

# Item IV-B

# Topic: High-Capacity Transit (Let's Ride Treasure Valley) Planning and Environmental Linkages (PEL) Study Public Comments Received to Date

Purpose: Provide a summary of  
public comments received during  
the first public outreach period

Lila Klopfenstein  
Associate Planner

# Introduction

- Project Background
- How We Reached Out and Who Responded
- Summary of Survey Results
- Summary of Open-Ended Comments

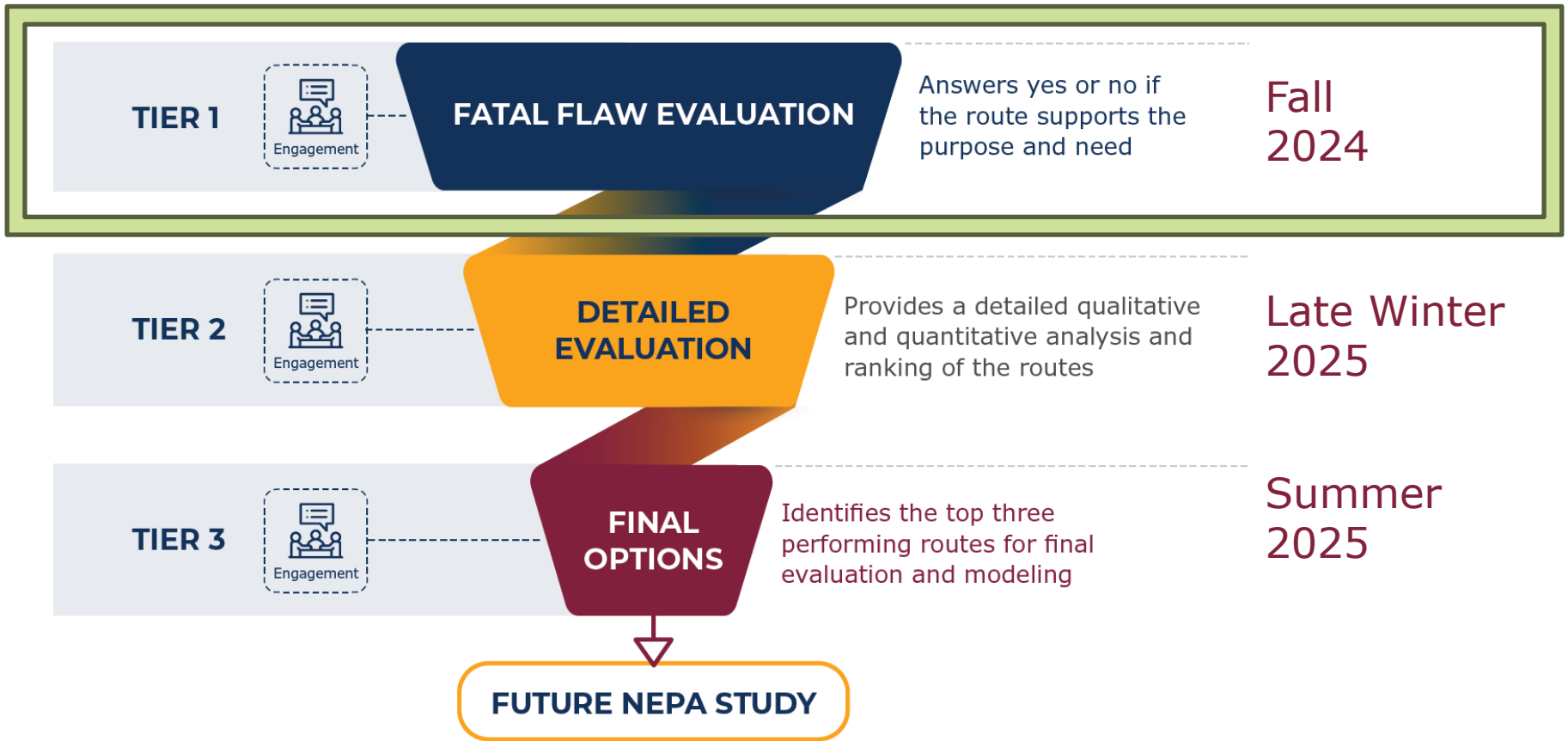
See page 48.

# What is Let's Ride Treasure Valley?



Examine a future high-capacity transit connection **east to west** across the Treasure Valley, **south of the Boise River**.

# Public Outreach Opportunities





How We Reached Out and Who  
Responded

## 341 respondents with 2,191 webpage views



¿Podría el transporte de alta capacidad ayudar a satisfacer las necesidades de la creciente población del Valle del Tesoro?



Could high-capacity transit help meet the needs of the Treasure Valley's growing population?

Learn more at [compassidaho.org](https://compassidaho.org) or by scanning the QR code



