LET'S RIDE
TREASURE VALLEY

Tier 3 Evaluation Summary Memorandum

Community Planning Association of Southwest Idaho (COMPASS)

July 25, 2025

Tables

Figures

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

Abbreviations and Acronyms

BAT	Business Access and Transit
BRT	bus rapid transit
CIG	Capital Investment Grants
COMPASS	Community Planning Association of Southwest Idaho
FTA	Federal Transit Administration
I-184	Interstate 184
I-84	Interstate 84
NEPA	National Environmental Policy Act
PEL	Planning and Environmental Linkages
TWG	Technical Working Group

1 Memorandum Introduction

This memorandum describes the Tier 3 evaluation process and results for the Community Planning Association of Southwest Idaho's (COMPASS') high-capacity transit Planning and Environmental Linkages (PEL) Study, a.k.a. Let's Ride Treasure Valley. The Tier 3 evaluation assessed each route carried forward from Tier 2. This process involved a more detailed evaluation of the remaining routes to identify the top-performing options. Additionally, the study's benefits assessment and the comprehensive system performance assessment have been directly incorporated into this Tier 3 memorandum to complete the final evaluation. The results of the Tier 3 screening will inform any recommendations or actions made by the COMPASS Board of Directors and the Federal Transit Administration (FTA) on which route(s) will be carried forward for subsequent project decisions.

1.1 Study Background

COMPASS, the metropolitan planning organization for Ada and Canyon Counties, Idaho, is conducting a PEL study to evaluate high-capacity transit service options in its planning area, the Treasure Valley region of southwest Idaho.

The PEL study, branded Let's Ride Treasure Valley, is a partnership between COMPASS and its member agencies to further examine a future high-capacity transit connection from east to west across the region.

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

Figure 1-1. Study Area

Source: Study Team

2 Tier 3 Evaluation Process

The evaluation process to screen the range of route options consists of three screening tiers. The process involves narrowing a range of route options and modes, advancing those that best meet the study's purpose and need, and recommending those that best perform against various criteria. The outcome is a final route and mode recommendation to the COMPASS Board of Directors. With a multi-tiered evaluation approach, each tier of the screening conforms to a level of detail necessary to make informed decisions regarding the options considered. This approach allows routes to be narrowed from a wide range down to a select set and assigns a mode to each route. The evaluation criteria, measures, and methods are used at each screening tier to achieve this outcome.

Tier 1 evaluated each route against the purpose and need statement and identified fatal flaws. The Tier 2 evaluation assessed each route carried forward from Tier 1 in greater detail. Tier 2 first evaluated the feasibility of potential modes for each route and screened out modes that were incompatible. The remaining Tier 2 routes and compatible modes were then screened using both qualitative and quantitative assessments to compare the relative performance of routes against one another. The analysis resulted in a general rating for each route to further differentiate the benefits and impacts to narrow the options.

Feedback from Tier 2 influenced routes that moved on to the Tier 3 evaluation. It was determined that the Fairview Avenue and Franklin Road routes from the Tier 2 evaluation

should be consolidated into a single route to increase service to key destinations within the City of Meridian. The preferred technology for the consolidated route was bus rapid transit (BRT) in an exclusive guideway, as this was consistent with the mode evaluation conducted in Tier 2. The other two routes carried forward included the Boise Cutoff (Commuter Rail) and I-84/I-184 (exclusive BRT). In total, three route options with selected modes were carried forward to Tier 3, the final tier, for a more detailed evaluation and identification of stops and stations.

The Tier 3 process included a detailed analysis of the remaining routes, service plan assumptions, potential stop locations, park and ride facility locations, and maintenance facility considerations. Three evaluations were utilized to assess the Tier 3 criteria:

- Benefits assessment.
- Comprehensive system performance assessment.
- Additional assessments specific to the Tier 3 criteria.

The following sections describe the types of analysis completed for the Tier 3 evaluation. Section 4 discusses the criteria used in the evaluations described in Section 2 and summarizes the results. All the analysis results from Tier 3 are provided in Appendix A.

2.1 Benefits Assessment

This assessment compared the benefits that the Tier 3 routes could generate for the community and were incorporated into the evaluation criteria for Tier 3. Below are the specific benefits considered:

- Serves areas with high transit service demand.
- Serves areas with high transit system demand.
- Serves areas with denser population and employment.
- Serves transit-dependent populations.
- Provides access to community services.
- Enhances bicycle and pedestrian connectivity.
- Generates transit supportive land use.
- Provides access to affordable housing.

The purpose of the analysis was to determine relative potential user advantages of the different Tier 3 alternatives within the framework of the FTA's Capital Investment Grant (CIG) program criteria, to support the Tier 3 screening process and assist local decision-makers in evaluating the top three options identified by the PEL study.

The CIG program is the FTA's largest discretionary grant program and is authorized for up to $3 billion in annual appropriations under the current federal transportation bill. It funds transit capital investments, including heavy rail, light rail, commuter rail, streetcars, trolleybuses, fixed guideway BRT services, gondolas, and ferries. The program has three categories: New Starts, Small Starts, and core capacity projects. New Starts includes

projects costing $400 million or more and/or that seek $150 million or more in CIG funding. Small Starts includes projects costing less than $400 million and/or that seek less than $150 million in CIG funding. The core capacity program is solely for modifying existing high-capacity transit systems. As this is a new project, core capacity funding is not applicable and therefore not discussed as a potential funding option.

To be eligible as a New Starts project under the CIG program, a project must meet the definition of a fixed-guideway service under 49 U.S.C. § 5302(8). Most proposed rail services would automatically meet these requirements. BRT designs vary, and the CIG program further defines the BRT elements required to qualify as a fixed guideway BRT project in 49 U.S.C. § 5309(a)(4) and the FTA's CIG Policy Guidance adopted in December 2024. Specifically, BRT projects must have:

- Defined stations.
- Traffic signal priority.
- Short headways defined as 15-minute maximum headways throughout the day or 10-minute maximum headways during peak periods and 20-minute maximum headways at all other times.
- Bidirectional service for at least a 14-hour span of service on weekdays and a 10-hour span of service on weekends.
- Services that operate in an exclusive lane for at least 50% of the corridor during peak periods.

2.2 Comprehensive System Performance Assessment

This assessment compared how each Tier 3 route could impact the future transportation system as a whole. The assessment used the *Communities in Motion 2050* plan's funded transportation system to represent the future transportation system. The assessment also utilized the COMPASS Regional Travel Demand Forecast Model to aid in the qualitative and quantitative analyses. The model was specifically employed to understand potential changes to traffic along the Tier 3 routes and other parallel routes. The results of the comprehensive system performance assessment were used as an evaluation criterion for Tier 3. The analysis considered two criteria based on this assessment: (1) a reduction in total vehicle miles traveled throughout the study area, and (2) traffic impacts. The traffic impacts analysis had two parts:

1. Potential delay at intersections and at-grade crossings due to implementing a Tier 3 route.
2. Potential delay to corridors paralleling the routes under consideration.

This evaluation may also provide information for future CIG program coordination.

2.3 Additional Analyses

In addition to the benefits assessment and comprehensive system performance assessment, the Tier 3 evaluation included additional analysis to compare the Tier 3 routes based on criteria representing goals and objectives not already accounted for as part of the benefits assessment or comprehensive performance assessment. The criteria are as follows:

- Capacity for ridership growth.
- Reliability.
- Maintenance considerations.
- Environmental and social impacts.
- Movement of freight and goods.
- Conceptual capital and operating costs.
- Funding options.
- Corridor preservation.
- Phasing potential and constructability.

This evaluation may also provide information for future CIG program coordination.

3 Design Development for Tier 3 Evaluation

To conduct the Tier 3 evaluation, the study team further developed the basic design layouts for each of the final Tier 3 routes. For purposes of this pre-NEPA analysis and given the length of the routes, this design was a simple “concept level” plan-view layout, scaled to aerials. This was not a three-dimensional design; however, the layouts provided a sufficient understanding of the physical infrastructure and the changes required to implement each route at a PEL level of study.

Reasonable typical cross sections were developed for each Tier 3 route, considering the space required to implement the mode (commuter rail or BRT) associated with each route. The typical cross-section widths were translated into a plan-view layout along each route. The transit stop/station assumptions were then incorporated as physical footprints along each route. Additional bespoke adjustments were made for the unique features of each route, including potential changes to bridge structure, interchanges, and rail and road crossings. The layouts included a range of high-level assumptions presented in Table 3-1.

Table 3-1. General Concept Assumptions

Route	Assumptions
Fairview Avenue/ Franklin Road – BRT Exclusive Guideway	• BRT lanes would be 12 feet wide with a 2-foo stripedt transit buffer. • BRT exclusive lanes would be center-running on two-way streets. • One-way couplets would feature side-running BRT/ Business Access and Transit (BAT) lanes to accommodate access needs. • On two-way streets, center BRT lanes wouldreplace the existing center turn lane (if present). • On two-way streets, existing sidewalk/planter widths would be maintained adjacent to improvements. • On one-way couplets, parking lanes and/or planters would be repurposed to accommodate BRT without widening. A minimum 7-foot sidewalk width would be maintained. • Some bridges cannot accommodate the design cross-section. These will be identified for modification/replacement. • Additional width at intersections would need to support added BRT lanes. This additional width is not reflected in the proposed footprint. • Buses would have doors on both sides. • Single-center platforms would be used when applicable. • Additional storage and maintence requirements and constraints would be indentified at a future stage.
I-84/I-184 – BRT Exclusive Guideway	• BRT lanes would 12 feet wide with a 2-foot striped transit buffer. • BRT lanes and transit buffers would be added to the outside of the existing interstate. • Existing shoulder widths will be maintained. • Stations would be located at side-running transitway, on/off ramps, intersections, or cross-streets. • Any additional circulation required to support transit re-entering the freeway would be accommodated on existing local streets, with improvements limited to signal modifications (transit signal priority). • Some bridges cannot accommodate the design cross-section. These will be identified for modification/replacement. • Additional storage and maintence requirements and constraints would be indentified at a future stage.
Boise Cutoff – Commuter Rail	• There would be shared operations for commuter and freight on two tracks along the alignment (to be negotiated). • Existing freight operations would continue and not prohibit continuous passenger rail service during daytime hours (to be negotiated). • One track would need to be added to create a double track configuration from Boise to Caldwell. • There would be a minimum 15-foot spacing between tracks. • Some bridges cannot accommodate the design cross-section. These will be identified for modification/replacement. • Stations would beon a rail siding. • Additional storage and maintence requirements and constraints would be indentified at a future stage. • The western terminus would be at the Caldwell Depot. • The eastern terminus would be the Boise Depot, with a bus connection between the depot and the Main Street Station in downtown Boise. • Rail line extension to connect to Micron and the Boise Airport are included for further consideration.

Source: Study Team

At this early level of concept design, the plan-view layouts presented the most conservative potential concepts. The study team adjusted the design to avoid some apparent major impacts when feasible; however, the design is not at a level where detailed impact minimization is possible. Therefore, the design represents the most conservative (or worst-case) scenario at this point. Future refinements through the design process (beyond this study) will allow the designs to be tailored to corridor conditions. This will allow discussions on design tradeoffs and further work to minimize/avoid impacts. Future design will also work to lessen the level of infrastructure needed and decrease capital costs. The Tier 3 concept layouts are included in the COMPASS online map.

4 Route Evaluation

The Tier 3 evaluation compared three routes carried forward from the Tier 2 evaluation. The evaluation process followed a two-stage approach. First stops and stop types were identified for each route, followed by an in-depth analysis of the routes and stop locations. Table 4-1 describes the routes included in the Tier 3 evaluation and description of the route alignments.

