

# FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments

**Number of comments received:** Comment Form: 3, Email: 4, Letter: 0

| Comment   | Staff Response   | Zip Code and Name/affiliation (if included) | Format              |
|---|--|---|---------------------|
| <b><i>Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program</i></b>   |  |   |                     |
| <p>The TIP is inadequate in planning and implementing expansion of transit options, particularly expansion of bus and van services to reach more people and businesses. It also fails to focus on the critical need for planning and investment NOW along the two high capacity transit corridors that have been identified in Communities in Motion for years. The state of Idaho and most of the local governments in the Treasure Valley have great difficulty measuring the economic, social and educational value that a reliable, accessible and frequent transit system can provide individuals and businesses throughout the Treasure Valley. Similarly, we haven't quantified for the public the long-term cost of continuing to postpone meaningful investment in transit options. The assumption is that before people will prioritize local investment in anything but more and wider roads, they must experience a greater level of pain: more congestion, more air and water pollution, degradation of their quality of life, etc... Of course, at that point, the Treasure Valley will have lost any competitive advantage it has today. Businesses will look elsewhere for a better investment. There are business and community leaders in the Treasure Valley today who are ready to engage the public and help plan and invest in transit options. Unless I missed something buried in the TIP, it implies the opposite - that there is little public interest so transit will continue to be relegated to the vague and distant future. (i.e., Key# 13046 is vague to the point of being meaningless. It pays lip-service to high capacity "analysis" sometime in 2018 but little else.) Perhaps there is an assumption underlying the TIP that it will take the federal government to push the Treasure Valley into investing in transit options if it is to happen. In fact, as more of the nation's population lives in urban areas served by transit systems, a greater percentage of federal transportation funds may well be focused on improving existing transit infrastructure. Idaho's inadequate state and local transit planning and investment will put us in an even more precarious position to compete for those funds. Taxpayers from other parts of the country will not be interested in helping Idaho expand its reliance on just one form of transportation when other regions made the tough decisions years before to provide transportation choices to their businesses and citizens.</p> | <p>Comment provided to the COMPASS Board of Directors.</p> | 83712                                       | Online comment form |
| <p>Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized!</p>   | <p>Comment provided to the COMPASS Board of Directors.</p> | 83702                                       | Online comment form |

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| <b>Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program</b>   |  |   |                            |
| <p>I am commenting on the following KEY numbers: 12363, 13907, 13479, 12369, 13903, C304, C305. The project descriptions are so vague as to be useless. If you want real feedback, then you need to do a better job than a 5 word descriptions which means nothing. The organization of this report is almost completely useless. near as I can tell, projects are not organized by fiscal amount, by geographic location, nor by requesting agency, making finding relevant projects also a waste of time. Is this report specifically designed to be hard to read to discourage feedback? Providing an overview with the relevant project numbers in a separate PDF file is about as inconvenient as possible. Also, a PDF is about the most inconvenient method possible to display data that needs to be searched through. Why not copy and paste this into a spreadsheet, where it can at least be sorted by some measures as needed by the public? Many descriptions include jargon that the public has no way of looking up or deciphering. "Set-aside for STP-TMA cost increases" means nothing to your neighbors. Here is a reasonable description: This project will rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. This is a Federal Land Access Program project managed by Western Federal Lands." That at least tells us where the project will be, what it will do, and who is going to manage the project.</p> | <p>Comment provided to the COMPASS Board of Directors.</p> <p>The key numbers listed relate to ACHD Capital Maintenance projects. Staff will add a link to ACHD's Design and Construction Review report which provides project segments when available.<br/> <a href="http://www.achdidaho.org/Projects/DCR/DCR.pdf">http://www.achdidaho.org/Projects/DCR/DCR.pdf</a></p> | <p>83704<br/> Jason Robinson<br/> Republican Liberty<br/> Caucus of Idaho</p> | <p>Online comment form</p> |
| <p>I have only one general comment on the TIP. SH 20/26 has been overlooked long enough. It needs to be widened as soon as possible from Eagle Road to Linder and then from Linder to the SH-16 extension soon thereafter. This has to be one of the most congested sections of the state highway system. I understand ITD is working on the design in incremental sections. Anything that can expedite that would be welcome. Thanks, David</p>   | <p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>  | <p>80703<br/> David Turnbull<br/> Brighton Corporation</p>                    | <p>Email</p>               |
| <p>On behalf of Ada County, I respectfully submit a request that the Ada County Warm Springs Pathway Improvements project (currently scheduled for 2017) be funded sooner if the funds become available. We appreciate the opportunity to use grant funds to increase safety along this well-traveled portion of the bike path and would appreciate advancement of funds, if possible.</p>   | <p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>  | <p>Selena O'Neal<br/> Ada County</p>  | <p>Email</p>               |
| <p>It has been brought to my attention by staff reviewing your draft TIP that both, the description and title for KN 13054 are misleading. This work is not in fact on "SH-44", it is west of where SH-44 ends. This road segment is called Ext 44 Rd. This is an LHTAC project but I bring it up to you since staff was looking at your TIP. Thanks.</p>  | <p>Technical corrections made</p>  | <p>Aaron Bauges<br/> ITD</p>  | <p>Email</p>               |