Learn more and share your thoughts



**September 24**

Boise Library! Cole and Ustick  
5:30 – 7:30 pm



**September 25**

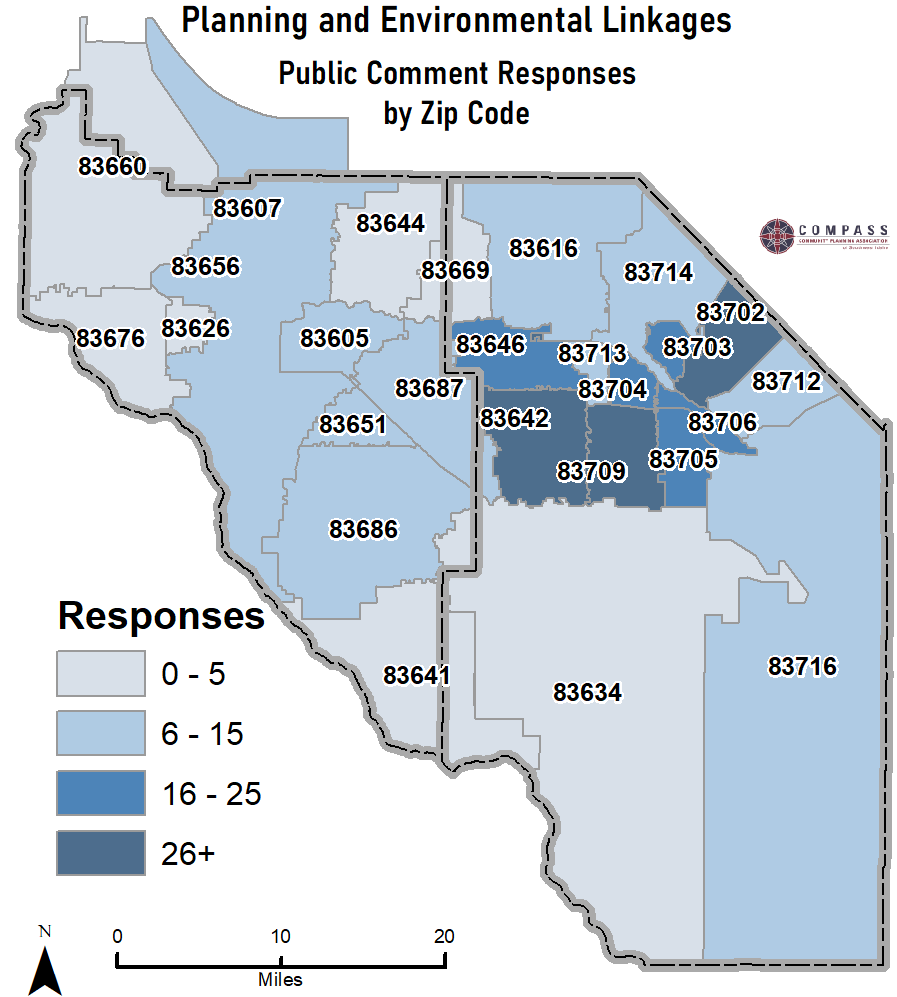
Caldwell Public Library  
6 – 8 pm

**¡Cuéntanos tú!**



# Who took the survey? (continued)

- 92.6% from the study area
  - Boise: 183
  - Meridian: 48
  - Nampa: 41
  - Caldwell: 20
  - Garden City: 9
- 6.7% from other communities in the Treasure Valley
  - Eagle: 14
  - Star: 4
  - Kuna: 3
  - Middleton: 1
- 0.6% from McCall
  - McCall: 2







## Summary of Survey Results

# Purpose Statement

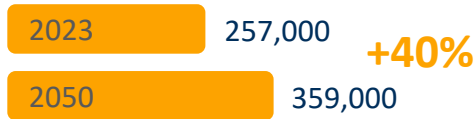


The purpose of the project is to **improve east-west mobility and accessibility between Boise, Meridian, Nampa, and Caldwell**, providing reliable and convenient **high-capacity transit service that links key origins and destinations** with strong potential for transit use.



## LESSEN FUTURE INFRASTRUCTURE STRESS DUE TO POPULATION AND EMPLOYMENT GROWTH

**Canyon County Pop**  
2000-2023: **+95%**



**Ada County Pop**  
2000-2023: **+81%**



**Today 79%** of the region's jobs are in the city areas (within the study area) of



**Boise, Meridian, Nampa, and Caldwell**

By 2050, study area employment is forecast to grow **to 372,000 jobs** accounting for 78% of the region's jobs



## PROVIDE GREATER MOBILITY CHOICE GIVEN DETERIORATING TRANSPORTATION RELIABILITY AND TRAVEL TIMES

**Transit reliability** will continue to **degrade** with growing congestion



By 2050, **travel times** between Caldwell and Downtown Boise are **projected to increase by 50%** (peak morning/evening directions)

## SUPPORT EAST-WEST TRAVEL PATTERNS



The focused **east-west travel patterns** will persist between the region's business, governmental, cultural, and educational centers

By 2050, **31%** of all study area **commute trips** will focus on **Downtown Boise**

## Goals

## Objectives

### Improve Transit Connectivity and Mode Share

- » Establish a high-capacity transit corridor connecting key regional origins and destinations with strong potential for transit use.
- » Maximize transit ridership.

### Improve Transit Reliability

- » Promote reliable and predictable travel through design, operations, and transit priority strategies.
- » Provide transit service with reliable operations and predictable travel times.
- » Minimize transit travel time between major origins and destinations.
- » Appropriately manage impacts to traffic operations.