Table 4-1. Tier 3 Route Evaluation

Route	Mode	Description
Fairview Avenue and Franklin Road	BRT – Exclusive Guideway (center)	Connects Main Street Station in downtown Boise to the city centers of Meridian, Nampa, and Caldwell via Fairview Avenue and Franklin Avenue on a center-running exclusive guideway.
I-84/I-184	BRT – Exclusive Guideway (side)	Connects Main Street Station in downtown Boise to downtown Caldwell, primarily using I-84 and I-184.
Boise Cutoff	Commuter Rail	Connects the Boise Depot on the Boise Bench to downtown Caldwell via commuter rail, within the existing freight rail corridor. The corridor is a combination of the Union Pacific and Watco railroads' freight lines.

Source: Study Team

Figure 4-1. Tier 3 Routes

Source: Study Team

4.1 Stop Location Selection

Evaluation criteria were developed to determine potential stop locations and types for each route. Following the data-driven evaluation process, stop locations were adjusted and refined based on input from COMPASS staff and on-the-ground realities. These stop locations are identified for purpose of the Tier 3 analysis and are not considered final. Advancing future levels of design (beyond this study) will further refine (and likely adjust) some station locations.

Stop locations were first identified in the *Treasure Valley High Capacity Transit Study 2020 Update* and were used as the basis for the initial analysis. Table 4-2 shows the measures used in the data-driven evaluation of stop locations against the study goals.

Table 4-2. Stop Location Criteria

Goals	Measures
Improve Transit Connectivity and Mode Share	• How many people live within a 1/2 mile of the stop location? • How many transit routes (existing and future) are within 1/4 mile of the stop location? • How many major trip generators are within a 1/2 mile of the stop location? (downtown areas, employment centers, universities, hospitals, commercial hubs, etc.)
Improve Transit Teliability and Expand Travel Choices and Mobility	• Are there existing and/or planned bike lanes, sidewalks and/or shared use paths within 1/4 mile of the stop location? • Is the transit stop located in an area with a higher likelihood of transit usage?
Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation	• Is the stop located within a 1/2 mile of transit-supportive development (high-density residential, commercial/retail, office, and institutional)?

Goals	Measures
Advance Financially Feasible olutions	• Are there prohibitive space requirements or engineering challenges?

Source: Study Team

Once stop locations were identified based on the measures in Table 4-2, criteria were developed to determine the appropriate stop type – the configuration and amenities that will likely be included at stops. Factors considered included surrounding land use and future zoning, proximity to activity centers, space availability, first and last mile connectivity, and connections to other transit routes. Based on conversations with COMPASS staff, it was determined that most stops should provide some parking, as much of the region's land use is lower density. The exception was Main Street Station in downtown Boise which, by design, is primarily served by transit, walking, and biking. Figure 4-2, Figure 4-3, and Figure 4-4 present each route and the preliminary stop/station location assumed for the Tier 3 analysis.

Figure 4-2. Boise Cutoff Route Preliminary Stop Locations

Source: Study Team

Figure 4-3. I-84/I-184 Route Preliminary Stop Locations

Source: Study Team

Figure 4-4. Fairview Avenue/Franklin Road Route Preliminary Stop Locations

Source: Study Team

4.2 Tier 3 Evaluation Criteria

Overall, 18 criteria reflecting the study's objectives and purpose and need were used to evaluate the routes and associated modes. Each criterion expands upon the study's goals. Tier-specific evaluation criteria were identified that provided both qualitative and quantitative reviews of each route carried forward. These criteria were based on the purpose, needs, goals, and objectives to help differentiate between route options. The Tier 3 criteria are listed in Table 4-3.

Table 4-3. Tier 3 Evaluation Criteria

Goal	Evaluation Criteria
Improve Transit Connectivity and Mode Share	What level of ridership is estimated for the route?
	What level of capacity could be achieved by the route in consideration of future growth?
	To what extent does the option expand access to key destinations that can be accessed via transit?
	To what extent does the option reduce vehicle miles traveled compared to the No Build Alternative?
	How well does the option's station areas provide service to important community resources and services, including healthcare, grocery stores, government facilities, community facilities, etc?
Improve Transit Reliability	What are the comparative travel times for options between major origins and destinations?
	To what extent do the option's potential maintenance facility options support efficient operations of the service, specifically considering deadhead travel?
	What level of delay would be anticipated given the option's interaction with general traffic or other modes at major intersections/level rail crossings, number of grade separations, etc.?
Expand Travel Choice and Mobility	To what extent do the existing and future pedestrian connections at stop/station locations meet the first and last mile needs?
	To what extent do the existing and future bicycle connections at stop/station locations meet the first and last mile needs?
Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation	How well do the option's station areas compare in relation to future growth in population and employment, specifically considering potential economic impact in transit station areas, overall economic development plans, and land use policies?
	To what extent does the option impact or benefit built and natural environmental resources?
	Does the option manage impacts and/or enhance opportunities to support freight/goods movement?
Advance Financially Feasible Solutions	How does the option perform when comparing the conceptual capital cost?
	How does the option perform when comparing the conceptual operating cost?
	To what extent does the option's conceptual cost align with the federal, regional, and local funding opportunities?
	Can the option's corridor reasonably be acquired or secured (by lease agreement or other mechanism) for future high-capacity transit service?
	How does the refined option rank, based on the complexity of construction, construction impacts, and construction risks when considering phasing?

Source: Study Team

5 Tier 3 Results Summary

The results of the Tier 3 evaluation revealed that the remaining routes and modes each have benefits and drawbacks. A matrix of the Tier 3 evaluation is included in Appendix A, "Tier 3 Evaluation Summary Matrix." Figure 5-1 presents an overview of the evaluation, demonstrating the Boise Cutoff Route as the top-performing route resulting from the Tier 3 evaluation. Details on the evaluation of each route and specific criteria are presented in the subsequent sections.

Figure 5-1. Tier 3 Summary Evaluation Results

Goal	Screening Criteria	Fairview Ave/Franklin Rd	I-84/I-184	Boise Cut-Off
		BRT Exclusive	BRT	Commuter Rail
Improve Transit Connectivity and Mode Share	*Potential ridership?*			
	Capacity to accommodate future growth?			
	Transit connectivity to/from local routes?			
	Potential mode shift and congestion mitigation?			
	Access to critical community services and demographics?			
Improve Transit Reliability	*Reliability through design and travel time?*			
	Maintenance facility considerations?			
	Traffic impacts and challenges?			
Expand Travel Choice and Mobility	*Pedestrian connectivity?*			
	Bicycle connectivity?			
Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation	*Supports growth and economic development?*			
	Environmental impacts and benefits?			
Advance Financially Feasible Solutions	*Impacts to movement of freight/goods?*			
	Conceptual capital and operating costs?			
	Funding options?			
	Corridor preservation?			
	Phasing and constructability?			
	Draft Tier 3 Scoring			

Greatest Benefit or Lowest Impact | Medium Benefits or Impacts | Lowest Benefit or Greatest Impact

Source: Study Team

5.1 Tier 3 Evaluation Results

Boise Cutoff – Commuter Rail

Commuter rail service along the Boise Cutoff corridor scored the highest overall in the evaluation, outperforming other routes across several key criteria. The regional travel demand model indicated that the route is more likely to generate higher regional transit demand, reflecting stronger ridership potential. The service is assumed to carry between 400 and 560 passengers during peak hours (depending on the rail consist/trainset and vehicle selected), which makes it most effective at moving more people efficiently across the region as demand continues to grow.

The Boise Cutoff alignment would also offer shorter end-to-end travel times, with a total trip time of approximately 58 minutes from downtown Caldwell to the Boise Depot and around five additional minutes to downtown Boise. This speed advantage, combined with stops that service areas with high population and employment densities, positions the route as both a competitive and convenient option for commuters. Additionally, it likely

would have fewer impacts on private property than other alignments, with approximately 15 parcels affected and five potential displacements anticipated. Operating costs are also expected to be lower compared to other routes.

The Boise Cutoff scored less favorably in two areas. Conceptual capital costs for construction are higher compared to the other routes, largely due to assumptions made about the infrastructure upgrades needed along the corridor, such as double tracks and new crossings. At the early level of concept development, the most conservative assumptions for design have been applied. Future levels of design (beyond this study) should examine options to lower the cost and the complexity of infrastructure. For example, future analysis should examine whether double-tracking the entire corridor is necessary. This could significantly reduce both impacts and costs. These ideas will be summarized in the study's phasing and implementation strategies (to be developed).

Furthermore, the alignment scored lower related to pedestrian access and connectivity. This is not surprising given that the route is along an existing freight rail corridor, with most pedestrian and cycling connections having historically been designed to avoid the route. These industrial areas lack walkable infrastructure and act as a physical barrier, limiting access to surrounding neighborhoods and destinations. It is assumed that connections to future commuter rail stations can effectively be developed.

Based on the Tier 3 Evaluation, the Boise Cutoff route and Commuter Rail mode are recommended for future project development steps as a preliminary preferred route.

Interstate 84/184 –BRT Exclusive Guideway

The BRT Exclusive Guideway option along I-84/I-184 scored lower than commuter rail in the evaluation due to limited ridership potential and community connectivity. It is projected to capture the smallest share of total regional transit demand by 2050 and is assumed to carry between 300 and 330 passengers during peak operating hours, limiting growth potential. The route would serve the fewest community destinations and is located in areas with the lowest population densities, as it operates on the limited-access freeway. Station areas would be located at major interchanges, and significant improvements would be required to make the environment desirable for pedestrians.

However, the alignment does offer several advantages. It is estimated to have the least impact on general traffic, as buses would operate within new dedicated lanes adjacent to the shoulders, and it would minimally affect freight operations. It also serves select areas with the highest employment densities – compared to other routes – providing direct service to job centers. Finally, the BRT Exclusive Guideway concept has the lowest conceptual capital costs. However, additional design (beyond this study) would be required to determine the final costs with additional evaluation of the impacts on freeway interchanges. If interchange reconstruction is required, this could add significant costs to this route.

Based on the Tier 3 Evaluation, the I-84/I-184 route with the BRT Exclusive Guideway mode is not recommended as a preliminary preferred route.

Fairview Avenue/Franklin Road – BRT Exclusive Guideway

The Franklin Road and Fairview Avenue route scored the lowest overall in the evaluation due to traffic and community impacts. The route scored in the middle range for projected transit demand in 2050, falling between the higher-performing Boise Cutoff and the lower-performing I-84/I-184 routes. Like the I-84 route, Franklin/Fairview could accommodate between 300 and 330 passengers during peak periods. However, it is likely to have the longest end-to-end travel time, which may affect its overall competitiveness as a transit option.

This route presents several challenges related to community and transportation impacts. It would have the highest traffic impact of all routes due to the likely removal of midblock left-turn lanes, which may divert vehicle trips onto adjacent roadways. It also may have the most significant potential property impacts, with an estimated 751 parcels affected and 67 potential displacements. This is an early estimate, based on limited concept layouts. It is assumed that future design beyond this study could continue to minimize property impacts. However, even with minimization, this option simply has more adjacent private properties than other routes. This route would likely result in the greatest impact on historic sites and districts. Although buses would operate in a dedicated space, the route runs along a designated urban freight corridor and could affect turning movements, especially for larger vehicles. The route is also projected to have the highest operating costs.

The Franklin/Fairview route offers some important community benefits. The stop and station areas would serve the highest share of restricted affordable housing units, improving access for transit-dependent populations. The stop locations have stronger pedestrian and bicycle connectivity than the other options, as they serve a greater mix of commercial areas and residential neighborhoods.

Based on the Tier 3 Evaluation, the Fairview Avenue/Franklin Road route with the BRT Exclusive Guideway mode is not recommended as a preliminary preferred route.

Micron and Boise Airport Route Extensions

Micron and Boise Airport extensions were broadly considered during the Tier 3 evaluation, though they did not use the same criteria as the primary east-west routes, as they do not operate as standalone routes. Figure 5-2 shows the Micron and Boise Airport Route Extensions. Considerations for these extensions included the following:

- What type of existing transit service already makes these connections?
- What types of transit services are planned to make these connections?
- What type of transit service is required for the destination?
- Is the extension compatible with the route recommended for further development?

