

# Environmental Considerations and Mitigation Strategies

Federal regulations require metropolitan planning organizations (MPOs) to take a comprehensive approach to environmental and natural resource issues when developing long-range transportation plans such as *Communities in Motion 2050* (CIM 2050). Specifically, federal law<sup>1</sup> directs MPOs to consult with federal and state agencies to identify potential mitigation activities that can help restore and maintain environmental functions affected by the plan.

## ENVIRONMENTAL REVIEW PROCESS

COMPASS has collaborated with environmental and natural resource agencies and organizations and other stakeholders through its Environmental Review Workgroup since 2008 to address environmental issues relevant to long-range transportation planning. Early in the development of CIM 2050, COMPASS worked with the Environmental Review Workgroup to identify environmental values and help develop plan goals. Details about the workgroup’s earlier activities can be found in the [COMPASS Environmental Review Process, 2008–2013<sup>2</sup>](#) and [COMPASS Environmental Review Process, 2014-2022<sup>3</sup>](#).

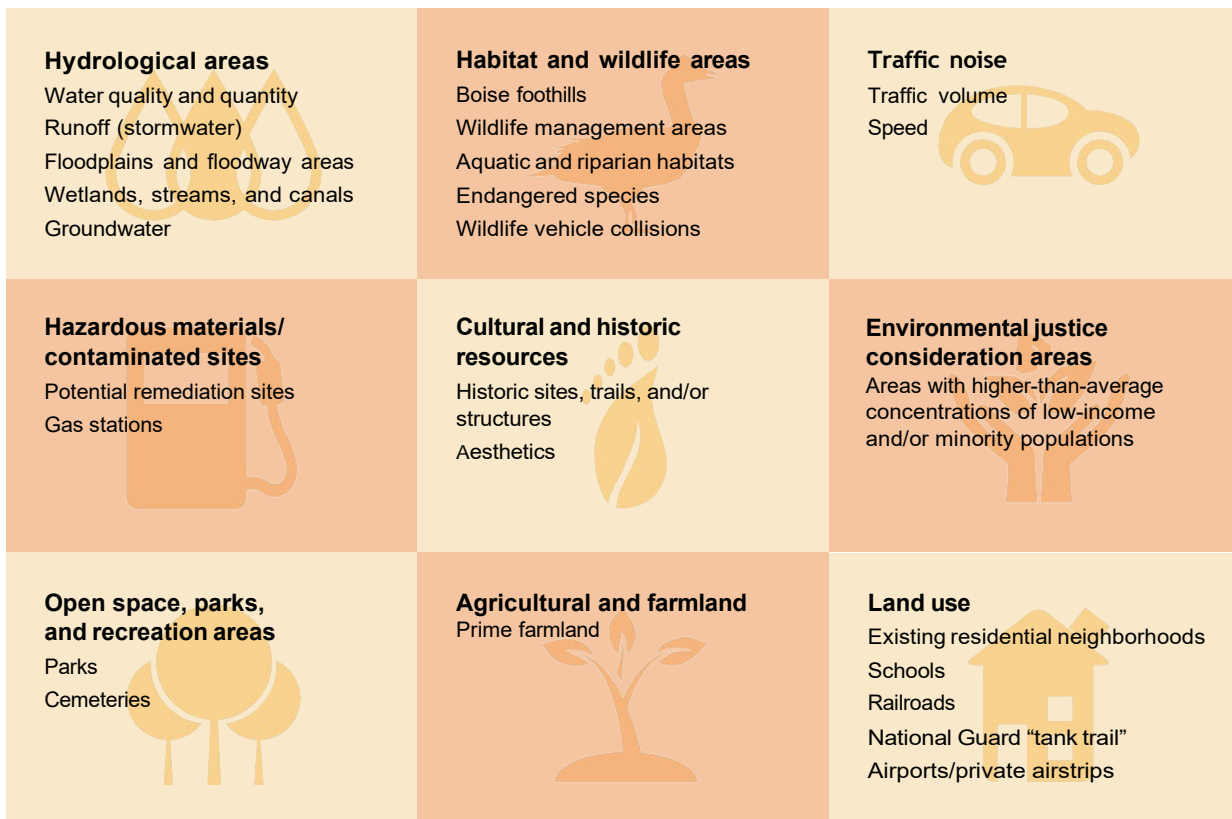


Figure 1. Environmental issues included in analysis

As COMPASS updated the transportation system needs for CIM 2050, the environmental analysis for the resulting priority transportation corridors was also updated. Environmental issues were grouped into nine categories (Figure 1) and mapped. Priority transportation corridors were then added to the map (Figure 2)<sup>4</sup> to determine environmental suitability scores. Scores were based on the number of environmental data layers a project overlaps: an area with a higher score contains more potential environmental issues that could be impacted by a transportation project than an area with a lower score. On the map in Figure 2, the higher scores are depicted in a darker color. This same information is also displayed in a matrix, organized by priority roadway corridors (see Appendix).

