

CIM 2040 Performance Measures and Targets

CIM Element	Goal #	CIM Goal	MAP-21 National Goal ⁱ	Performance Measure	Authorization	#	Baseline	2040 Target	Data Source (if other than COMPASS)	Cross Reference Goals	Notes
Transportation	1.1	Enhance the transportation system to improve accessibility to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements.									
		Infrastructure Condition	Bridge conditions not "functionally obsolete"	BOARD, MAP 21	1.	87%	>87%	ITD	• Community Infrastructure	Functional obsolescence is assessed by comparing the existing configuration of each bridge to current standards and demands.	
			Bridge conditions not "structural deficient"	BOARD, MAP 21	2.	96%	100%	ITD	• Community Infrastructure	Structurally deficient means that a bridge requires repair or replacement of a certain component. This may include cracked or spalled concrete, the bridge deck, the support structure, or the entire bridge itself. Being structurally deficient does not imply that the bridge is in danger of collapse or unsafe to the traveling public.	
			Transit replacement by vehicle type	BOARD, MAP 21	3.	.93	>.8	NTD Evaluation/ Industry Standard	• Community Infrastructure	Ratio of average age of fleet (fixed-route only) compared to maximum useful life of fleet.	
		Congestion Reduction	Miles of congested Interstate	BOARD, MAP 21	4.	17 miles (25%)	<43 miles (63%)		• Land Use • Housing • Economic Development	Interstate from State Highway 44 (Exit 25) interchange to Isaac Canyon interchange. Length of the corridor for both directions is about 70 miles. Congestion Management Service (CMS) data for baseline and 2040 regional model for forecasts.	
			Travel Time Index (Interstate)	BOARD, MAP 21	5.	1.18	<2.17		• Land Use • Housing • Economic Development	Travel Time Index (TTI) refers to the ratio of peak travel time to free flow travel time. A TTI of 2.0, for example, means that it takes twice as long to travel a given roadway during the peak or congested period as during free flow or ideal conditions. Over 1.25 is considered "congestion" in this metric.	
			Travel Time Index (non-interstate)	BOARD, MAP 21	6.	1.55	<1.83		• Land Use • Housing • Economic Development	Travel Time Index (TTI) over 1.75 is considered "congestion" in this metric.	
			Park and Ride Spaces	WORKGROUP	7.	370	>750	ACHD Commuteride		Will also be reported as % change.	
			Vanpools	WORKGROUP	8.	103	>300	ACHD Commuteride			

