Public Comments Received (Verbatim)

Amendment #12 to the regional long-range transportation plan, *Communities in Motion 2050*, amendment #9 to the FY2026-2032 Regional Transportation Improvement Program (TIP) and amendment #3 to the FY2027-2033 TIP.

Public Comment Period: November 5 – November 20, 2026

Total number of comments received by COMPASS: **12**

Topic:

Add a Canyon County vanpool pilot project and transit services to and near Micron, along with supporting transit facilities, including a "bus on shoulder" pilot project on Interstate 84. In addition, the proposal would change the scope of a widening project on State Highway 55 near Beacon Light Road and correct an error in the stated location of a pavement restoration project. Finally, it would make funding changes to projects along Interstate 84, State Highway 16, and State Highway 55 (Karcher Road).

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**
HI There, I love the idea of passenger bus service for all over the area. I just hope it is thought through better than they have in the past. I have gone to a few meetings in the past and gave input. I had high hopes. What transpired with the bus system was not helpful in any sense and ended up that the route was not well used. Bus stops were in weird places. Didn't go as far as needed. Very disappointing. So I hope they really look at this and make it work better as the cities really need this service to reduce the traffic. I too would also promote the freeway buses. Easy to use, no stress, freedom to relax and rest or finish work in between travels. Cost prohibitive for the passenger. Resulting in less traffic.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Tammy Roby
When I first submitted this suggestion 15 years ago Federal funding was available for bypasses. I'm not sure if funding is still available, but here are a couple of over-simplified suggestions for consideration to ease traffic congestion in Boise, Idaho	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.	NA

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	**Staff Response**	**Name, Zip Code, Affiliation**
I support the Canyon County vanpool pilot project and transit services to and near Micron, along with supporting transit facilities, including a "bus on shoulder" pilot project on Interstate 84 and the proposal to change the scope of a widening project on State Highway 55 near Beacon Light Road and correct an error in the stated location of a pavement restoration project. I also support the funding changes to projects along Interstate 84, State Highway 16, and State Highway 55 (Karcher Road).	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.	Pike Teinert
Greetings, This area really needs improvement in public transportation services, including building a light rail system, connecting to the Boise airport. Having worked in public transportation, both in bus and light rail services, it is clear that this region is lacking in adequate public transportation connecting the growing population to key traffic generators. We need to address increased congestion on Glenwood Street and State Street, Eagle Road and Chinden. We need to add other bridges to over the Boise River at key locations.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.	Jennifer Stanislaw
To whom it may concern: It doesn't make sense to me to put more buses/vans on the freeway when we have a perfectly good railroad track system that is barely used right there. We could have stops in caldwell nampa meridian and boise AND the airport!! Then it could go right on over to the city of micron and even on to mountain home and twin!! More vehicles on the freeway makes no sense to me. Thank you for your consideration	Thank you for your comments; they will be shared with the COMPASS Board of Directors, and Valley Regional Transit.	Sharon Gooding

Dear COMPASS Staff and Board of Directors, Please include this submission verbatim in the official public comment record for the proposed amendments to Communities in Motion 2050 **(CIM 2050)** and the **Regional Transportation Improvement Program (TIP)** (comment period closing November 20, 2026). Additionally, I respectfully request a written staff response to the three questions below. As a resident of Southwest Ada County living near Boise Airport and the Micron corridor, I strongly support the proposed **Canyon County vanpool pilot** and **I-84 bus-on-shoulder transit improvements to Micron**. Directing commuter capacity onto existing highway corridors via transit is an efficient, fiscally responsible way to support major employers without paving over more of the Treasure Valley. However, pairing those transit investments with scope and funding changes on outer-ring corridors—specifically **SH-55 near Beacon Light Road**, **SH-55 (Karcher Road)**, and **SH-16**—raises serious land-use and farmland preservation concerns. Decades of regional planning experience in high-growth states (such as New Jersey's State Development and Redevelopment Plan) demonstrate that expanding highway capacity without binding agricultural buffers simply accelerates leapfrog subdivisions and drains local infrastructure budgets. Before the COMPASS Board votes on these amendments, please address the following questions: 1. **Tying Funding to Farmland Preservation:** How does COMPASS ensure that shifting millions of dollars into outer-corridor highway projects (SH-16, SH-55/Karcher, and SH-55/Beacon Light) does not subsidize premature conversion of prime irrigated farmland in Canyon and Ada Counties, given that COMPASS's *Development Review Checklist* is currently non-binding? 2. **Cross-Acceptance with Local Zoning:** Does COMPASS require sponsoring cities or counties along these expanded corridors to demonstrate binding agricultural protection zones or Transfer of Development Rights (TDR) mechanisms before receiving regional transportation funding adjustments? 3. **Micron Transit & Southwest Ada County Coordination:** How is COMPASS coordinating the proposed Micron transit and bus-on-shoulder investments with Ada County's Comprehensive Plan to ensure surrounding rural and agricultural lands in Southwest and	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit. Thank you for submitting your comments. They will be shared with the COMPASS Board of Directors, the Idaho Transportation Department (ITD), and Valley Regional Transit (VRT). Idaho law provides a mechanism for agricultural and open space conservation through voluntary agreements but does not establish a mandatory statewide agricultural zoning designation. Ada and Canyon Counties have agricultural zones that function as flexible holding zones, while land-use and zoning decisions are generally made at the local level by cities and counties. Farmland preservation is included in COMPASS' regional planning goals, which encourage growth in areas that can be efficiently served by infrastructure while protecting existing farmland. COMPASS uses its Development Review Checklist to evaluate proposed developments against the regional goals outlined in the long-range plan, including potential impacts on surrounding farmland. Regional forecasts also consider information from local comprehensive plans, including Ada County's Comprehensive Plan. The development review process is advisory and does not replace local land-use authority. When proposed developments appear inconsistent with regional planning goals, COMPASS may provide comments through the development review process. COMPASS also coordinates with local jurisdictions and transportation providers, including Valley Regional Transit, to consider the regional transportation impacts of proposed development. The proposed Micron transit services are also being considered through the regional transportation planning and public involvement process. Ultimately, COMPASS works with local jurisdictions to encourage development patterns that align with regional transportation and land-use goals. However, COMPASS	Mike Timothy