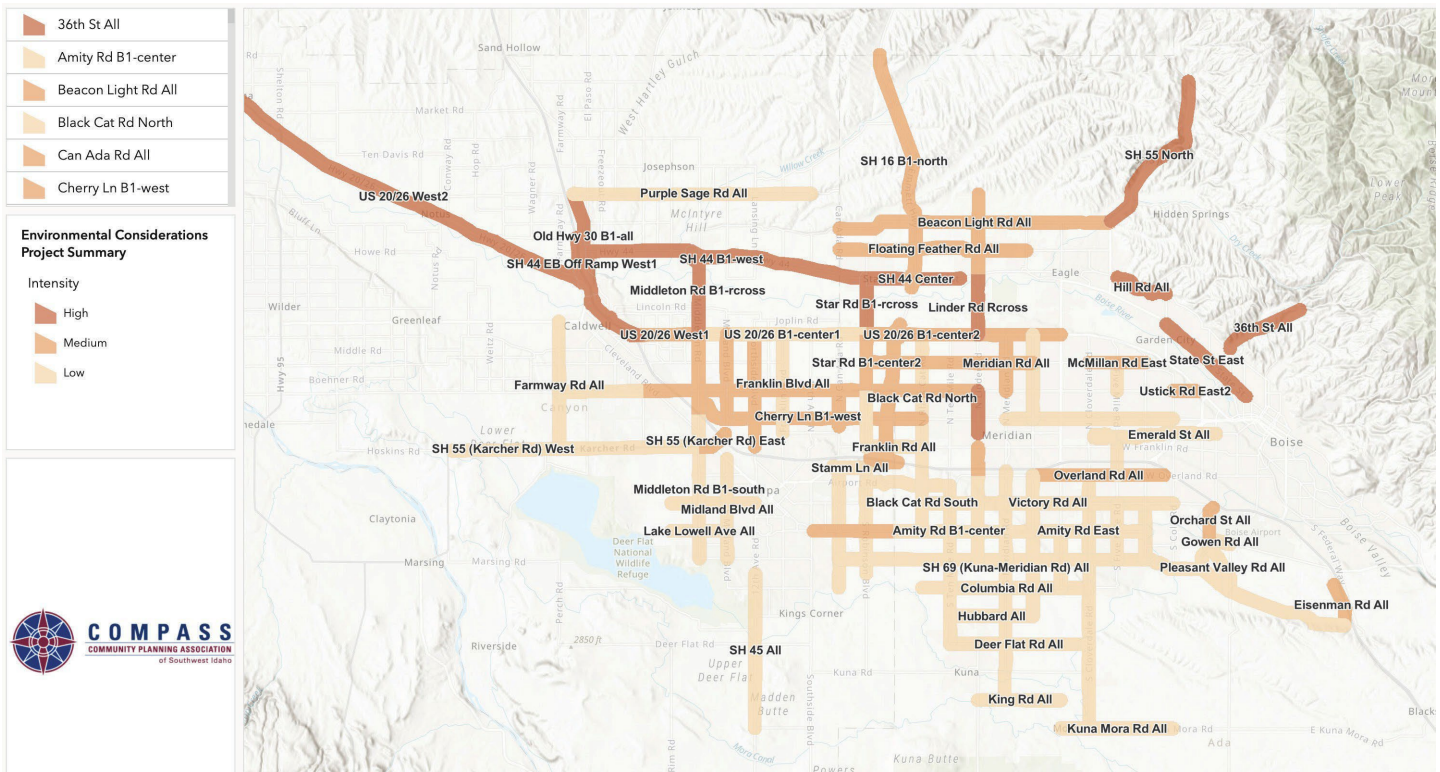


Figure 2. Potential environmental issues along priority corridors. [View interactive version.](#)

The Regional Transportation Advisory Committee used the results of this analysis for each priority corridor to assist in the [prioritization of needed corridors and projects.](#)<sup>5</sup>

## MITIGATION STRATEGIES

Mitigation strategies refer to actions that can avoid or lessen the environmental impact of a project. Participating environmental and natural resource agencies provided and reviewed general mitigation strategies for potential environmental impacts of transportation projects, based on the environmental suitability analysis conducted for CIM 2050.

Mitigation strategies should be approached in the following order, per the [National Environmental Policy Act](#):<sup>6</sup>

1. Avoid the impact altogether by not taking a certain action or parts of an action.
2. Minimize impacts by limiting the degree or magnitude of the action and its implementation.
3. Rectify the impact by repairing, rehabilitating, or restoring the affected environment.
4. Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action.
5. Compensate for the impact by replacing or providing substitute resources or environments.

COMPASS used the Federal Highway Administration's (FHWA) [Eco-Logical: An Ecosystem Approach to Developing Infrastructure Projects](#)<sup>7</sup> framework, which encourages federal, state, tribal, and local partners involved in infrastructure planning, design, review, and construction to use flexibility in regulatory processes, integrate plans across agency boundaries, and endorse ecosystem-based mitigation of infrastructure impacts that cannot be avoided.

The recommended mitigation strategies for the nine categories are described below.

