



May 22, 2012

MS Amy Luft
Community Planning Association
700 NE 2nd Street, Suite 200
Meridian, ID 83542

Re: ITD Comments on the 2040 Future Growth Scenarios

The Development Services Division of the Idaho Transportation Department has reviewed the submitted materials for the 2040 Future Land Use Scenarios. Following are our initial comments on the four land use alternatives for the 2040 Plan.

1. ITD normally coordinates roadway improvement projects with the individual local jurisdictions and their respective long range plans. None of the four land alternatives appears to replicate the individual city comprehensive plans. ITD's planning efforts already have to deal with conflicting land use plans and widely varying traffic forecasts. Our planning will be further complicated if one of these newest COMPASS long range plans is adopted but conflicts with a local jurisdiction's plans. It would be ideal for ITD if the long range plans and comprehensive plans were in complete agreement.
 2. COMPASS previously developed land use plans as part of the 2035 Communities in Motion planning effort. Some of the newest four land use plans for 2040 are significantly different than the previous land use plans. There is no apparent connection between the 2035 and 2040 plans. An understanding of why the 2035 Communities in Motion Plan is no longer valid would help in our evaluation of this newest set of land use alternatives.
 3. Only subjective performance measures are provided for the comparison of the four land use alternatives. There is no quantitative measure for a firm comparison among the alternatives. We don't know if one option is much better or only a little better than the other plans. We trust that the level of detail will increase as the planning effort proceeds.
 4. The existing city comprehensive plans are not part of the four land use options and performance measures are not calculated for these plans. ITD has no way to compare the performance of the existing comprehensive plans to any of the COMPASS alternatives. We trust that the level of detail will increase as the planning effort proceeds.
 5. The COMPASS analysis does not provide a measure of the cost or magnitude of the necessary roadway or transit system investments. The transportation system configuration is normally a key outcome of the planning process. It is impossible for ITD to evaluate the impact of the four land use alternatives without the investment cost calculations. We trust that the level of detail will increase as the planning effort proceeds.
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6. Fiscal constraint is a requirement of Federal planning efforts and ITD's involvement in the 2040 Plan needs to be compatible with our overall planning efforts. The long range COMPASS plan should be fiscally constrained and identify the constraints used to develop these plans. We trust that the level of detail will increase as the planning effort proceeds.

We understand that this planning effort is an early stage of the long range planning process. We look forward to participating in the evolution of the effort. If you have any questions, you may contact Mark Wasdahl at 334-8344 or me at 334-8377.

Thank you for keeping us involved.

Sincerely,

A handwritten signature in blue ink that reads "Dave Szplett". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Dave Szplett
Development Services and Access Management
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