### Expand Travel Choices and Mobility

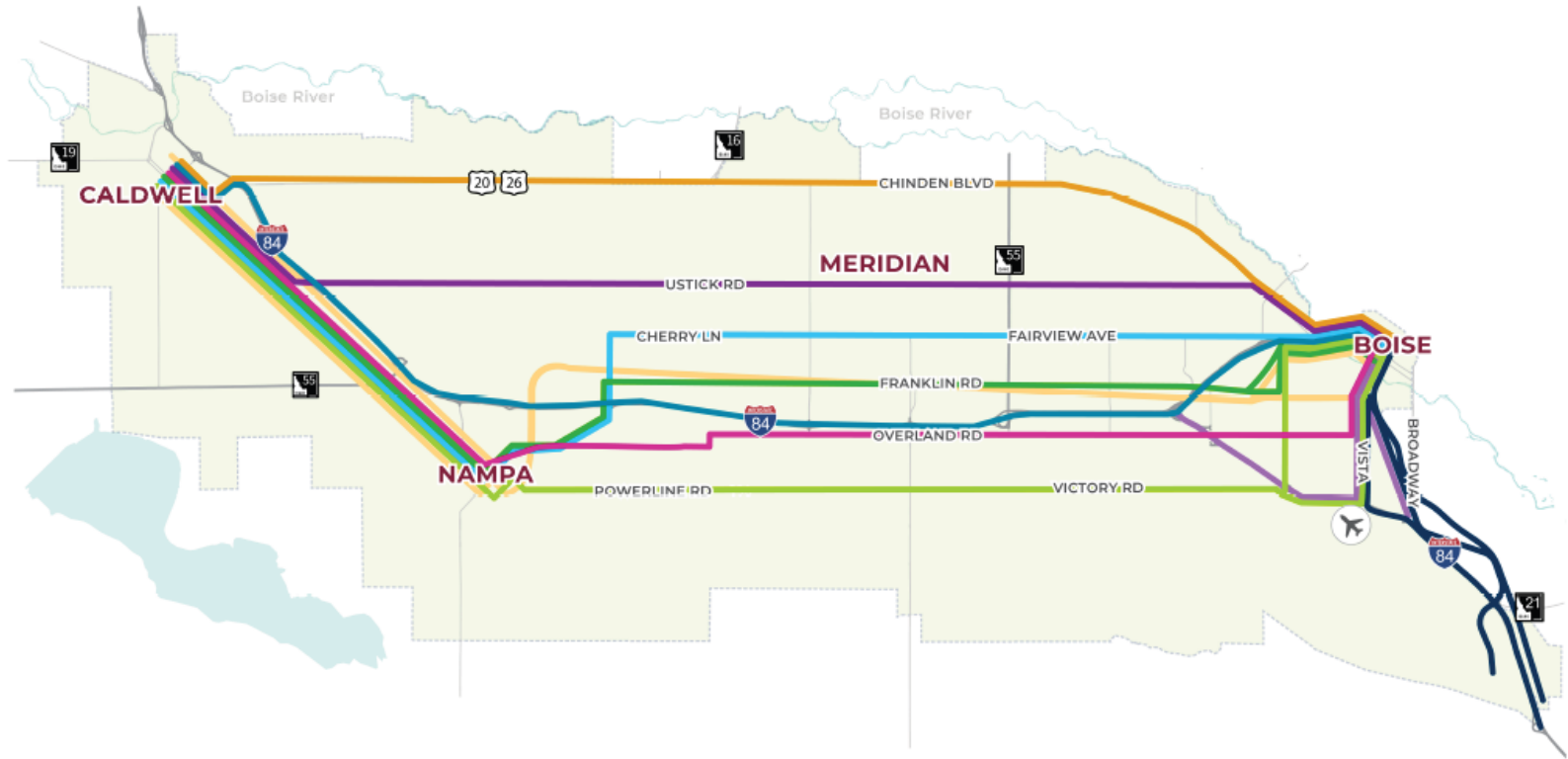
- » Provide regional transit service.
- » Provide service throughout the day.
- » Provide efficient transit transfer opportunities for existing and planned future bus system, active transportation, and potential park and rides.
- » Manage parking at key transit destinations to promote transit ridership.

### Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation

- » Prioritize service to areas with opportunities for transit supportive development, growing populations, or growing employment.
- » Expand transportation choices to improve access to jobs, services, and resources.
- » Manage impacts and enhance opportunities to support freight/goods movement.

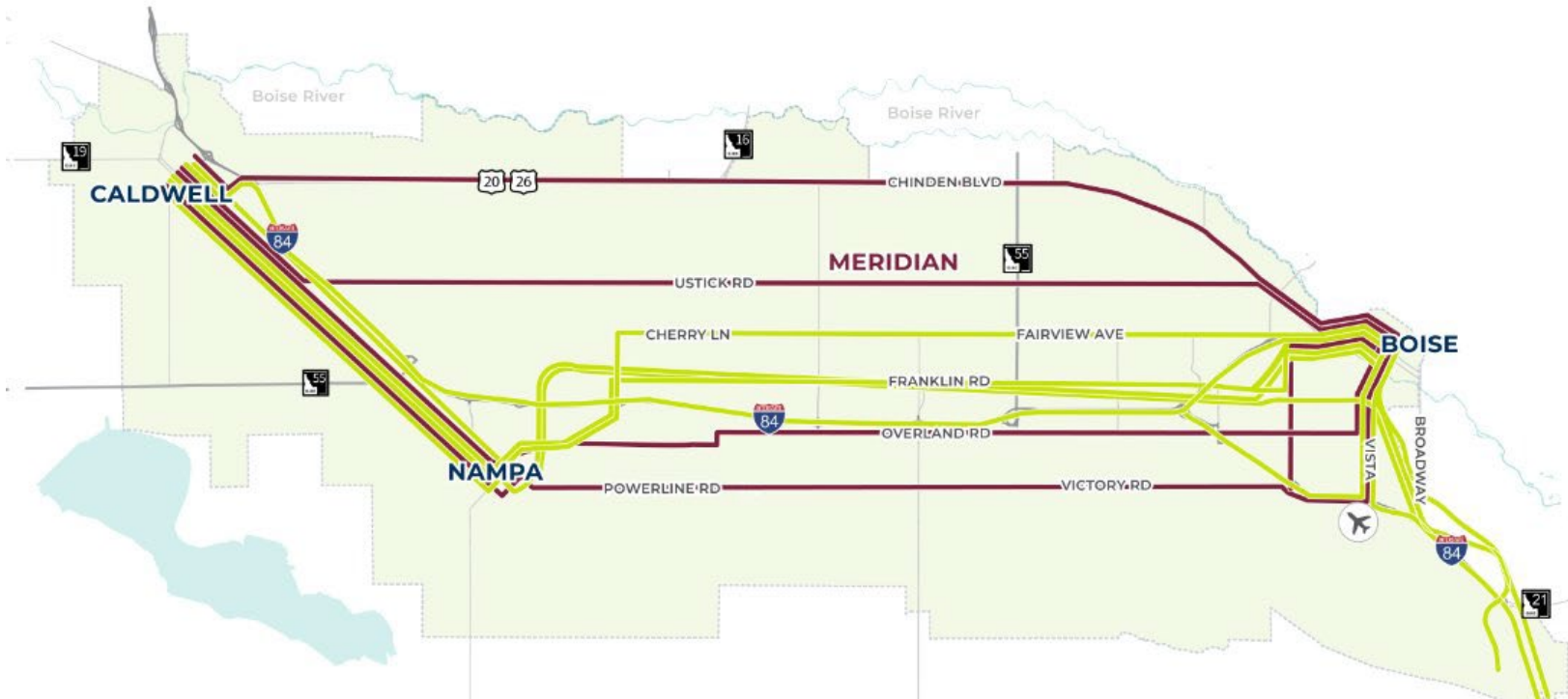
### Advance Financially Feasible Solutions