## Hydrological Areas

### Water Quality and Quantity

Water quality and quantity are key considerations in any planning process. To minimize impacts in this arena, [planning efforts should](#)<sup>8</sup>

- encourage redevelopment, rather than new development, to preserve existing permeable lands;
- require low-impact development and strongly encourage zero-impact development;
- restore permeability, habitats, and ecosystems wherever possible; and
- avoid and/or fully accommodate sensitive ecological areas such as streams, riparian areas, wetlands, buffers, and groundwater recharge areas.

### Runoff (Stormwater)

Runoff from roads, parking lots, and other impermeable surfaces can collect pollutants and carry them to local rivers and other water bodies such as the Boise River and Lake Lowell. Permeable surfaces, where water can sink into the ground, such as lawns, fields, and even some types of cement, filter water as it passes through, reducing the amount of pollutants carried into local bodies of water while recharging underground aquifers.

General runoff mitigation strategies include

- establishing procedures to control runoff from construction projects;
- designing storm sewers to catch sediment runoff and prevent it from reaching streams and rivers;
- using water catch basins to detain runoff and allow water filtration;
- reducing the use of materials such as sand on icy roads;
- increasing road/surface sweeping to pick up materials before they enter storm drains; and
- using permeable surfaces where appropriate.

A road construction project may be subject to a federal Construction General Permit; if not, a stand-alone Stormwater Pollution Prevention Plan (SWPPP)<sup>9</sup> or a Stormwater Management Plan must be developed.

General mitigation strategies include

- ensuring stormwater requirements are planned/met prior to project implementation;
- implementing a SWPPP or [other stormwater management best practices](#);<sup>10</sup>
- implementing erosion- and sediment-control practices; and
- involving relevant agencies early, including the Idaho Transportation Department (ITD), Idaho Department of Water Resources (IDWR), Idaho Department of Environmental Quality (DEQ), US Environmental Protection Agency (EPA), US Army Corps of Engineers (ACE), local canal or drainage districts, health districts, city/county public works, and local highway districts.

### Wetlands, Streams, and Canals

When planning transportation-related projects, avoiding streams and wetlands is the preferred strategy. Federal “no net loss” policies protect, restore, and enhance natural wetlands and other aquatic resources that could be adversely impacted by construction, maintenance, and operations activities. In the event of unavoidable impacts, federal mitigation rules require some sort of mitigation to help ensure no overall net loss of wetland functions; this may include wetland mitigation banking or wetland or stream corridor preservation.

Generally, all transportation projects that may result in the placement of fill (soil or rock) into wetlands, streams, rivers, and other water bodies must be evaluated to determine how to avoid the filling and, if unavoidable, how to minimize and mitigate for the loss. If federal funds are used for a project, the agency building or maintaining the road will be subject to [FHWA or Western Federal Lands Highway Division policies regarding wetland mitigation](#).<sup>11</sup>

All permitting requirements, such as those falling under federal 401/404 “dredge and fill” permits, short-term activity exemptions from DEQ, and Stream Channel Protection Act permits from IDWR, must be met prior to project construction. Transportation agencies should involve IDWR, DEQ, EPA, and ACE early in the planning and/or design process.

Streams and wetlands are governed under [federal mitigation standards](#),<sup>12</sup> which require projects to:

- adhere to “avoid, minimize, compensate” sequencing—that is, avoid impacts to a wetland or other aquatic resource but, if that’s not possible, minimize impacts and compensate for them; or
- when impacts can’t be avoided, compensate for the lost functions of the impacted aquatic resources and set measurable and enforceable ecological performance standards to ensure successful mitigation.

### Groundwater

Groundwater provides a significant portion of the drinking water in southwest Idaho, and thus is extremely important to our growing population. However, population growth has the potential to negatively impact groundwater via increased pollution and new development, which can prevent water from seeping into the ground to recharge the groundwater storage (aquifers).

General strategies to mitigate construction impacts on groundwater include:

- avoiding building in areas of high groundwater (where groundwater is close to the surface);
- closely monitoring activities near aquifer recharge areas;
- disposing of excavation materials in approved areas to avoid leaching;
- implementing steps in DEQ’s short-term activity exemption for dewatering operations to prevent intrusion into groundwater; and
- involving city/county public works, local highway districts, ITD, IDWR, DEQ, and EPA in groundwater mitigation activities.

### Floodplains and Floodway Areas

Floodplains are areas that are likely to flood. They possess significant natural features and perform numerous functions important to the public interest. Federally funded projects and those involving federal lands [must be evaluated for their impact on floodplains](#).<sup>13</sup>

Local agencies require permits under floodplain ordinances for structures in floodplains, including roads and berms. Most local ordinances do not allow structures in a floodway, the channel that carries water in a river or stream. Regulations are intended to reduce the risk of floodplain loss; minimize the impact of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by floodplains.

