

Public Comments Received (Verbatim)

Communities in Motion 2040 2.0

Public Comment Period: September 21 – October 21, 2018

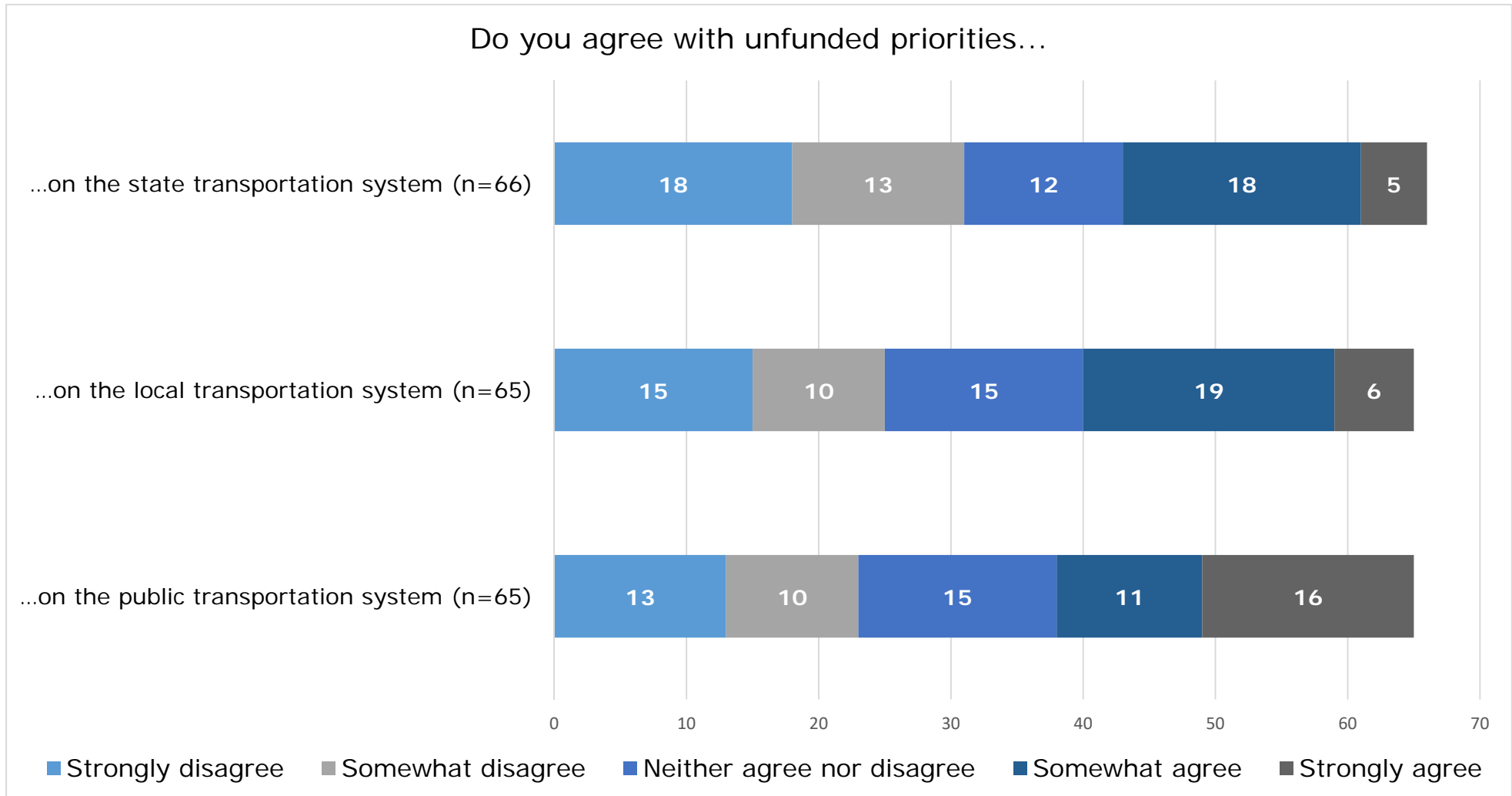
Total number of comments received: 81

Email: 10

Online Comment Form: 66

Hard Copy Comment Form: 1

Letter: 4



* Asked using a Likert-type scale on the comment form. Responses received via email/letter and open ended responses from the comment form can be found on the following pages.

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
Do you agree with the priorities for unfunded projects on the <u>State Transportation System</u> (roads owned and operated by the Idaho Transportation Department)? Why or why not?			
<p>where will the money come from? If higher taxes, I simply cannot manage that, as a retired homeowner, still paying a mtg, for schools and road work.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>Regarding where additional funding would come from – transportation funding comes from taxes and fees, including fuel taxes, vehicle registration fees, property taxes, and more. Additional funding would be tax- or fee-based as well, but at this point there is not a specific increase or new tax or fee identified to cover the shortfall. You can learn more about possible options in Table 2 of the <i>Communities in Motion 2040 2.0</i> Financial Plan at http://www.compassidaho.org/documents/prodserve/CIM2040_20/TechDocs/Financial.pdf.</p>	<p>83642</p>	<p>Online comment form</p>
<p>Rail service in the I-84 plan from Caldwell to Boise needs to be addressed here as the #1 priority. We are not responding to the obvious needs of our system by ignoring the main traffic jams of the region.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>
<p>I would flip 4 and 5</p> <p>[NOTE: Priority 4 is the widening of State Highway 55 in Canyon County; Priority 5 is the extension of State Highway 16 from US 20/26 to Interstate 84]</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We need to proceed with planning and getting the legislature to allow local sales taxes</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Thomas W Burden 83712</p>	<p>Online comment form</p>
<p>There is absolutely zero focus on public transportation. We have to establish legitimate public transportation and then decide how much open space, sprawl, pollution, and car trips we want to promote.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Certain 'easy' and high impact projects should be given much higher priority like 4 lanes on 44 from Linder to 16, 4 lanes on Chinden from Eagle to 16, etc.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>

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<p>Widening roads is not the way to solve our traffic problems. Induced demand will wipe out any gains there. I am aware of ITD's "statewide effort to plan for the future of Idaho's public transportation systems" but the time is now. Roads are not the only way to solve this issue. More public transit, more often, in more places. If ITD, ACHD, and the local municipalities got together to "creatively" spend road money on public transit infrastructure, that would help fill the gap until efforts to pass a local option tax can come to fruition. To meet the needs of the valley we need ITD, ACHD, cities, AND Valley Regional Transit. It's time we raised the olive branch and declared war on future congestion together.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>ITD seems to be focused on the current locations of the highest traffic demands rather than looking at the most effective long range projects. The only solutions they offer in these locations is to widen roads where the road improvements are the most costly because of the highly developed areas. Alternatively, some of the unfunded projects are less developed and cheaper to build. These alternatives would release pressure from the current high demand roads and most importantly not only help current traffic demands but accommodate future growth.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83634</p>	<p>Online comment form</p>
<p>I agree that some roads need improvements such as widening or signal changes but we need more public transportation bus and rail. Existing rail runs close to a lot of the major populated areas and rails could be installed in other areas.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Adam Tardiff 83704</p>	<p>Online comment form</p>
<p>Linder does not need a new overpass at this time.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Shelly M Doty 83642</p>	<p>Online comment form</p>
<p>I get an error when trying to open the unfunded projects link.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors. We apologize that the link did not work for you.</p>	<p>---</p>	<p>Online comment form</p>

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
<p>I agree that the work needs to be done but honestly I would prefer we postpone repairs and widening on general arterial streets and highways and put in more expressways and interstate freeways to remove the excess commuter traffic. The fact that I-84 and I-184 are bogged down every work day is a sign we don't have enough through traffic that bypasses residential areas. Whenever there is an accident or construction, the primary transportation route through the valley is crippled. The State Highway 16 needs to extend all the way south to somewhere between Lake Hazel and Hubbard where a new East-West Expressway is constructed that comes in from south Nampa over to somewhere in south Boise. Possibly following the SW-NE path that I-184 follows extending from Maple Grove and I-84 down to Amity and Eagle (trying to minimize local home demolition). Another option would be to extend a new expressway south from Orchard instead to the proposed East-West expressway. This route would be a little more awkward coming from downtown Boise, but would be easier to bypass homes and businesses. Additionally, we will want to either replace, or offset either Chinden or State Street or maybe even as far north as Hill Road with another East-West Expressway that extends to Caldwell, providing access to Star, Middleton, Emmett etc. The longer we wait the more expensive many of these costs will become and the more central areas become infilled. All of these expressways should be 3 lanes each direction.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>So wont this hole thing cause pollution in the country so how are you guys gonna fix it and tax will get higher by the time 2040.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>COMPASS conducted an "air quality conformity demonstration" (http://www.compassidaho.org/documents/prodserv/airquality/CIM20402_0Conformity.pdf) to analyze the impacts of the transportation projects funded through CIM 2040 2.0 on air quality. The demonstration compares the air quality impacts of the projects against air quality "budgets" created by the Idaho Department of Environmental Quality. The results show that the projects will not cause the region to exceed those air quality "budgets."</p>	<p>---</p>	<p>Online comment form</p>

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<p>I strongly believe we need to reconstruct the Five Mile overpass. Currently it is very dangerous for pedestrians and bicycles. This overpass is the only one not reconstructed in the Boise through Nampa area. When studying to 2040, it is time to study the development of an interchange at this Five Mile location. For this four-mile non-interchange area with a suburban area transiting into an urban area there is a much increasing need. The interchange could be built so as the restrict the eastbound on ramp, if built, not to use the I-186 connector because of the short lane change distance. This interchange would take significant pressure off of the Eagle, Franklin, and Cole interchanges and associated roads! In this <i>[comment ends]</i></p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Ralph Mellin 83709</p>	<p>Online comment form</p>
<p>I think the interstate corridor should be widened considerably and more local access points from the local streets to the freeway should be built. Some of the local roadways could be widened and signal lights synchronization would insure a smoother flow of traffic. Most people want to live and work in close proximity. Instead of trying to move more people to Boise, the individual communities should plan their own widening projects and linkage to the freeway.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83607</p>	<p>Online comment form</p>
<p>coordinated rail and bus service should be prioritized over improving vehicular routes. Or, at the least, of equal importance.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>Why widen roads when light rail would be a catalyst for greater transit and helps the public understand "why" mass transit is a benefit to every citizen in the Valley while lowering ongoing road maintenance costs? We need tax revenue to ensure a strong public transit system including light rail, which will open markets and trade for added private business tax revenues, easier movement of purchasers, and more access to all income levels, while mitigating harmful impacts of pollution through vehicle emissions and lessening impact on our state and local roadways. A light rail system does so much for our Valley, yet receives almost no consideration presently outside of "unfunded plans" and should be prioritized now before growth makes it more difficult.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>A fixed guideway service, such as light rail, commuter rail, or bus rapid transit are being considered in the long-range plan. However, lack of funding is an obstacle for enhancing public transportation services, and for overall transportation system improvements, the available option at this point in many cases is roadway widening.</p>	<p>Joseph Schueler 83702</p>	<p>Online comment form</p>

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<p>We are always playing catch up instead of preparing ahead of time. I don't want the Treasure Valley to end up like large NW cities, whose transportation is poorly designed but they no longer have rights of way to improve it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>
<p>Hwy 16 is 5th on the list. Ten Mile Rd becomes very congested daily and with the Costco going in at Ten Mile and Chinden, that will completely plug up Ten Mile. Not to mention Chinden. An alternative route is desperately needed, Hwy 16 fits the bill. As long as it doesn't turn into another Eagle Rd, which was promised limited access, but is far from it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>We clearly have our work cut out for us with a 235 million dollar deficit each year. Though we do not have the money for it, I feel that we need to be looking into a rail system that would be environmentally friendly reducing the amount of cars on the road and wear and tear on the road system.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>we need to slow down the infill housing, especially the large scale apartment complexes in Nampa and else where</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>
<p>Public transportation should be the highest priority, thus relieving the need for some of the State listed projects.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83705</p>	<p>Online comment form</p>
<p>Highway 16 funding should be the #2 priority because of the way it stands to relieve pressure on so many of the other priority routes.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>
<p>The verb "widen" seems to be the operative word in every project proposed in the list of road projects presented in this plan. We still believe we can widen and pave our way out of this dilemma as the major thrust our transportation planning process. That is a recipe for disaster because it perpetuates the auto-centric approach that has typified transportation planning in the Treasure Valley for the past three decades. We cannot widen, pave, and enlarge our way to a solution; such an "accommodationist" approach perpetuates poor growth practices, underwrites developers and land speculators, and invites additional auto-dependent growth that only perpetuates the cycle. To effectively plan for transportation needs in this region, this short-sighted and ineffective approach needs to be discarded and a more imaginative plan proposed.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>

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I agree with adding additional lanes on I-84 but we need to look at how to get an HOV Lane through legislation	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83651	Online comment form
Any metro with 1 million people needs more freeways. Add a loop using McDermott (and available farmland) south of Kuna and east to the south side of the airport NOW while condemnation costs are less and it is manageable rather than widening lanes to wait at dozens of stoplights all over town.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Jonathon Avery 83616	Online comment form
They seem to be centered mostly in street widening for Meridian, but it seems like the commute into downtown Boise, I-84, I-184 is where most of the big congestion takes place. Boise was shortsighted in putting all the city, county, regional, and state offices in downtown. It leads to horrible congestion and crowding. One solution might be to spread those offices out around the region so the daily commutes do not always hit the same routes.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83716	Online comment form
There are no projects for Southeast Boise.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83716	Online comment form
I believe we should be focusing funds on PUBLIC transportation systems first and foremost.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Linda Rytterager 83705	Online comment form
Hwy 16 should be number 1 priority	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83716	Online comment form