- » Develop high-capacity transit solutions and promote local policies that align with federal funding criteria.
- » Preserve corridor(s) identified for high-capacity transit service.
- » Develop high capacity transit solutions with the potential for other funding sources.
- » Develop high capacity transit solutions with the potential for phased implementation.
- » Maintain opportunities for future network expansion.



- |   |   |
|---|---|
| <span style="color: orange;">—</span> Boise Cutoff Routes       | <span style="color: purple;">—</span> Ustick Rd                   |
| <span style="color: lightblue;">—</span> Fairview Ave/Cherry Ln | <span style="color: pink;">—</span> Overland Rd                   |
| <span style="color: green;">—</span> Franklin Rd                | <span style="color: lightgreen;">—</span> Victory Rd/Powerline Rd |
| <span style="color: darkblue;">—</span> I-84/I-184              | <span style="color: purple;">—</span> Routes to Boise Airport     |
| <span style="color: orange;">—</span> Chinden Blvd (US 20/26)   | <span style="color: darkblue;">—</span> Downtown to Micron Routes |

# Tier 1 Screening Results



**Remove** Chinden Boulevard, Ustick Road, Overland Road, and Victory/Powerline Road options

**Advance** Cherry Lane/Fairview Avenue, Franklin Road, I-84/184, the Boise Cutoff and connections to the Boise Airport and Micron



- More than 90% of respondents **agreed** or **mostly agreed** with:
  - Purpose statement
  - Data demonstrating the need for high-capacity transit
  - Range of routes
  - Tier 1 screening results
  - Goals and objectives
    - “Expand Travel Choices and Mobility” was the top ranked goal
    - “Advance Financially Feasible Solutions” was the lowest ranked goal
- No changes made based on the comments received



Source: COMPASS, Sept. 24 Public Meeting at the Library! at Cole + Ustick



## Summary of Open-Ended Comments



- Most suggestions will be (or already are) included in the study
- Some suggestions challenged the scope of the study
  - North-south connections/routes
  - Economic impact
- Suggestions to keep Chinden, Ustick, Overland, and Victory/Powerline options



- Land use
  - Success of Transit Oriented Developments
  - Desirability of downtowns
- Ridership
  - Preference for cars
  - Limited local support for transit
  - Need to improve existing system
- Funding
  - Financial sustainability and profitability
  - Taxpayer dollars spent to benefit developers
  - Lack of political support



# Areas of Emphasis

- Rail
- Project implementation
  - Population growth and growing congestion
  - Connect growing destinations
- Integrating high-capacity transit with the bicycle, pedestrian, and local bus system
  - Drive access
- Highlight the long-term economic benefits



- More than 90% of respondents agreed or mostly agreed with survey questions
- No changes were made based on the public comments received
  - Most suggestions will be (or already are) included in the study
  - Route removal based on connecting locations with a high-potential for transit use
- Concerns were about land use, ridership, and funding
  - Policy related items to consider during implementation
- Support for rail, project implementation, transportation network, and economic benefits



# Questions?



# Item IV-C

# Topic: Finance Committee

Purpose: Receive a status report on the November 21 and December 12, 2024, Finance Committee meetings

Mayor Jarom Wagoner  
Secretary/Treasurer

# Item V-A



# Topic: Boise County membership

Purpose: Approve a request for COMPASS  
membership from Boise County

Matt Stoll  
Executive Director

# Recommended Motion

The COMPASS Board of Directors approves the membership request from Boise County.

# Item V-B

# Topic: Revision 1 FY2025 UPWP

Purpose: Approve Revision 1  
of the FY2025 Unified  
Planning Work Program and  
Budget

Meg Sonnen  
Director of Operations

Revenue	
Delete carryover of FY2024 Consolidated Planning Grant; funding was fully spent in FY2024	(\$54,250)

See page 52.

Revenue		Expense	
Decrease FY2025 CPG; inclusion of new MVMPO decreased amount of planning dollars for COMPASS	(\$43,795)	Add expenses to complete transportation funding study	\$25,425
		Decrease costs for project development program; 2 projects awarded	(\$50,000)

See page 52.

Revenue	
Delete carryover of STBG-TMA funds for the fiscal impact tool data update; funding was fully spent in FY2024	(\$13,436)

See page 52.

Revenue	
Delete carryover of STP-TMA funding for CIM 2050; funding was transferred to CIM 2055	(\$18,532)

See page 52.



Revenue		Expense	
Adjust STBG-TMA CIM 2055 carryover to correct amount; includes transfer of funds from CIM 2050 and reimbursement of expenses accrued in FY2024	\$80,306	Add CIM 2055 carryforward for unprogrammed expenses	\$21,243
		Adjust remaining expenses for fiscal impact tool update	(\$22,075)
		Carryover unexpended CIM 2055 public involvement expenses from FY2024	\$8,000

See page 52.

Revenue		Expense	
Adjust carryover of STBG-TMA funds for High-Capacity Transit PEL Study to correct amount	(\$82,388)	Adjust HCT PEL expenses; more work completed in FY2024 than originally anticipated	(\$88,914)

See page 52.