### Habitat and Wildlife Areas

Transportation projects can severely impact wildlife and wildlife habitat. Road construction activities may spread exotic or invasive species, impair crucial habitat and wildlife resources, and/or divide—or “fragment”—wildlife corridors, which often causes animals to cross roadways, resulting in automobile crashes. The Infrastructure Investment and Jobs Act includes funding to conserve, connect, and restore 30% of our lands and waters by 2030.<sup>14</sup>

Crucial habitat contains the space, food, water, and shelter necessary for the survival and reproduction of wildlife. During the transportation planning process, no net loss of habitat should be the desired outcome. Mitigation, in order of priority, should include the following:

- avoidance, such as relocation of the entire project or most impactful portions of the project to a less sensitive area
- minimization, or modifying the project proposal to use means that do not cause as great an impact
  - Minimal habitat disruptions can be specified through conditions of approval and/or alterations in project design, such as providing a wildlife corridor.
- repair and restoration of an affected area to pre-disturbance conditions, or mitigating adverse impacts by restoring or even improving conditions
- compensation, such as replacing animal or habitat value; rectifying functions, habitat types, and species impacted
- providing financial mitigation or restitution to the public for the lost wildlife and/or habitat values

Crucial habitat also includes wildlife corridors and areas that provide connectivity among wildlife populations. Habitat fragmentation can be avoided by consulting mapped habitat areas when planning roads and modifying routes accordingly. When a project unavoidably affects wildlife habitat throughways, impacts can be mitigated by providing strategic placement (or removal) of fences and/or animal passage systems such as wildlife bridges (underpasses) or other structures to span streams, wetlands, seepage areas, riparian areas, shorelines, and open water. These structures are often designed to accommodate both wildlife and water movement. Effective techniques for facilitating wildlife movement and maintaining overall habitat connectivity consider multiple factors such as placement, size, substrate, noise, temperature, light, and moisture.<sup>15</sup>

Several agencies should be involved early in the planning process: Idaho Department of Fish and Game, Idaho Department of Lands, EPA, US Forest Service, Bureau of Land Management (BLM), other public land management agencies (if lands are affected by the project), US Fish and Wildlife Service (if threatened, endangered, or proposed species habitat is involved), FHWA, Idaho Office of Species Conservation, ITD, IDWR, DEQ, counties, and local highway districts.

### Traffic Noise

Traffic noise can be an ongoing issue for homes and businesses located along or near busy roads. General strategies to mitigate traffic noise address heavy truck volumes and high speeds, both of which typically increase noise levels.

Planners need to incorporate noise impact abatement techniques into projects and developments within or encroaching any major highway corridor or major local arterial roadway. Abatement options include the use of noise barrier walls, siting less-noise-sensitive uses such as commercial or industrial facilities closer to major roads, and designing buildings with no windows or other openings toward the roadway.

Noise can also be a short-term issue during road construction. Construction noise can be mitigated by controlling hours of work, sequence of operations, and project layout; shielding the work site; requiring certain equipment types and mufflers; and eliminating the use of backup beepers on equipment. Beepers may be eliminated if a flagger is used for backing of equipment or could be replaced by a flashing strobe light at night. FHWA's Construction Noise handbook and construction noise model provide guidance for mitigating construction noise.<sup>16</sup>

### Hazardous Materials/Contaminated Sites

If there are any indications that a tract of land pending development could possibly be contaminated with hazardous materials—such as from a leaking or abandoned underground storage tank (e.g., from an old gas station)—a site assessment must be conducted.<sup>17</sup> The property should also be crosschecked against DEQ's inventory of prior uses. If contamination is encountered, a remedial investigation should be conducted using DEQ's [\*Risk Evaluation Manual for Petroleum Releases\*](#).<sup>18</sup>

The presence of contamination or hazardous materials should not be cause to relocate a project. The cleanup and re-use of contaminated sites for transportation projects actually has several advantages, including avoiding impacts to uncontaminated sites and providing economic and safety benefits to the community. EPA, DEQ, ITD, local highway districts, and cities and counties should be involved early in the site assessment and remediation process.

## Cultural and Historical Resources

Impacts to cultural and historic resources, such as historic buildings and areas with tribal significance, should be avoided if at all possible, and may be regulated under the [National Historic Preservation Act](#)<sup>19</sup> and [Section 4\(f\) of the Department of Transportation Act of 1966](#).<sup>20</sup> General mitigation strategies include

- consulting early with the state historic preservation officer and other interested persons and parties to determine what resources may exist in a specific area;
- working with tribal communities to identify cultural resources;
- engaging in community discussion; and
- employing relocation, marking, and other measures as appropriate.

## Environmental Justice

State and local transportation agencies have a legal obligation to prevent discrimination and to protect the environment through their plans and programs. Any projects funded with federal dollars and those requiring federal action (such as a permit) must comply with the [1994 Executive Order Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations](#),<sup>21</sup> which states that each federal agency is required to develop an agency-wide environmental justice strategy that identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. The environmental justice strategy also requires effective community outreach to identify potential impacts. This process is intended to ensure projects avoid, minimize, or mitigate adverse effects on minority and low-income populations.