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
<p>this area of our freeway I-84 from Caldwell to boise is very outdated , not sure why the even put signals at major roads on interchanges such as the karcher ,meridian and eagle roads they should have flyovers to keep traffic flowing without waiting at stop lights , why can't ITD build for the future instead of current road conditions , most state highways in other states have a freeway system in place already on top of their current interstates except Idaho 55 , Idaho 69 etc US 20-26 all those should at least be a beltway type freeway , I know it involves cost but if they had designed the highways right the first time it would eliminate wasted rebuilding such as the karcher interchange what a fiasco is that poorly designed at what cost now instead of putting flyovers to eliminate traffic congestion fire those at ITD and get with some new engineers from California or Nevada for some new idea's in fixing Idaho's poor quality roads and highways to I-84 !!! were approaching 1 million in this valley and now is the time to build it right !!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Rob Salas 83605</p>	<p>Online comment form</p>
<p>The money would be better utilized by putting in a north-south bypass instead of widening exsting roads.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>I do not often drive most of the roads listed in here to know how impactful they would be. Priorty 7 (I-84/I-184 Overpasses – Projects require local sponsorship) I think needs to be done and may need to be higher on the list. It would also be nice to have 5 mile made an exit only (no on ramp)from I-84 to head North or South bound.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83634</p>	<p>Online comment form</p>

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
<p>ITD does a good job with most of what they do. The plan here is actually quite good. However, the plan is too reactionary to our rapid growth. We need proactive solutions! The only solutions here are to widen roads and smarter signals. The traffic will not be relieved with widening alone and we all know the traffic signals are the main culprit of our traffic issues. We need radical, proactive ideas to change and improve our traffic. For example, change Eagle Rd into freeway or an express highway with overpasses, for cross traffic, slip lanes between on/off ramps, and frontage roads to access commercial and residential areas along Eagle Rd. We need to build thinking in 3D so we can move traffic more and with less stoplights. I know the cost is great, in regards to trenching and/or overpasses, but the investment is drastically needed and should be welcomed by the public at large because it is work towards solutions, not more band-aids. Time value of money means the cost is less today than in say 10-20 years. If we don't make the radical changes today to improve our traffic then it just feels like we are only kicking the proverbial can down the road to the next generations.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Zach Pence 83616</p>	<p>Online comment form</p>

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
<p>Why is it that most of the funded projects are in Ada County/Boise area, and the unfunded are in Canyon County? That is a concern for me, the planned projects don't concern me it's the bias towards Ada County being more important than that of Canyon County.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The difference in the number of funded projects between Ada and Canyon Counties is based in differences in the structure and funding of roadway agencies between the two counties. Ada County roads, with the exception of state highways, are all under the jurisdiction of the Ada County Highway District (ACHD). In Canyon County, roadway jurisdiction (other than state highways) is divided among four highway districts and the cities. The majority of the "funded" projects in Ada County are funded with local funds generated by ACHD. ACHD uses impact fees to fund projects related to growth, and also has the ability to levy a local-option registration fee, which is used for some projects as well. Combined, these provide ACHD with more money to fund needed projects than is available in Canyon County. Only county-wide highway districts in Idaho have the option to levy a local option registration fee, meaning that the jurisdictions in Canyon County do not have access to this means of raising revenue. Jurisdictions in Canyon County could institute an impact fee ordinance for transportation, subject to the parameters in the Idaho statute (Title 67, Chapter 82), which could bring additional funding into jurisdictions in Canyon County. The City of Nampa has done this.</p>	<p>83687</p>	<p>Online comment form</p>
<p>We need a very different perspective on how people move around the area. Widening roads doesn't solve the problems we already have or the problems we will face. Bicycle routes that are useful, public transit that isn't stuck in the same traffic jams as everything else, and many other options. This is just continues to stick us with the same problems we already have.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83712</p>	<p>Online comment form</p>
<p>The valley needs a belt route, using Kuna Mora Road. The valley needs to start working on it before it is too late.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We need to widen roadways for safety reasons and also because the traffic is becoming increasingly congested.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Sue Hoffman 83651</p>	<p>Online comment form</p>
<p>The regional plan must focus on widening I-84 past Caldwell. It is the key to traffic movement for all of Treasure Valley.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Mike Durning Caldwell Chamber of Commerce 83607</p>	<p>Online comment form</p>

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We need a belt route for Kuna, Southwest Boise, and Nampa. The best route is Kuna Mora Road. This should be a top priority.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83713	Online comment form
2 and 6 should include the regional bike route identified in the plan, Hwy 16 should be removed because it is fiscally irresponsible, politically motivated, and unwarranted.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83705	Online comment form
From my experiences and usage, state highway 55 between Nampa and Marsing should be and extremely high priority as Boise to Banks. Others have stronger commuting uses and those users would likely think that their use would be the priority.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form
These priorities seem focused on moving cars into Ada County/Boise more efficiently, but Boise is not ready to handle dramatic increases in traffic flow. In other words, easing pressure on commuters increases pressure on residents. Furthermore, these priorities seem at odds with the aim of increasing public transportation. Commuters from outside Ada County should be especially incentivized toward ride sharing or public transit.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Steven Harder 83704	Online comment form
The growth has come and we need to deal with it.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83607	Hard copy comment form
in larger cities like Portland Oregon when traffic begins to fill the roads they increase the speed limits in order to move more cars in the Treasure Valley they slow it down. Bike lanes are a great idea but only for a minority of folks that ride bikes and those that do don't use the bike lanes. They are an expense we don't need.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83616	Online comment form
Given the substantial amount of planned industrial development, there needs to be an interstate bypass road like I215 in Utah. This should be a priority! As an option, non local truck traffic could be diverted to the bypass road. How bad does it have to get before someone has the vision of a bypass road. Safety would be significantly increased!	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83713	Online comment form
continues to widen lanes, without addressing needs for non-car transit options such as commuter and passenger rail.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83702	Online comment form

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<p>Priorities don't really matter as these projects should remain as is: unfunded. Given the recent reports on climate change and the obesity rate of the US, roadway widening projects do not appear to be the best use of money at this time to reduce the use of single-occupant car and promote active transportation.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83712</p>	<p>Online comment form</p>
<p>US 20/26 corridor is a "game changer" and once widened will disrupt traffic patterns possibly eliminating the need to widen the local system. Ditto for SH44 from I-84 to Boise. "The state highway system should bear the brunt of traffic" should be your motto. Prioritize these corridors first and we can save money by not having to destroy our neighborhoods (widening local system) for the sake of cars and the 4 hour commute window.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Kathy Pennisi NACFA, Friends of Beacon Light Road 83616</p>	<p>Online comment form</p>
<p>Priorities 3 and 4 should be moved down, as the Central Valley Expressway is more important and way more needed. The Highway 16 extension should honestly be priority 1 maybe 2. Also Find a way to work with USDOT to give the CVE aka Highway 16 a 3 digit Interstate designation. There needs to be an updated estimated cost for the CVE. Priority 6 should be more important than 3 & 4. The Linder Road Overpass is also very important and should not be with the other Overpasses on Priority 9, as it has more value.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Carson Tester Student at the University of Idaho and former US Senate Congressional Intern 83687</p>	<p>Online comment form</p>
<p>Do you agree with the priorities for unfunded projects on the <u>Local Transportation System</u> (roads owned and operated by highway districts and cities)? Why or why not?</p>			
<p>I think it's odd that we have no N-S expressway through this area. The 'roads' continue being overused which is costing more \$ yearly. Surely there is a better solution. metro system? lower emissions and less concrete causing heat extremes.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>State Highway 16, which could serve as a north-south expressway, is #5 on the list of state system unfunded priorities. Fixed guideway service, such as light rail, commuter rail, or bus rapid transit are being considered in the long-range plan and are part of the #1 and #5 unfunded public transportation system priorities. However, lack of a dedicated funding source is an obstacle for enhancing public transportation services.</p>	<p>83642</p>	<p>Online comment form</p>
<p>Widen, widen, widen...is that really the only idea in the room? Pushing public transportation to its own category ignores the real solutions here.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>

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<p>I don't regularly travel any of the prioritized roads and am unfamiliar with traffic along them.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Maple Grove should not be widened.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>
<p>It's very difficult to be a resident of Boise, paying for all of these projects that have nothing to do with any of the trips I take on a daily basis. As a non-native Idahoan, I have added to the road burden in the Treasure Valley, but I don't believe that those who want to have their own private acreage outside of the city should make the rest of us pay for it through all of these projects.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>New development impact fees should be dramatically increased to fund the new offshoot roads.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>ITD+ACHD+A fully funded VRT = Successful transport options for the whole valley</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>The local highway districts must operate within there budgets and prioritize accordingly.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83634</p>	<p>Online comment form</p>
<p>Well the page doesn't load so that is a bummer. I would love to see it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors. We apologize that the link did not work for you.</p>	<p>Adam Tardiff 83704</p>	<p>Online comment form</p>
<p>Any new roads should automatically be 5 lanes and include curb, gutter, sidewalk and bike lanes as appropriate. Start at higher density population areas and move outwards.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Shelly M Doty 83642</p>	<p>Online comment form</p>
<p>I'd prefer to just do the express way expansion even though my local area has alot of scheduled and needed work. I would prefer that the Maple Grove widening go all the way from Lake Hazel down to Overland. The section from Amity to Victory is particularly slow.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>The one-half mile in Kuna from the end of Idaho 69 at Orchard Street to Linder/Swan Falls Rd definitely needs to studied/built to change the two lane road to a four to five lane road. Also in Kuna when studying to 2040 the 7/8 mile of Linder Road from Deer Flat Road to Main St also needs to be studied/built to change it from a two lane road to an improved road – perhaps three lanes with sidewalks.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Ralph Mellin 83709</p>	<p>Online comment form</p>
<p>coordinated rail and bus service should be prioritized over improving vehicular routes. Or, at the least, of equal importance.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>

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
<p>I get how the realistic short term strategy must entail widening SOME roads, however, we keep widening single vehicle roadways, rather than prioritizing investments in mass transit and bicycle/pedestrian access, all which lower emissions and help our environment while also truly embedding a system of affordable transit that will result in mass movement of populations at lowered cost to individuals while increasing mass movement through corridors designed for business and trade, which increases business revenue and their associated tax. We need to be thinking bigger for 2040 and this larger population, versus single occupant vehicle gridlock, which is likely to occur, given the limited highway system available to the Valley.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Joseph Schueler 83702</p>	<p>Online comment form</p>
<p>Again, we need these things done NOW, not in the next 10-15 years.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>
<p>These are projects that will benefit personal and commercial short trips.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83705</p>	<p>Online comment form</p>
<p>Middleton Road in Nampa should be the number 1 priority because of the way it is a truck route from south Nampa to I-84. It stands to relieve pressure on State Highway 45 through downtown Nampa.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>
<p>Highway 55 should be 4 lanes all the way to Hoskins Road to meet up with existing 4 lanes.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83607</p>	<p>Online comment form</p>
<p>The approach proposed perpetuates the “widen and pave” policies of ACHD that have not proven effective in the past and will not cope with future growth. The plan’s priorities need to be reversed, with a massive infusion of attention and financial support for public transit while easements and transit corridors can still be acquired more cost-effectively than later, when developments are in-place and land becomes that much more expensive.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Any metro with 1 million people needs more freeways. Add a loop using McDermott (and available farmland) south of Kuna and east to the south side of the airport NOW while condemnation costs are less and it is manageable rather than widening lanes to wait at dozens of stoplights all over town.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Jonathon Avery 83616</p>	<p>Online comment form</p>
<p>These make sense. The roads should have been widened through impact fees at the time of development. When you build 1000-house neighborhood (for example), your developer should be paying for curbs, gutters, sidewalks, stormwater, and turning the arterial into a five-lane road (each side pays). The roads develop organically as the people</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The revenues from property taxes in the financial forecast were assumed to increase each year by a blended rate of anticipated population growth and an inflation assumption.</p>	<p>83716</p>	<p>Online comment form</p>

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
<p>move in. This was NOT how the treasure valley approached the problem. Road development seriously lags in the treasure valley. All the new property taxes that will be generated by new residents, where do those fit in the funding assumptions? Property taxes revenues will increase markedly. Your charts don't seem to show that.</p>	<p>Although a great deal of new construction is occurring, the taxing jurisdictions are generally limited to a 3% increase in their annual property tax revenues compared to the prior year. All other things being equal, when total property values go up significantly, the levy rate has to go down, to keep the growth in total property tax revenue within the limits imposed by Idaho statute (Title 63, Chapter 8). New construction that occurred during the past year is excluded from the calculation to determine what the 3% increase amount could be, but that is for just the year of the new construction. In the subsequent years, that construction is added to the roll and included in the 3% limit calculation.</p> <p>The financial forecast captures the 3% permitted growth in property tax revenue (the inflation assumption) and the new construction (the population growth). It is important to note that not every jurisdiction captures the 3% permitted growth in property tax revenue every year. Sometimes jurisdictions keep property tax revenue flat, or increase by less than 3%. We looked at the historical growth trends of each jurisdiction to reflect this in our assumptions as well.</p> <p>Other components of a jurisdiction's revenue budget are not limited to 3% growth compared to the prior year. For example, Ada County Highway District and the City of Nampa collect impact fees from new development. Impact fees are intended to pay for the system improvements needed to support the new development. The calculation method and permitted uses of impact fees are included in the impact fee ordinance passed by the jurisdiction. Impact fee revenue can be quite significant in years of high construction activity, and much lower in years of low activity. The financial forecast uses an average of the past years of impact fee revenue, adjusted by population growth and inflation, to predict future impact fee revenue, knowing that the Treasure Valley will experience years of both high and lower growth between now and 2040.</p>		
<p>There are no projects for Southeast Boise.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83716</p>	<p>Online comment form</p>