Revenue		Expense	
Adjust FHWA Regional Safety Action Plan carryover to correct amount; includes reimbursement for expenses accrued in FY2024	\$17,703	Adjust RSAP expenses; more work completed in FY2024 than originally anticipated	(\$19,425)

See page 52.

Revenue		Expense	
Add funding for the FHWA grant awarded for Safe Pedestrian Intersection Prioritization for Enhanced Road Safety (SPEARS) project	\$276,000	Add direct costs for SPEARS project	\$345,000
Add draw from fund balance of \$69,000 for SPEARS funding, net of reduction in fund balance needed to cover shortfall	\$51,606		

See page 52.

Revenue		Expense	
Draw from fund balance; benefit cost software, year 2 of 3-year license. Paid in FY2024, expensed over 3 years	\$33,317	Benefit cost software, year 2 of 3-year license. Paid in FY2024, expensed over 3 years	\$33,317

See page 52.

Expense	
Carryover unexpended safety education campaign expense	\$9,900

See page 52.

Expense	
Decrease costs for CIM implementation grant program; 2 grants awarded	(\$20,000)

See page 52.

Expense	
Decrease total payroll costs; position held vacant temporarily	(\$124,502)

Total workdays reduced by 230 to reflect temporary position vacancy

See page 52.



Expense	
Add costs for contracted modeling support	\$75,000

See page 52.

Expense	
Carryover unexpended dollars from prior year for model enhancements and traffic counts	\$47,800

See page 52.

<b>Expense</b>	
Increase budget to cover cost increases for bike counter data transmission costs, GIS software maintenance, website maintenance, and transit network planning software	\$6,815

See page 53.

Expense	
Net decrease to indirect costs; reduce phone expense, increase audit fee and building insurance	(\$1,053)

See page 53.

Revenue		Expense	
Total revenues, original FY2025 UPWP	\$5,869,162	Total expenses, original FY2025 UPWP	\$5,869,162
Net adjustments	\$246,531	Net adjustments	\$246,531
Total revenues, Revision 1 FY2025 UPWP	\$6,115,693	Total expenses, Revision 1 FY2025 UPWP	\$6,115,693

# Questions?

# Recommended Motion

The COMPASS Board of Directors adopts Resolution 05-2025, approving Revision 1 of the FY2025 Unified Planning Work Program and Budget.

# Item V-C



# Topic: 2055 Growth Allocation

Purpose: Accept the *Communities in Motion 2055* population forecast growth allocation.

Austin Miller  
Planning Team Lead

# Introduction

- How the growth allocation fits in.
- How we did it.
- Where we landed.



# COMMUNITIES IN MOTION 2050

# Long-range transportation plan



Future  
multimodal  
transportation  
system



Forecasted  
growth



Fiscally  
constrained



Public  
involvement

**Plans for 20+ years; updated every 5 years**



# Impacts of growth allocation

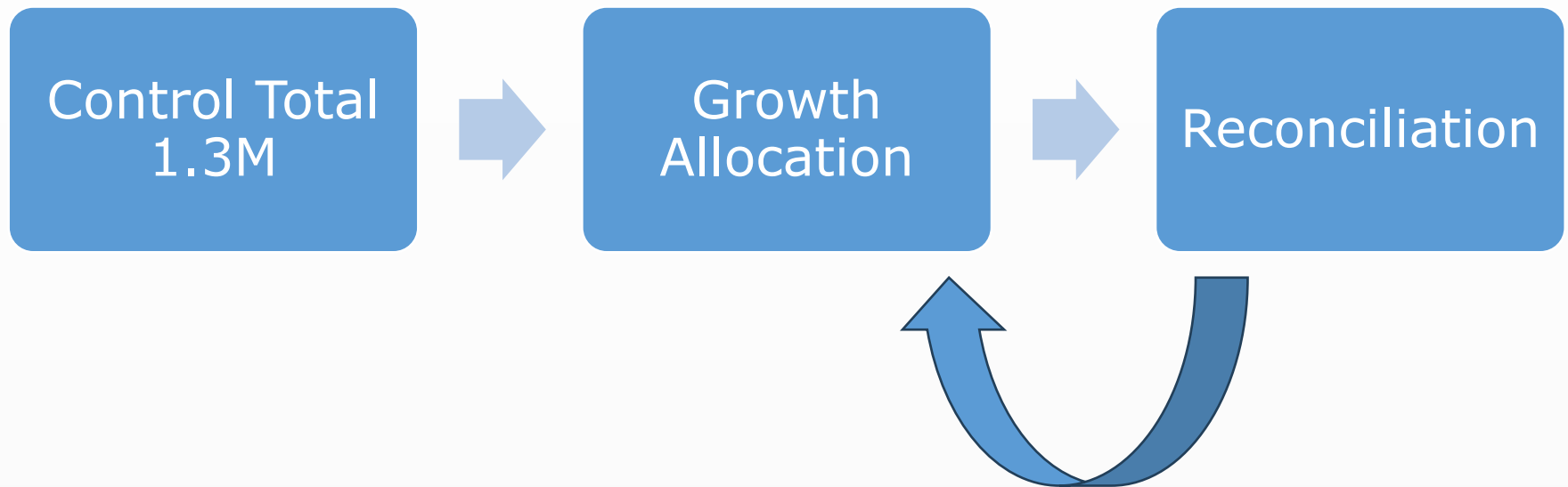
## Inform Projects

- Transportation
- Police
- Fire
- Schools
- Other

## Inform Budgets

- Transportation
- Police
- Fire
- Schools
- Other

# Steps





How did you  
do it?