COMPASS has developed a [regional equity index](#)<sup>22</sup> (Figure 3) that aggregates 23 societal, environmental, and transportation factors to score and map the level of equity/inequity by geographic location (based on Transportation Analysis Zones), relative to the region as a whole. Measures include income; educational attainment; proximity by walking to grocery stores, transit, and schools; vehicle ownership; and more.

In addition, locations of concentrations of minority and low-income populations are identified with [mapped](#)<sup>23</sup> CIM 2050 transportation projects. This information was, and will continue to be, considered when prioritizing projects and developing participation plans for the long-range transportation plan and the [regional transportation improvement program \(TIP\)](#),<sup>24</sup> a budget of federally funded and regionally significant transportation projects in the Treasure Valley.

Mitigation strategies are guided by the following environmental justice principles:<sup>25</sup>

- avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations
- provide the opportunity for full and fair participation by all potentially affected communities in the transportation decision-making process
- prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations



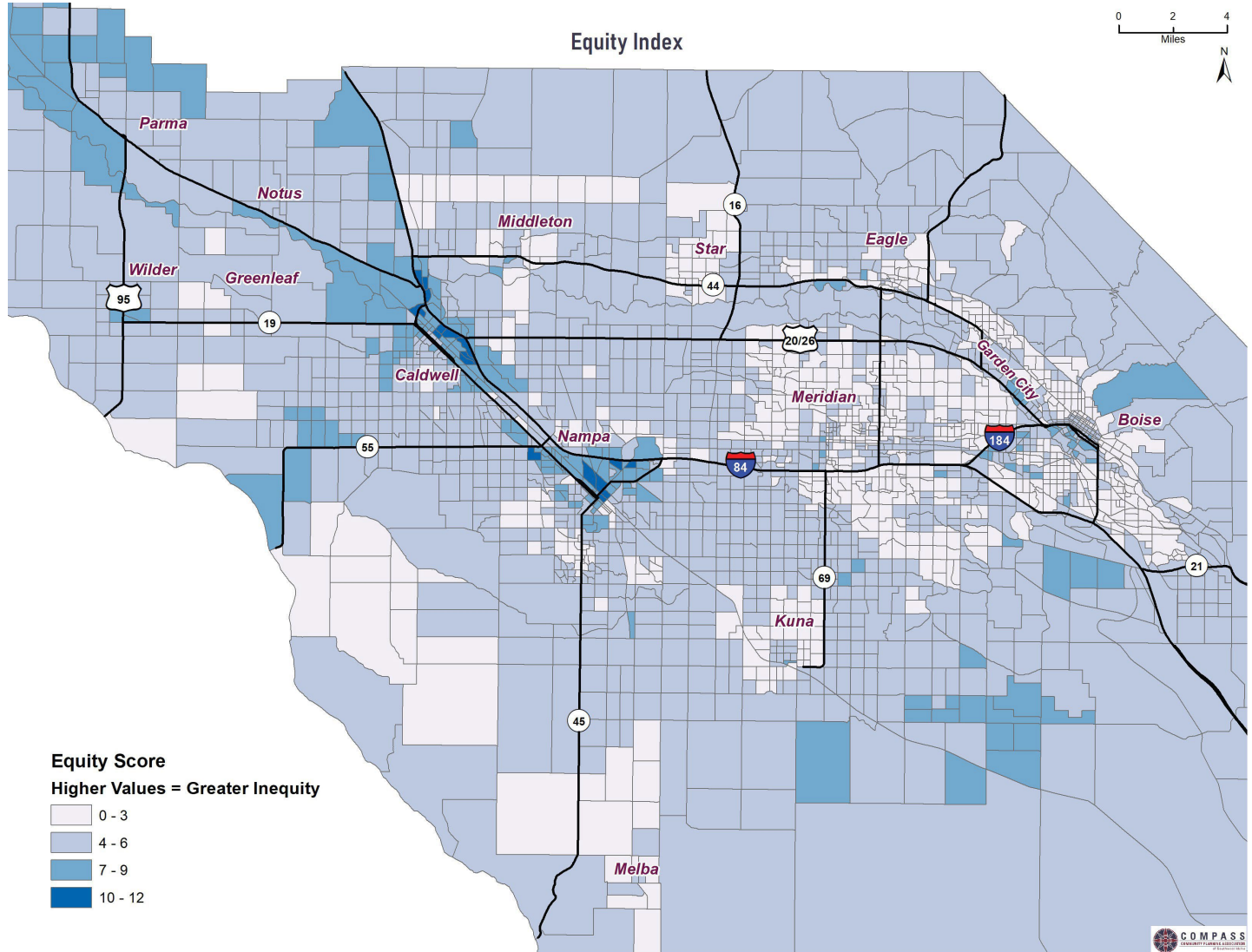


Figure 3. Regional equity index

### Open Space, Parks, and Recreation Areas

A publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site, as well as designated wild and scenic rivers, are subject to federal requirements under Section 4(f) of the Department of Transportation Act of 1966. Section 4(f) declares a national policy to preserve, where possible, “the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”<sup>26</sup>