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 believe we should be focusing funds on PUBLIC transportation systems first and foremost.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Linda Rytterager 83705	Online comment form
poor design	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Rob Salas 83605	Online comment form
Again there are no real arterials that meet the need there needs to be additional interstates in all directions	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83702	Online comment form
Unprioritized Local Needs Five Mile Road (Amity Road to Victory Road) -This should have some Priority	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83634	Online comment form
The changes on Linder Road will be quite beneficial. I also like the plans in Canyon as well to ease some pain-points there as well.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Zach Pence 83616	Online comment form
Why is it that most of the funded projects are in Ada County/Boise area, and the unfunded are in Canyon County? That is a concern for me, the planned projects don't concern me it's the bias towards Ada County being more important than that of Canyon County.	Thank you for your comments. They will be provided to the COMPASS Board of Directors. The difference in the number of funded projects between Ada and Canyon Counties is based in differences in the structure and funding of roadway agencies between the two counties. Ada County roads, with the exception of state highways, are all under the jurisdiction of the Ada County Highway District (ACHD). In Canyon County, roadway jurisdiction (other than state highways) is divided among four highway districts and the cities. The majority of the "funded" projects in Ada County are funded with local funds generated by ACHD. ACHD uses impact fees to fund projects related to growth, and also has the ability to levy a local-option registration fee, which is used for some projects as well. Combined, these provide ACHD with more money to fund needed projects than is available in Canyon County. Only county-wide highway districts in Idaho have the option to levy a local option registration fee, meaning that the jurisdictions in Canyon County do not have access to this means of raising revenue. Jurisdictions in Canyon County could institute an impact fee ordinance for transportation, subject to the parameters in the Idaho statute (Title 67, Chapter 82), which could bring additional funding into jurisdictions in Canyon County. The City of Nampa has done this.	83687	Online comment form

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
<p>We need bicycle routes that are separate from cars, we need communities that are developed around regional and local transit centers. All this plan describes as a future is suburban California traffic jams and poor quality of life. Even the cover image of the Communities In Motion Executive Summary has a cyclist on a dangerous and obstacle ridden shoulder riding through a traffic jam!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83712</p>	<p>Online comment form</p>
<p>The valley needs a belt route, using Kuna Mora Road. The valley needs to start working on it before it is too late.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Definitely need sidewalks and wider roads, but I do NOT like bike lanes. They are confusing when driving as they are done in Idaho. Bike lanes need to be OFF OF THE ROAD. I know they have the same rights as cars, but at intersections when the bike can be on the left side of a car turning right, it becomes downright dangerous.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Sue Hoffman 83651</p>	<p>Online comment form</p>
<p>The current and expected growth for Treasure Valley will require safe and efficient movement of traffic to and from major highways for commuters. The growth of subdivisions will necessitate this.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Mike Durning Caldwell Chamber of Commerce 83607</p>	<p>Online comment form</p>
<p>We need a belt route for Kuna, Southwest Boise, and Nampa. The best route is Kuna Mora Road. This should be a top priority.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83713</p>	<p>Online comment form</p>
<p>It's clear we don't have the funding for these, so why are we acting as business-as-usual? COMPASS talks the talk regarding alternative modes but all we see here is more road widenings.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83705</p>	<p>Online comment form</p>
<p>An extra lane, whether it be 3 or 5, would say a lot for safety consideration. These priorities are presumably done by specialists and even though I might disagree with their priorities somewhat, I support their recommendation.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>None of these project will affect me.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83714</p>	<p>Online comment form</p>
<p>The overall priority seems to be dramatically increasing the volume and efficiency of traffic flow into Ada County population centers. These priorities should not be considered until the "unprioritized local needs" have been addressed.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Steven Harder 83704</p>	<p>Online comment form</p>
<p>We need to begin immediately to plan for widening highways and build necessary bridges.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83607</p>	<p>Hard copy comment form</p>
<p>continues to widen lanes, without addressing needs for non-car transit options such as commuter and passenger rail.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>

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
<p>The priorities for the unfunded projects don't really matter. Roadway widening and adding more traffic lanes for single-occupant vehicles are only short-term fix and inevitably more lanes will be needed in five years. None of the roadway widening projects will help fight long-term congestion, climate change and/or obesity rates. The focus should be on public transit and active transportation instead of costly and useless roadway widening.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83712</p>	<p>Online comment form</p>
<p>3CRX [Three Cities River Crossing] is another game changer. Should be planning for it now. It will disrupt and change traffic patterns the same way the Veteran's extension did. Connectivity - especially a river crossing that cuts a 7 mile stretch without one in half - is vital to an effective/efficient transpo system.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Kathy Pennisi NACFA, Friends of Beacon Light Road 83616</p>	<p>Online comment form</p>
<p>Please move up Priorities 10, 16, & 17, to the top 3 of the list. There is a lot of value in these projects.</p> <p>[NOTE: Priority 10 is widening/connecting Lake Hazel/Greenhurst Road; Priority 16 is Kuna-Mora Road to Bowmont Road connection; Priority 17 is Three Cities River Crossing.]</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Carson Tester Student at the University of Idaho and former US Senate Congressional Intern 83687</p>	<p>Online comment form</p>
<p>Do you agree with the priorities for unfunded projects on the <u>Public Transportation System</u> (buses, rail, and similar transportation services)? Why or why not?</p>			
<p>I recognize something needs to be done to move people w/in ADA. I just question the methods. We have heat issues and roads make it worse, sun reflection.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83642</p>	<p>Online comment form</p>
<p>Yes State Street is important, but item 5, bullet point 2: "Regional public transportation network with regional high capacity service (commuter/light rail)" is the top priority project for the region funded or unfunded. You're really missing the mark here.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>
<p>I would move 3 to the end -- downtown Boise is very walkable and BSU provides a bus from campus to the Clearwater building now.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We need to proceed with planning and getting the legislature to allow local sales taxes</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Thomas W Burden 83712</p>	<p>Online comment form</p>

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
<p>It's not like buses are cool or flashy, but they do move more people while taking up less room on the road. Putting funds behind expanded bussing will at least give people the option to use their cars less. Currently, buses are mostly useless for a majority of the population here in the Treasure Valley. I do not believe that such a huge amount of funding should ever go towards a downtown circulator. The circulator could bring excitement to public transportation, but it really doesn't seem to be a huge necessity to the downtown core.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Light rail is a complete waste of money for the value of the ridership levels. I do agree that public bus routes should be increased as well as park-n-ride lots and parking areas.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>The circulator can be accomplished with a partnership between VRT and BSU. The BSU downtown shuttle is already almost exactly what we need. Join forces, share resources and funding, and reap the benefits. Other priorities look good. Rail is not required, but a frequent, weekend, cross-county, intercity line is required.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>With less than 1/2 of one percent of the population using Public Transportation and with the low density communities there is no reason to fund Public Transportation outside of the primary corridors.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83634</p>	<p>Online comment form</p>
<p>Well the page doesn't load so that is a bummer. I would love to see it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors. We apologize that the link did not work for you.</p>	<p>Adam Tardiff 83704</p>	<p>Online comment form</p>
<p>FIRST-#5, light rail - use area next to light rail as bicycle/pedestrian walkway throughout Treasure Valley, YES-#2, #4. Will need parking structures next to any alternative transportation areas.</p> <p>[Note: Priorities #2 and #4 are ValleyConnect 2.0 "intermediate" and "growth" scenarios, respectively; Priority #5 is the complete 2040 public transportation system]</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Shelly M Doty 83642</p>	<p>Online comment form</p>
<p>I like the idea of commuter rail, but the rail and bus system would need to be implemented fairly extensively to cover major employer locations which I don't feel would get the practical support it would need to make this viable in the time window discussed.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>

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
<p>Some buses are useful; however, many of the buses are mostly empty, so I would lower the funding for them including using smaller vehicles at least for many years into the future.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Ralph Mellin 83709</p>	<p>Online comment form</p>
<p>Mass transit systems do not work. Instead, they are permanent money pits that only get more costly with time. They drain funds away from maintaining freeways and other major arterial roadways. Most people do not use them or want them. They allow criminals a place to flop down in bad weather and compete with private automobiles for road space. They contribute to gridlock and can cause road rage incidents.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83607</p>	<p>Online comment form</p>
<p>coordinated rail and bus service should be prioritized over improving vehicular routes. Or, at the least, of equal importance.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>I believe if heavy investments were made in this system, the build up is realistic and allows for the growth strategy to be implemented in stages. Hopefully, public awareness programs keep the end result in mind so the public can see the true benefits of up front investments for long term gains. For example, the Boise Streetcar ultimately failed primarily because the public was not aware of how it was both funded (by downtown businesses) and how it would increase future funding possibilities through increased business and trade (by moving more people who spend money through the business and trade zones of downtown). It would have been all the more successful if it was shown to tie into a Boise Street car headed to and from the Boise Depot where it would link to light rail. Similarly, up front investments in high capacity corridors and more efficient and timely busing can be shown to result in the full benefits felt when connected to a Valley Wide Public Transportation Light Rail Transit System. If citizens could envision getting on a light rail in down town Caldwell and for \$3 being brought right downtown in Boise where they can access busing for \$1 or walking in pedestrian friendly street pathways or on a trolley, the population is far more likely to support investments in this outcome. You couldn't do that in a car for those costs and with such ease. Instead, they see busing and corridor projects slowing down their cars... we can do better!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Joseph Schueler 83702</p>	<p>Online comment form</p>
<p>As in the above, we need to get things done NOW. Traffic accidents, road rage, and related issues are only going to get worse if we don't take action now.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>

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
<p>I am glad that we have a bus system. But we need to start looking into a light rail that goes from Nampa to Boise and back each day in addition to our bus system</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>who uses buses? or rail?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>A 2015 survey of bus riders in Ada and Canyon Counties provides a snapshot of who uses the local bus system:</p> <ul style="list-style-type: none"> • 32% are between the ages of 35 - 54 • 21% are between the ages of 18 – 24 • 81% are white • 8% are Hispanic • 63% are male/37% are female • 52% hold a valid drivers' license/48% do not <p>The full results can be found online at www.compassidaho.org/documents/prodserv/CIM2040_20/2015OnBoard_Report_Final.pdf.</p> <p>For rail, below are national statistics from 2017:</p> <ul style="list-style-type: none"> • 24% are between the ages of 25 - 34 • 21% each are between the ages of 35 – 44 and 45 – 54 • 46% are white • 19% are black/African American • 17% are Hispanic • 45% are male/55% are female • 69% hold a valid drivers' license/31% do not <p>See www.apta.com/resources/reportsandpublications/Documents/APTA-Who-Rides-Public-Transportation-2017.pdf for the complete report.</p>	<p>83686</p>	<p>Online comment form</p>
<p>This is most critical. Establishing these longer routes will move more people more miles and relieve road usage. Rail must be consider a high priority long before we reach 1 million. Do it while we are still small and have room to build. Rail will draw businesses. Rail will draw people.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83705</p>	<p>Online comment form</p>
<p>The number 1 priority should be commuter rail. This should be number 1 because of way it can relieve pressure on I-84 and sets the conditions for relief on highway growth across the Treasure Valley. With the rapid expansion and growth in the Treasure Valley it makes the most sense for getting employees to work and sustain mobility without unreasonable expansion of roadways.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>

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
<p>The municipal governments in the Treasure Valley need to declare a “transit emergency” and appeal to the next session of the Idaho Legislative for immediate relief, in the form of permission to undertake local option taxation referenda to address transit needs now. Allowing this regional transportation crisis to worsen because a reactionary state legislature keeps its heavy thumb on the ability of local cities and counties to plan and finance for their needs is an absurd state-of-affairs. It’s past time to “push back” on the Idaho Legislature’s regressive micro-management of this state.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>With the increased growth to the treasure valley it’s imperative that public transportation needs to be improved.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>Any metro with 1 million people needs more freeways. Add a loop using McDermott (and available farmland) south of Kuna and east to the south side of the airport NOW while condemnation costs are less and it is manageable rather than widening lanes to wait at dozens of stoplights all over town.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Jonathon Avery 83616</p>	<p>Online comment form</p>
<p>Rail is a horrible idea. It is a boondoggle that sucks money out of the regional transit system and decreases ridership on net. Projects come in three times over budget and ridership is 1/4 of projections. Look at Phoenix. Look ANYWHERE. The solution for transit is buses. They are flexible and comfortable. The solution for the treasure valley might be for public employees to Do The Right Thing. Mandate that public employees at any level (Fed, state, county, regional, city, university) must ride the bus. Teachers, too. Then run the buses. Build park and ride lots where needed. Transit is so important in this community and our civic leaders should lead the way. When even the governor, the mayor, the university president and athletic director, all the professors, the attorney general, and every social worker and state staffer are on the bus, congestion will ease considerably.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83716</p>	<p>Online comment form</p>

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
<p>Public transportation projects are the most urgent for limiting sprawl, pollution, and carbon emissions. They meet the needs of more people, especially lower income families, who are most dependent on public transit. If we create a dependable public trans network, it will attract businesses and boost economic growth. The projects will have the biggest return for dollars spent and best address the needs of the whole region's growth. They will get more cars off the road, reducing the stress on other roads and highway systems. They were developed logically, as part of region's long-term planning, rather than as part of a "band-aid" approach of road widening and maintenance. Public transportation systems are the hardest infrastructure to "catch up" on if we delay putting them in place, a problem many other cities have experienced. Public transportation projects have good potential of attracting federal matching funds.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Linda Rytterager 83705</p>	<p>Online comment form</p>
<p>we need rail now we have a railline now add stations and get a IRTA (Idaho rail transit authority) with sub stations from Caldwell to Boise</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Rob Salas 83605</p>	<p>Online comment form</p>
<p>Consider a light rail north south</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>I like the ideas and the areas of impact however I don't see the advantage. In order for public transportation to really change behaviors there must be advantages to it. Our infrastructure needs to change (somewhat radically) in order to accommodate an advantageous public transportation system that would benefit the greatest number of Idahoans. Really, I wish a light rail system was in the works as that could be a "game-changer" method in moving people across the area in better and more efficient ways.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Zach Pence 83616</p>	<p>Online comment form</p>
<p>Rail between Canyon county and Ada County is needed. Any street car system in downtown Boise is a stupid idea and a total waste of money.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>Widening roads is not the answer, look at some of the other cities that thought widening roads was the answer, and then later find out public transportation is the actual answer.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>Light rail or busses seperated from other traffic need to exist throughout the valley.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83712</p>	<p>Online comment form</p>
<p>We need more roads.....</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