Figure 5-2. Micron and Boise Airport Extensions

Source: Study Team

Airport Connection

Three Boise Airport Connection extension routes were considered:

- Entering downtown Boise via I-84, first stopping at the airport, then continuing downtown along Vista Avenue.
- Extending the Boise Cutoff commuter rail route within the existing rail corridor.
- Adding a BRT extension from downtown Boise to the airport via Vista Avenue.

Transit service already exists between downtown Boise and the airport in the form of the #3 Route, described as a “high frequency bus route,” although there are several stops between downtown and the airport. A peak period express bus route is planned to connect Nampa, Meridian, the Boise Airport, and Micron. Airport users require all-day transit service and could benefit from express service. The extension of the Boise Cutoff commuter rail route and BRT extension from downtown Boise would be compatible with the recommended route and mode, though BRT would require a transfer.

Based on these considerations, an extension of the Boise Cutoff Commuter Rail route and the BRT route extension via Vista Avenue are recommended to be considered further, with additional project development steps for the Boise Cutoff Commuter Rail route.

Micron Connection

Three Micron Connection extension routes were considered:

- Extending the Boise Cutoff commuter rail route within the existing rail corridor.

- Adding a BRT extension from downtown Boise to Micron via Vista Avenue to the airport, then I-84 to Micron.
- Adding a BRT extension from downtown Boise to Micron via Federal Way.

Transit service does not currently exist between downtown Boise and the Micron campus. A peak period express bus route is planned to connect Nampa, Meridian, the Boise Airport, and Micron. As the Micron campus houses one primary employer/industry, high-capacity transit utilizing the assumed service plan may not be required for an effective transit connection. All three extension options would be compatible with the recommended route and mode, though BRT would require a transfer.

Based on these considerations, Micron Connection extensions are not recommended for further analysis as a part of the Let's Ride Treasure Valley planning process; however, a separate project could explore specific transit demand and service needs for the destination.

6 Community and Stakeholder Engagement

The third public engagement phase for the Let's Ride Treasure Valley study was conducted in June 2025. The purpose of the engagement was to educate and receive input from the public on the Tier 3 analysis and recommendations. COMPASS hosted a self-guided online public meeting that was open from June 6 to June 29 and held a Technical Working Group (TWG) meeting on May 12, 2025. Topics included a brief project overview, feedback received to date, Tier 3 analysis, and the draft recommendations.

6.1 Online Public Meeting and Questionnaire

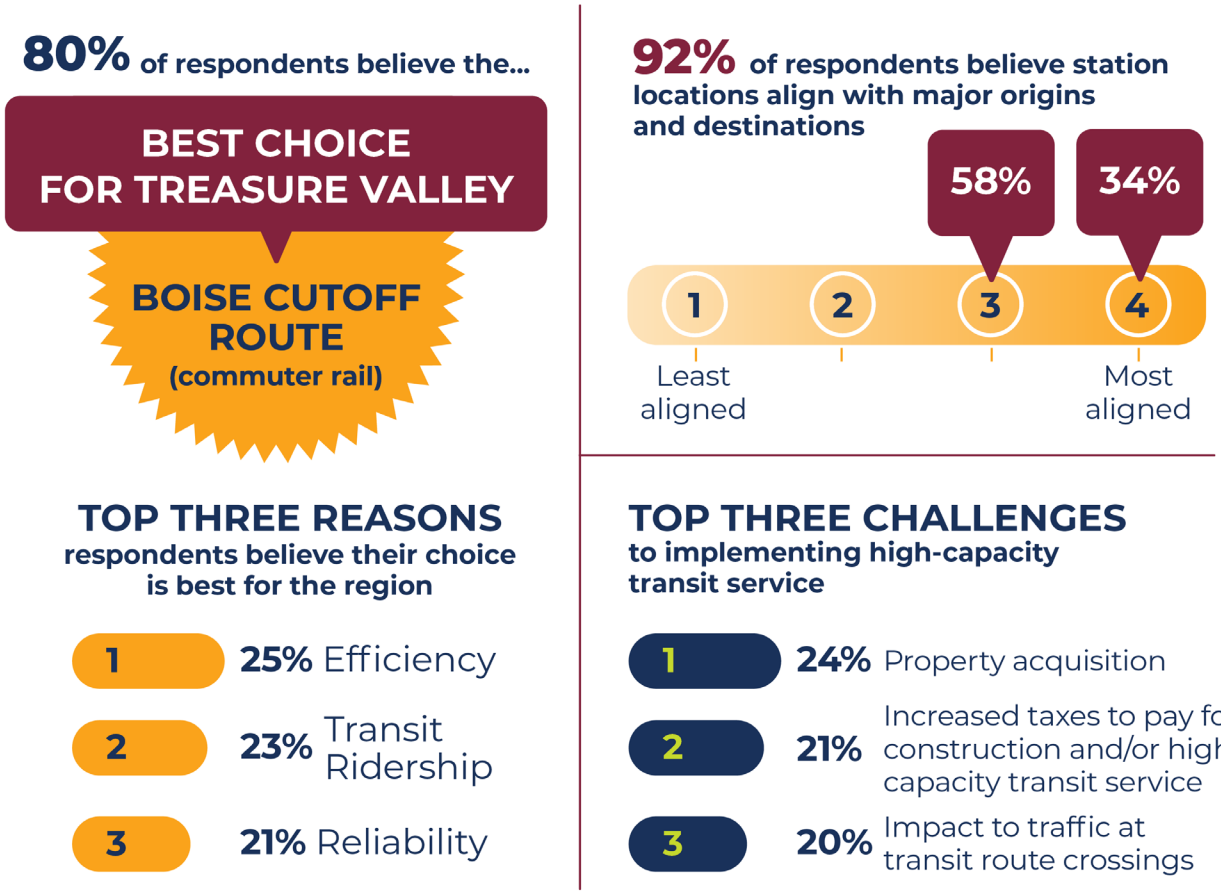
Online Public Meeting

The online public meeting generated 1,937 total users, 806 of whom were engaged in sessions. The online meeting was promoted to the community via boosted social media in English and Spanish (with 2,985 engagements and 47,188 accounts reached), news release (43 local outlets), legal notices and advertisements in newspapers, ads on Valley Regional Transit buses, and eblasts to the COMPASS distribution list.

Questionnaire Results

The online public meeting included a questionnaire that received 498 responses, eight email comments, and 221 open-ended comments. Below is a summary of the key takeaways (See Appendix B for full summary).

- Most survey respondents (80%) believe that the Boise Cutoff Route (Commuter Rail) is the best choice for Treasure Valley.
- The top three reasons respondents believe their choice is best for the region include efficiency (25%), transit ridership (23%), and reliability (21%).
- Most respondents (92%) believe that the station locations align with major origins and destinations between Boise and Caldwell based on a scale of 1 (least aligned) and 4 (most aligned (58% selected 3 and 34% selected 4).
- Property acquisition (24%), increased taxes to pay for construction and/or high-capacity transit service (21%), and impact on traffic at transit route crossings (20%) were noted as the top three types of challenges or impacts from implementing high-capacity transit service that survey respondents are most concerned about.



6.2 Technical Working Group

The TWG convened virtually on May 12, 2025, to review and discuss the results of the Tier 3 evaluation. Members provided direct feedback and engaged with the project team throughout the presentation. The discussion surfaced several key considerations and questions for further exploration.

Several members emphasized that it is too early to accurately estimate operating costs for the commuter rail option, as it depends on future negotiations with the railroad owners. There was also a preference among participants to shift language away from “park and rides” to describe stops and instead refer to “station areas,” in an effort to avoid reinforcing a car-centric approach to regional transit planning.

The Idaho Transportation Department indicated a willingness to assist with right-of-way needs and negotiations, which could be a significant asset during future project implementation. Some TWG members expressed surprise that the commuter rail corridor received a lower score for pedestrian connectivity. Additionally, members highlighted the importance of understanding potential funding sources and implementation strategies to inform next steps. The summary of this meeting is included in Appendix C.

7 Bibliography

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Appendix A
Tier 2 Evaluation Summary Matrix

Tier 3 - Combined Scoring Matrix

Goal	Screening Criteria Question	Data	Methodology	Screening Criteria	Score and Rationale: (Rank from 1 to 3 with 1 being worst and 3 being best, relative to one another. Note if the delta is negligible an rate the same.)	Fairview Ave/ Franklin Rd		I-84/184		Boise Cut-Off	
						Fairview Ave/Frankline Rd - Exclusive BRT	SCORE (Exclusive BRT)	I-84/184 - BRT BAT	SCORE (BAT)	Boise Cut-Off - Commuter Rail	SCORE (Commuter Rail)
Improve Transit Connectivity and Mode Share	Potential ridership: What level of ridership is estimated for the option?	CIM 2050 funded public transit network (with modifications).	Transit system performance and potential demand (on route-level) . Scenario modeling using the COMPASS Regional TDM	**Potential Ridership (HCT Route Transit Demand)**	Based on ridership modeling in 2050 of high capacity transit within the overall VRT transit system. Route ranked on transit demand of HCT service compared to systemwide service.	Given the estimated results, this route would account for 4.9% of the total transit demand in 2050. This is approximately 1,100 daily passengers.	**2**	Given the estimated results, this route would account for 3.9% of the total transit demand in 2050. This is approximately 870 daily passengers	**1**	Given the estimated results, this route would account for 7.3% of the total transit demand in 2050. This is approximately 1,890 daily passengers.	**3**
	Capacity: What level of capacity could be achieved by the option in consideration of future growth (given the mode)?	Tier 3 Mode and Fleet Assumptions	Route option capacity for peak hour assumptions for mode and frequency.	**Route Capacity**	Route rank based on assumed peak hour operating schedule and vehicle capacities. 1 - Low capacity 2 - moderate capacity 3 - High capacity	300 to 332 passengers	**2**	300 to 332 passengers	**2**	400 to 560 passengers	**3**
	Transit connectivity: To what extent does the option expand access to key destinations that can be accessed via transit?	CIM 2050 funded public transit network (with modifications).	Total number of boardings using the proposed project.	**Transit Connectivity (Local Route Transit Demand)**	1 - Under 21,000 ridership (baseline without HCT service) 2 - 22,000 to 24,000 ridership 3 - Over 24,000 ridership	Approximately 21,330 ridership from local routes.	**2**	Approximately 21,710 ridership from local routes.	**2**	Approximately 24,170 ridership from local routes.	**3**
	Mode shift: To what extent does the option reduce vehicle miles traveled compared to the No Build Alternative?	COMPASS Regional TDM	Change in Vehicle Miles Traveled (VMT)	**Mode Shift**	1: 0% to - 0.05% change in VMT 2: -0.5%% to -1% change in VMT 3: -1% or greater change in VMT Based on PM peak period VMT in the study area. Percentage calculated based on PM peak 2050 official VMT and PM peak HCT VMT. The negative percentage represents a decrease in VMT.	-0.02%	**1**	-0.01%	**1**	-0.06%	**2**
	Community access to services: How well do the option's station areas provide service to important community resources and services, including healthcare, grocery stores, government facilities, community facilities, etc.	Desktop project-specific data and COMPASS databases	Assess the following within TAZs intersecting with a 1/2 buffer from station platforms. Evaluate need and supply, plans and policies, zoning, financial incentives and tools, and evidence of developer activity to preserve and increase affordable housing .Additionally evaluated proportion of existing legally binding affordability restricted (LBAR) housing within a ½ mile of station areas to the proportion of LBAR housing in the counties through which the project travels.	**Affordable Housing**	1 - Less than 30% mixed-use/residential zoning in stop areas. Minimal incentives or tools to develop affordable housing. Low level of affordability restricted units. Majority low transit propensity score. 2 - Less than 50% mixed-use/residential zoning in stop areas. Some incentives or tools to develop affordable housing. Low level of affordability restricted units. 3 - More than 50% mixed-use/residential zoning in stop areas. Some incentives or tools to develop affordable housing. Low level of affordability restricted units. Majority high transit propensity score.	• 54% mixed-use/residential zoning • 1683 affordability restricted housing units • All four cities are entitlement communities, receiving CBDG funds. Financial incentives (impact fee waiver, parking reduction, etc.) are available if affordability requirements are met in Boise, Meridian, and Caldwell. 3/9 stops are zoned "Mixed Use" in Boise's zoning code which includes additional incentives to develop affordable units. Meridian and Caldwell generally provide incentives on a case-by-case basis and not contingent on the zoning. Over 50% mixed-use/residential zoning, some incentives to build/preserve affordable housing - especially at the 3 easternmost stops. Highest # of affordability restricted units.	**3**	• 40% residential/mixed-use zoning • 1128 affordability restricted housing units • All four cities are entitlement communities, receiving CBDG funds. Financial incentives (impact fee waiver, parking reduction, etc.) are available if affordability requirements are met in Boise, Meridian, and Caldwell. 2/8 stops are zoned "Mixed Use" in Boise's zoning code which includes additional incentives to develop affordable units. Meridian and Caldwell generally provide incentives on a case-by-case basis and not contingent on the zoning. Less than 50% mixed-use/residential zoning, some incentives to build/preserve affordable housing - especially at the 2 easternmost stops. Mid-level # of affordability restricted units.	**2**	• 50% mixed-use/residential zoning • 630 affordability restricted housing units • All four cities are entitlement communities, receiving CBDG funds. Financial incentives (impact fee waiver, parking reduction, etc.) are available if affordability requirements are met in Boise, Meridian, and Caldwell. 2/9 stops are zoned "Mixed Use" in Boise's zoning code which includes additional incentives to develop affordable units. Meridian and Caldwell generally provide incentives on a case-by-case basis and not contingent on the zoning. 50% mixed use/residential zoning, some incentives to build affordable housing - especially at the 2 easternmost stops, lowest # of affordability restricted units.	**2**
	Community access to services: How well do the option's station areas provide service to important community resources and services, including healthcare, grocery stores, government facilities, community facilities, etc.	Desktop project-specific data and COMPASS databases	Assess the following within TAZs intersecting with a 1/2 buffer from station platforms	**Transit Propensity**	Average transit-dependent score in station areas. 1 - Majority of stops below 15 (lower propensity) 2 - Majority of stops between 15 - 19 (medium propensity) 3 - Majority of stops over 19 (higher propensity)	1/9 stops higher propensity 5/9 stops medium propensity 3/9 stops lower propensity	**2**	1/8 stops higher propensity 4/8 stops medium propensity 3/8 stops lower propensity	**2**	1/9 stops higher propensity 5/9 stops medium propensity 3/9 stops lower propensity	**2**