# A lot can change in 30 years



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho



# WHERE DO WE GROW FROM HERE?

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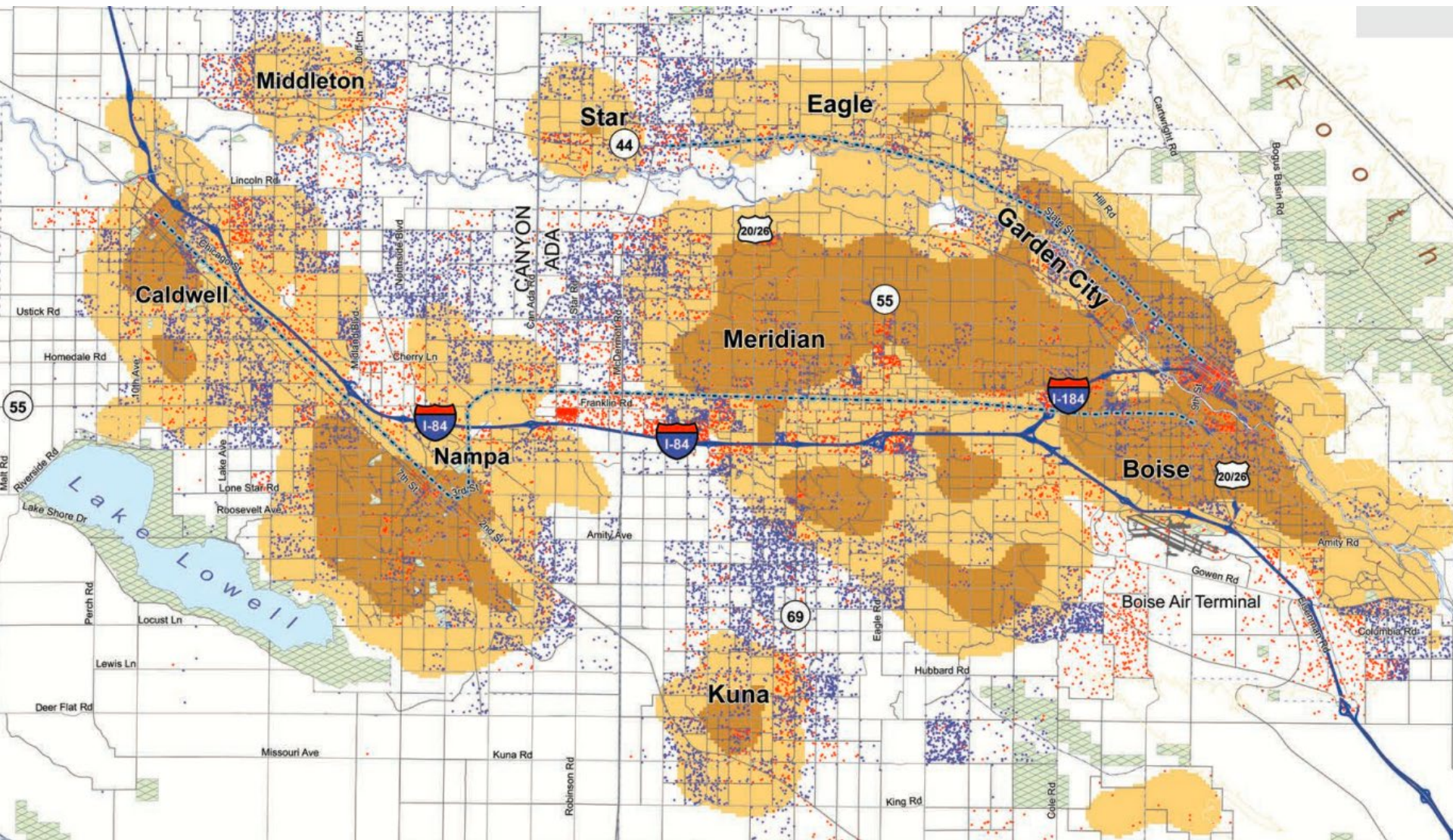
Help shape the Treasure  
Valley's future.

Take a quick survey at  
[compassidaho.org](https://compassidaho.org)