<p>Letter from Valley Regional Transit attached at the end of this table. Responses to specific issues raised in the letter are included here.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p><i>Issue: In order to better integrate the planned public transportation expansion projects in the intermediate and growth scenarios with local plans, we recommend that the individual corridors or projects within each scenario be called out. These projects should be classified and symbolized into the same service types as are shown in the 2040 Treasure Valley Public Transportation plan. We also recommend updating the intermediate, growth, and 2040 networks to be consistent with the final ValleyConnect 2.0 plan. It appears that the maps used are from an earlier ValleyConnect 2.0 draft.</i></p> <p>Response: COMPASS has updated the maps for consistency with the final ValleyConnect 2.0 plan, including adding service types to the online maps depicting the intermediate and growth ValleyConnect 2.0 scenarios.</p> <p><i>Issue: It was unclear whether the 2040 network map is intended to show three high capacity corridors or if it was showing corridor alternatives. It would be helpful if that were clarified. It is also unclear when State Street should be shown as a High Capacity Corridor. The plan shows State Street High Capacity Corridor as the first priority, but it only shows State Street as a High Capacity Corridor in the 2040 Network Map. We recommend that it be shown as a High Capacity Corridor on the intermediate and growth networks as well.</i></p> <p>Response: The 2040 network map was intended to show two options for fixed guideway, plus a State Street high capacity route. This has been clarified. The intermediate and growth networks have been updated to show State Street as a high capacity corridor in each.</p> <p><i>Issue: We recommend that there be an increased sense of urgency in the section that discusses the current funding shortfalls. We recommend that it be stated the public transportation services will need to be cut if additional local funding cannot be secured. We further recommend a call to action for local jurisdictions to do what they can within the existing financial regulations to coordinate with one-another and set aside or dedicate a portion of their local budgets to support current public transportation funding.</i></p>	<p>Kelli Badesheim Executive Director Valley Regional Transit 83642</p>	<p>Letter</p>
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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
	<p>Response: COMPASS has strengthened the language on funding shortfall and its consequences in both the "Public Transportation" and "Financial Plan" technical documents.</p> <p><i>Issue: We recommend that private costs spent on transportation be estimated. Valley Regional Transit estimates that the residents of Ada and Canyon County spend approximately \$1.5 billion on gas, vehicle maintenance, insurance, and registration. The costs of the vehicles should also be added to this estimate to provide a full picture of the transportation costs in the Treasure Valley. This context is important not just to put the annual transit costs, which are largely operating costs, in proper perspective but also to put the regional shortfall of \$235 million/year in perspective. This perspective would be especially relevant in the financial plan section of the plan.</i></p> <p>Response: COMPASS has added the Valley Regional Transit's estimates of the private costs spent on transportation in the "Financial Plan" technical document, and will further research and update those costs in the next long-range plan.</p>		
<p>Buses only need to run every half hour on any given route. Any more than that, and cars, which people prefer to be in more than buses, have issues. Do NOT have a rail system in Boise. We've moved here from Seattle and a rail system is just a HUGE drain of public finances. No matter what the promises, it WILL fail. The cost will NEVER justify its use. It all sounds wonderful, but it won't have the passengers to justify it. If people want to use public transportation, they will use buses. Please don't do this to Boise - you will regret it financially.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Sue Hoffman 83651</p>	<p>Online comment form</p>
<p>Valley Connect public transportation system should be given the highest priority to advance their service areas so that more people can take advantage of their services.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Mike Durning Caldwell Chamber of Commerce 83607</p>	<p>Online comment form</p>
<p>We need more roads not bike lanes. We are not snowflakes.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83713</p>	<p>Online comment form</p>
<p>These should be highest priority and weighted with the roadway projects, along with active transportation projects, not separately.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83705</p>	<p>Online comment form</p>

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
<p>In the long run, commuter lines have to be made available. This should not only include major roadways, but also others where the general populations resides.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>I just don't get it. It seems like the idea for the public transportation system is to move people around Boise without cars, while the road projects are based on helping people drive cars into Boise. It sounds like we'll be increasing traffic at peak times and providing free transportation the rest of the time. Why not focus on bringing in fewer commuter cars? Abandon the infrastructure improvements outside of Ada County, and give free transportation and tax incentives to people from outlying cities who use public transit.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Steven Harder 83704</p>	<p>Online comment form</p>
<p>We need a light rail system from Caldwell to Boise. The growth is here. It will not be slowing down. We are already very late in the game so there is urgency.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83607</p>	<p>Hard copy comment form</p>
<p>You can run a lot of buses for the cost of building a alternate transportation system especially for a population of less than 2 million.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>focus on commuter and passenger rail before implementing downtown circulator. Strongly agree with increases to bus service and need for additional routes.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>The Boise Downtown circulator should be the lowest priority and the ValleyConnect 2.0 - Growth should be higher priority than the connector. Because of the very small footprint/service area, this project does not seem very useful except for a small minority of people, mainly tourists. For most healthy people it would be just as fast to walk or bike to their destination rather than to wait for the circulator. It seems to be a lot of investment while this money could be used to fund an increase in frequency to the existing routes or to create new routes. In addition if a circulator is really needed a simple bus instead of a streetcar would be less disruption to the existing network and would cost way less to implement, it would also be much safer for cyclists as streetcars rails are notoriously dangerous. A rapid rail connection between Nampa, Caldwell, Middleton and Boise and/or on Eagle Road would be way more useful than a connector running a few block that could easily be walked or biked.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83712</p>	<p>Online comment form</p>

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
<p>Used to be a critic of public transpo (seemed like tax drain) but now, with better understanding of transpo systems (have done lots of research) am now supporter - if done with intention/thought and mindful of tax payer investment. Need better funding mechanism - how about instead of downtown developers paying into ACHD for roads (that are mostly used to fund roads to support sprawl), assess them for public transit. Develop public transit zones where we switch from road assessment to public transit assessment. Do things that make sense and that taxpayer can get behind. Just visited Fort Collins and Bozeman. Smaller towns but they seem to have more transit available than we do! Find out what/how other areas manage to implement.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Kathy Pennisi NACFA, Friends of Beacon Light Road 83616</p>	<p>Online comment form</p>
<p>Move Priority 5 to become Priority 1. [Priority #5 is the 2040 complete public transportation system]</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Carson Tester Student at the University of Idaho and former US Senate Congressional Intern 83687</p>	<p>Online comment form</p>
Additional comments on the draft <i>Communities in Motion 2040 2.0</i> plan.			
<p>Having recently moved from congested California and now adding to the congestion in Eagle, there is a single, glaring (to me) item missing from the congested streets. This is a right-turn lane at all major intersections (especially Eagle Road). When I am sitting at a backup on Eagle and Chinden, I notice a good percent of cars in the right-hand lane want to turn right at the light. Since the bike lane isn't wide enough for a car, there isn't an easy way to clear the congestion.</p> <p>California does a great job on right-turn lanes! It appears to me there is plenty of land for Idaho to do the same thing. I understand it is costly, as all road repairs are, but it could mitigate (not solve!) current congestion.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Cathy Gordon</p>	<p>Email</p>
<p>We've needed this rail option for so long. Don't let it wait any longer.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>

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
<p>Goal 2.1 says you'll coordinate local land use planning in furtherance of the plan and Goal 8.2 says you'll protect agricultural land, but casual observation indicates otherwise -- Boise has made it nearly impossible to develop housing in the foothills, close to the city center, and driven housing development to the productive farmland in Eagle and Meridian and created needless urban sprawl. Boise needs to get on board and realize that many people who work downtown want to live near downtown but the scarcity of housing makes it difficult and expensive and contributes significantly to transportation challenges on existing roadways. Easing foothills development is important to the vitality and livability of the Treasure Valley. It's ridiculous for people who live in existing homes in the north and east ends to expect to be free of traffic when living within a few miles of the state Capitol. When you balance traffic in the inner city neighborhoods against loss of farmland and increased urban sprawl, the inner city must be the place for traffic and high density housing.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Will there ever be a government agency that learns to live within it's existing funding?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Butch</p>	<p>Email</p>

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
<p>Why aren't we getting more funding from impact fees charged to developers in Boise and Meridian? The plan says that only Nampa and Ada County are charging impact fees on new subdivisions. Boise and Meridian developments need to pay their fair share of new infrastructure needs caused by them.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>In Ada County, the road way system for the entire county (excluding state highways and interstates) is under the jurisdiction of the Ada County Highway District (ACHD). ACHD is a county-wide highway district that operates the roadway system, and it is the entity in Ada County that assesses development impact fees for roadway infrastructure.</p> <p>Ada County and its cities, including Boise and Meridian, do not have jurisdiction over the roadways within their cities – those are the sole responsibility of ACHD. So while the cities in Ada County do assess impact fees, they are used strictly for the type of the things that the cities have jurisdiction over, such as police and fire infrastructure and parks.</p> <p>ACHD does periodically review and make changes to its development impact fee ordinance, and these changes can include changes to the amounts that developers are assessed.</p> <p>In Canyon County, there is not one, county-wide highway district, so cities in Canyon County are responsible for some roadway infrastructure within their city boundaries. This is why Nampa development impact fees include both roadway and non-roadway elements. If other cities in Canyon County wished to include roadway infrastructure under their jurisdiction in impact fees, they would first need to pass a development impact fee ordinance, subject to the parameters in the Idaho statute (Title 67, Chapter 82).</p>	<p>83706</p>	<p>Online comment form</p>
<p>As long as unregulated growth is allowed, you will never be able to keep up with traffic demands. There will never be enough money (taxes) to pay for it. Slow down growth. Make developers pay for road improvements.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>

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
<p>I understand that some of these highway projects must get done. It's really encouraging to see so many of the projects with added bike lanes. But if the funding continues on the same track, public transportation will continue to be ignored. This is not a push for some brand of socialism. Not everyone has to ride the bus or carpool to work. It is freedom of choice. But right now, in the Treasure Valley, folks who choose to ride the bus aren't even able to because it does not have enough funding to really work. For those able to drive, there's no barriers here. But at the same time, those forced to drive face many financial barriers. For those who can afford to drive, it's great, but not everyone can afford to pay for a car, fuel-ups, maintenance, and insurance. Let's give everyone here an equal free choice. We spend so much money on drivers. Let's spend the same amount on walkers, bikers, and bus riders. It sounds crazy to type, but that is because western cities like Boise are so car-centric. Right now, a car is definitely the best way to get around Boise. So it makes sense to put the most money towards cars. But, that's not thinking to 2040. We have to think about what this place will be in the future. Eventually, driving really won't be the best way to get around if we continue on this funding track. Our public officials have to give public transportation a chance. It's in the best interest of their communities and everyone's quality of life here in the valley.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Light rail is a complete waste of money for the value of the ridership and should not even be considered.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>Embrace the concept of induced demand. Don't try to build our way out of it. We'll just end up in a concrete jungle that way. We're not Houston or LA, but we're not Portland or Seattle either. We need to figure out how to support our mobility needs, whether with roads or with rails.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>I am pleased to see several great projects especially ones that involve Hwy 20/26 widening, along with widening 10 Mile Rd and Linder.</p> <p>Widening Victory and Cole is great and much needed, along with extension of many bike paths. As much as I dreaded round-about, they work and they move traffic much faster than stop signs.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Tammi Murri</p>	<p>Email</p>

<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">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>However, I am very disappointed again to see that the Hwy 16 to I84 is STILL unfunded. Most of the expansions will somewhat affect the Eagle Road traffic to and from I84, but I don't believe we will see any improvement on Eagle Rd until that Hwy 16 extension has been completed. The current growth is East and West. The West Eagle and Star population is growing quickly and that extension should be a top priority. Eagle road is a disaster during high traffic times, and when traffic is lighter, there is an unfortunate number of people who go 10-15 miles below the posted speed limit which creates traffic. My assumption is that when the extension is finally funded it will be as the current extension is now, 65 mph, no business access (unless a frontage road is created), so traffic moves with a minimum of traffic lights and simply moves traffic quickly to I84. It appears that the focus is on the South West side of town, although there are some State St and Linder projects I saw. I very much doubt the Eagle Rd businesses would be impacted. If someone is driving up Eagle Rd to get to the airport or just I84 in general, they are not stopping to shop, they just want to get to I84.</p> <p>I have spoken to many others who agree with me. Thank you for giving a forum to give feedback.</p>			
<p>The current improvement projects are designed to meet current demands at best. Long range planning should be looking to accommodate the projected growth and resolve current needs not just solve current transportation problems. The southern by pass should be a top priority for long range planning in the Treasure Valley. It takes an estimated 10% to 15% of the traffic off of I84 immediately. This alone removes the need for additional lanes to I84 and reduces some of the pressure on the other east west corridors. With estimates of the valley doubling in size the southern by pass would allow for that growth in businesses, population, industry and transportation. The southern by pass would help accommodate decades of future growth and help with current transportation problems.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83634</p>	<p>Online comment form</p>
<p>Its a real shame that Idaho can't seem to get the ball rolling on expansions earlier in the game. It seems that a lot of projects are band aids and not solutions. We need to be ahead of the growth.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Adam Tardiff 83704</p>	<p>Online comment form</p>