Goal	Screening Criteria Question	Data	Methodology	Screening Criteria	Score and Rationale: (Rank from 1 to 3 with 1 being worst and 3 being best, relative to one another. Note if the delta is negligible an rate the same.)	Fairview Ave/Frankline Rd - Exclusive BRT	SCORE (Exclusive BRT)	I-84/184 - BRT BAT	SCORE (BAT)	Boise Cut-Off - Commuter Rail	SCORE (Commuter Rail)
Improve Transit Connectivity and Mode Share	Community access to services: How well do the option's station areas provide service to important community resources and services, including healthcare, grocery stores, government facilities, community facilities, etc.	Desktop project-specific data and COMPASS databases	Assess the following within TAZs intersecting with a 1/2 buffer from station platforms: community resources and services, healthcare, grocery stores, parks, recreation centers/ community centers, libraries, and schools/universities.	**Average Essential Services**	1- Limited access from the station to community services. Along the route, the majority of stations are within proximity to two or less of the seven listed resources. 2- Moderate access from the station to community services. Along the route, the majority of stations are within proximity to four or less of the seven listed resources. 3- Best access from the station to community services. Along the route, the majority of the stations are within proximity of six or more of the seven listed resources.	The average number of community services along the corridor near the stations is: 4 services	**2**	Average number of community services along the corridor near the stations is: 3 services	**1**	Average number of community services along the corridor near the stations is: 4 services	**2**
Improve Transit Reliability	Reliability through design and travel time: What are the comparative travel times for options between major origins and destinations?	Tier 3 route option design assumptions, alignment distance, and average mode travel time.	Travel time estimated using route option length and average travel time for each mode.	**Travel Time**	Routes ranked based on average travel operating speed by length of the corridor. 1 - slow 2- moderate 3 - fast	Approximately 1 hour and 35 minutes	**1**	Approximately 1 hour and 9 minutes	**2**	Approximately 58 minutes to Boise Depot (5 additional minutes to Mainstreet Station)	**3**
	Maintenance: To what extent do the potential maintenance facility options support efficient operations of the service, specifically considering deadhead travel?	Tier 3 fleet assumptions.	Develop space requirements and operations assumptions for maintenance facility needs based on fleet assumptions without selecting specific sites, but will note recommendations and challenges for the placement of the facility.	**Maintenance**	Routes ranked based on qualitative assessment of maintenance facility needs, including space, fleet size, configuration, and location.	Assumed to be a new, separate facility for storage, maintenance, repair, and cleaning of 18 busses; Location for the Arterial BRT storage/maintenance base is recommended to be a central location (mid-alignment) for efficient operations, and to be located away from denser, urbanized development; Assumed 2 maintenance bays (based on fleet size); Assumed to be approximately 200,000 SF.	**2**	Assumed to be a new, separate facility for storage, maintenance, repair, and cleaning of 14 busses; Location for the Arterial BRT storage/maintenance base is recommended to be a central location (mid-alignment) for efficient operations, and to be located away from denser, urbanized development; Assumed two maintenance bays (based on fleet size); Assumed to be approximately 200,000 SF.	**2**	Assumed to be a new, separate facility for storage, maintenance, repair, and cleaning of 6 rail cars and 2 locomotives; Since the line is shared with heavy rail, the locomotive/carriage configuration is recommended over Diesel Multiple Unit (DMU) configuration. This is not a final decision, but rather the current working assumption; Location for the rail storage/maintenance base is recommended to be a central location (mid-alignment) for efficient operations, and to be located away from denser, urbanized development; Assumed to be approximately 300,000 SF.	**2**
	Traffic interactions: What level of delay would be anticipated given the option's interaction with general traffic or other modes at major intersections/level rail crossings, number of grade separations, etc.?	Desktop analysis and COMPASS Regional TDM.	Qualitative, professional assessment of intersections and/or at-grade crossings.	**Intersections and At-Grade Crossings**	1-High to moderate traffic impacts 2- Moderate traffic impacts 3- Low to moderate traffic impacts Intersection and station information was used to analyze the number of major and minor arterial road crossings. Qualitative analysis was completed to better understand potential traffic impacts.	Moderate/high impacts on traffic. There are a total of 35 (major and minor) intersections the route will pass through. TSP provides less green time for traffic due to TSP and a longer walk time for pedestrians. Removing midblock left turn lanes means diverted trips and potentially more turns at intersections. There is potential for more hazardous left turns due to adding lanes in the middle of the cross-section. Low to moderate impact at park and ride access locations.	**1**	Low/moderate impact on traffic. There is a total of 11 (major/minor) intersections the route will pass through. There could be minimal impact on I-84 operations due to the shoulder-running nature of the bus. A slight impact could be considered for use of on/off ramps to access the stations. Low to moderate impact along arterials where vehicles access park and rides.	**3**	Moderate impacts on traffic. A complete traffic stop at all 21 at-grade crossings (major, minor) would occur as trains pass. However, lower train frequency means limited gate closure occurrences. Introduces occasional traffic queues that may result in increased crash incidents during gate closures. Low to moderate impact along arterials where vehicles access the park and rides.	**2**
			Screenline Analysis using COMPASS TDM results.	**Future Traffic Volumes**	1: 0 to - 500 vehicles per day 2: -500 to -1000 vehicles per day 3: -1000 or more vehicles per day Maximum daily volume reduction by direction on a roadway paralleling HCT.	-300 vehicle difference between reference run and HCT.	**1**	-300 vehicle difference between reference run and HCT.	**1**	-300 vehicle difference between reference run and HCT.	**1**
Expand Travel Choice & Mobility	Pedestrian connectivity: To what extent do the existing and future pedestrian connections at stop/station locations meet the first and last mile needs?	COMPASS Walkshed Tool	Data from TAZs intersecting 1/2 buffer from station platforms.	**Bicycle Connectivity**	Percent coverage of TAZs using a 1 mile walkable area 1 - Majority of stops below 40% walkable coverage 2 - Majority of stops between 40% - 60% walkable coverage 3 - Majority of stops over 60% walkable coverage	2/9 stops under 40% 1/9 stops between 40% - 60% 6/9 stops over 60%	**3**	2/8 stops under 40% 2/8 stops between 40% - 60% 4/8 stops over 60%	**2**	2/9 stops under 40% 2/9 stops between 40% - 60% 5/9 stops over 60% When looking at a 1-mile buffer walkability increases for the rail alternative.	**2**
	Bicycle connectivity: To what extent do the existing and future bicycle connections at stop/station locations meet the first and last mile needs?	COMPASS Walkshed Tool	Level of existing pedestrian facilities within TAZs intersecting with 1/2 mile from station platforms.	**Pedestrian Connectivity**	Percent coverage of TAZs using a 0.5-mile walkable area 1 - Majority of stops below 20% walkable coverage 2 - Majority of stops between 20% - 30% walkable coverage 3 - Majority of stops over 30% walkable coverage	2/9 stops under 20% 1/9 stops between 20% - 30% 6/9 stops over 30%	**3**	4/8 stops under 20% 2/8 stops between 20% - 30% 2/8 stops over 30%	**2**	6/9 stops under 20% 2/9 stops between 20% - 30% 1/9 stops over 30%	**1**
Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation	Supportive growth and economic development: How well do the option's station areas compare in relation to future growth in population and employment, specifically considering potential economic impact in transit station areas, overall economic development plans, and land use policies?	COMPASS Regional TDM and local policy documentation	Use data from TAZs intersecting 1/2 buffer from station platforms to determine the average population density (persons/square mile) (current)	**Current Average Population Density**	Routes were assigned a score of 1, 2, or 3 based on the average population density around stations. 1 represents lower population density, while 3 represents high population density when compared against the other routes.	3,338	**3**	2,123	**1**	3,484 with Main Street Station (3,122 without)	**3**
			Use data from TAZs intersecting 1/2 buffer from station platforms to determine the average population density (persons/square mile) (future)	**Future Average Population Density**	Routes were assigned a score of 1, 2, or 3 based on the average population density around stations. 1 represents lower population density, while 3 represents high population density when compared against the other routes.	4,594	**3**	3,240	**1**	4,516 with Main Street Station (3,915 without)	**3**
			Use data from TAZs intersecting 1/2 buffer from station platforms to determine total employment served by the project (current)	**Current Total Employment**	Routes were assigned a score of 1, 2, or 3 based on the total employment around stations. 1 represents lower total employment, while 3 represents high total employment when compared against the other routes.	69,567	**2**	80,443	**3**	80,270 w/ Main Street Station (45,510 without)	**3**
			Use data from TAZs intersecting 1/2 buffer from station platforms to determine total employment served by the project (future)	**Future Employment**	Routes were assigned a score of 1, 2, or 3 based on the total employment around stations. 1 represents lower total employment, while 3 represents high total employment when compared against the other routes.	97,810	**2**	110,270	**3**	106,720 w/ Main Street Station (60,725 without)	**3**