Transportation projects can cross these “special lands” only if there is no other “feasible and prudent alternative” and the sponsoring agency demonstrates that all possible planning to minimize harm has been accomplished. Mitigation measures shall include one or more of the following:<sup>27</sup>

- replacing lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value
- replacing facilities impacted by the project, including sidewalks, paths, benches, lights, trees, and other facilities
- restoring and landscaping disturbed areas
- incorporating design and habitat features where necessary to reduce or minimize impacts to the Section 4(f) property.
  - Such features should be designed in a manner that will not adversely affect the safety of the highway facility.
- paying the fair market value of the land and improvements taken or improvements to the remaining Section 4(f) site
- performing additional or alternative mitigation measures that may be determined necessary based on consultation with the officials having jurisdiction over the parkland, recreation area, or wildlife or waterfowl refuge

Section 4(f) is also called into effect when a project’s impacts in the proximity of the protected area are so severe that the resources’ activities, features, or attributes are substantially impaired, even if the project does not actually intrude into the protected area.

[Section 6\(f\) of the Land and Water Conservation Fund Program](#)<sup>28</sup> provides matching funds to states and municipalities for planning, improving, or acquiring outdoor recreational lands. Typically, such properties are also regulated under Section 4(f), as discussed above.

## **Agricultural and Farmland**

The [Farmland Protection Policy Act](#)<sup>29</sup> requires agencies to minimize federally aided conversion of “prime or unique” farmland, consider alternative options, and ensure that federal programs are compatible with state and local programs to protect farmland. Resource lands such as farmlands provide a wealth of benefits, including local goods and economic vitality, preserved agricultural heritage, sense of place, and environmental benefits such as wildlife habitat and groundwater recharge potential.

There are no mitigation strategies to counter the loss of prime farmland or a change in use to non-agricultural uses once farmland is converted. Encouraging growth within an existing community footprint is the primary way to minimize encroachment and development on agricultural lands. To preserve prime farmland, planners should work closely with local land use agencies and others such as the BLM and the Land Trust of the

Treasure Valley to preserve open space and minimize low-density development. Transportation planners working on projects near farmland should involve local planning and zoning agencies and the Natural Resources Conservation Service in the process to preserve and minimize the loss of farmland.

Cities and counties could consider agricultural zoning based on soil quality, mandating minimum parcel sizes based on the quality of the land and other locational factors, and/or mitigating for development next to farmland by using vegetation barriers or topographic buffers. If farmland conversion is unavoidable, some examples of compensation include providing equivalent agricultural acreage elsewhere or paying fees to help fund farmland conservancy programs.

## Land Use

The density and mix of buildings and other constructed features shape people's travel needs and habits, which in turn also shape urban form. For example, in areas with higher densities and mixed commercial and residential buildings, people walk, cycle, and use other non-motorized transport more because trip distances are typically shorter and are less likely to require travel on major roadways. When personal vehicles are used in these areas, trips tend to be shorter, and ride sharing is more feasible because there is a greater likelihood that individuals are traveling to and from similar locations.<sup>30</sup>

Transportation planning and design should incentivize high-density and mixed-use building to minimize land consumption from urban sprawl. Siting and design considerations that mitigate impacts include:

- considering the relationship between land-use patterns and travel modes; and
- zoning for open space and developing adequate facility provision ordinances.

To preserve open space and minimize low-density development, planners should work closely with local land-use agencies and others such as the BLM and the Land Trust of the Treasure Valley.

## Air Quality

Air quality was not included in the environmental suitability analysis, as Ada and Canyon Counties share one airshed. However, this does not imply that air quality issues are any less important than issues addressed in the suitability analysis. Common near-roadway air quality concerns include public health impacts from vehicle traffic along heavily traveled highways or large roadways.<sup>31</sup>

Strategies to preserve air quality, reduce pollution, and mitigate its impacts can be incorporated into general land-use and transportation planning. For example, locating schools, daycare centers, and nursing homes away from corridors with significant truck traffic or heavily traveled roadways, and installing solid or vegetative barriers to protect nearby residents, can help mitigate health impacts. Designing compact and walkable communities, expanding public and non-motorized transportation systems, and maintaining and maximizing the use of existing transportation infrastructure can reduce transportation-related air pollution. Practical examples of these strategies include providing infrastructure to support carpooling and implementing bicycle and pedestrian plans.

Northern Ada County is an air quality “maintenance area” for carbon monoxide and coarse particulate matter (PM<sub>10</sub>), meaning that Northern Ada County has violated federal health-based air quality standards for these pollutants in the past, but is now in compliance with those standards and has federally approved plans to maintain compliance in the future. As an MPO in a maintenance area, COMPASS must demonstrate that federally funded and “regionally significant” transportation projects will not degrade air quality in the Treasure Valley. This is referred to as an “air quality conformity demonstration.”<sup>32</sup>

Through required computer modeling, COMPASS has demonstrated that the estimated impacts of the funded projects in CIM 2050 meet air quality conformity requirements for Northern Ada County and will not degrade air quality.<sup>33</sup>

The Treasure Valley airshed is subject to stagnant air, which exacerbates the concentration of air pollutants and contributes to the possibility of exceeding health standards again in the future. Pollutants of particular concern are fine particulate matter (PM<sub>2.5</sub>) and ground-level ozone. Strategies in this plan address these pollutants and are intended to reduce the likelihood of future exceedances.