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
<p>The details of the draft is overwhelming to me and I do not comprehend it. However these are my general comments for long-range transportation plan: In heavily congested and fast-growing areas, it is imperative to have mass transportation in place, in the form of renewing the existing rail system, public buses, vans. In keeping with exponential growth of cities in ADA and Canyon Counties, such as Eagle and Meridian, expand bus services year-round in rapidly growing areas. The rail system on busiest roads must be grade-separated, so as not to interfere with heavy traffic, such as Eagle Road. Highway 16 must be connected to I-84. Plan to connect highways to highways, and not broken up, as highway 55 is.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Railroad corridor is already in place, for the most part. Make high use of this from one end of TV to the other. Place bicycle/pedestrian ways on each side as there is usually an easement already in place. That would be the #1 priority for me.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Shelly M Doty 83642</p>	<p>Online comment form</p>
<p>yes this orgination is very good</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83647</p>	<p>Online comment form</p>
<p>Let the engineers, give a more major role in selecting projects studied need on as opposed to letting the politicians having the greater role. For example, the extension of highway 16 to the interstate appears as more of a politician decision and not a engineer's decision based on need.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Ralph Mellin 83709</p>	<p>Online comment form</p>
<p>Look at California to see how NOT to alleviate traffic problems. There, the state tried to discourage drivers by making it inconvenient to drive their cars. Funds have been taken away from the highway funds to build bicycle trails and pay riders to not use their cars. Light rail cars are consistently empty while busses are merely rolling dorms for homeless drug addicts to sleep in all day long.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83607</p>	<p>Online comment form</p>
<p>Love the web site!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83716</p>	<p>Online comment form</p>

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
<p>Thank you for this <i>information [referring to information provided earlier about the FY2019 – 2023 Regional Transportation Improvement Program.]</i></p> <p>I understand public comment is being taken now on CIM 2040 2.0. Can you tell me, given the significant amount of growth/ construction happening along Hwy 44/State Street and Eagle Road, if a new study is planned for the 3CRX [Three Cities River Crossing] corridor?</p> <p>Also, can you tell me when Hwy 16 connecting Hwy 44 to Hwy 20/Chinden was constructed, its construction cost and traffic volume today?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>Regarding the Three Cities River Crossing corridor, the Three Cities River Crossing is listed as the #17 priority for unfunded local projects in the draft CIM 2040 2.0 plan. No additional studies are planned for this project at this time, and the cost is currently to-be-determined.</p> <p>Additionally, the State Highway 16 extension from State Highway 44 to US 20/26 (Chinden) was completed in 2014. The cost to design, acquire needed property, and construct the roadway from State Highway 44 to US 20/25 was \$100 million, with an additional \$7.6 million for the required Environmental Impact Statement.</p> <p>As of 2017, the average daily traffic on this stretch of State Highway 16 was 13,000 vehicles.</p> <p>You can learn more about unfunded priorities in the draft CIM 2040 2.0 plan (including both state system, such as State Highway 16, and local system, such as Three Cities River Crossing) at http://compassidaho.org/CIM2040-2.0/unfunded-needs/.</p>	<p>Arlene McCarthy</p>	<p>Email</p>
<p>Your community meetings are at the worse time and place for access from Boise.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>I am generally opposed to government spending and increasing taxes. However, I live and work in this area and I know how awful some roads and intersections are to navigate. I would support a tax increase that goes directly into a transportation fund and could not be used for any other budget item. That fund could then be used for these projects.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>

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
<p>Thank you for accomplishing all of this work to help set the Treasure Valley on a better, more sustainable transportation path forward. I am excited by the prospect of these mass transit developments over time and simply wish to comment that up front investments in public, mass transit will offset opportunity costs of single vehicle car roadway investments long term, especially in ongoing maintenance and expansion projects, which should be down prioritized wherever possible to free up dollars for mass transit. We need to set the mass transit plan in motion rather than leaving it in the "unfunded plan" category. If you never start this process, it will never supersede the almighty highway system which is so inefficient, expensive, and unsustainable in the 21st Century. Idaho can be far greater and ahead of other states in its development if it can invest more in Mass Transit while the cost to do so is still manageable, relative to other projects. Let's be Salt Lake City, D.C., or San Francisco instead of Los Angeles... the work we do today will result in one or the other in 30 years.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Joseph Schueler 83702</p>	<p>Online comment form</p>
<p>I believe that mass transit/public transportation is the only sustainable, viable, option for Boise moving forward. Our city offers a very unique and beautiful landscape that needs to be protected. It's time for city, county, and state representative to, "think out of the box" and make decisions now, about valley growth concerns. To follow, or copy other cities would be a costly, and time consuming mistake. I propose using already existing city, state, and federal right of ways to construct an elevated hybrid solar powered "smart pod" system. I envision initially a circular route down Broadway from the airport pasting BSU and continuing though downtown following the connector. Simple platform stops along the way leading to satellite parking lots would be established. Using smart technology to construct small 4 man pods moving independently when requested from your phone or a platform kiosk would be the norm. I know this is a bold idea and believe our citizens would embrace it. A "Smart Pod" transit system could set Boise up to be a model for other mid-sized communities around the country.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Robert Hanson 83709</p>	<p>Online comment form</p>

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
<p>I recommend a bypass to western I-84 because it is foreseeable that the Boise, Nampa, & Caldwell stretch will quickly bottleneck itself despite improvements. A southern route would be an economic boon to those communities, by relieving congestion in our community. As a current Boise resident and former truck driver in my opinion it is time to plan & proceed with this for the good of Idaho.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>A light rail from Nampa to Boise can really offset the large amount of people driving from Nampa or Caldwell to Boise each day.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>Increase bus routes immediately. Then quickly start rail plans.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83705</p>	<p>Online comment form</p>
<p>Widening of major thru fares should be #1 priority. Intersections second with a heavy dose of roundabouts for smooth traffic flow. It makes no sense to put in traffic lights creating stop and go intersections when a roundabout will improve flow for the same amount of money and is much safer.</p> <p>Bus service is so bad it either should be eliminated west of Meridian or put on a strictly no pay just use it scheme. I doubt if collections from the public exceed the cost of the bean counters and equipment required to collect the fares. It should be free to all fares not just a select few. If and when driverless technology is available that might change the equation.</p> <p>Sidewalks and bike lanes should be combined. The amount of money spent on widening the roads for what little bike use there is, is ridiculous. Share the sidewalks--not the roads.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Hubert Osborne</p>	<p>Email</p>
<p>Additional Item not noticed: Deer Flat Road between Perch Road and Farner Road needs to have some sort of reflective marker to mark the edges of the road. In stormy weather this area is hard to see the road.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83607</p>	<p>Online comment form</p>
<p>As a commuter that uses public transportation their needs to be incentives such as HOV Lane in the future as traffic congestion increases</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>The grid of roads is great compared to other metro areas- what is obvious to anyone having lived in larger metro areas is where the plan will fail (just widen grid roads subject to stop lights) in short order if true arteries not relying on stoplights are not added in undeveloped areas for a loop NOW. Can you point to any success stories of metro areas +1 Million with one simple freeway running down the middle? Nope.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Jonathon Avery 83616</p>	<p>Online comment form</p>

<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">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>Another creative solution to congestion might be to split the shift for public employees. The problem is that, a long time ago, the treasure valley decided to cram every city, regional, county, state, and fed office into downtown Boise. That was dumb and now we're stuck with it because that's where all the pretty buildings are. But if we said, public employees work shifts. One shift is 6am-2pm and one shift is 11am-7 pm. Then public offices stay open to serve the public 7am-7pm. That would ease congestion, too.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83716</p>	<p>Online comment form</p>
<p>No trains / light rail! I used to live in Europe, and while rail is appropriate in densely-populated European cities, it makes no sense in Boise. Buses offer a much more flexible, cost-effective means of mass transit. I've lived in two other Western cities (Phoenix and Albuquerque) that had rail systems, and both were very expensive to operate with low ridership.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83716</p>	<p>Online comment form</p>
<p>I don't like people enough to stay here. Emmett here I come</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83716</p>	<p>Online comment form</p>
<p>Attached are my comments on the draft plan. It reflects my attempt to cover both the corrective actions cited in our recent TMA Certification Review as well as any other useful items that came to mind.</p> <p>In reviewing the draft plan I considered the "on line" document, the technical write ups (chapters), and the numerous links to supporting reports and other materials.</p> <p>All in all, I found the draft plan to be very thorough and well done. I did struggle at times to keep from getting lost when switching back forth between the main plan and the supporting materials but that is somewhat a reflection of me.</p> <p>As noted in my comments, I particularly liked the "Executive Summary" for its effectiveness in getting the most important information to the audience in a clear and concise manner which will make sense and have an impact to the general public.</p> <p>I also liked the Performance-Based Planning coverage because I appreciate just how much COMPASS has done in this regard and I think you folks have a good story to share on this subject.</p> <p>It is my expectation that, with the finalization and adoption of CIM 2040 v2, all of the Corrective Actions</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>To respond to issues raised in the letter:</p> <p><i>Issue: ...the absence an introductory explanation of decision making process by which the funded and unfunded projects have been identified and prioritized. Among other things, this explanation could address how a program of projects is developed and, that it is done so in a manner which considers needs and possible solutions from a systemwide and multi-modal standpoint.</i></p> <p>Response: This explanation has been added to the final plan in the "Prioritization Process for Unfunded Transportation Needs" technical document http://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Prioritization.pdf</p> <p><i>Issue: While the analysis aspects of the prioritization process are effectively addressed for the unfunded projects in Prioritization Process for Unfunded Transportation Needs chapter, there is no clear and concise explanation of the subsequent process and considerations by which the prioritized lists of funded and unfunded</i></p>	<p>Scott Frey Transportation Engineer Federal Highway Administration, Idaho Division</p>	<p>Letter (attached to email)</p>

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<p>(from our Certification Review) pertaining to the Plan will be considered resolved.</p> <p>[NOTE: Letter attached at the end of this table]</p>	<p><i>projects were established by the COMPASS Board.</i></p> <p>Response: This explanation has been added to the final plan in the "Prioritization Process for Unfunded Transportation Needs" technical document (http://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Prioritization.pdf)</p> <p><i>Issue: The draft MTP [CIM 2040 2.0] provides a good overview of the CMP [congestion management process] including its general purpose and products as well as examples of the data resulting from it and the solution strategies which it cites. Additional explanation is needed however, to specifically cover how the CMP is utilized in the program development processes for both the MTP and the TIP [Transportation Improvement Program].</i></p> <p>Response: This explanation has been added to the final plan in the "Financial Plan" technical document (www.compassidaho.org/CIM2040-2.0/financial-plan/).</p> <p><i>Issue: The "Available Funding for Transit Expansion" section of the Financial Plan chapter makes a reasonable effort towards addressing this issue [dire financial situation facing the public transit program], however, an even more extensive discussion of the funding situation for public transit and the likely consequences in terms of loss of service if this underfunding is not resolved might be appropriate.</i></p> <p>Response: A more extensive discussion of the likely consequences of loss of bus service due to the funding shortfall for public transportation has been added to the "Available Funding for Transit Expansion" section of the "Financial Plan" technical document (www.compassidaho.org/CIM2040-2.0/financial-plan/).</p>		
<p>After seeing the Seattle area traffic become horrible due to agreeious political decisions over several decades. I see the same thing happening in the Treasure Valley. There is still time to make a good long-range plan for Fruitland-Payette to East Boise and using buses short term, say at least 5</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Douglas L James, P.E. retired</p>	<p>Email</p>

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<p>years. There is a much better solution than the systems based on inflexible rail and buses which have been the 'standard' for over a hundred years in American metro areas. The problem especially with rail it is fixed narrow path. Bus routes can be re-routed and is generally limited to arterials. Lets use proven technology and let people have choice in transportation.</p> <p>I am a retired electrical engineer P.E. who was instrumental in correcting major problems in the mid 1970's as a vendor to Boeing on the Morgantown WV personal rapid transit system upgrade. Jet Propulsion Lab at Pasadena (JPL) provided the concept. It is rubber tired, electric, all weather, totally autonomous (self driving) and dispatched from a remote control center. Thirty MPH was chosen as the system speed. At first I felt this system was a boondoggle. My second visit I saw great capability in this concept.</p> <p>The key to the system is a dedicated concrete guide way that can run at ground level, elevated (like the noisy Chicago L train), and underground. It could be run along the narrow twisty Hill street without affecting the road traffic. Morgantown is very old, narrow roads, in a narrow valley along the river. There are house where you step off the front porch directly into street traffic. Since it uses delivery van sized vehicles (UPS, FedEx) and rubber tired, a stalled vehicle can be towed in surface streets to a repair facility. Historically, when the Seattle Sounder light rail system train stalls it blocks the tracks for a substantial period plus the system is dependent on a energized supply of electricity.</p> <p>Self driving cars are being deployed by several companies with limited success and some of that technology. In talking with other knowledgeable engineers, self driving cars on the public streets ultimately a bad idea because of safety issues since unexpected situations always arise. A dedicated guide way solves this.</p> <p>The Morgantown system was designed and built well before reliable safe regenerative braking, IBM PC and low cost integrated computer chips (Micron is a major part of this industry, GPS, small vehicle cameras, much more capable lithium batteries, vastly improved</p>			