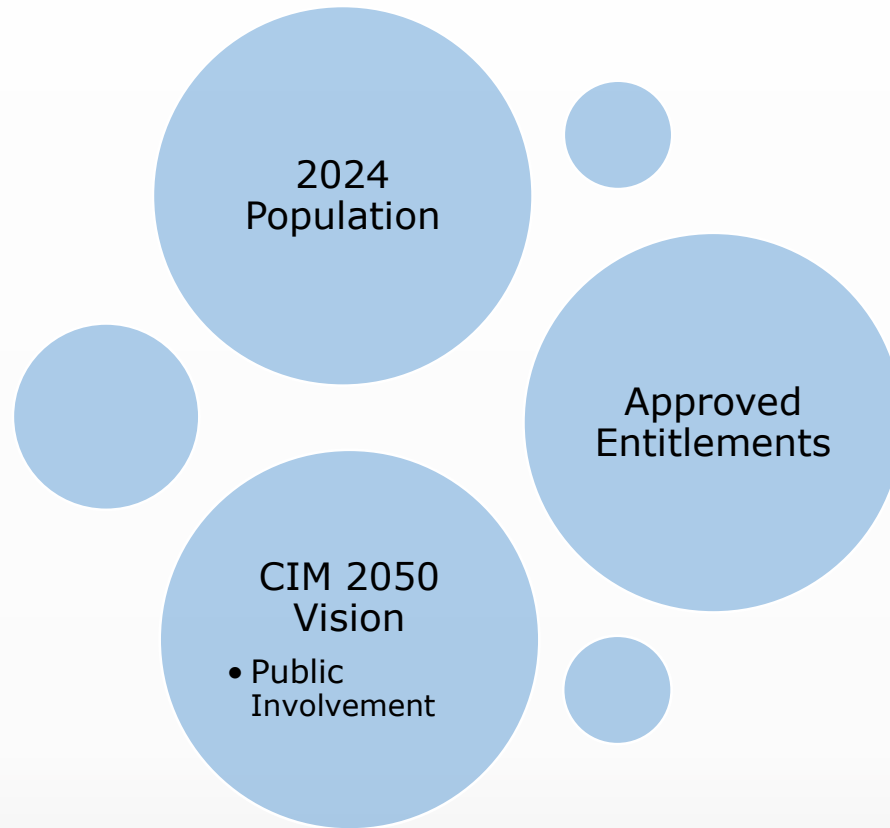




# CIM 2050 Vision

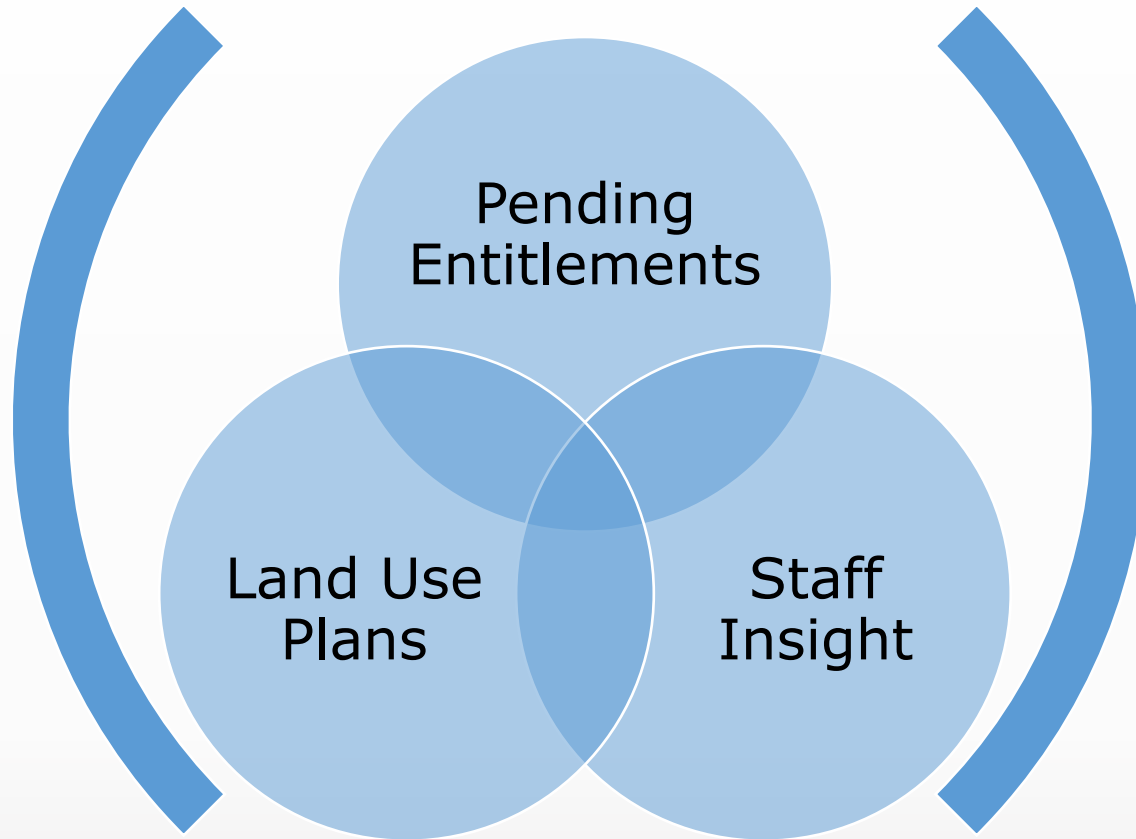


# Growth Allocation



## Phase 1

# Growth Allocation

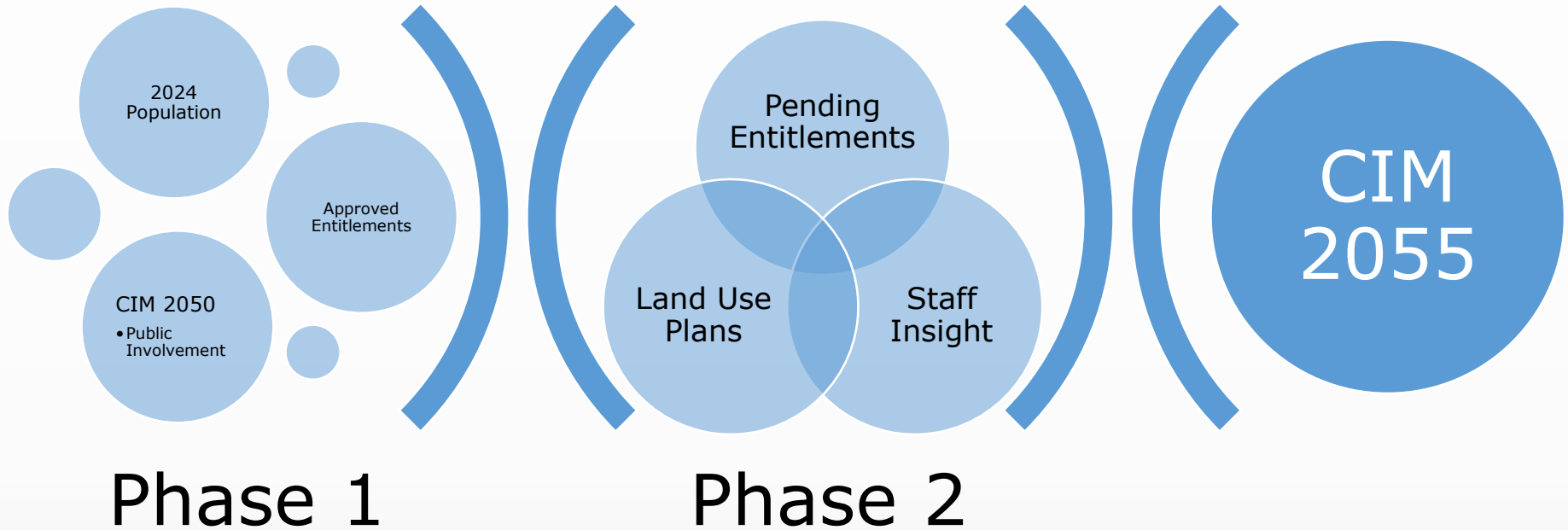


## Phase 2

# Growth Allocation

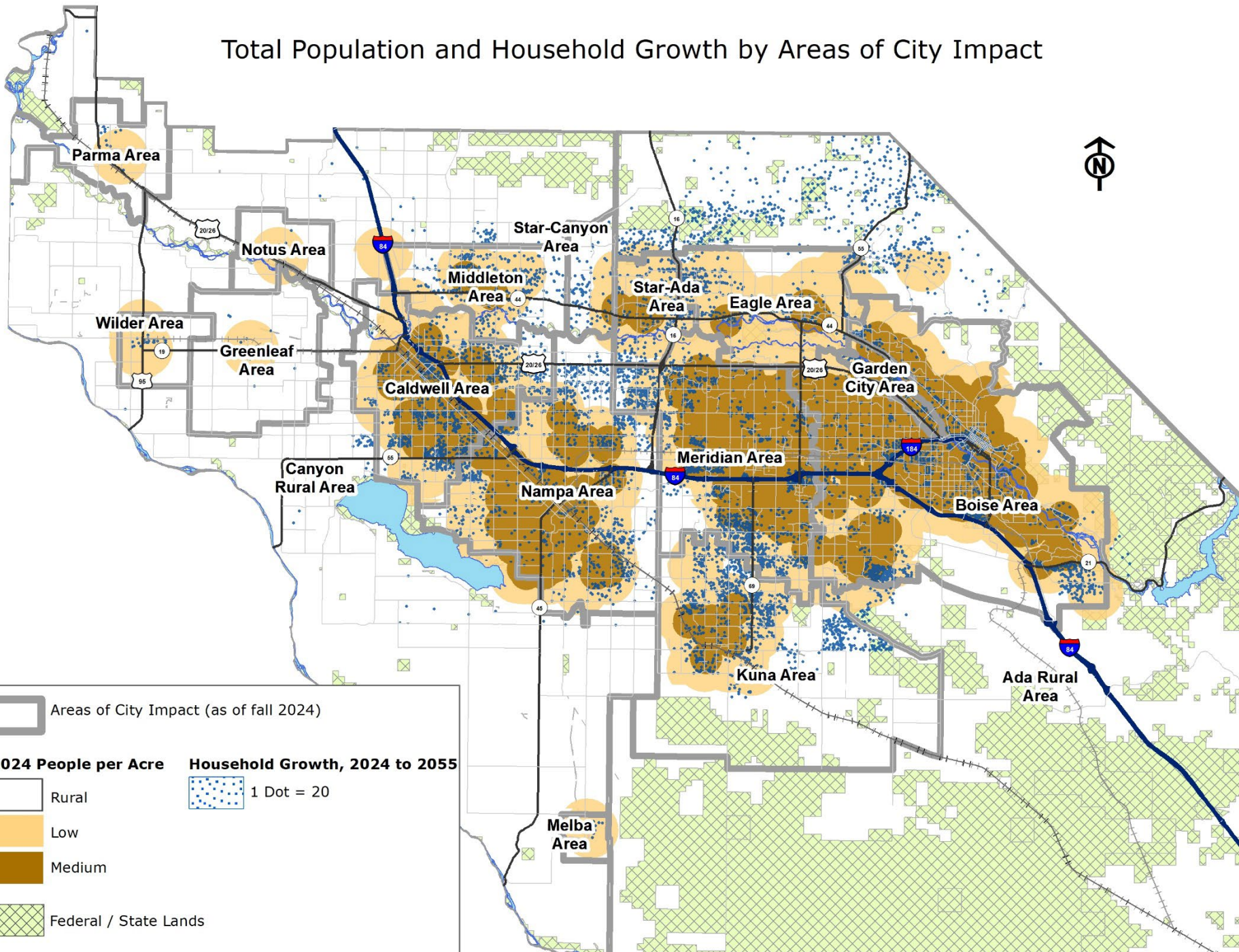


# Growth Allocation





# Total Population and Household Growth by Areas of City Impact



# Where did we land?

Area of City Impact	Total Population 2024	Total Population 2055 DRAFT
Ada		
Boise	284,861	360,326
Eagle	39,059	61,378
Garden City	13,444	24,031
Kuna	39,534	96,824
Meridian	147,165	236,759
Star-Ada	19,225	37,408
Ada Rural	14,298	56,796
<i>Ada County Total</i>	<i>557,586</i>	<i>873,522</i>
Canyon		
Caldwell	79,181	138,225
Greenleaf	3,399	4,286
Melba	1,077	1,884
Middleton	17,696	41,093
Nampa	131,317	192,197
Notus	985	1,817
Parma	2,787	3,965
Star-Canyon	1,898	8,392
Wilder	2,187	4,022
Canyon Rural	24,780	30,597
<i>Canyon County Total</i>	<i>265,307</i>	<i>426,478</i>
<b>Regional Total</b>	<b>822,893</b>	<b>1,300,000</b>



# Recommended Motion

The COMPASS Board of Directors accepts the proposed *Communities in Motion 2055* population forecast growth allocation.

# Item V-D

# Topic: 2025 Board Officer Slate

Purpose: Confirm the 2025 Board  
Officer Slate

Matt Stoll  
Executive Director

# Recommended officer slate

- Chair: Commissioner Jay Gibbons
- Chair Elect: Commissioner Rod Beck
- Vice Chair: Mayor Jarom Wagoner
- Secretary/Treasurer: Councilmember Mary May
- Immediate Past Chair: Mayor Trevor Chadwick

# Recommended Motion

The COMPASS Board of Directors approves the 2025 COMPASS Board officer slate as presented.