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Southeast Ada County are protected from speculative sprawl?	does not have authority over zoning or land-use decisions, which remain with the respective cities and counties.	
With all the growth in the valley, we need more interchanges along the I-84 corridor. Since neither Middleton nor Ustick were widened and made into an interchange (and it seems a little impossible now), there is an area that could connect Nampa-Caldwell Blvd. to the interstate. On Happy Day Blvd., there is already a light and partial road that runs right next to the DMV facility. The land from DMV to I-84 has a perfect pathway with no buildings just east of the storage units. There could be a road connecting to Ustick Rd. on the north side of the freeway. Thank you for listening to what I believe is a great idea!	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.	Carol Ozuna
I support the current amendment to the Communities in Motion 2050 budget. I especially think the proposed changes to add a Canyon County vanpool pilot project and transit services to and near Micron, along with supporting transit facilities as well as the "bus on shoulder" pilot project on Interstate 84 are excellent allocations of funds.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.	Gene McGill
Hi - Thanks for asking for comment. I like adding a Canyon County vanpool pilot project and transit services to and near Micron, along with supporting transit facilities. However, I wonder how safe it would be to run buses on the I-84 shoulders. What I'd love to see is a plan to add rail transit between Caldwell and Mountain Home in the near future, ideally paid for in part by Micron. Thanks,	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.	Diane Ronayne

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RE: transit bus on I-84 shoulder pilot project As a commuter traversing the Treasure Valley from outside Caldwell to Boise and back again twice a day Monday through Friday, the idea of having a transit option that would reduce travel time and avoid slow moving congestion by using the shoulders where possible, seems appealing to me. Without that option, we have to acknowledge that a bus will still be stuck in traffic with the rest of the personal vehicles. So, I am excited by the idea that we would try a mass transit option between Caldwell and Boise, even if the airport and Micron are a clearly-targeted ridership. It's so close to being a real viable option for me, but still puts efficiency a little out of reach. With the current bus schedules in Boise, the location of my job would require a second and third transfer, and that leaves me wondering if it will in fact reduce the travel time at all. There are other considerations, if the time spent catching a bus is equal, then I would be interested in helping prove the test option, as mass transit could reduce congestion and reduce wear and tear on my personal vehicle and reduce gasoline, etc.. If we're looking to prove that a mass transit corridor is desired and supported by a ridership, I would love to participate, knowing that the ideal is a more efficient commute that is not hindered by fender benders or weather (a rail), and includes more destinations within Boise rather than the outskirts. I'm excited to see what the pilot project time tables might be, I'm hoping they can provide some much needed relief along the I-84 corridor. Thank you for your consideration,	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.	Angie K Davis