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<p>computer software, railroad positive train control, cell phone network, low cost laser measurement, and far better automobiles and tires. Also it is now feasible to make cost saving pre-fabricated guide way sections off site since they are relocatable.</p> <p>A fixed guide way system has these benefits over a rail or bus system:</p> <ul style="list-style-type: none"> • Safety and up-time. Avoiding surface street pedestrians, congestion, collisions, and stalled vehicles is the goal. • It is feasible to heat guide way sections for icing conditions or dreaded studded tires. • Less vehicle maintenance due to less wear and labor. • Guide way maintenance similar to road or rail. • Vehicles can form a 'train' for bulk haul in the mornings. And at night, both bulk haul and real-time 'random car mode' for shopping via individual ticket purchase. A 'train' can be assembled of broken apart on the fly. • Overhead guide way sections can be relocated using modern rubber tired cranes (120 ton lifting capacity). • Rubber tires have better traction than steel wheels and can be studded. They can handle all street grades. • Rubber tires are quieter than steel. • Electric propulsion can be regenerative saving energy and not using brakes on down grades or on stopping. • This is because a diesel engine cannot put fuel back into the tank. • On vehicle batteries can provide power to drive to the next station, if the control center has backup power. • Less air pollution than diesel engines since the vehicles are all electric. <p>The biggest problem faced in implementing this type of transit system has been obtaining right of way. A related NIMBY factor (Chicago L train) is looking into peoples windows. I suspect there are controllable one-way glasses.</p> <p>In looking back at history and forward, a transportation system with a re-relocatable dedicated electrified guide way for rubber tired vehicles, this approach will be a good value simply because is will be</p>			

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<p>used. Seattle went to dark windows on buses to hide the fact the buses are empty! It took some time for the Morgantown people to adjust but is like the Otis elevator, a world wide success.</p> <p>For the future, I envision guide ways on at the one mile roads and arterials and closer placement in the high density areas like downtown Boise, event centers, and the airport. Idaho Power has major lines everywhere. This is kinda like a practical version of George Jetson.</p> <p>My background includes heavy steel wheeled cranes, elevators, and machine controls. My perspective is somewhat unique from my life's experience including seeing dumb long-term transportation decisions. There is a saying in management - "The biggest screwups happen when you do not understand the problem you are solving."</p>			
<p>if Eagle road is rebuilt over the freeway it is time to put connecting flyovers for NB , SB , EB and westbound flow thru viaducts over I-84 to bring this area to the 21st century in transportation and so on and so on and make the downtown connector finish out to E. Boise near Gowen and continue to I-84</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Rob Salas 83605</p>	<p>Online comment form</p>
<p>The plans are good, I just wish the plans were more proactive in building an innovative and leading infrastructure that other states would envy.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Zach Pence 83616</p>	<p>Online comment form</p>
<p>WE NEED A DEDICATED SOURCE OF FUNDING FOR TRANSPORTATION COSTS. Local Option Tax is the most logical solution. This must be fought for and achieved as soon as possible.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Clay Carley Old Boise LLC</p>	<p>Email</p>

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<p>Here are my thoughts: Eliminate the ACHD and turn that money over to the IDOT. ACHD spends too much on road "maintenance" and is over- funded. We don't need more roads; we need better transportation system, i.e. Mass transit.</p> <p>We need a light rail system, beginning with east-west from Caldwell to Boise. Yes, it will cost money but it will me worth it in terms of easier commutes, time savings, improved air quality, public safety and reduced carbon emissions/global warming.</p> <p>Take land use planning seriously and restrict this ridiculous growth. Bieter and the county commissioners are allowing developers to do whatever, wherever they want and our diminishing quality of life shows that. Yes, growth and development can be controlled if our elected officials get some backbone.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>---</p>	<p>Email</p>
<p>Rail between Canyon county and Ada County is needed. Any street car system in downtown Boise is a stupid idea and a total waste of money. Also need to build the 3 cities river crossing.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>Good effort. very comprehensive.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83714</p>	<p>Online comment form</p>
<p>prioritize by how to effectively move people, not widen roads.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>If cities in other states can come up with regional transit plans that don't lead to the absolute suburban sprawl possible and regions in other countries can priotitize public transport over single occupancy commuting we can too. We need a very different vision.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83712</p>	<p>Online comment form</p>
<p>I lived in the Eagle area, (technically northwest Ada county) for 14 years, near the corner of Beacon Light Rd. and Park Lane. Since we lived there the population of Eagle doubled in less than 10 years. I see no abatement in the near future (20 years). The proliferation of vehicles, from bicycles to heavy trucks has not stopped and the mix on two lane, country roads (Beacon Light, Floating Feather) especially during afternoon hours has been dangerous to all. As motorists swing wide to avoid bicyclists and move into opposing lanes of traffic flow I have been involved in many near head on situations. Excessive speeds by commuters, a lack of patrol resources by the Ada County Sheriff's office has not helped.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>Regarding passenger rail – COMPASS is planning for eventual passenger rail between Caldwell and downtown Boise. You can learn more about those plans here: http://www.compassidaho.org/documents/prodse/rv/CIM2040_20/TechDocs/PublicTransportation.pdf (see discussion beginning on page 11). However, there are two obstacles that prevent this from moving beyond the planning stage at this point: (1) Union Pacific is currently not</p>	<p>S.E. Smith III</p>	<p>Email</p>

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<p>Ada and Canyon Counties are essentially an east-west arrangement but an alternative north-south corridor in West Ada county will be desperately needed, Linder, 10 Mile, or Hwy 16 and a way to get on and off.</p> <p>I am moving to Nampa/Canyon County to get away from some of these dangerous situations and the daily mess that is Eagle Road.</p> <p>I have been involved in inter-modal transportation in my past careers.</p> <p>Why there is not a passenger rail service on the existing tracks between Caldwell-Nampa-Meridian and Boise is a mystery to me. Usually the cost of the right of way or diversion of mainline freight traffic becomes prohibitively expensive. In the valley most of the line is serviced by a once a day local freight delivery by the INPRR which could easily be accommodated during off peak hours. The line even traverses near key retail centers.</p> <p>I would be happy to expand on these topics either in writing or in person. Respectfully Submitted,</p> <hr/> <p>Reply to response:</p> <p>Thanks Amy for getting back to me. U.P.'s policy of no new passenger operations is unfortunate, they are running scared from the liability.</p>	<p>interested in allowing passenger rail on its tracks or in selling its tracks and right-of-way (because of this we are also looking at alternatives to the UP rail location for potential passenger rail) and (2) there currently is not a funding source to operate a rail system. We cannot "build" a passenger rail system without funding for long-term operating costs. This is something COMPASS is keenly aware of and continues to work toward.</p>		
<p>Widen roads, put it sidewalks and curbs, we need a few more lights at intersections instead of 4-way stops, no more circles, and please, NO RAIL SYSTEM (been there and done that and it was/is a disaster).</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Sue Hoffman 83651</p>	<p>Online comment form</p>
<p>Compass has been doing an excellent job of planning for the future growth of Treasure Valley.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Mike Durning Caldwell Chamber of Commerce 83607</p>	<p>Online comment form</p>
<p>We need a belt route for Kuna, Southwest Boise, and Nampa. The best route is Kuna Mora Road. This should be a top priority.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83713</p>	<p>Online comment form</p>
<p>The Kuna-Mora Road to Bowmont Road connection project should not include bike lanes, curb and gutter. Kuna-Mora Road should be an expressway or belt route alternate to I-84 to alleviate traffic on I-84 in town.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Andy Wycherly 83646</p>	<p>Online comment form</p>
<p>One of the biggest questions to ask first is do we want more development in the Treasure Valley? I for one do not. If you build roads and make it initially easier for people to get from one place to another, then more</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83714</p>	<p>Online comment form</p>

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<p>people will come, but in the long run the improvements that have been made are not enough. Congestion will always overcome the capacity of the system. Many of our politicians and community "leaders" believe that growth is the only thing that's really important. Job growth and the increases in population are the only things that seem to matter. More people mean more tax revenue to spend. It's an addictive cycle. Let's maintain what we have, focus on improving safety, and scale back on system expansion to make growth less desirable. Anyone who wants to develop residential or commercial property should be required to pay the full cost of infrastructure expansion so that their development has zero impact on the transportation infrastructure. That would force a balance to existing between growth and infrastructure improvement. Let's not pave paradise!</p>			
<p>We can't afford to maintain what we have today, yet the top ten projects in the local system are all widenings. We should be prioritizing public transportation, bike infrastructure, and pathways above all else. COMPASS needs to be a leader for the Valley, not following the same thinking that got us here today. Add the rail with trail to the local transportation system, add the greenbelt, the New York Canal pathway, and the Indian Creek. We have other items with "TBD" costs, why can't we add these? Additionally, weight all projects together, and based on points AND cost, not separately.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>In CIM 2040 2.0 public transportation projects are prioritized as their own group of projects, similar to roadway projects on the state system and roadway projects on the local system. The prioritized groups generally align with funding sources that come with various regulatory "strings" attached. Some funds are specific to roadways, bridges, and tunnels; other funds are specific to public transportation; and others are specific to sidewalks, trails, and similar projects. The amount of funding specific to sidewalks and trails is small. However, most roadway projects you see prioritized in CIM 2040 2.0 – particularly the local projects – also include a sidewalk or pathway component.</p> <p>CIM 2040 2.0 includes several funded pathway projects, including a Fairview Avenue Greenbelt ramp in Boise, the Five Mile Creek Pathway in Meridian, the Grimes and Stoddard Pathways in Nampa, and an Indian Creek Pathway project in Caldwell and Nampa, to be constructed in the next five years. A rail-with-trail project is in preliminary development in Meridian. (See www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Funded_All.pdf)</p>	<p>83705</p>	<p>Online comment form</p>

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	Rail-with-trail and other pathways have not been included in the unfunded prioritized project lists as stand-alone projects because they are not yet well-defined, implementable projects. COMPASS and its Rails with Trails Workgroup is developing design and cost estimates for a trail along the Boise Cutoff rail line. However, Union Pacific Railroad, the owner of the track and the right-of-way, is not currently willing to allow an easement or to sell part of the right-of-way for a trail. COMPASS has also identified a future regional bikeway and pathway network for the Treasure Valley that could stretch over 380 miles and include pathways, trails, and roadways. Once this network has been developed into a plan of discreet projects, including costs and strategies for implementation and funding, the projects can be included in the next regional long-range plan.		
Continuation of #3. As the Treasure Valley seems to be attracting more and more seniors, the need for public transportation will continue to grow. Waiting is costly, however given the fact that there is not enough money to go around it must be put into the current mix and when that happens it priority drops.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form
From where I live (State st & Hill Road) State street needs priority attention. From Glenwood west to Star, there are literally thousands of housing units being built. In addition to increasing heavy traffic, State St does not have bike lanes or, in many places, even sidewalks. Its a ped/cycle nightmare! Also, I would see more access points to the greenbelt from State St.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83714	Online comment form
October 19, 2018 TO: Matt Stoll, COMPASS FROM: Ray Stark, Boise Metro Chamber RE: Comments on CIM 2.0 The Boise Metro Chamber appreciates the public process for Communities-in-Motion 2.0. The Chamber takes an active interest in projects of regional significance in the Treasure Valley. Our transportation involvement in the Valley pertains to commerce, economic development, congestion mitigation and mass transit. Thank you very much for including these comments for CIM 2.0. The Chamber supports several projects important to the future of Ada and Canyon counties:	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Ray Stark, on behalf of Boise Metro Chamber of Commerce	Email

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<ul style="list-style-type: none"> • U.S. Highway 20/26- various projects from Eagle Road in Boise to Interstate 84 in Caldwell • State Highway 16- extension from I-84 to U.S. 20/26 • State Highway 44- various projects from Boise, through Garden City, Eagle, Star, Middleton, to Interstate I-84 • Expanded Regional Public Transportation and Mass Transit Services- as envisioned in Valley Regional Transit’s ValleyConnect strategic plan • Arterial Grid System- improvements to Ada County’s extensive one-mile arterial grid system • Non-Vehicle Transportation- improved network of bikeways and pedestrian mobility 			
<p>Letter from City of Boise attached at the end of this table. Responses to specific issues raised in the letter are included here.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors. To respond to specific requests raised in the letter:</p> <p><i>Request 1: Add a cost-benefit comparison or another analysis to show the cost effectiveness of the projects to Figure 7, Performance-Based Planning technical document. This will facilitate a robust discussion on expanding public transit within the region.</i></p> <p>...[W]hat is the most effective expenditure? ...[W]hat is the cost and impact of each [project]? ...[W]hat would be gained by funding all of the bike and pedestrian needs?</p> <p><i>[Additional detail on this request can be found in the attached letter]</i></p> <p>Response: The performance comparison of proposed projects, summarized in Figure 7, was based on available data, which currently don’t lend themselves to a benefit-cost comparison for projects in CIM 2040 2.0. COMPASS will review options for including this for the next update of the long-range plan, and discuss this with the Regional Transportation Advisory Committee and COMPASS Board of Directors as part of the discussions on the scope of that plan and COMPASS’ Unified Planning Work Program and Budget.</p>	<p>Mayor Dave Bieter City of Boise 83702</p>	<p>Letter (attached to email)</p>

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	<p>An analysis of “what would be the impact if ‘this’ unfunded project were to be funded” was conducted for the majority of the unfunded projects (some did not lend themselves to this type of analysis). Those results were considered in the prioritization process. A discussion of that process and a link to the technical analyses can be found on page 2 of the “Prioritization Process” technical document at http://www.compassidaho.org/documents/prodserve/CIM2040_20/TechDocs/Prioritization.pdf and Prioritizing Projects web page http://compassidaho.org/CIM2040-2.0/prioritizing-projects/.</p> <p><i>Request 2: Create two additional consolidated lists of funded and unfunded prioritized projects, using the three separate lists (State, Local, and Public Transportation). The consolidated lists are needed to clearly show the region’s priorities.</i></p> <p>Response: Your request will be provided to the COMPASS Board of Directors. The COMPASS Board of Directors approved the three discrete lists in April 2018; consolidation of these lists will require additional COMPASS Board of Directors action.</p> <p><i>Request 3: Include a chart to show all available funding as well as the flexibility and constraints of funding sources.</i></p> <p>Response: A chart with this information has been added to the “Financial Plan” technical document: http://www.compassidaho.org/documents/prodserve/CIM2040_20/TechDocs/Financial.pdf.</p> <p><i>Request 4: Create a list of funds spent on the “Funded Projects Not Mapped.”</i></p> <p>Response: This list for non-capital federally funded projects, for the first five years of the plan, can be found on pages 7 – 8 of the “Financial Plan” technical document. These expenditures are factored into the financial forecast, but there is no detailed long-term project list.</p>		<p align="right">46</p>