Goal	Screening Criteria Question	Data	Methodology	Screening Criteria	Score and Rationale: (Rank from 1 to 3 with 1 being worst and 3 being best, relative to one another. Note if the delta is negligible an rate the same.)	Fairview Ave/Frankline Rd - Exclusive BRT	SCORE (Exclusive BRT)	I-84/184 - BRT BAT	SCORE (BAT)	Boise Cut-Off - Commuter Rail	SCORE (Commuter Rail)
Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation	Supportive growth and economic development: How well do the option's station areas compare in relation to future growth in population and employment, specifically considering potential economic impact in transit station areas, overall economic development plans, and land use policies?	COMPASS Regional TDM and local policy documentation	Use data from TAZs intersecting 1/2 buffer from station platforms to determine current land use and future land use that can be related to high capacity transit.	**Land Use**	1- Both current and future compatible land uses represent an average of 0% to 25% of the station area. 2- Both current and future compatible land uses represent an average of 25% to 50% of the station area. 3- Both current and future compatible land uses represent an average of 50% or more of the station area. Evaluation of current and future land use for land uses that are often desirable for transit service. These included commercial, high-density residential, mixed-use, office, and government/ public.	29% of land use is compatible	**2**	31% of land use is compatible	**2**	34% of land use is compatible	**2**
			Land use analysis 1/2 mile of the station locations. Existing and proposed parking ratios in station areas. (Data on parking area is not readily available therefore land zoned commercial and industrial is used a proxy to indicate the parking ratio in station areas)	**Parking Ratios**	1 - Over 50% zoned commercial/industrial, with little opportunity to reduce parking 2 - 30- 49% zoned commercial/industrial, with opportunity to reduce parking 3 - 30-49% zoned commercial/industrial, with significant opportunity to reduce parking	• 37% zoned commercial/industrial Allowances for parking reductions are available in all cities – with Boise having the most options - but not considered a significant differentiator since each alternative has a similar number of stops in each city. The three easternmost stops are zoned "mixed-use" in Boise's zoning code, allowing for additional opportunities for parking reduction. Most stops are located on corridors identified for current or future transit use. Commercial areas indicate opportunities to reduce or used existing structured parking.	2	• 46% zoned commercial/industrial Allowances for parking reductions are available in all cities – with Boise having the most options - but not considered a significant differentiator since each alternative has a similar number of stops in each city. Auto-dependent commercial uses along the interstate indicate little opportunity to reduce parking.	1	• 40% zoned commercial/industrial Allowances for parking reductions are available in all cities – with Boise having the most options - but not considered a significant differentiator since each alternative has a similar number of stops in each city. Slightly higher amount of industrial land, but stops in the downtowns indicate opportunities to reduce or use existing structured parking.	2
Advance Financially Feasible Solutions	Environmental impacts and benefits: To what extent does the option impact or benefit built and natural environmental resources?	Route option footprints and resource data: right-of-way acreage, noise receptors, LWCF sites, historic properties, aquatic resources, wetlands, floodplains, and right-of-way acquisitions.	Overlay footprint with environmental data, including stations and potential park and ride sites. Note impacts and associated required processes or permits that may be required.	**Environmental Impacts**	1- high impacts 2- moderate impacts 3- low impact	This route will impact the greatest number of parcels (751) and with the potential for approximately 67 displacements. This route has the highest ROW acreage at 31 acres and impacts on farmlands. This route will have an impact on a large number of significant historic sites and districts (75), although the magnitude of effect is expected to be similar to the I-84/I-184 route. Fewer impacts to aquatic resources and floodplains are expected, compared to the Boise Cutoff route.	**1**	This route will impact the second greatest number of parcels (100) and with the potential for approximately 20 displacements. This route will have an impact on a large number of significant historic sites and districts (72), although the magnitude of effect is expected to be similar to the Fairview Ave/Franklin Road route.	**2**	This route will have the fewest number of parcel impacts (15) and potential displacements (5). The route has greater aquatic resource and floodplain impacts.	**2**
	Movement of Freight/Goods: Does the option manage impacts and/or enhance opportunities to support freight/goods movement?	Freight Routes	Qualitative analysis. Reviewed critical freight corridors and used professional judgment on how transit operations may impact freight. Order of magnitude O&M costs relative to ridership potential.	**Freight Routes**	Routes ranked based on a qualitative review of the route and design of the corridor and its potential impact on freight movement and access. 1 - high impact 2 - moderate impact 3 - low impact	Franklin Rd between Linder Rd and I-184 is a critical urban freight corridor; however, due to the hybrid route configuration, only a small portion, from Meridian Rd to Linder Rd, would be impacted. While not part of the designated route, an Amazon fulfillment Center, Pepsi Center, and Lactalis American Group are clustered around the intersection of Franklin Rd and Star Rd, which likely will increase truck traffic. Additionally, Nampa-Caldwell Blvd is a critical urban freight corridor from Karcher Rd to the route terminus in Caldwell. Center-running BRT could impact turn movements for trucks accessing these industrial facilities and slow efficiency.	**1**	While I-84 is a major freight corridor, BRT on the shoulder would likely have minimal impact on freight operations. The buses would operate in dedicated lanes on the shoulder and exit the freeway intermittently. Existing shoulder widths would be maintained, providing adequate space for trucks to pull off during emergency stops or breakdowns. Fewer impacts to aquatic resources and floodplains are expected, compared to the Boise Cutoff route.	**3**	Freight operations may be impacted as freight trains operate on the Boise Cutoff Tracks. Despite mitigation efforts such as a double track, freight operators often prefer unconstrained timeslots to avoid restricting freight movement. While a double track allows for simultaneous train movement, since both tracks would be shared by freight and commuter timing coordination is still critical. Also, shared tracks may reduce time to conduct routine maintenance on the tracks. While this route would result in crossing improvements and provide priority to freight trains, more train movements could increase truck delays at at-grade crossings, disrupting first/last mile freight access.	**2**
	Conceptual capital cost: How does the option perform when comparing the conceptual capital cost?	Tier 3 route option design assumptions	Alternative-specific cost estimates for the total capital cost	**Conceptual Capital Cost**	Route ranked based on conceptual construction cost, taking into account: guideway and track elements; stations and stops, maintenance facility, temporary facilities during construction; controls and safety systems; right of way and land improvements (not including agreement with freight owner/operators); vehicles, professional services; and contingency.	Middle conceptual capital cost estimate: Approximately $2,303,000,000	**2**	Lowest conceptual capital cost estimate: Approximately $1,973,000,000	**3**	Highest conceptual capital cost estimate: Approximately $2,541,000,000	**1**
	Conceptual operating cost: How does the option perform when comparing the conceptual operating cost?	Tier 3 route option design assumptions	Alternative-specific cost estimates for annual operating cost	**Conceptual Operating Cost**	Route ranked based on gross operating costs per revenue hour. 1 - High operating costs 2 - Moderate operating costs 3 - Low operating costs	Per rev mile $15,024,279 Per rev hour $13,391,288	**1**	Per rev mile $14,497,111 Per rev hour $9,661,295	**2**	Per rev mile $7,512,139 Per rev hour $4,096,878	**3**
	Funding options: To what extent does the option's conceptual cost align with the federal, regional, and local funding opportunities?	Tier 3 route option design assumptions	Funding opportunities based on rail vs BRT.	**Funding Options**	Potential federal funding sources were evaluated. Evaluation was primarily based on the mode of each route.	FTA CIG funding aligns with the route and bus rapid transit. This project has the potential to pursue federal funds.	**2**	FTA CIG funding aligns with the route and bus rapid transit. This project has the potential to pursue federal funds.	**2**	FTA CIG funding aligns with the route and commuter rail. There could be other sources of funding like the Federal Rail Administration's CRISI program; however, these could help upgrade freight rail, which in turn may help freight rail, but currently is unpredictable. This project has the potential to pursue federal funds.	**2**
	Corridor preservation: Can the option's corridor reasonably be acquired or secured (by lease agreement or other mechanism) for future high-capacity transit service?	Tier 3 route option design assumptions	Number of parcels and acreage of parcels intersecting with Tier 3 route option footprints.	**Corridor Preservation**	Ranked based on the number of non-transportation properties impacted and the total acreage of non-transportation properties impacted by the Tier 3 concept footprint.	751 parcel impacts, 31 acres impacted (approx.)	**1**	100 parcel impacts, 16 acres impacted (approx.)	**2**	15 parcel impacts, 17 acres impacted (approx.)	**3**
	Phasing and constructability: How does the refined option rank, based on the complexity of construction, construction impacts, and construction risks when considering phasing?	Tier 3 route option design assumptions	Qualitative analysis of key factors for constructability, including: right of way, traffic impacts, impacted stakeholders along the corridor, and major infrastructure requirements.	**Phasing and Constructability**	1- high impact 2- moderate impact 3- low impact	Highest impact to traffic and ROW. Complicated phasing and construction in the active roadway. Significant access changes to businesses along the corridor. Reconstruction of local structures.	**1**	Higher impact to traffic and ROW. Complicated phasing and construction on the interstate. Reconstruction of interstate and local structures.	**2**	Lowest impact to traffic and ROW. Complicated phasing and construction more limited to at-grade rail crossings. Smaller number of more engaged stakeholders (RR companies, Ditch Companies). Maintaining access to industrial connections during construction (and operations) presents some challenges.	**3**
Draft Tier 3 Scoring							**43**		**45**		**56**

Appendix B
Engagement Phase 3 Summary

ENGAGEMENT PHASE THREE SUMMARY

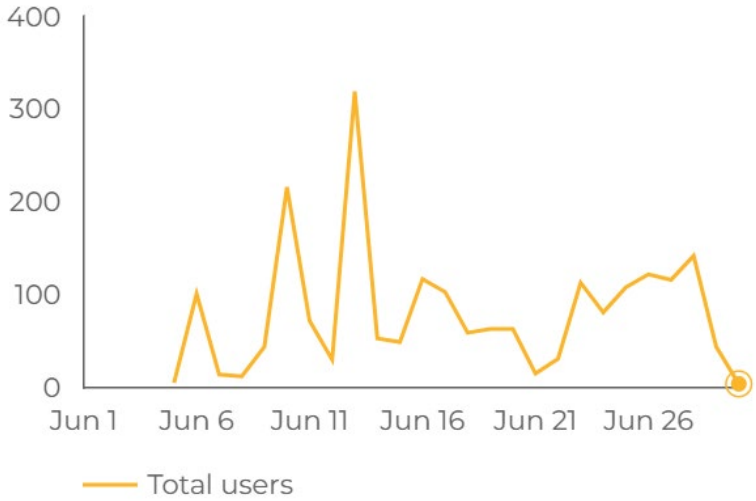
Overview

The third public engagement phase for the Let's Ride Treasure Valley Study was conducted in June 2025. The purpose of the engagement was to educate and receive input from the public on the Tier 3 analysis and recommendations. COMPASS hosted a self-guided online public meeting that was open from June 6 to June 29. Topics included a brief project overview, feedback received to date, Tier 3 analysis, and the draft recommendations.

Online Meeting Analytics

The online meeting generated **1,937 total users**, 806 of which were engaged sessions. There were a total of **498 survey respondents**.

Users Over Time



Users by IP Address Location (Top 5)

- Boise
- Meridian
- Nampa
- Caldwell
- Eagle

Users by Device Type

- Mobile: 57%
- Desktop: 41%
- Tablet: 2%

Users by Acquisition

- Direct: 60%
- Paid Social: 29%
- Organic Social: 5%
- Referral: 4%
- Other: 2%

Social Media Sources (Top 3)

- Reddit
- Instagram
- LinkedIn

Other Feedback Received

During the third public engagement phase, a total of **eight email comments** were received.

Promotion

The online meeting was promoted through the following communication methods.

