

Public Comments Received (Verbatim)

Public Comment Period: May 5-19, 2020

Total number of comments received relating to the *Communities in Motion 2040 2.0* amendment: 4

(The public comment period was held in conjunction with a public comment period on amendments to the FY2020-2026 Regional Transportation Improvement Program. Only comments relating to the Communities in Motion 2040 2.0 amendment are provided below.)

Outreach methods: Two email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels.

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
I'm in agreement with the Amendment	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	Mac McOmber	Email
<p>Thanks for making your email available to receive public comment; I'm sure you get some fun ones!</p> <p>Regarding the ID-45 reroute, the Compass Amendment wasn't very clear on where the new highway alignment will pass through. But I read in the Statesman that the proposed route would go from 12th Ave S to 7th St S around to Yale and Northside.</p> <p>If that is the case, I am opposed to the realignment mostly for safety concerns. Traffic on 7th St S is already heavy at times and the speed limit is at least 5 mph too high for safe pedestrian crossings. That should be a neighborhood street with lower speeds, not an expressway between North and South Nampa. Moreover, heavily laden trucks can't stop quickly if a kid or pet runs in the street.</p> <p>It also smacks of classism that ITD wants to put a truck route through the poorer neighborhood west of 12th Ave S. Why was 16th Ave S to Garrity not considered for the new route? Because richer people have more money and time to fight the proposal. Nobody, either east or west of 12th Ave S, wants big trucks rumbling by their homes at any hour. I say leave the highway alignment as it is.</p> <p>Thanks!</p> <p>***</p> <p>Awesome! Thank you for the clarification!</p>	<p>Mr. Ernst:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, ITD, and the City of Nampa.</p> <p>***</p> <p>Mr. Ernst:</p> <p>To clarify the intent of the proposed SH-45 realignment study, the brief description you provided from the Idaho Statesman is correct. However, public and stakeholder input will be critical components of the proposed study in order to determine a viable alternative. As noted below (above), I have shared your concerns with the City of Nampa and ITD.</p> <p>Thank you again for your comments.</p>	Tim Ernst Boise	Email

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>I saw the email prompt (mass mailing) to comment on the CIM 2040 2.0 Amendment and in following up on that, the below described change caught my attention:</p> <p>COMPASS Amendment #1 for Communities in Motion 2040 2.0 and Amendment #4 for the FY2020-2026 Regional Transportation Improvement Program (TIP) The City of Nampa proposes to add a study to complete a National Environmental Policy Act (NEPA) alternatives analysis to realign State Highway 45 (also known as 12th Avenue South) through the City of Nampa from Sheridan Avenue to 1st Street South, with connections to I-84 on Northside Boulevard. The City proposes to fund the project with local funds. Construction is considered “unfunded” at this time. COMPASS staff will request the COMPASS Board of Directors to amend Communities in Motion 2040 2.0, the regional long-range transportation plan, to add this project as a funded study in the plan and the TIP.</p> <p>Considering that this is being programmed to be locally funded, I don't see any Federal issues with respect to amending into the long range plan other than that the project be identified in the Plan as is being proposed (presuming it is considered to be a regionally significant project).</p> <p>On thinking further about what the City is embarking on (i.e., a NEPA “study” of some sort), the thought occurred to be that even though this particular study is not to be Federally funded, the City would be well advised to involve FHWA and ITD in this undertaking since the resultant study will, in all likelihood be developed for some later Federal purpose. Having FHWA and ITD involved will give some assurance to the City that the process they follow and report they produce will actually meet Federal expectations and requirements and also guard against doing either too little or too much work through the course of completing the study. If the City already has plans to coordinate this work with FHWA and ITD, I'd be interested to know how this coordination process will take place (who, what, when, etc.). Thanks.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the City of Nampa, and ITD.</p> <p>The City of Nampa has already been working with ITD and expects to include FHWA in the development of the NEPA study for a possible realignment of SH-45 in the City of Nampa. Through initial discussions, it was determined that 1) the project is regionally significant, 2) needs to be amended in <i>Communities in Motion 2040 2.0</i> to show initial work on this corridor, 3) needs to have a key number and included in the Transportation Improvement Program.</p> <p>Clair Bowman, City of Nampa, worked with Aaron Bauges, ITD District 3, starting in late February 2020, to discuss how to move forward with the NEPA study.</p>	<p>Scott Frey Federal Highway Administration</p>	<p>Email</p>

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<p>Generally, I support the ID-45 environmental impact study. I seldom use ID-45 in Nampa but when I have it seems to be in good condition. If the study is focused on issues within the City of Nampa then I would suggest that the City be required to support the study and project with an appropriate local use tax or urban development tax authority. The current COVID-19 crisis will impact with significant medium term economic changes that should be anticipated as much as possible in any ITD projects.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, City of Nampa, and ITD.</p>	<p>Gene McGill Boise</p>	<p>Email</p>

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