CIM Element	Goal #	CIM Goal	MAP-21 National Goal ⁱ	Performance Measure	Authorization	#	Baseline	2040 Target	Data Source (if other than COMPASS)	Cross Reference Goals	Notes			
			System Reliability	Peak hour travel time (Downtown Caldwell to Downtown Boise)	BOARD, CIM	9.	35 minutes	<80 minutes		<ul style="list-style-type: none"> Land Use Housing Economic Development 	Baseline data from the Congestion Management Service (CMS) travel time data. Target derived from the regional travel demand model.			
				Transit Level of Service	BOARD	10.	62%	>81%		Average Transit level of Service (LOS) completion percentage for arterial roads within the city area of impact compared to valleyconnect plan.				
				Transit Level of Service (CIM 2040 corridors)	BOARD	11.	52%	>76%		Average Transit level of Service (LOS) completion percentage for CIM 2040 corridors within the area of impact compared to valleyconnect plan.				
				Annual transit ridership	BOARD, MAP 21	12.	1,418,311	>2,500,000	National Transit Database, Federal Transit Administration	2040 target maintains current per capita levels, rounded to nearest 100,000. Regional only until route data is available.				
				Annual transit passenger miles	WORKGROUP	13.	7,942,936	>13,500,000	National Transit Database, Federal Transit Administration	2040 target maintains current per capita levels, rounded to nearest 100,000.				
			Freight Movement and Economic Vitality	Freight Travel Time Index (Local Routes, non-interstate)	BOARD, CIM	14.	1.70	<2.04		<ul style="list-style-type: none"> Economic Development 	Travel time index (TTI) using Congestion Management Service (CMS) data on freight corridors only. Over 1.25 is considered "congestion" in this metric.			
			1.2	Improve safety and security for all transportation modes and users.										
						Safety	Number of Auto crashes	BOARD, MAP-21	15.	8,538	< previous year per VMT	ITD WebCARs	<ul style="list-style-type: none"> Health 	Baseline is 2002-2012 average. Baseline and target is discrete data, not normalized by Vehicle Miles Traveled (VMT), pending final MAP-21 Rulemaking.
							Number of Bike crashes	BOARD, MAP-21	16.	187	< previous year per VMT	ITD WebCARs	<ul style="list-style-type: none"> Health 	Baseline is 2002-2012 average. Baseline and target is discrete data, not normalized by Vehicle Miles Traveled (VMT), pending final MAP-21 Rulemaking.
							Number of Pedestrian crashes	BOARD, MAP-21	17.	86	< previous year per VMT	ITD WebCARs	<ul style="list-style-type: none"> Health 	Baseline is 2002-2012 average. Baseline and target is discrete data, not normalized by Vehicle Miles Traveled (VMT), pending final MAP-21 Rulemaking.
Number of Auto fatalities	BOARD, MAP-21	18.					30.6	0	ITD WebCARs	<ul style="list-style-type: none"> Health 	Baseline is 2002-2012 average. Baseline and target is discrete data, not normalized by Vehicle Miles Traveled (VMT), pending final MAP-21 Rulemaking.			
Number of Bike fatalities	BOARD, MAP-21	19.					1	0	ITD WebCARs	<ul style="list-style-type: none"> Health 	Baseline is 2002-2012 average. Baseline and target is discrete data, not normalized by			

CIM Element	Goal #	CIM Goal	MAP-21 National Goal ⁱ	Performance Measure	Authorization	#	Baseline	2040 Target	Data Source (if other than COMPASS)	Cross Reference Goals	Notes
											Vehicle Miles Traveled (VMT), pending final MAP-21 Rulemaking.
				Number of Pedestrian fatalities	BOARD, MAP 21	20.	4	0	ITD WebCARs	• Health	Baseline is 2002-2012 average. Baseline and target is discrete data, not normalized by Vehicle Miles Traveled (VMT), pending final MAP-21 Rulemaking.
				Number of Auto injuries	BOARD, MAP 21	21.	369	< previous year per VMT	ITD WebCARs	• Health	Injuries are Type A or serious injury. Baseline is 2002-2012 average. Baseline and target is discrete data, not normalized by Vehicle Miles Traveled (VMT), pending final MAP-21 Rulemaking.
				Number of Bike injuries	BOARD, MAP 21	22.	21.2	< previous year per VMT	ITD WebCARs	• Health	Injuries are Type A or serious injury. Baseline is 2002-2012 average. Baseline and target is discrete data, not normalized by Vehicle Miles Traveled (VMT), pending final MAP-21 Rulemaking.
				Number of Pedestrian injuries	BOARD, MAP 21	23.	5	< previous year per VMT	ITD WebCARs	• Health	Injuries are Type A or serious injury. Baseline is 2002-2012 average. Baseline and target is discrete data, not normalized by Vehicle Miles Traveled (VMT), pending final MAP-21 Rulemaking.
				Number of Transit crashes	MAP 21	24.	46/year	< previous year per Transit VMT	ITD WebCARs	• Health	Buses may include school buses, intercity, public transit, charter, etc. These are distinct categories starting in 2012. Baseline is 2002-2012 average. Baseline and target is discrete data, not normalized by Vehicle Miles Traveled (VMT), pending final MAP-21 Rulemaking.
	1.3	Protect and preserve existing transportation systems and opportunities.									
		Environmental Sustainability		Vehicle emissions	BOARD, MAP 21, CIM	25.	24.4 tons/day	< 60.1 tons/day (PM ₁₀ Budget)		• Health	PM ₁₀ estimated motor vehicle emissions from conformity demonstration of the FY 2014-2014 Regional Transportation Improvement Program (TIP). 2040 target based on PM ₁₀ motor vehicle emission Budget approved by the EPA on May 17, 2013.
	1.4	Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.									
		System Reliability		Pedestrian Level of Service completion %	BOARD	26.	77%	>89%		• Health	Average Pedestrian Level of Service (LOS) completion percentage for arterial roads within the area of impact.
				Bicycle Level of Service completion %	BOARD	27.	70%	>85%		• Health	Average Bicycle Level of Service (LOS) completion percentage for arterial roads within the area of impact.
				Sidewalks per Roadway Mile	BOARD	28.	38%	>50%	Highway Districts	• Health	All road typologies.
				Bikeways per Roadway Mile	BOARD	29.	16%	>25%	Highway Districts	• Health	152 bikeway miles in 2012 on collector or arterial roads.