Method	Details
Hard-copy posters	Inside Valley Regional Transit (VRT) buses (65 buses).
Flyers	Distributed at meetings and provided to COMPASS Public Participation Workgroup members who were asked to post at their agencies and places of business.
News release	Distributed to 43 local news outlets.
Social media posts	**COMPASS:** Facebook (5 boosted): 2,001 engagements; 21,945 accounts reached; 34,782 views; 745 clicks Instagram (7 boosted): 93 engagements; 1,474 accounts reached; 1,790 views LinkedIn (5 posts): 60 engagements; 658 accounts reached Nextdoor (2 posts): 195 engagements; 15,389 accounts reached Total Engagements: 2,349 Total Accounts Reached: 39,466 **Other Posts:** TownSquare Media (English) 5 ads Impressions: 77,800 Engagement: 80 Clicks: 70 Radio Rancho (Spanish) Facebook (6 posts): 634 engagements; 6,938 accounts reached; 13,224 views; 10 clicks Instagram (6 posts): 2 engagements; 784 accounts reached; 1,758 views Social posts and shares from COMPASS member agencies and other stakeholders/partners.
Digital ads	VRT infotainment bus screens (31 buses).
Hard copy print ads	Legal notices: Two newspapers, placed 6 times. Display ads: Three newspapers, 10 ads total.
Email blast	COMPASS email distribution list of around 4,600 contacts. Four emails: 6,505 opens; 351 clicks; 35% average open rate
Word of mouth	Announcements at meetings: 10 Public events: 2 Forwarded emails: Unknown (many)

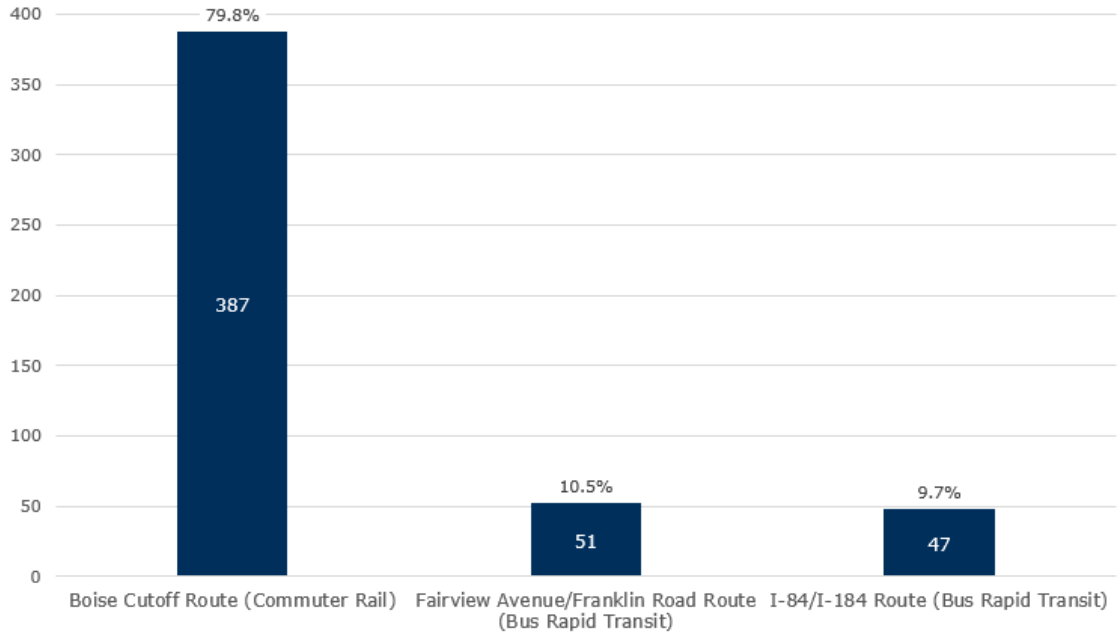
KEY TAKEAWAYS

Below are key takeaways from the survey responses, open-ended comments, and email comments.

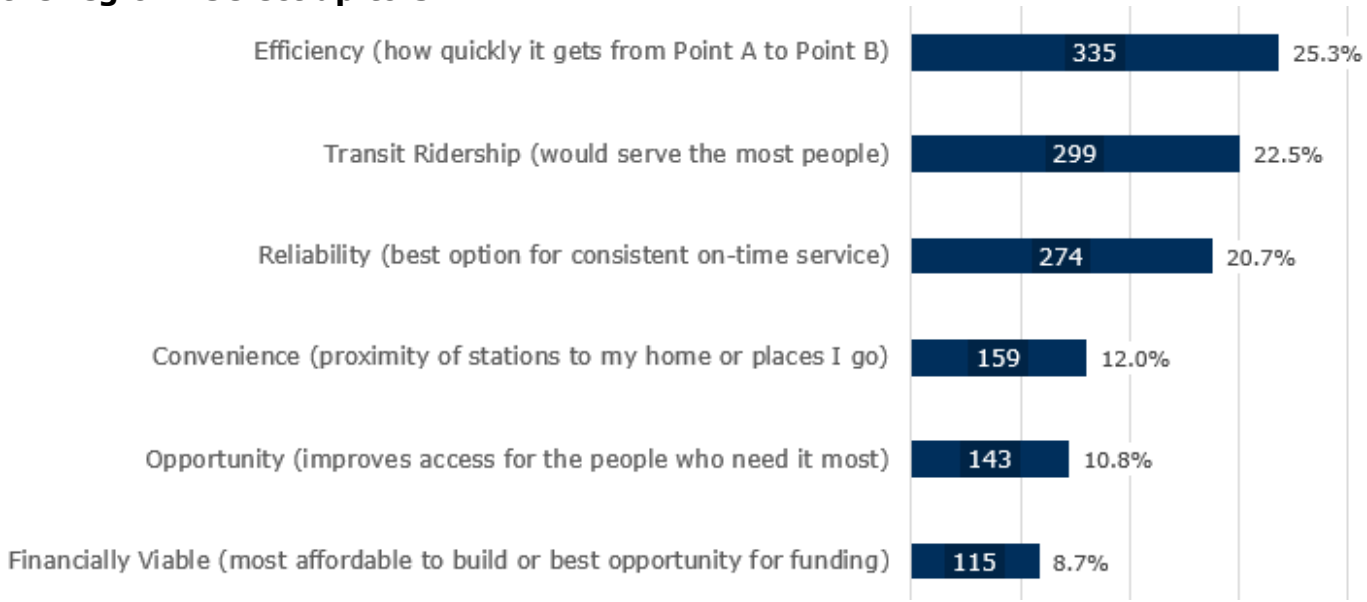
- Most survey respondents (80%) believe that the Boise Cutoff Route (Commuter Rail) is the best choice for Treasure Valley.
- The top three reasons respondents believe their choice is best for the region include efficiency (25%), transit ridership (23%), and reliability (21%).
- Most respondents (92%) believe that the station locations align with major origins and destinations between Boise and Caldwell based on a scale of 1 (least aligned) and 4 (most aligned (58% selected 3 and 34% selected 4).
- Property acquisition (24%), increased taxes to pay for construction and/or high-capacity transit service (21%), and impact to traffic at transit route crossings (20%) were noted as the top three types of challenges or impacts from implementing high-capacity transit service that survey respondents are most concerned about.
- There was general support for commuter rail as a long-term, high-impact solution that leverages existing infrastructure.
- Bus service is seen as a practical, flexible option for immediate or short-term needs.
- There were mixed opinions on bus rapid transit (BRT); some see promise, while others doubt its ability to reduce congestion.
- Several commenters emphasized the need for good "last mile" access, station connectivity, and park-and-ride availability.
- Commenters expressed concerns over the high costs of transit projects, with many urging developers, not taxpayers, to fund the service.
- There was some skepticism about transit effectiveness in a car-dependent, low-density region such as the Treasure Valley.

SURVEY RESULTS

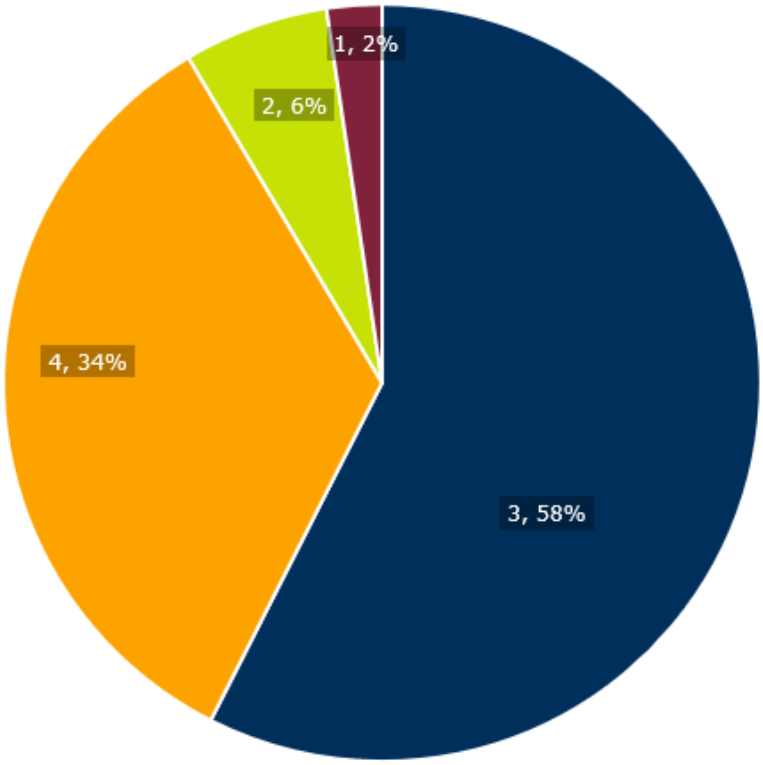
Question 1: Based on the information provided, which of the three options do you think is the best choice for Treasure Valley?



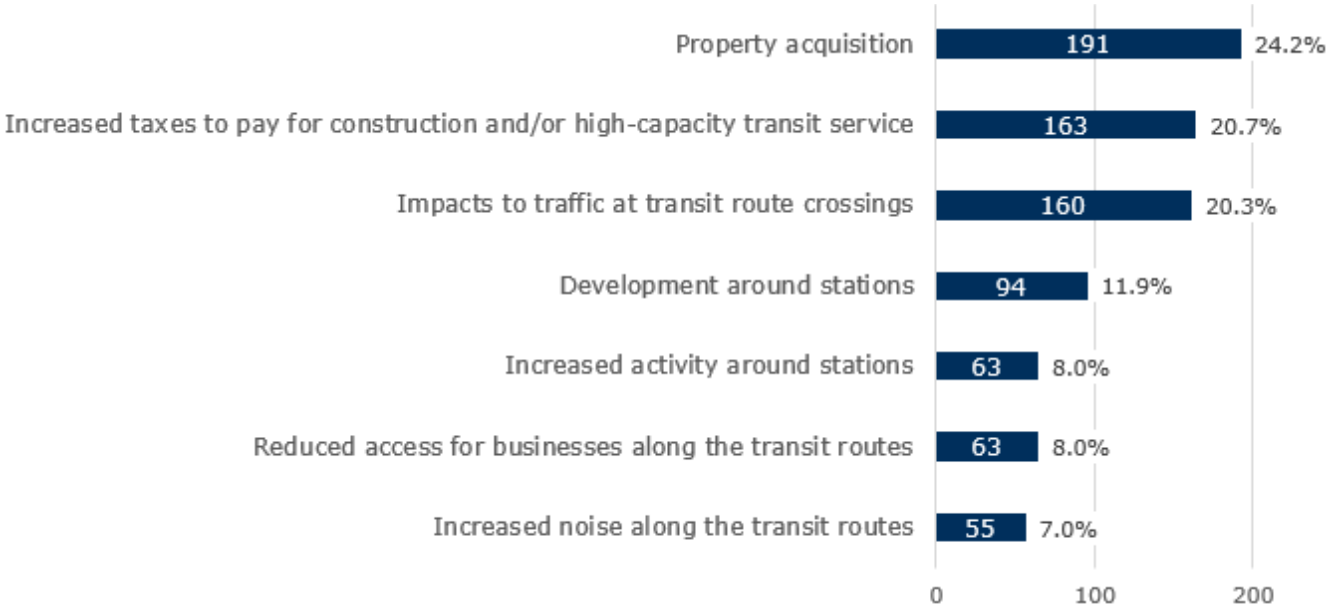
Question 2: What are the main reasons you think your choice is the best for the region? Select up to 3.



