

Public Comments Received (Verbatim)

Amendment #6 to the FY2024-2030 and Amendment #2 to the FY2025-2031 Regional Transportation Improvement Programs (TIPs)

Public Comment Period: October 28 – November 11, 2024

Total number of comments received by COMPASS: 5

Topics:

The proposal would add six projects, four through nationally competitive grants and two through state and local programs. Additionally, the proposal would advance a project to rebuild Middleton Road from State Highway 55 (Karcher Road) to Flamingo Avenue in the City of Nampa to FY2025.

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
Need another exit between Caldwell and Nampa off of 84.	Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Caldwell, the City of Nampa, and the COMPASS Board of Directors.	NA
All proposed projects are warranted. Would like to see some priority to widen Middleton Rd north of the Blvd all the way to 20/26, widen SH55 from Sunnyslope to Middleton Rd, widen Ustick in all areas not currently addressed by other projects, and finish widening Linder in Meridian along with the proposed I84 overpass.	Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Nampa, the City of Caldwell, the City of Middleton, the Ada County Highway District, and the COMPASS Board of Directors.	Patricia Matthews
There needs to be more options in Caldwell. The VRT on demand is not reliable nor accessible. Caldwell is currently not fit for public transportation as the city is laid scattered and wide.	Thank you for your comments; they will be shared with Valley Regional Transit, the City of Caldwell, and the COMPASS Board of Directors.	Selena Acosta
Please consider street beautification opportunities such as but not limited to street trees, street "furniture" (lamp posts, benches, etc) and street trees in raised medians.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Jamison Nakaya
I just do not understand why rail transportation has not been a priority here in the Valley. Instead, millions of dollars go to widening roads for additional lanes. Too much traffic, more and more accidents, more pollution while cities in other states long ago embraced rail and have been successful. Is there someone who has a	Thank you for your comments; they will be shared with Valley Regional Transit, the City of Boise, and the COMPASS Board of Directors. Here is some background on rail service in the region and current planning efforts. Back in the	Nancy Powers

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Name, Zip Code, Affiliation</p>
<p>bit of time to enlighten me? I came from a suburb of Chicago 36 years ago to Boise and immediately wondered why there isn't any rail service here. There are tracks and I know they need work and there's tons of work and money that would need to go in to providing rail. But, I think we are "behind the times" in making rail a reality.</p>	<p>early 1900's, a privately operated streetcar called the Interurban provided service in the Treasure Valley, but like many other US cities competition with cars led to that company going out of business. Until 1997, Amtrak ran a long-distance rail service from Salt Lake to Seattle with a stop at the Boise Depot, but the route was discontinued in 1997 due to cuts in federal funding for passenger rail. The tracks that run through the Treasure Valley today are owned by Union Pacific – a freight rail company – and move goods.</p> <p>Since rail service ended in 1997, COMPASS and our member agencies have been studying high-capacity transit options such as light rail, commuter rail, and bus rapid transit, that connect Caldwell, Nampa, Meridian, and Boise. We are currently in the middle of a major study called <i>Let's Ride Treasure Valley</i> to evaluate the technical feasibility of any future high-capacity transit service. One of the options we are evaluating is commuter rail service on the existing tracks. The next public comment period for the study will be in February 2025. If you are not already signed up for the COMPASS mailing list or socials – I encourage you to do so! That's the best way to receive updates for the study. More about the study here: https://compassidaho.org/public-transportation-high-capacity-transit/.</p> <p>Please also note that the state of Idaho does not have a dedicated funding source for public transportation, which is needed to operate any sort of high-capacity transit system. Without dedicated funding, work on any type of high-capacity service will remain in the planning stages.</p>	