

Public Comments Received (Verbatim)

Amendment #3 to the FY2025-2031 Regional Transportation Improvement Program (TIP)

Public Comment Period: January 6 – January 16, 2025

Total number of comments received by COMPASS: 10

Topic:

The proposed amendment would adjust the cost of two projects to meet current funding needs: one to accommodate for Valley Regional Transit’s 2025 budget needs and one to increase the funding for the I-84, Centennial interchange to Franklin Interchange project in Caldwell.

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
I’m grateful to see much needed funding directed to Valley Regional Transit.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	NA
The freeways are a literal deathtrap. Gas prices fluctuate, and increasingly I find myself preferring not to drive. Ideally a train system would be the way to go, but more busses would be a good move	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	NA
Hello, Yes, please increase the budget to improve VRT budget needs. Idaho desperately needs better transportation options! Thank you	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Stephanie Wicks
I do not support increased funding for VRT I do support increased funding for the Roadwork	Thank you for your comments; they will be shared with Valley Regional Transit, the Idaho Transportation Department, and the COMPASS Board of Directors.	Mac McOmber
VRT has been woefully under funded. This increase is a step in the right direction. Thank you	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	NA
I support the budget increase to accommodate the VRT's 2025 budget needs and also to increase funding for the I-84 Centennial Interchange to Franklin Interchange project in Caldwell. It is important to address budget concerns as early as possible to avoid last minute requests for funds that are needed for critical projects like the two referenced above. Thank you for the opportunity to comment on funding for these two projects!	Thank you for your comments; they will be shared with Valley Regional Transit, the Idaho Transportation Department, and the COMPASS Board of Directors.	Pike Teinert

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>These comments are in regard to: "FY2025-2031 Regional Transportation Improvement Program (TIP)" What is the total cost per passenger mile for "Valley Region Transit" including all costs including infrastructure, employees, equipment, land, buildings, buses, maintenance etc.. . Would it be more cost effective and provide better service to simply pay for passengers to make use of ride share services? I'm of the opinion that the entire program should be eliminated as it is more expensive and provides worse overall service to available alternatives and at the same time actually makes traffic congestion worse. Regards</p> <p><u>Response to Valley Regional Transit's answer (see column to the right) to the question above:</u></p> <p>Based even on the \$3.73 per mile estimate, which excludes capital costs, this seems several times more expensive on average than just subsidising ride share services while at the same time being significantly less efficient and convenient.</p>	<p>Thank you for your comments; they will be shared with Valley Regional Transit, the Idaho Transportation Department, and the COMPASS Board of Directors.</p> <p><u>Response from Valley Regional Transit:</u> VRT regularly reports on operating costs (i.e., employees, fuel, preventative maintenance, energy etc.) per passenger mile because those are recurring annual costs. VRT does not report on capital costs (i.e., buses, buildings, bus stops etc.) per passenger mile because those are expenses that provide benefit over many years of service and would need to be compared to the passenger miles over that same time frame.</p> <p>Below are the available operating costs per passenger mile that VRT reported to the National Transit Database in 2023. These costs vary substantially for different kinds of service. This is largely because of the varying productivity of the different service types.</p> <p>Fixed Route: \$3.73 cost per passenger mile Demand Response: \$11.55 cost per passenger mile</p> <p>VRT also supports various specialized transportation services such as Beyond Access which provides shared rides to older adults and persons with disabilities, Meridian Medical Transportation which provides Meridian residents weekday transportation to medical appointments, Meridian Veterans Shuttle which provides service to veterans between Meridian and the Veterans hospital in Boise, Rides2Wellness which provides medical transportation for patients of St. Luke's, St. Alphonsus and designated clinics, and the Volunteer Driver Program which provides transportation to essential services like medical facilities, social services, nutrition etc. Each of these services would have different costs per passenger mile.</p>	<p>Benjamin Knigge</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Name, Zip Code, Affiliation</p>
	<p>There are certainly some instances where it would be more cost effective to leverage shared ride services. Valley Regional Transit does this with the VRT Lyft Pass Program and the VRT Late Night program. There are many other cases where public transit services (particularly fixed route services) are either more cost effective or provide a higher level of service than shared ride services. These include frequent corridors such as State St, Fairview, and Vista, where riders don't need to request a ride for their recurring trips as they would for shared ride services. This also applies to high demand corridors such as Overland, and Emerald where the number of people using the service could not be matched by shared ride services. This is especially the case when you have persons with disability or youth under 18 who are prohibited from taking advantage of shared ride services.</p> <p>Finally, transit services not only improve congestion currently, but they are the only motorized mode of transportation that has the capacity to reduce/limit congestion even as transportation demand increases. Also, many of the capital investments that are necessary for public transportation, such as safe, accessible sidewalks, are of benefit to the non-riding public as well. Valley Regional Transit frequently partners with local jurisdictions to improve their non-motorized infrastructure. The benefits of these investments are felt by transit riders and non-riders alike.</p>	

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>Hi, The two projects proposed in Amendment #3 (FY2025-2031) are important. I once was a VRT passenger (mostly between Nampa and BSU, and I really appreciated - even enjoyed - that service. I also have used VRT between Caldwell (where I live) and Nampa. Public transportation is a vital part of any community's infrastructure and, in my opinion, an important contributor to democracy and social stability. The I-84 interchange project is also vitally important in order to manage the dramatic rise in traffic in Caldwell and traffic on I-84 as a whole. Alternate routes cannot manage the traffic that flows through this part of the city. Thank you,</p>	<p>Thank you for your comments; they will be shared with Valley Regional Transit, the Idaho Transportation Department, and the COMPASS Board of Directors.</p>	<p style="text-align: center;">Karen H. Brown</p>
<p>While road improvement projects are important, I feel like the greatest use of funds would be to invest in programs and projects that mitigate car traffic on our roadways. Sidewalks and a bike lane on Lonestar, which houses a major middle school would be wonderful. Instead of funding to go towards roadways, invest that money in reliable public transit whether that be a more robust bus network or a metro line similar to Salt Lake City. Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with Valley Regional Transit, the City of Nampa, the Idaho Transportation Department, and the COMPASS Board of Directors.</p>	<p style="text-align: center;">83651</p>
<p>I think it's great that VRT is getting more funding. They're a vital resource for the community and I'd love to see them expand both the area they cover and their hours of operation. I clicked the link to see the full project proposal and there wasnt much there. I would love to learn more about what VRT intends to do with the extra funds</p>	<p>Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.</p>	<p style="text-align: center;">NA</p>