Question 3: How well do the station locations align with major origins and destinations between Boise and Caldwell? (Rank on a scale of 1[poorly aligned]-4[well aligned])



Question 4: What types of changes or impacts from implementing high-capacity transit service are you most concerned about? Select up to 3.



Question 5: Any additional comments or feedback?

Of the 498 survey respondents, 221 provided additional comments or feedback. Below is a summary of those comments with direct quotes.

Support for Boise Cutoff Commuter Rail as Long-Term Solution

- Rail is seen as the highest-impact, visionary transit option for addressing congestion and future growth.
- Existing rail infrastructure and environmental benefits add to its appeal.
- There is an emphasis on the need for Transit-Oriented Development around stations to create walkable, compact communities.

"I think commuter rail would actually provide an opportunity for good development around the stations, which will lead to neighborhood nodes."

"Commuter rail is the best option for long term high capacity transit and we have half of the infrastructure already there wasting away. Use our taxes for something that will last."

Bus Service Seen as Immediate, Flexible Transit Option

- Reliable, frequent bus service is preferred as a practical short-term or complementary solution.
- BRT with dedicated lanes and signal priority has conditional support but faces skepticism about its ability to compete with driving times and reduce congestion.
- The need for express buses running point-to-point with minimal stops to maximize convenience and ridership is noted.

"A reliable bus service throughout the valley would initially serve more people."

"You don't need bus rapid transit – just run buses/vans with a 10-minute headway all day."

"Rapid Transit via bus would increase accessibility for people who do not drive."

Critical Importance of Accessibility, "Last Mile," and Station Design

- Easy, safe access to stations by car, bike, foot, and connecting transit is essential for success.
- Ample and free park-and-ride facilities are needed, especially in suburban and rural areas.
- The need for shuttle services and local feeder buses to link stations to workplaces, schools, and amenities was frequently mentioned.

"Each station would still need to consider parking for park and ride users."

"If people cannot safely and reasonably get to the station it can't be used effectively."

"I am actually most concerned about last mile connectivity. I believe that has been our biggest challenge for bus transit already."

Funding, Costs, and Responsibility

- High costs of rail and BRT lead to skepticism; many want developers, not taxpayers, to bear the financial burden.
- Respondents suggest using impact fees or developer taxes tied to population growth and new developments to pay for the service.
- Respondents voiced an urgency to secure right-of-way early to avoid rising costs.

"It should NOT fall on taxpayers. We didn't ask for all this development."

"The longer you wait to acquire the property necessary for light rail, the more problems and expense you will have."

Preference for Road Expansion

- Some strongly oppose transit investments, seeing them as costly, ineffective, or ill-suited to the Treasure Valley.
- There is a preference noted for widening roads, adding lanes, increasing speed limits, and optimizing traffic signals.
- There are concerns about transit-related crime, safety, and ridership levels.

"I do not support any of these options… widen roads, add traffic lanes."

"Roads improvement and timing traffic lights should be the focus."

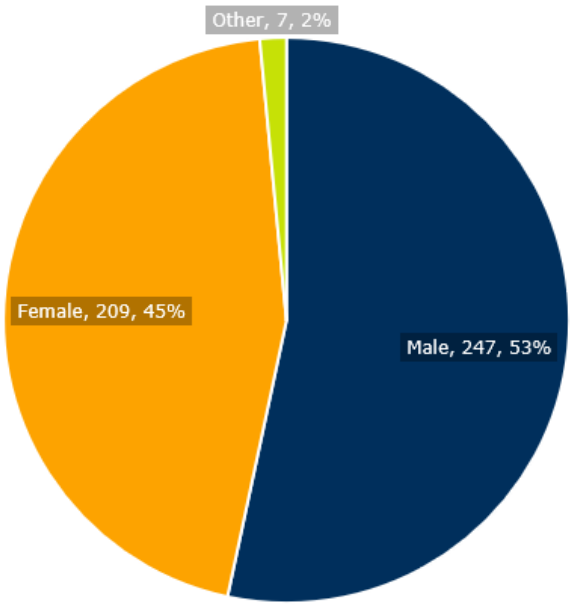
Email Comments

Eight comments were received via email. Below is a summary of the comments.

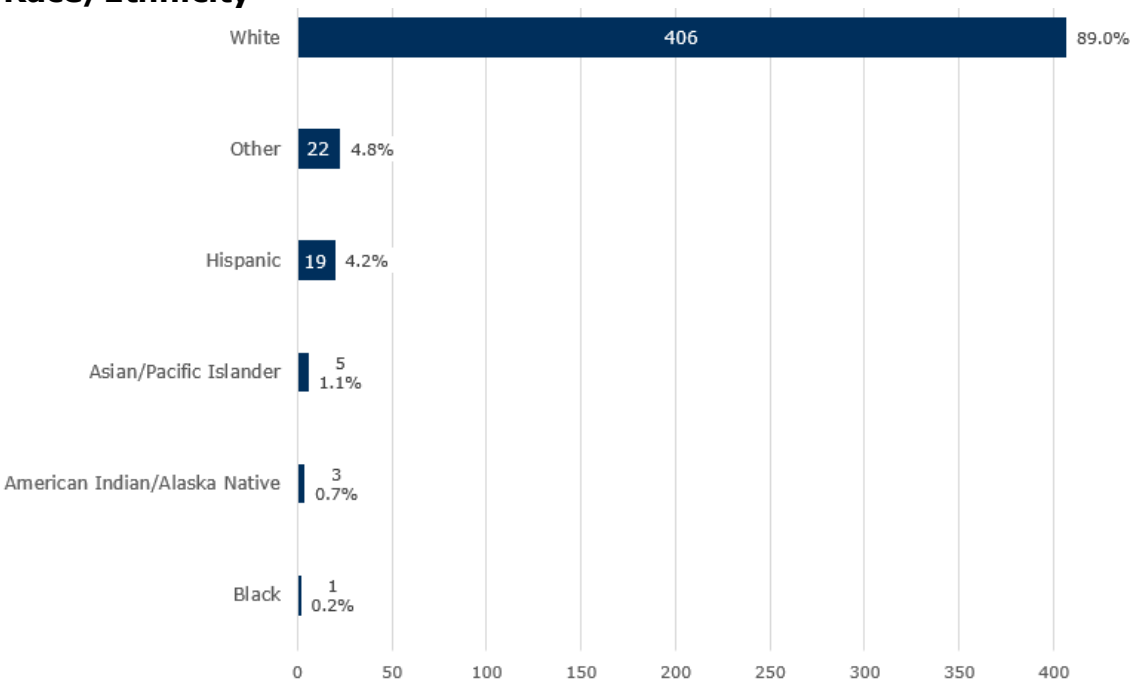
- Some opposition for public transit projects, especially rail, which is seen as a waste of taxpayer money with low expected ridership.
- Some believe that Treasure Valley residents prefer cars and won't switch to transit, even with congestion.
- Skepticism toward government planning and spending, including criticism of the Idaho Transportation Department and perceived mismanagement.
- Support for BRT over rail from some who oppose all current options but see buses as the "least bad" choice.
- Support for rail, particularly from those who feel the region is overdue for high-capacity transit.
- Other ways to reduce congestion were suggested including drone and pneumatic tube delivery systems.
- Environmental concerns raised about farmland loss, habitat destruction, and unchecked suburban growth.

