFRA	2021	Increase CE by \$102,996, CC by \$273,920, and CN by \$2,022,584.	To cover construction estimate. Offset from KN 20315, 20796, 20797, 20798, 20799, and 22154. Project is part of the I-84 "suite of projects" with all funds moved between segments of the corridor.
						TECM	2021	Increase CE by \$88,664, CC by \$371,947, and CN by \$177,237.	
						Mobility	2021	Increase CN by \$717,940.	
						Local Participating	2021	Decrease CN by \$493,000.	
20315	I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa (Design)	ITD	\$28,899,000	\$27,400,739	-5.18%	INFRA	2021	Decrease PE by \$114,995, PC by \$726,436, and LP by \$5,854.	To decrease funds to provide offset for KN 22619. Project is part of the I-84 "suite of projects" with all funds moved between segments of the corridor.
						State	2021	Decrease PC by \$484,291.	
						TECM	2021	Decrease PE by \$96,663, RW by \$3,902 and UT by \$66,120.	
20796	I-84, Temporary Paving Shoulder Widening, Karcher to Franklin, Nampa	ITD	\$5,843,000	\$5,686,149	-2.68%	INFRA	2021	Decrease CC by \$63,151 and CN by \$30,960.	To decrease funds to provide offset for KN 22619. Project is part of the I-84 "suite of projects" with all funds moved between segments of the corridor.
						TECM	2021	Decrease CC by \$42,100 and CN by \$20,640.	
22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County (Design)	City of Caldwell/ITD	\$6,164,000	\$4,758,978	-22.79%	INFRA	2021	Decrease LP by \$843,013.	To decrease funds to provide offset for KN 22619. Project is part of the I-84 "suite of projects" with all funds moved between segments of the corridor.
						TECM	2021	Decrease LP by \$328,360.	
						Mobility	2021	Decrease LP by \$233,649.	
20799	I-84, Karcher Road Interchange to Northside Boulevard, Nampa	ITD	\$29,206,000	\$28,879,898	-1.12%	INFRA	2021	Decrease CC by \$195,661.	To decrease funds to provide offset for KN 22619. Project is part of the I-84 "suite of projects" with all funds moved between segments of the corridor.
						TECM	2021	Decrease CC by \$130,441.	
20798	I-84, Franklin Boulevard to Northside Boulevard, Nampa	ITD	\$76,912,718	\$76,312,718	-0.78%	INFRA	2021	Decrease CC by \$360,000.	To decrease funds to provide offset for KN 22619. Project is part of the I-84 "suite of projects" with all funds moved between segments of the corridor.
						TECM	2021	Decrease CC by \$240,000.	
20797	I-84, Karcher Overpass, Nampa	ITD	\$5,034,000	\$4,635,719	-7.91%	INFRA	2021	Decrease CC by \$84,365 and CN by \$154,604.	To decrease funds to provide offset for KN 22619. Project is part of the I-84 "suite of projects" with all funds moved between segments of the corridor.
						TECM	2021	Decrease CC by \$56,243 and CN by \$103,069.	
21906	Study, SH-55, Pear Lane to Middleton Road, Canyon County	ITD	\$2,752,000	\$2,772,000	0.73%	TECM	2021	Increase PC by \$20,000.	To cover cost increase.
19415	US 20/26, Intersection Improvements, Canyon County	ITD	\$398,000	\$175,519	-55.90%	State	2021	Decrease PE by \$1,374, PC by \$31,526, CE by \$28,081, CC by \$50,000, and CN by	To release funds to close out project.
13485	Old Highway 30, Plymouth Street Bridge, Caldwell	Canyon Highway District/City of	\$11,013,000	\$11,013,000	0.00%	Bridge (Local)	2021	Decrease RW by \$149,000.	To delay funds to FY2022.



Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
		Caldwell				Bridge (Local)	2022	Increase RW by \$149,000.	

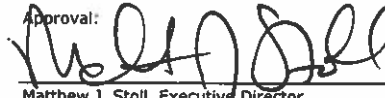
CC = Construction Engineering Consultant  
 CE = Construction Engineering  
 CN = Construction  
 FY = Fiscal Year  
 I = Interstate  
 INFRA = Infrastructure for Rebuilding America

ITD = Idaho Transportation Department  
 KN = Key Number  
 LP = Land Purchase  
 PC = Preliminary Construction  
 PE = Preliminary Engineering  
 RW = Right of Way

SH = State Highway  
 TECM = Transportation Expansion and Congestion Mitigation  
 TIP = Transportation Improvement Program  
 US = United States  
 UT = Utilities

Staff Recommendation:

/s/ Tevrin Fuller  
 Tevrin Fuller, Data Specialist  
 COMPASS

Approval:   
 Matthew J. Stoll, Executive Director  
 COMPASS

Date: 3/11/2021



**Community Planning Association (COMPASS)  
Administrative Modification #8 for FY2021-2027 Transportation Improvement Program (TIP)**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
23080	I-84, Franklin Interchange to Karcher Interchange, Widen Westbound, Nampa	ITD	\$68,497,000	\$76,801,337	12.12%	GARVEE	2021	Increase CE by \$100,000 and CN by \$8,504,337. Decrease CC by \$300,000.	To cover the final engineers estimate. Offset from KN 23079 and 22196 (changes within the I-84 "suite of projects.")
23079	I-84, Franklin Interchange to Karcher Interchange, Temporary Widening, Canyon County	ITD	\$16,800,000	\$11,824,191	-29.62%	GARVEE	2021	Increase CE by \$500,000. Decrease CC by \$1,000,000 and CN by \$7,475,809.	To decrease funds in GARVEE to match the detailed estimate for award of contract and increase TECM to cover anticipated costs prior to bond authorization.
						TECM	2021	Increase CC by \$100,000 and CN by \$2,900,000.	
22196	I-84, Franklin Interchange to Karcher Interchange, Canyon County	ITD	\$11,200,000	\$10,871,742	-2.93%	GARVEE	2021	Decrease PE by \$378,258, RW by \$900,000. Increase LP by \$900,000, and UT by \$50,000.	To match actual expenses. Offset to KN 23080.
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	ITD	\$10,158,000	\$11,158,000	9.84%	TECM	2021	Increase LP by \$1,000,000.	To cover additional LP and cover RW settlements.
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	Private Developer	\$24,290,000	\$24,811,000	2.14%	STAR	2021	Increase LP by \$521,000.	To cover additional LP and cover RW settlements.
21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	ITD	\$6,410,000	\$6,884,000	7.39%	TECM	2021	Increase PE by \$50,000, PC by \$924,000. Decrease PL by \$200,000 and RW by \$300,000.	To cover additional design work.
22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County (Design)	City of Caldwell/ITD	\$4,759,000	\$4,659,000	-2.10%	INFRA	2021	Decrease PE by \$30,000 and RW by \$30,000.	To match expenses. Offset to KN 23081.
						TECM	2021	Decrease PE by \$20,000 and RW by \$20,000.	
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	ITD	\$34,625,000	\$35,625,000	2.89%	TECM	2021	Decrease RW by \$9,950,000. Increase LP by \$10,950,000.	To cover additional LP and cover RW settlements.
22665	SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle	ITD	\$8,083,000	\$8,833,000	9.28%	State	2021	Increase PE by \$50,000 and PC by \$700,000.	To begin design work. Offset from Statewide Balancing.
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa	ITD	\$55,000,000	\$55,000,000	0.00%	GARVEE	2021	Increase CE by \$100,000 and CN by \$104014. Decrease CC by \$204014.	To cover the final engineer's estimate.
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	ACHD	\$2,362,000	\$2,362,000	0.00%	STBG-TMA	2021	Decrease CN by \$1,378,891.	Per RTAC March 17, 2021, move funds to HIP and local to meet fiscal constraint caused by obligation authority limitation.
						HIP STBG-TMA	2021	Increase CN by \$153,000.	
						Local	2021	Increase CN by \$1,225,891.	
20245	SR2S, VRT, Ada County - FY2021 and FY2022	VRT	\$344,000	\$344,000	0.00%	TAP-TMA	2021	Decrease CN by \$56,305.	Per RTAC March 17, 2021, move funds to HIP and local to meet fiscal constraint caused by obligation authority limitation.
						Local	2021	Increase CN by \$56,305.	
19847	Capital Maintenance, Phase 3, Boise Area - FY2020	ACHD	\$467,000	\$467,000	0.00%	STBG-TMA (HIP 2020)	2021	Decrease CN by \$153,000.	Project received the requested funds in in FY2020, the additional funds in FY2021 were not needed.
						Previous	N/A	Increase by \$153,000.	

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 HIP = Highway Infrastructure Program  
 I = Interest

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 ITD = Idaho Transportation Department  
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 PL = Preliminary Engineering (LHTAC)  
 RTAC = Regional Transportation Advisory Committee  
 RW = Right of Way

SH = State Highway  
 SR2S = Safe Routes to School  
 STBG = Surface Transportation Block Grant  
 TAP = Transportation Alternatives Program  
 TECM = Transportation Expansion and Congestion Mitigation  
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Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					

Staff Recommendation:

/s/ Tevrin Fuller  
 Tevrin Fuller, Data Specialist  
 COMPASS

Approval:   
 Matthew J. Stoll, Executive Director  
 COMPASS

Date: 3/22/2021