<p>Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p>Staff Response</p>	<p>Zip Code Name Affiliation</p>	<p>Format</p>
	<p><i>Request 5: Review and provide feedback on the City's previous comments on the Freight Corridor Study.</i></p> <p>Response: The COMPASS Freight Study was developed by a consultant team with review and feedback by the Freight Advisory Workgroup. All the comments on the COMPASS Freight Study were provided to the consultant and addressed in the working papers and the final report [see http://www.compassidaho.org/prodserv/CIM2040_2.0/freight.html#freightstudy].</p> <p><i>Request 6: On the freight maps, make the following changes as requested with the Freight Corridors Study [additional detail on this request can be found in the attached letter]:</i></p> <p>a) <i>Figure 4, Location of Freight Clusters: Remove residential areas as primary freight clusters in Boise</i></p> <p>Response: The freight clusters were identified using business establishment data, employment data, and truck GPS data at the traffic analysis zone (TAZ) level. Some residential TAZs next to corridors with high truck volumes show on the freight cluster map. COMPASS corrected the map that showed the TAZ mentioned in the letter.</p> <p>b) <i>Figure 6, Truck Corridor Network Map of Truck Corridor Network Overlaid with Freight Clusters: Remove Orchard and Cole Road north or Overland or create a new label instead of "regional" for connectors.</i></p> <p>Response: The Truck Corridor Network map is based on existing (2017) truck volumes. The categories are based on <u>existing</u> volume and cluster conditions, not designated for planning purposes. The freight corridor network and the labeling of the categories were discussed at length, and agreed to, by the Freight Advisory Workgroup.</p>		

<p style="text-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 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>Request 7: Add a placeholder for the regional bike network to the consolidated unfunded list. [additional detail on this request can be found in the attached letter]:</i></p> <p>Response: At this point, the regional bike network is in the early planning stages. Once it has been developed into a plan of discreet projects, including costs, and strategies for implementation and funding, the projects can be included in the next regional long-range plan.</p> <p>As noted above, consolidation of the lists of unfunded projects will require COMPASS Board of Directors action. Your request will be provided to the COMPASS Board of Directors for consideration.</p> <p><i>Request 8: Unfunded Project List:</i></p> <p><i>a) Bridge projects and projects that are along the regional bike networks should reflect that. For example, #2 on the state system unfunded list is on Hwy 20/26, an identified regional bike route, but does not call for bike improvements.</i></p> <p>Response: COMPASS has added bicycle/ pedestrian facilities to project descriptions where they are missing, including US 20/26, which includes a separated bicycle/pedestrian pathway.</p> <p><i>b) For the overpass on the Unfunded State Priorities list, increase the scoring for ped/bike performance which should move the overpasses up from #7 to #5. Specify the projects include protected bicycle lanes and sidewalks.</i></p> <p>Response: The “overpasses” project did include bicycle/pedestrian facilities as part of the reconstructed overpasses when they were analyzed with the Performance Measure Framework, so this was already considered in the analysis. COMPASS has added bicycle/pedestrian facilities to the project descriptions where they are missing.</p>		

<p>Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p>Staff Response</p>	<p>Zip Code Name Affiliation</p>	<p>Format</p>
	<p><i>c) Recommend removing Three Cities River Crossing</i></p> <p>Response: This recommendation will be provided to the COMPASS Board of Directors.</p> <p><i>Request 9: Modify proposed regional bikeway network to specify detached multiuse pathways or protected bike lanes. As it reads currently, high speed roads such as Hwy 44 and 20/26 would be acceptable with a standard bike lane.</i></p> <p>Response: The proposed regional bikeway network is still in the conceptual stage, so does not yet include proposed designs. This will be clarified in the text of the "Active Transportation" technical document.</p> <p>In FY2019, COMPASS will be updating its Complete Streets policy. A discussion of policy regarding appropriate design will take place as part of that update. Implementation policies for CIM 2040 2.0 state "promote the appropriate design of transportation facilities for the needs of all users as outlined in the COMPASS Complete Streets policy" (see http://compassidaho.org/CIM2040-2.0/implementation/). Similar language will be added to the "Active Transportation" technical document as part of the discussion of the proposed regional bikeway network to connect design considerations for that network to the soon-to-be-updated Complete Streets policy.</p> <p><i>Request 10: On Figure 7, add segment termini for the projects.</i></p> <p>Response: COMPASS has added segment termini to Figure 7 in the "Performance-Based Planning" technical document.</p> <p><i>Request 11: Incorporate the certification feedback from the FHWA's recent analysis.</i></p> <p>Response: See COMPASS responses to Federal Highway Administration comments, above.</p>		
<p>Well laid out website, easy to navigate through and find information.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>

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
Stop widening roads and make transit options a priority.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83702	Online comment form
<p>Although COMPASS is rightfully focusing a lot on improving the public transportation system and on active transportation, most of the funding is too often directed to roadway widening. Given the current predictions on climate change as well as the current obesity rate for both adults and kids, directing any funding to roadway widening instead of mass transit and an efficient and safe active transportation network is criminal. Adults and kids should be encouraged to use active transportation. However, most people will always choose the path of least resistance and they won't stop using single-occupant cars unless they have an incentive to do so, aka it is most efficient to take a bus or a bike. If people needed an hour to drive the 5-mile to their destination, they would take a bus or use a bike; thus reducing emissions and improving their health. Adding more single-occupant car lanes does not encourage people to change the way they commute. The additional lanes will only be useful for a couple of years and then additional lanes will be needed. This problem won't be solved with autonomous cars, so there should be a much bigger focus on providing convenient public transportation in the Treasure Valley (as is the bus system is not convenient because it is not frequent enough and service ends too early) and safe bike infrastructure. Encouraging kids to bike or walk to school will only be possible if there are safe routes. As such, the focus should be on separated bike lanes as the only safe alternative for both adults and kids. Other bike infrastructures are dangerous and inefficient to promote and encourage bike commuting as well as biking to school for kids. Sharrows encourage road rage from motorists who constantly insult and harass the cyclists (including when the road is wide) or cannot bother to be delayed a few seconds and wait to pass when it's safe. These situations are scary for adults and totally unsafe for kids. Bike lanes not separated from the road gives motorists the impression that they can pass the cyclist as close as they want, including driving on the bike lane paint, endangering the cyclist. Even when the speed limit is 25 or 30 mph most motorists don't respect it and have the impression that the paint on the ground is enough to protect the cyclist so they don't feel the need to</p>	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83702	Online comment form

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
<p>pass at a safe distance. These are dangerous for adults let alone for kids who don't have the same traffic awareness as adults and may wander or swerve. Conflicts between pedestrians and cyclist arise on shared path, including the Greenbelt, because of the speed difference especially between bike commuters and pedestrians. The entire bikeway and pathway plan could be funded by not building one of the funded roadway widening projects; which would be much cheaper and much more useful for future generations.</p>			
<p>Roundabout planned for BLR/Linder should be 1 lane E/W not 2; BLR itself should be designed as 2 lane rural road section with bike lanes and bridle path on north side of road to allow access to public lands; We all know what this area is - large lots that accommodate live stock - that is one thing that will not change; lets provide an amazing amenity to enhance access to public lands - eventually connecting across SH55 to trail system; How amazing would that be?? Also - push widening of Linder from SH44 to FF out to future. Traffic counts do not currently support this widening AT ALL; put money towards SH44 widening (work with ITD); as a general rule, do not widen ANY local roads (especially ones with under capacity traffic counts) unless and until state system has been improved; You may find widening unnecessary as traffic patterns change with upgraded state system; INVEST IN TRANSIT!!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Kathy Pennisi NACFA, Friends of Beacon Light Road 83616</p>	<p>Online comment form</p>
<p>If there is anything you get out of my comments, please work with USDOT, NVDOT, IDOT, and US House Reps and Senators & Governor to Bring Interstate 11 to Idaho. There is so much economic opportunity by connecting the Treasure Valley to Las Vegas and Phoenix via Interstate. Eastern Oregon does not deserve a North/South Interstate. Also please find ways of creating more Auxiliary interstates. Highway 16 needs to reach I84 ASAP!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>I-11 was identified in the Fixing America's Surface Transportation (FAST) Act — the latest federal transportation bill — as eligible for further study up to I-80 in Nevada (around Sparks/Fernley). The Nevada Department of Transportation recently published a draft I-11 Northern Nevada Alternatives Analysis (https://www.nevadadot.com/Home/ShowDocument?id=14481) studying the various connections from Las Vegas, NV, to I-80. The draft technical memorandum recommends US 95 (with some variations) to be I-11 between Las Vegas and I-80. The next step is to go through the NEPA process for that section; however, no funds have been identified to date. The route north of I-80</p>	<p>Carson Tester Student at the University of Idaho and former US Senate Congressional Intern 83687</p>	<p>Online comment form</p>

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
	<p>(ultimately to Canada) is unknown. The technical document identifies several options: (1) US 395 through California, Oregon, and Washington; (2) US 95 to I-84 through Oregon and Idaho; and (3) I-80 to Salt Lake City, UT (a route north from Salt Lake City has not been identified). However, there is currently no formal plan to move forward to determine the longer-range vision for connecting northern Nevada to Canada. Engagement of adjacent states will be critical for defining preferred routing through the northwest US, and states' commitments to implementing such a corridor.</p> <p>A presentation was provided on this in the February 2017 COMPASS Board of Directors' meeting. See the meeting packet (http://www.compassidaho.org/documents/people/board/2017/agenda02272017.pdf) for additional information.</p>		
<p>Letter from Canyon County Commissioners in support of the Interstate 11 corridor is attached at the end of this table.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>I-11 was identified in the Fixing America's Surface Transportation (FAST) Act — the latest federal transportation bill — as eligible for further study up to I-80 in Nevada (around Sparks/Fernley). The Nevada Department of Transportation recently published a draft I-11 Northern Nevada Alternatives Analysis (https://www.nevadadot.com/Home/ShowDocument?id=14481) studying the various connections from Las Vegas, NV, to I-80. The draft technical memorandum recommends US 95 (with some variations) to be I-11 between Las Vegas and I-80. The next step is to go through the NEPA process for that section; however, no funds have been identified to date. The route north of I-80 (ultimately to Canada) is unknown. The technical document identifies several options: (1) US 395 through California, Oregon, and Washington; (2) US 95 to I-84 through Oregon and Idaho; and (3) I-80 to Salt Lake City, UT (a route north from Salt Lake City has not been identified). However, there is currently no formal plan to move forward to determine the longer-range vision for connecting northern Nevada to Canada. Engagement of adjacent states will be critical for</p>	<p>Canyon County Commissioners 83605</p>	<p>Letter</p>

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
	<p>defining preferred routing through the northwest US, and states' commitments to implementing such a corridor.</p> <p>A presentation was provided on this in the February 2017 COMPASS Board of Directors' meeting. See the meeting packet (http://www.compassidaho.org/documents/people/board/2017/agenda02272017.pdf) for additional information.</p>		

FHWA-IDAHO COMMENTS ON COMPASS' DRAFT MTP UPDATE

By: R. Scott Frey, Transportation Engineer
Date: October 11, 2018

FHWA-ID COMMENTS:

The following comments are offered by the FHWA-Idaho Division Office concerning COMPASS' Draft MTP, Communities In Motion 2040 v2, with particular attention given to the MTP-related Corrective Actions from the 2018 COMPASS TMA Certification Review Final Report, dated September 27, 2018:

1. General:

The draft update to CIM 2040v2 reflects a great deal of effort and is far more than a “refresh”. The further transformation of this MTP to an “on-line” document allows for it to be even more comprehensive, however, it does challenge the reader in terms of navigating being able to keep focus on the central issues when there are so many links and referenced materials. Two exceptional features of the MTP are the Executive Summary “brochure” which provides a very clear and concise summary of both the planning process and the MTP and the Performance-Based Planning chapter which I found to be very effective in explain how performance management is used by COMPASS but without overwhelming the reader. Clearly, the Performance Measure Framework is being used to great effect by COMPASS in its planning process and in the development of the MTP.

The MTP, in its totality (including all of the referenced materials), appears to have addressed all elements of the Federal requirements and so there are no significant changes necessary to the draft update. However, there are opportunities for improvement to the draft and, to that end, the following subject-specific comments are offered for your consideration.

2. Demonstrate Integration Among Modes to Address Regional Transportation:

The draft MTP update includes a number of new or improved features which support or relate to the development of an “integrated multi-modal transportation system”. The Executive Summary for the draft MTP update is one example with its listing of funded projects for all modes as well as a listing of unfunded projects which would be prioritized in the event that additional funds become available.

The draft MTP also speaks to the intermodal aspect of the system in both the Active Transportation and Public Transportation chapters, particularly with respect to the “first/last mile” discussions in those chapters.

Finally, the project prioritization process in the Prioritization Process For Unfunded Transportation Needs chapter provides an excellent overview of the supporting analysis undertaken and resultant outcome in the prioritization process for COMPASS unfunded projects. In reading this chapter, it is evident that the analysis and subsequent decision making reflect a regional and intermodal approach.

One perceived weakness in the draft MTP, however, is the absence an introductory explanation of decision making process by which the funded and unfunded projects have been identified and prioritized. Among other things, this explanation could address how a program of projects is developed and, that it is done so in a manner which considers needs and possible solutions from a systemwide and multi-modal standpoint.