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**Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program**

Please pass these along to whomever is the right person to review and correct (if my observations and recommendations are correct). Thanks, Jeff  
 PS I'm familiar with Eagle (primarily), so these are the only ones I've looked at carefully.

Technical corrections made

Jeff Madsen

Email

**Pathway, Dry Creek Trail, Phase 2, Eagle**

**Key # : 13917**  
 Requesting Agency: City of Eagle  
 Project Year: 2017  
 Total Previous Expenditures: \$0  
 Total Programmed Cost: \$100  
 Total Cost (Previous + Programmed): \$100  
 Project Description: Project will connect the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55 in the City of Eagle.



Funding Source: TAD-TMA Local Match: 7.34% Funding Allocation: 100% Alternative

This appears to be the wrong map for the description. Whether this is the right map or not, State Street is erroneously listed as "Eagle Rd."

**SH-44, State Street to SH-44 (Eagle Road), Pavement Preservation, Eagle**

**Key # : 13923**  
 Requesting Agency: ITD  
 Project Year: 2016  
 Total Previous Expenditures: \$75  
 Total Programmed Cost: \$2,857  
 Total Cost (Previous + Programmed): \$2,932  
 Project Description: Project will resurface SH-44 from East State Street to the junction of SH-55 North in the City of Eagle.



Funding Source: Pavement Preservation Local Match: 7.34% Funding Allocation: 100% Dist

This map shows the wrong section of SH-44 for the description. The section of SH-44 described should be about 2 miles to the east of this section.

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| <b><i>Question 2. Comments on the Air Quality Conformity Demonstration for Northern Ada County</i></b>  |  |  |                     |
| <p>Comments above regarding inadequate planning and investment in transit options applies here as well. The circular reasoning is frustrating. Since state and local governments can't figure out funding for transit today, they cannot anticipate anything but current transit levels well into the future. In fact, the COMPASS model travel modes section (page 14) admits as much: "Currently, no major system expansion is funded for the region's transit system in either the draft FY2015-2019 TIP or CIM 2040. Therefore, only the transit system as it exists today is included in the analysis through 2040."</p> | <p>Comment provided to the COMPASS Board of Directors.</p> <p>Federal regulations specify that only funded projects are to be included in the air quality conformity demonstration. As there is not funding for an expanded transit system, one cannot be included in air quality conformity demonstration modeling.</p>   | 83712  | Online comment form |
| <p>Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized!</p>   | <p>Comment provided to the COMPASS Board of Directors.</p>   | 83702  | Online comment form |
| <p>This document is mostly useless to any resident of Ada County. I am sure that COMPAS didn't actually expect any citizens to pour through 32 pages of bureaucratese with no clear description of impact to the average resident. Will emissions testing prices go up? Will vehicle emissions be tightened like in CA? Will we see per-mile taxes placed on vehicles?</p>  | <p>Comment provided to the COMPASS Board of Directors.</p> <p>The sole purpose of the air quality conformity demonstration is to demonstrate whether or not future transportation projects will cause northern Ada County to violate air quality "budgets" set by the Department of Environmental Quality. The results of the analysis indicate they will not.</p> <p>The air quality conformity demonstration is not intended to address policy issues.</p> | 83704<br>Jason Robinson<br>Republican Liberty<br>Caucus of Idaho | Online comment form |

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| <b>Question 3. Comments on the FY2015 federal program of projects proposed for funding by Valley Regional Transit.</b>   |   |  |                     |
| VRT's budget is fine for the short-term.   | Comment provided to the COMPASS Board of Directors. | 83712  | Online comment form |
| Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized! | Comment provided to the COMPASS Board of Directors. | 83702  | Online comment form |
| Why isn't this information, which is formatted in rows & columns, distributed in MS Excel, or OpenOffice spreadsheet format? That would make sense for tabular financial data.   | Comment provided to the COMPASS Board of Directors. | 83704<br>Jason Robinson<br>Republican Liberty<br>Caucus of Idaho | Online comment form |

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