Demographics

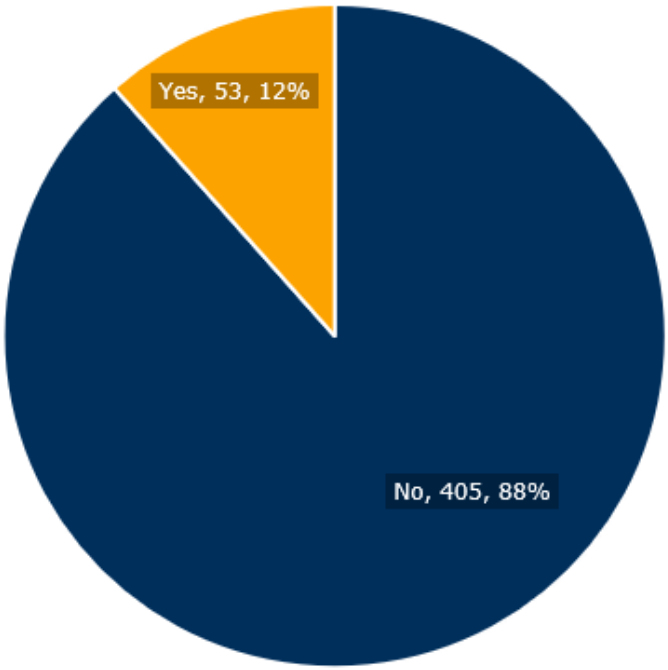
Gender



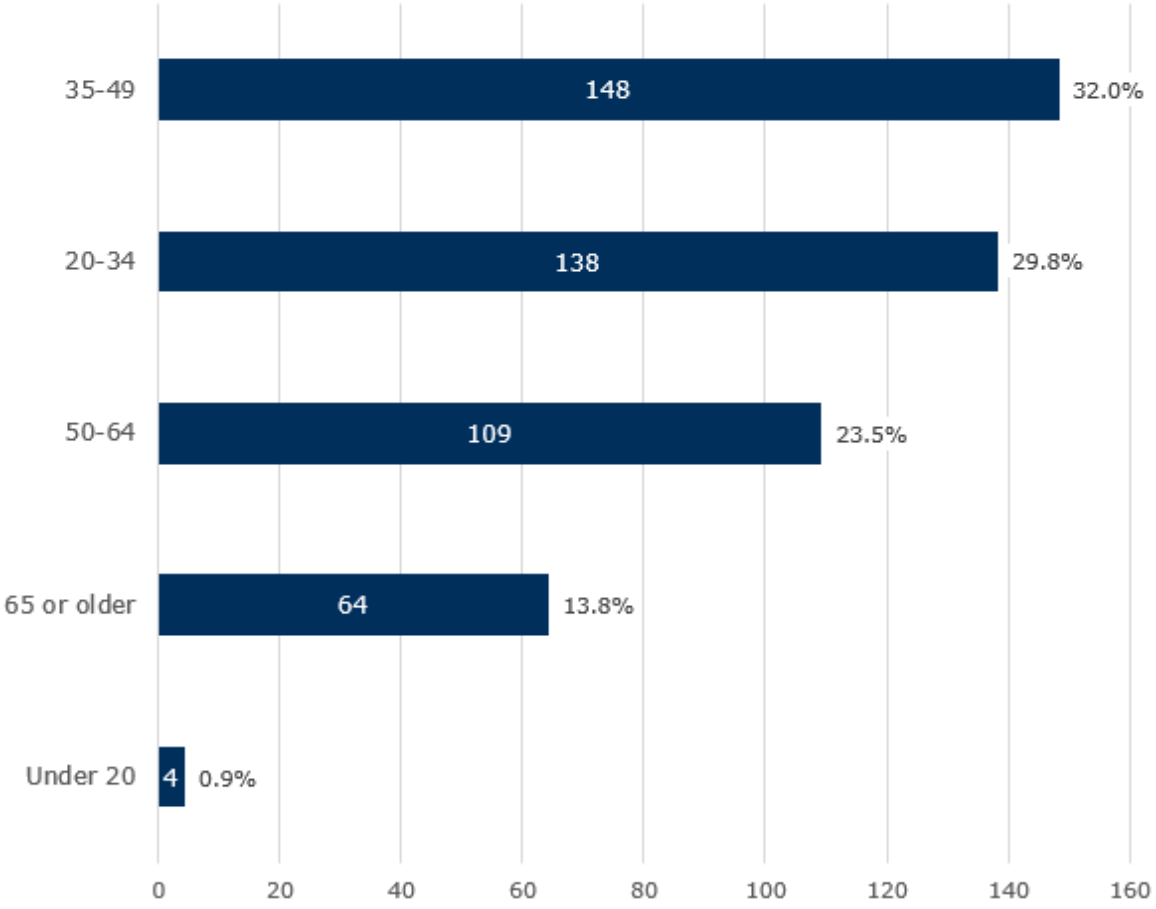
Race/Ethnicity



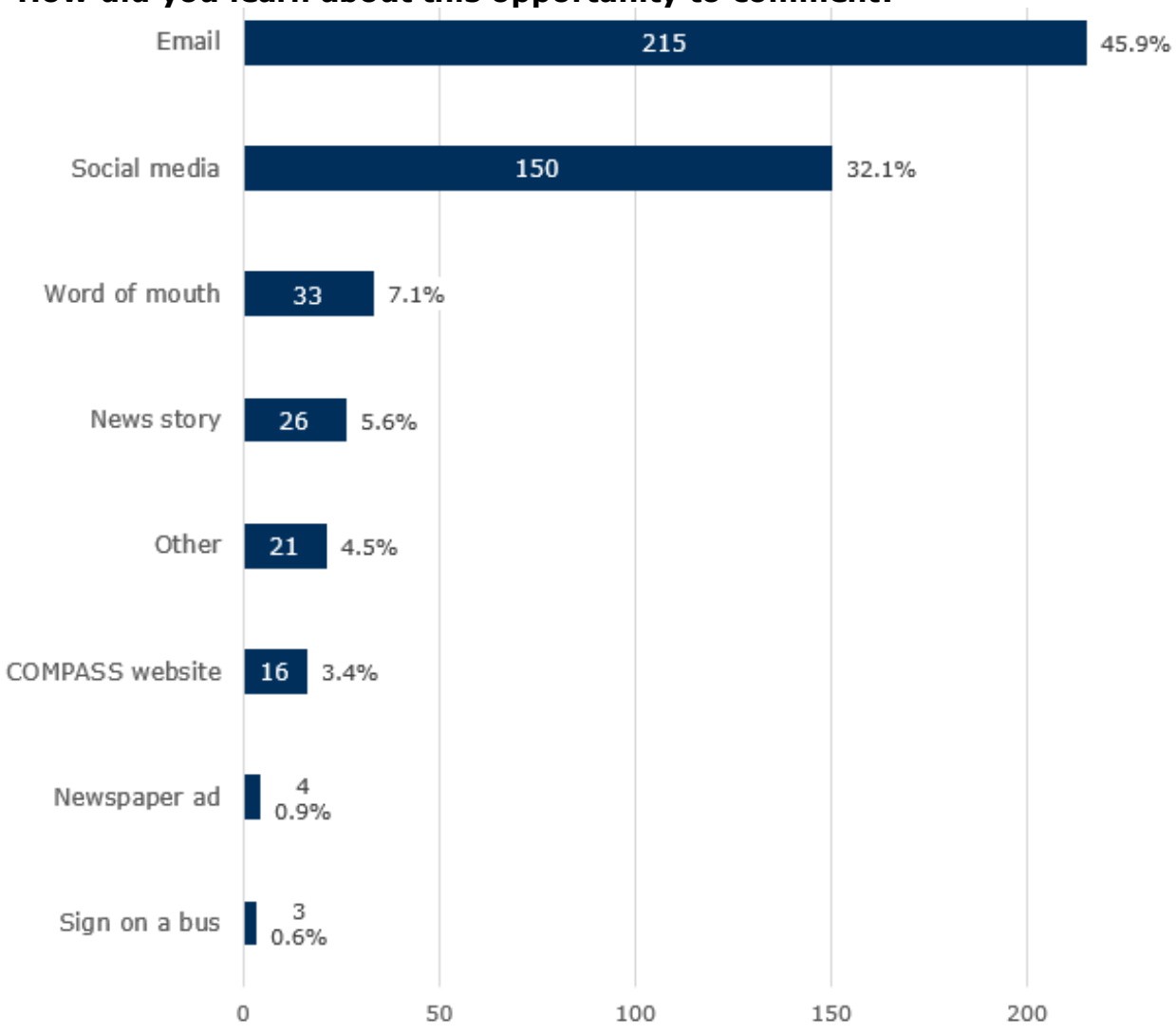
Persons with Disability



Age



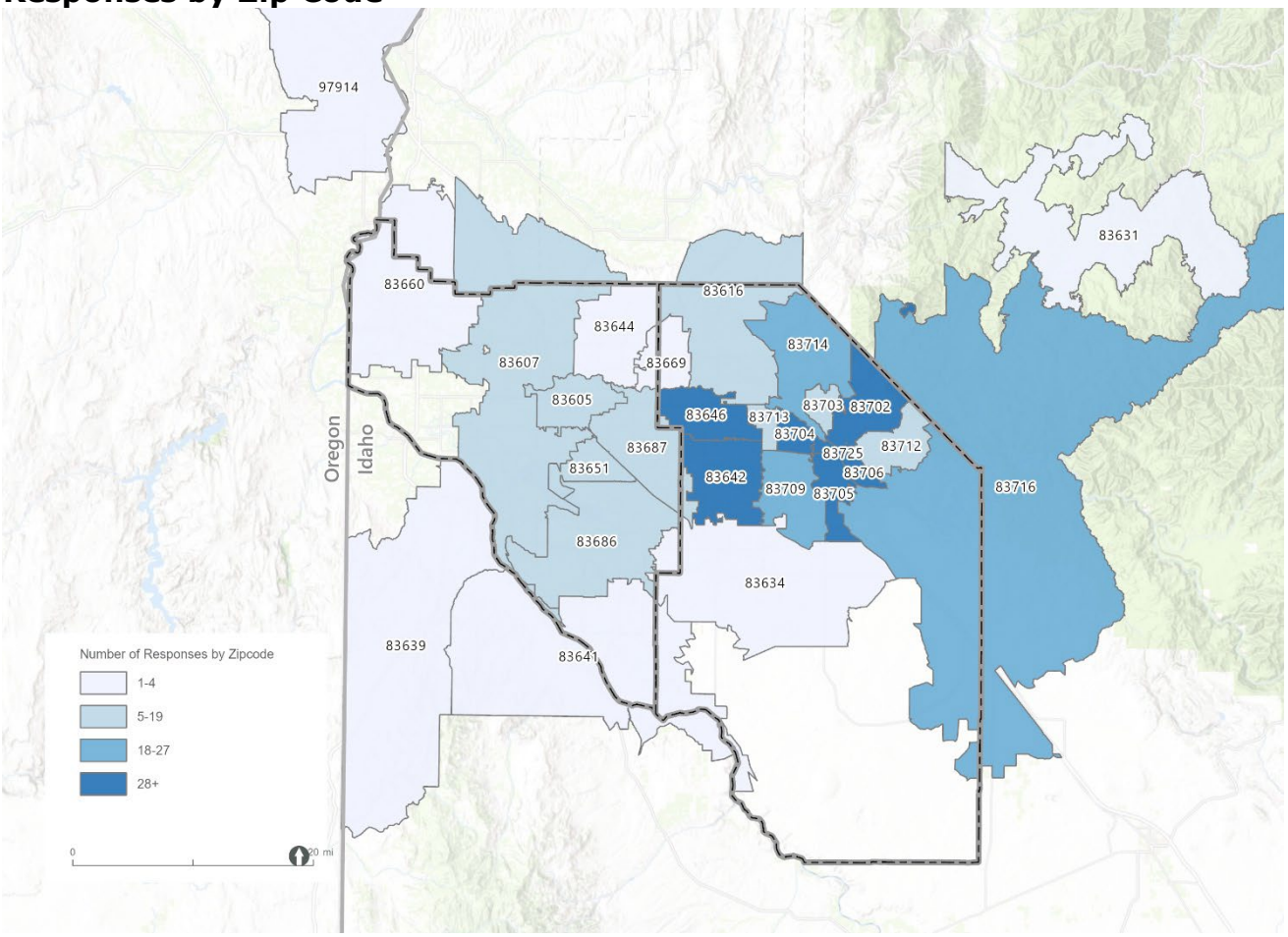
How did you learn about this opportunity to comment?



"Other" responses included:

- Library
- Meridian Public Works Expo
- Friend

Responses by Zip Code



Appendix C
TWG #5 Meeting Summary

MEETING SUMMARY

Project:	Let's Ride Treasure Valley
Subject:	Technical Working Group (TWG) Meeting #5 Summary
Meeting Date:	Monday, May 12, 2025
Meeting Time:	8:30 am – 10:00 am
Meeting Location:	Virtual meeting via TEAMS

PREFACE

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

MEETING NOTES

Welcome, Introductions, and Agenda Review

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

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

Meeting Purpose

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

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

Project Process and Progress

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

Tier 2 Engagement Results

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

Tier 3 Evaluation

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

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

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

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

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

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

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

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

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

- Elaine Clegg (VRT) – Stated VRT wants to avoid creating a park and ride dependent system. Suggested referring to stops with park and rides as "station areas" to avoid the perception of creating a transit system centered around driving.
- Brian McClure (City of Meridian) - Please be careful with costs and the rail corridor, if you go there. Previous estimates assumed prime land value for the rail corridor despite no access or corridor use except for by adjacent properties. It was astronomical and completely unrealistic (if the cutoff moves forward).
    - Chris Proud (HDR) – Noted that property is the main asset of the railroad, and operators are looking at ways to diversify revenue streams, including passenger rail. There is no guarantee that this is of interest in this region, but it has been happening in other communities. The study does need to be careful to not underestimate the cost of leasing the railroad.
- Bre Brush (City of Boise) - Does VRT have eminent domain authority?
    - Elaine Clegg said VRT has this authority, but have not exercised it in VRT's history, thus they would lean on parter agencies to acquire land for the project.
    - Chris Proud noted that the preference would be to negotiate with property owners and pay fair market value, and that eminent domain would be the last resort. He reminded the TWG that the cost and impact estimates are preliminary based on conceptual design and should only be used for comparison.
- Mark Wasdahl (ITD D3) - noted that the Idaho Transportation Department (ITD) right-of-way group could be engaged for right-of-way activities as the state is experienced in property acquisition.
- Elaine Clegg agreed that ITD could play a role as this project applies to regional movement.

- Feasible Solutions
    - Movement of freight/goods
        - Rail - freight may benefit from infrastructure improvements.
            - Stephen Hunt – The analysis should consider whether a route would improve freight movement instead of minimizing impact. While the I-84 route does not necessarily improve freight movement, does it provide any positive impacts?
    - Financial Feasibility
        - Boise Cutoff is the most expensive to construct (with the assumption for double-track), followed by Fairview Avenue/Franklin Road, and I-84/I-184.
            - Elaine Clegg (VRT) asked whether the capital costs factors in the lifecycle of the vehicles. Train vehicles last longer than buses.

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

Group Discussion

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

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

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

Closing and Next Steps

The project team reviewed the next steps for the TWG.

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

CONCLUSION OF MEETING

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

ATTACHMENTS

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

ATTACHMENT A- ATTENDEE LIST

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

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

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

Project Team			
Agency	**Name**	**Invited**	**Attended**
Consultant - Jacobs	Andrew Barash	x	
Consultant - Jacobs	Laura Meyer	x	x


LET'S RIDE
TREASURE VALLEY