CIM Element	Goal #	CIM Goal	MAP-21 National Goal ⁱ	Performance Measure	Authorization	#	Baseline	2040 Target	Data Source (if other than COMPASS)	Cross Reference Goals	Notes
Land Use	2.1	Coordinate local land use planning, transportation planning, and development to maximize the use of existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.									
				Jobs-housing balance	CIM	30.	2.7 miles	<2.7 miles		<ul style="list-style-type: none"> Economic Development Housing 	Distance between the housing center and the employment center of the region. Regional only.
				Composite population (population and jobs) in downtowns	BOARD, CIM	31.	51,466 (6%)	>95,516 (6.5%)		<ul style="list-style-type: none"> Economic Development 	Downtowns include all downtowns with the 2010 adjusted urbanized area: Boise, Garden City, Meridian, Eagle, Star, Kuna, Caldwell, Nampa, and Middleton.
	2.2	Recognize and more clearly define and support the regional role of all communities, including small communities.									
				Land development consistency	CIM	32.	0	0		<ul style="list-style-type: none"> Housing Community Infrastructure 	Areas exempted from “inconsistency” include: <ul style="list-style-type: none"> Downtowns Major Activity Centers Infill locations
	2.3	Encourage infill development and more compact growth near community identified activity centers.									
				Composite population in major activity centers	BOARD, CIM	33.	172,285 (21%)	>423,073 (28%)		<ul style="list-style-type: none"> Economic Development 	COMPASS defines major activity centers as follows: <ol style="list-style-type: none"> 1) Main activity centers, which include central business districts linked to the interstate, Boise State University, Boise Airport, and regional medical centers. 2) Employment activity centers, which are defined as employment areas with an average density of five employees per acre (within a mile radius). 3) Commercial activity centers, defined as 500,000 commercial square footage within one-quarter mile radius.
			Composite Population in Infill development	BOARD, MAP-21, CIM	34.	378,779 (46%)	> 1,085,417 (73%)		<ul style="list-style-type: none"> Community Infrastructure 	Infill location defined as: <ul style="list-style-type: none"> At least 1 jobs/per acre within 1 mile Within city limits (or enclave) Within ¼ mile of at least one of the following: <ul style="list-style-type: none"> public schools public parks transit stop retail center (at least 1 retail job per acre) 2040 target based on household density of 1/acre or more.	