While the analysis aspects of the prioritization process are effectively addressed for the unfunded projects in Prioritization Process for Unfunded Transportation Needs chapter, there is no clear and concise explanation of the subsequent process and considerations by which the prioritized lists of funded and unfunded projects were established by the COMPASS Board.

3. CMP Utilization for Program Development:

FHWA, as the originator of the CMP, has a particular interest that this tool be central to the TMA's process for identifying needs and developing strategies for addressing congestion needs. The draft MTP provides a good overview of the CMP including its general purpose and products as well as examples of the data resulting from it and the solution strategies which it cites. Additional explanation is needed however, to specifically cover how the CMP is utilized in the program development processes for both the MTP and the TIP.

4. Identify and Address Bike and Pedestrian Transportation as Separate Modes:

The Active Transportation chapter in the draft MTP provides an excellent overview of the non-motorized transportation element of the overall transportation network for COMPASS. This Chapter affords the heightened attention and prominence which FHWA and FTA had expressed a need for in the previous (2014) TMA Certification Review. COMPASS is commended for the greater attention which it has given to Active Transportation both in this draft MTP and in its efforts to take a lead role in the coordination and planning for bike and pedestrian transportation at the regional level.

5. Consequences of Significant, Unfunded, Long-Term Needs:

The Financial Plan chapter of the MTP, combined with COMPASS' 2012 report, "Financial Forecast for the Funding of Transportation Facilities and Services, 2012-2040" provide an extensive examination of the long term financial situation for COMPASS' transportation program. The Financial Plan chapter provides a broad and fairly complete coverage of financial issues including revenue by source, purpose, and mode; capital and non-capital costs by agency and mode, projections of future costs and funding, and potential sources of additional funding. While this Financial Plan chapter does not address, in any detail, the consequences of unfunded long-term needs, this issue is a central issue addressed in the Prioritization Process for Unfunded Transportation Needs chapter later in the MTP. This approach to examining unfunded needs, in which consequences are analyzed and expressed in terms of system performance as opposed to financial cost is, in FHWA's view, appropriate and COMPASS is commended for this work.

With respect to the public transit funding situation for the COMPASS area, the TMA Certification Review Team had generally felt that not enough had been done to highlight the dire financial situation facing the public transit program. The "Available Funding for Transit Expansion" section of the Financial Plan chapter makes a reasonable effort towards addressing this issue, however, an even more extensive discussion of the funding situation for public transit and the likely consequences in terms of loss of service if this underfunding is not resolved might be appropriate.

6. Performance Management and Performance-Based Planning and Programming:

The performance-Based Planning chapter generally provides an excellent overview of how performance management is being utilized by COMPASS to both to track performance and, more importantly, to estimate the impacts of new projects to performance. In regards to this estimation of impacts by new projects, COMPASS' Performance Measure Framework and its use in developing Performance Report Cards of proposed projects is nicely showcased in this chapter.

With respect to the Federal reporting requirement for Performance Management in the MTP (ref. 23 CFR 450.306(d) and 450.324(f)(3 and 4)), the discussion in the "FHWA Performance Measures and Targets" section of the Performance-Based Planning chapter fully addresses FHWA's regulatory requirements and expectations on this subject.

October 15, 2018

Matt Stoll, Executive Director
Community Planning Association of Southwest Idaho
700 NE 2nd Street Suite 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on Communities in Motion 2040 2.0 (CIM 2040 2.0). We appreciate the collaborative efforts between COMPASS and Valley Regional Transit to plan for the future of the public's mobility. CIM 2040 2.0 highlights the transportation challenges facing the Treasure Valley as we plan to accommodate more than one million people by 2040. We are very pleased to see the ValleyConnect 2.0 intermediate and growth networks integrated with the CIM 2040 2.0 and identified as high priorities.

Prioritizing transit services in the long range regional plan are consistent with the growing public support for transit expansion. In the latest Treasure Valley Survey, Boise State University found that more than seventy percent of the population believed that the valley could use more public transportation options. Surveys in Meridian and Boise showed that residents believed that public transportation in their communities compared unfavorably to regional and national peers and that there was support for increased funding for services.

We would like to make the following comments on CIM 2040 2.0 which we have organized into four themes:

1. Facilitating integration of the intermediate and growth public transportation networks,
2. Clarifications regarding the 2040 Treasure Valley Public Transportation Network,
3. Increasing the urgency to find secure public transportation funding,
4. Include private costs of transportation for full context.

Integration of Intermediate and Growth Networks

In order to better integrate the planned public transportation expansion projects in the intermediate and growth scenarios with local plans, we recommend that the individual corridors or projects within each scenario be called out. These projects should be classified and symbolized into the same service types as are shown in the 2040 Treasure Valley Public Transportation plan. We also recommend updating the

intermediate, growth, and 2040 networks to be consistent with the final ValleyConnect 2.0 plan. It appears that the maps used are from an earlier ValleyConnect 2.0 draft.

2040 Treasure Valley Public Transportation Network

It was unclear whether the 2040 network map is intended to show three high capacity corridors or if it was showing corridor alternatives. It would be helpful if that were clarified. It is also unclear when State Street should be shown as a High Capacity Corridor. The plan shows State Street High Capacity Corridor as the first priority, but it only shows State Street as a High Capacity Corridor in the 2040 Network Map. We recommend that it be shown as a High Capacity Corridor on the intermediate and growth networks as well.

Increase the urgency to find secure public transportation funding

We recommend that there be an increased sense of urgency in the section that discusses the current funding shortfalls. We recommend that it be stated the public transportation services will need to be cut if additional local funding cannot be secured. We further recommend a call to action for local jurisdictions to do what they can within the existing financial regulations to coordinate with one-another and set aside or dedicate a portion of their local budgets to support current public transportation funding.

Include private costs of transportation for full context

We recommend that private costs spent on transportation be estimated. Valley Regional Transit estimates that the residents of Ada and Canyon County spend approximately \$1.5 billion on gas, vehicle maintenance, insurance, and registration. The costs of the vehicles should also be added to this estimate to provide a full picture of the transportation costs in the Treasure Valley. This context is important not just to put the annual transit costs, which are largely operating costs, in proper perspective but also to put the regional shortfall of \$235 million/year in perspective. This perspective would be especially relevant in the financial plan section of the plan.

We again appreciate the opportunity to comment on the Communities in Motion 2040 2.0 plan and look forward to continuing to work with COMPASS on enhancing the public's mobility.

Sincerely,



Kelli Badesheim
Executive Director

KB/sh/li



OFFICE OF THE MAYOR

MAYOR: David H. Bieter

October 19, 2018

Matt Stoll
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

RE: Comments on Draft Communities in Motion 2040 2.0

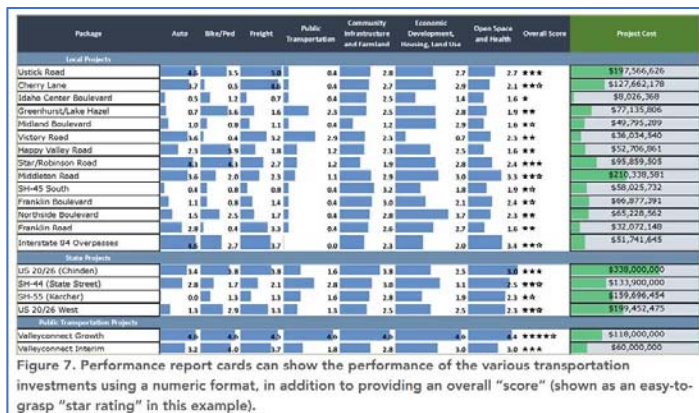
Dear Mr. Stoll:

On October 16, 2018, the Boise City Council reviewed the draft Communities in Motion 2040 2.0 plan and note that it provides a solid framework for livable communities with increased choices in transportation modes. However, there is a disconnect in the Plan's goals and the funded and unfunded project lists.

Historically, walking, biking and transit facilities have been underfunded, resulting in a lack of equity between the modes. Investing in public transit, comfortable walking, and comfortable bicycling, are cost-effective measures to provide mobility to the one-third of the population that does not drive and to provide viable choices to those with the means and ability to drive.

Recognizing that it is not possible to build our way out of congestion, and that the COMPASS modeling shows an increase in travel after road widening, this is an opportune time to determine if the region's transportation funds are being spent on smart solutions or business as usual. The Boise City Council believes that the draft plan is unbalanced and priorities road widening projects to the exclusion of the other modes, particularly public transit. Accordingly, the Council respectfully requests the following modifications to the current draft:

1. Add a cost-benefit comparison or another analysis to show the cost effectiveness of the projects to Figure 7, *Performance-Based Planning* technical document. This will facilitate a robust discussion on expanding public transit within the region.



Considering it is unlikely all of the unfunded projects on this list will be built, what is the most effective expenditure? If all of the road widening or all of the transit projects were to be funded, what is the cost and the impact of each? Similarly, what would be gained by funding all of the bike and pedestrian needs?

2. Create two additional consolidated lists of funded and unfunded prioritized projects, using the three separate lists (State, Local, and Public Transportation). The consolidated lists are needed to clearly show the region's priorities.
3. Include a chart to show all available funding as well as the flexibility and constraints of the funding sources.
4. Create a list of funds spent on the "Funded Projects Not Mapped"
 - a) Maintenance
 - b) Public transportation
 - c) Bridge rehabilitation and replacement
 - d) Safety projects
 - e) Intelligent Transportation Systems
 - f) Bicycle/pedestrian projects
 - g) Studies, planning and special projects
 - h) Travel demand management
5. Review and provide feedback on the City's previous comments on the Freight Corridor Study.
6. On the freight maps, make the following changes as requested with the Freight Corridors Study:
 - a) Figure 4, Location of Freight Clusters: Remove residential areas as primary freight clusters in Boise (example, west of Cole and east of I-84/I-184).
 - b) Figure 6. Truck Corridor Network Map of Truck Corridor Network Overlaid with Freight Clusters: Remove Orchard and Cole Road north of Overland or create a new label instead of "regional" for the connectors. Boise City has concerns about the designation of Orchard and Cole Rd north of Overland. These are not industrial areas and the freight clusters can be served by I-84 or I-184. The fact that trucks travel on the roads is only one factor in determining if they should be classified.
7. Add a placeholder for the regional bike network to the consolidated unfunded list. Potential projects that should be added to the list include:
 - a) Rail with Trail
 - b) Boise River Greenbelt Extension in Ada and Canyon County
 - c) New York Canal Pathway
 - d) Indian Creek Pathway
8. Unfunded Project List
 - a) Bridge projects and projects that are along the regional bike networks should reflect that. For example, #2 on the state system unfunded list is on Hwy 20/26, an identified regional bike route, but does not call for bike improvements.
 - b) For the overpass on the Unfunded State Priorities list, increase the scoring for ped/bike performance which should move the overpasses up from #7 to #5. Specify the projects include protected bicycle lanes and sidewalks.
 - c) Recommend removing Three Cities River Crossing.



9. Modify proposed regional bikeway network to specify detached multiuse pathways or protected bike lanes. As it reads currently, high speed roads such as Hwy 44 and 20/26 would be acceptable with a standard bike lane.
10. On Figure 7, add segment termini for the projects.
11. Incorporate the certification feedback from the FHWA's recent analysis.

The City of Boise requests a follow up meeting with COMPASS to review these suggestions. Please contact Karen Gallagher at 208 608-7094 to arrange a meeting.

Communities and Motion 2.0 is a document that we can all be proud of with the suggested revisions above. Thank you in advance for your consideration.

Sincerely,



David H. Bieter
Mayor

cc: Liisa Itkonen, COMPASS
Karen Gallagher, Boise City PDS





CANYON COUNTY COMMISSIONERS

Steven J. Rule
District I

Tom Dale
District II

Pam White
District III

1115 Albany ❖ Caldwell, Idaho 83605 ❖ Telephone: (208) 454-7507 ❖ Fax: (208) 454-7336

October 17, 2018

Mr. Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Re: Interstate 11 (I-11) Northern Nevada/Southern Oregon & Idaho

Dear Mr. Stoll,

The Canyon County Board of Commissioners wishes to submit the following comments regarding the proposed I-11 transcontinental corridor.

The Board of Canyon County Commissioners met recently with Dave Mendiola, County Manager for Humboldt County, Nevada. Mr. Mendiola presented information on the I-11 corridor that is currently planned to run from southern Arizona to northern Nevada. Mr. Mendiola also spoke to us about the proposed expansion of the corridor up to Canada, and one of the proposed routes is to connect I-80 to US 95 through Oregon and Idaho. We believe this option has merit for several reasons and therefore support any future studies or discussion that would connect the I-11 corridor to Oregon and Idaho via US 95.

The primary reason for our support of this proposed expansion is public safety. Traffic on US 95 has increased significantly in the past three years, which in turn, has led to a decrease in public safety. Total accidents on US 95 are up nearly thirty percent during that time. We believe the safety of travelers using this highway would be greatly increased if it were included as part of the I-11 corridor due to improved safety standards and the possibility of additional funding.

Additionally, the potential economic benefits of including US 95 in the I-11 corridor are significant. Idaho's Treasure Valley is one of the fastest growing economies in the nation, as is the Reno/Tahoe area. The inclusion of US 95 in the I-11 corridor would create a direct connection between these two areas via I-84, and spur economic activity along the entire I-11 corridor and across the Pacific Northwest. Further, it would create an alternative to I-5 and relieve some of the congestion on what is now the only major corridor used to move goods and people from Mexico to Canada.

If you have any questions concerning this letter or our support of the I-11 corridor route through Oregon and Idaho, please contact our office at (208) 454-7507.

Sincerely,

CANYON COUNTY BOARD OF COMMISSIONERS



Tom Dale, Chairman



Steve Rule, Member



Pam White, Member