In addition to air quality impacts of using the transportation system, dust generated by transportation-related construction can also cause short-term impacts. These impacts can be mitigated by developing and following a dust prevention and control plan and employing control measures such as

- watering roadways;
- covering loads;
- sweeping roadways;
- applying gravel on dirt roads;
- applying environmentally safe soil stabilizers on dirt roads;
- limiting vehicle traffic on dirt roads; and
- reducing speed limits through construction zones.

Additional air quality mitigation measures during construction can include

- properly maintaining construction equipment;
- evaluating the use of available alternative engines and diesel fuels;
- reducing construction-related traffic trips and unnecessary idling;
- using newer, “cleaner” construction equipment;
- installing emissions-reduction equipment on diesel construction equipment; and
- rerouting truck traffic away from communities and schools.

Adopting a construction emissions mitigation plan will help ensure procedures are sufficiently defined, thereby reducing air quality impacts. Design and implementation of mitigation measures should include consultation with ITD, DEQ, local highway districts, cities, and counties.

State and local agencies and even private businesses have been proactive in protecting air quality throughout the Treasure Valley for several decades. An emissions testing program has been in place in Ada County since 1984, due to violations of the carbon monoxide ambient air quality standard. The program is implemented under local ordinances through the Air Quality Board. In 2005, then-Governor Dirk Kempthorne signed the Regional Air Quality Council Act into law. The act established the Treasure Valley Air Quality Council, which then developed the [Treasure Valley Air Quality Plan](#)<sup>34</sup> in 2007.

In 2008, the Idaho Legislature passed House Bill 39-1116b, which required emissions testing in areas that met certain criteria. Both Ada and Canyon Counties met the criteria, so in 2010, an emissions testing program for Canyon County and the City of Kuna<sup>35</sup> was established to fulfill the requirements of this law.

On March 22, 2022, Governor Little signed Senate Bill 1254,<sup>36</sup> which repealed the state's emissions testing requirement and created a process for DEQ to recommend the legislature create any new regional air quality councils when air pollutants reach certain levels. The actions will become effective July 1, 2023.

While this will eliminate the Canyon County/City of Kuna program, additional federal and local actions are needed before the Ada County program could be terminated.

Aside from emissions testing, most other specific actions to curb air pollution have focused on recommendations such as educating the public, planning a transportation system that encourages forms of transportation other than single-occupancy vehicles and discourages idling, planning land use to reduce (or slow the growth of) vehicle miles traveled, and facilitating changes in government and business practices and processes through incentives or, when necessary, regulation.

A few of the many programs that support clean air in the Treasure Valley include

- regional long-range transportation plans for Ada and Canyon Counties that promote development patterns that support the use of transportation alternatives, and thus decrease reliance on single-occupancy vehicles;
- an expanding alternative transportation network, including improvements in public transportation, vanpools/carpools, and bicycle and pedestrian facilities;
- public education and awareness campaigns, including campaigns in the early to mid-2000s sponsored by the Treasure Valley Partnership and DEQ and an ongoing campaign initiated in 2013 funded by the Air Quality Board and DEQ and managed by COMPASS;
- a Stage I Vapor Recovery program;<sup>37</sup>
- employer-based programs to reduce employees' vehicle miles traveled, including incentives to use alternative transportation and/or work from home;<sup>38</sup>

- signal timing to reduce idling of cars in traffic;
- local ordinances regulating open burning and limiting indoor residential burning based on air quality forecasts;<sup>39</sup>
- a crop residue burning program to enable growers to burn crop residue under certain conditions while protecting public health from smoke impacts;<sup>40</sup> and
- organization-specific initiatives, such as purchasing fuel-efficient and alternative-fueled vehicles and maintenance equipment and using paints and other chemicals low in volatile organic compounds (contributors to air pollution).

In addition, any business or industry that emits air pollutants into the air is required to have an air pollution control permit from DEQ<sup>41</sup> to ensure compliance with all state and federal air pollution control rules, which are designed to protect public health and the environment.

## FUNDING FOR MITIGATION STRATEGIES

The Infrastructure Investment and Jobs Act provides many new programs and competitive grants that could be used to fund mitigation measures. These programs include the following:

- [Wildlife Crossing Safety Program](#)<sup>42</sup>
- [National Culvert Removal, Replacement, & Removal Grant](#)<sup>43</sup>
- [Carbon Reduction Program](#)<sup>44</sup>
- [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#)<sup>45</sup>
- [Reconnecting Communities Pilot Program](#)<sup>46</sup>
- [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Program](#)<sup>47</sup>

The bill also significantly expands funding for existing programs such as the

- [Brownfields Program](#);<sup>48</sup>
- [Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program \(Bridge Formula Program\)](#);<sup>49</sup> and
- [Congestion Mitigation and Air Quality Program](#).<sup>50</sup>

In total, funding for these programs represents a historic opportunity to mitigate the adverse effects of transportation on the environment.