Regarding NEW10, the idea to let commuter buses run on shoulders. While a lovely idea, I am torn between seeing the pollution and congestion benefit of removing vehicles from the highway at rush hour, and asking "Why only Micron's buses?" First things first. It would seem that only allowing use of the inside shoulder is practical as the outside shoulder is already utilized as a breakdown area, passing area for emergency vehicles, etc. Would commuter bus only shoulder lanes be clearly marked/signed as such? We've all seen the "monkey see, monkey do" syndrome where one driver does something sketchy so everyone behind them who is on auto-pilot does the same, follows the car ahead into the commuter bus only lane...or off a cliff! Have we discussed the concept with State Police to see how vehicles other than the commuter buses will be dealt with? Does the vehicle code, as it currently exists, make accommodation for this, or do we need new legislation permitting this use? Has ITD identified which sections meet both a lane width and surface/subsurface suitability requirement? Might this allowance require restriping and if so, does Micron cover this cost as they may be the only beneficiary? Would other buses have access to these lanes, Park and Ride, etc.? If we want to go this route, might it be time to consider a rush hour carpool lane where not only specific corporate transportation would have access to an express lane, but all other persons meeting a designated criterion might too! If a Micron commuter bus had only the driver and one passenger, why wouldn't it be reasonable to allow any other vehicles with a driver and only one passenger to also benefit from the special lane? How many jobs will Micron create in Idaho, and how many current residents will be able to fill those positions? Sure, there is construction there now, but many of those people are in work trucks so wouldn't take a bus if it were free; they need what's carried in the truck! Are we creating privilege primarily for transplants to Idaho? There are already plenty of hard feelings regarding transplants without exacerbating it by creating the appearance of even more privilege. Maybe a pilot is a solution, maybe it will demonstrate that an on again, off again, intermittent bus lane only makes inside lane traffic worse! Maybe it will provide the impetus for adding rush hour carpool lanes? "Hey, this actually made a difference, how do we grow this!" I've lived many places and two of them, Houston and Los Angeles, had an elevated expressway down the center of the interstate in and out of downtown as the solution. Maybe, just maybe, bus lanes are the right solution, we're just trying to use them at the	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit. Funding has been identified for these projects, so we wanted to show them as such through this amendment. However, you bring up many good questions regarding how bus-on-shoulder will function. The final answer is yet to be determined, but COMPASS is currently partnering with ITD and VRT in the hope that this pilot will help answer those questions and more for the region. Regarding your comment about whether it is time to consider allowing all vehicles carrying multiple passengers to use the lane, Idaho Code §49-1421A limits where high-occupancy vehicle (HOV) lanes can be used and defines who can use them. The Treasure Valley is not currently eligible to have such lanes. However, the COMPASS Board of Directors does have a policy statement that supports changing state code: https://compassidaho.org/wp-content/uploads/2027COMPASSStateLegislativePositions_Approved.pdf. Regarding your comment about Idaho jobs, Micron has estimated that 17,000 jobs will be created within the region. It is unknown how many of those will be filled by current residents.	Shawn Jefferds

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wrong elevation! Maybe we design so the buses headed to Micron can just stay on all the way to Micron. Light rail is pretty sweet too and would also work on center of the interstate elevated pathways and winter snow accumulation might not be the same issue as an overhead roadway.		
Good morning, My apologies for the lateness but please see the attached comments from Ada County Development Services on the below changes proposed for the CIM and TIP. We did want to request clarification on one change- could you provide more information on why funding is being removed from the Meridian Interchange to Eagle I-84 interchange project? Thank you, ***[See attachment on page 8]***	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit. ***This question has been forwarded to ITD for a response.***	Ada County Development Services

ADA COUNTY DEVELOPMENT SERVICES

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November 23, 2026

RE: Communities in Motion 2050 and TIP Amendments

Dear COMPASS Staff:

Ada County Development Services has reviewed the proposed amendments to the Regional Transportation Improvement Program (TIP) and Communities in Motion 2050 and offers the following comments:

1. Micron Transit Services: Ada County supports the proposed transit service additions serving Micron, including the Micron Express Corridor, local on-demand service, and associated passenger facilities. These improvements provide additional commuting options, support regional connectivity, and may help reduce congestion and single-occupancy vehicle trips as employment growth continues in the Treasure Valley.

2. I-84 Bus-on-Shoulder Pilot: Ada County supports the proposed bus-on-shoulder pilot along I-84 between Boise and Caldwell as an opportunity to improve transit travel time reliability and evaluate innovative approaches to moving people through an increasingly congested regional corridor.

Ada County encourages continued coordination of regional transportation investments with anticipated growth, employment centers, and local and regional land use planning efforts to ensure transportation improvements support long-term mobility, connectivity, and efficient growth throughout Ada and Canyon Counties.

Overall, Ada County Development Services supports the proposed amendments and encourages continued investment in regional transportation options that address growth, improve connectivity, and support the long-term transportation needs of the Treasure Valley.

Thank you for the opportunity to provide these comments.

Sincerely,

Ada County Development Services