## SUMMARY

COMPASS collaborates with environmental and natural resource agencies and organizations and other stakeholders to identify and address environmental issues relevant to long-range transportation planning. COMPASS has worked closely with both transportation and natural resource agencies and organizations in the development of CIM 2050 to consider environmental and resource issues and identify general mitigation strategies.

COMPASS continues to pursue more and better data for a more complete view of potential environmental impacts of transportation improvements, and ways to mitigate them. Other impacts, including effects on quality of life, are discussed in [Prioritization Process](#).<sup>51</sup>

**Appendix: 2050 Environmental Issues Matrix**

Prioritized Projects	Environmental Issues (Low, Medium, High)	Hydrological Areas	Habitat and Wildlife Areas	Hazardous Materials/ Contaminated Sites	Cultural/Historic Resources	Open Space, Parks, and Recreation Areas	Agricultural and Farmland	Land Use	Environmental Justice
Cherry Lane / Fairview Avenue, Middleton Road to Black Cat Road	Medium	•				•		•	•
Five Mile Road and Overpass, Overland Road to Franklin Road	Medium	•	•	•		•		•	
Interstate 84, Centennial Way (Exit 27) to Franklin Road (Exit 29)	High	•	•	•	•	•		•	•
Middleton Road, Cherry Lane to State Highway 44	Medium (south) High (north)	•	•	•	•	•		•	•
Middleton Road, Greenhurst Road to Caldwell-Nampa Boulevard	Medium	•		•	•	•		•	•
Midland Boulevard, Cherry Lane to US 20/26	High	•				•		•	•
Old Highway 30 Corridor US 20/26 to Purple Sage Road	High	•	•	•	•	•		•	•
Robinson Boulevard, Greenhurst Road to Stamm Lane	Medium	•			•			•	
Robinson Boulevard/Star Road, Franklin Road to Ustick Road	Medium	•	•	•		•		•	
State Highway 16, Interstate 84 to State Highway 44 (Phase 3)	Medium	•	•		•	•		•	



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State Highway 16 North, State Highway 44 to Deep Canyon Road	High	●	●		●	●			
State Highway 44, Interstate 84 to Star Road	High	●	●	●	●	●		●	●
State Highway 69, Kuna Road to Interstate 84	Low	●	●	●	●	●		●	
Stamm Lane, Garrity Boulevard to Robinson Boulevard	Medium	●		●	●				●
US Highway 20/26, Middleton Road to Star Road (Interim)	Medium	●	●	●					
US Highway 20/26, State Highway 16 to State Highway 55 (Eagle Road) (Ultimate)	Medium (west) High (east)	●	●			●		●	
Ustick Road, Midland Boulevard to Star Road	Medium	●						●	●

*Note: Public transportation projects are not included in this environmental analysis as public transportation operates on existing transportation infrastructure.*

## ENDNOTES

- 1 23 USC 134:Metropolitan Transportation Planning  
<https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section134&num=0&edition=prelim>
- 2 COMPASS Environmental Review Process 2008-2013, COMPASS, [www.compassidaho.org/documents/prod\\_serv/reports/COMPASS Environmental Review Process 2008 2013.pdf](http://www.compassidaho.org/documents/prod_serv/reports/COMPASS%20Environmental%20Review%20Process%202008%202013.pdf)
- 3 COMPASS Environmental Review Process, 2014-2022, [https://www.compassidaho.org/documents/prod\\_serv/COMPASS Environmental Review 2014-2022.pdf](https://www.compassidaho.org/documents/prod_serv/COMPASS%20Environmental%20Review%202014-2022.pdf)
- 4 CIM 2050 environmental review map,  
<https://www.arcgis.com/apps/dashboards/06b44c3005564daeb2cb9b43602480b0>
- 5 Prioritization Process, CIM 2050, [cim2050.compassidaho.org/Prioritization.pdf](http://cim2050.compassidaho.org/Prioritization.pdf)
- 6 National Environmental Policy Act, [www.ecfr.gov/current/title-40/chapter-V/subchapter-A/part-1508#1508.1](http://www.ecfr.gov/current/title-40/chapter-V/subchapter-A/part-1508#1508.1)
- 7 Eco-Logical: An Ecosystem Approach to Developing Infrastructure Projects, FHWA, [www.environment.fhwa.dot.gov/env\\_initiatives/eco-logical/report/eco\\_index.aspx](http://www.environment.fhwa.dot.gov/env_initiatives/eco-logical/report/eco_index.aspx)
- 8 Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, Council on Environmental Quality, [www.energy.gov/sites/prod/files/NEPA-40CFR1500\\_1508.pdf](http://www.energy.gov/sites/prod/files/NEPA-40CFR1500_1508.pdf)
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