CIM Element	Goal #	CIM Goal	MAP-21 National Goal ⁱ	Performance Measure	Authorization	#	Baseline	2040 Target	Data Source (if other than COMPASS)	Cross Reference Goals	Notes
	2.4	Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries.									
				Transit supportive housing	CIM	35.	13%	>20%		<ul style="list-style-type: none"> Transportation Community Infrastructure 	7+ Dwelling Units and 50 units or more within ¼ mile of valleyconnect route.
				Households near transit	CIM	36.	11%	>20%		<ul style="list-style-type: none"> Transportation 	Households within ¼ mile of a existing route (baseline) or valleyconnect route (target).
Housing	3.1	Encourage mixed-use neighborhoods, town centers, and other development types that include a variety of housing options to meet the transportation and housing needs of all socioeconomic groups.									
				Housing Affordability Index	BOARD	37.	28%	<28%	U.S. Housing and Urban Development		Housing costs as percentage of median income.
				Location Affordability Index	BOARD	38.	50%	<50%	U.S. Housing and Urban Development	<ul style="list-style-type: none"> Transportation Land Use Community Infrastructure 	The Location Affordability Index (LAI) combines the average household costs of housing and transportation based on average household's budget in the region.
				New multi-family units	CIM	39.	11%	>18%		<ul style="list-style-type: none"> Community Infrastructure 	
				Average residential density	CIM	40.	3.0	>4.0		<ul style="list-style-type: none"> Community Infrastructure 	Based on households within urban area or 2040 using current criteria.
Community Infrastructure	4.1	Promote land use patterns that provide Treasure Valley residents with safe, reliable, and cost-efficient infrastructure services.									
				Acres Annexed per new population	BOARD	41.	0.3 acres/person	<0.2 acres/person		<ul style="list-style-type: none"> Land Use 	CIM 2040 Vision does not directly forecast annexations. 2040 target set from 2040 population density.
				Households outside area of impact	WORKGROUP	42.	6%	<6%		<ul style="list-style-type: none"> Housing Farmland 	Baseline and targets based on 2013 Area of Impacts. Metric will not change with revisions in city area of impacts.
	4.2	Promote maintenance and preservation of existing infrastructure.									
				LEED buildings	WORKGROUP	43.	315,038 sq. ft./ year	>500,000 sq. ft./year	US Green Building Council, Idaho Chapter		Leadership in Energy and Environmental Design (LEED) buildings. Baseline from 2003-2010 data.
Health	5.1	Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life.									
				Household connectivity (access to parks, schools, and grocery stores)	CIM	44.	8% (61,568)	>14% (214,584)			2040 target based on Traffic Analysis Zones (TAZ) within 1,000' of existing household connectivity.
				Household connectivity to parks	BOARD, CIM	45.	27% (57,930)	>58%		<ul style="list-style-type: none"> Open Space 	2040 target based on best city performance in baseline data (Middleton).
				Household connectivity to schools	CIM	46.	9% (39,547)	>34%		<ul style="list-style-type: none"> Land Use 	2040 target based on best city performance in baseline data (Kuna).
				Household connectivity to grocery stores	CIM	47.	6% (12,668)	>11%		<ul style="list-style-type: none"> Housing 	2040 target based on best city performance in baseline data (Middleton).
Ec on om	6.1	Develop a regional transportation system that connects communities, provides access to employment centers, and provides efficient truck, rail, and/or air freight movement throughout the Treasure Valley.									

CIM Element	Goal #	CIM Goal	MAP-21 National Goal ⁱ	Performance Measure	Authorization	#	Baseline	2040 Target	Data Source (if other than COMPASS)	Cross Reference Goals	Notes
	6.2	Maintain the vitality of regional centers, downtowns, and main streets through continued public and private investments in new and existing business, housing, and transportation options as appropriate.									
				Employment near transit	CIM	48.	65%	>70%		• Transportation	Based on valleyconnect plan.
				Economic Clusters--% of jobs in export industries	BOARD	49.	8%	>12%	Idaho Department of Labor		Based on San Diego Association of Governments (SANDAG) economic clusters analysis of export industries.
Open Space	7.1	Promote development and transportation projects that protect and provide all of the region's population with access to open space, natural resources, and trails.									
				Miles of trails and pathways	WORKGROUP	50.	195.7 miles	> previous year	FACTS. Ridge to Rivers.	• Transportation • Health	Official trail map.
				Boise River Greenbelt Miles	WORKGROUP	51.	30 miles	>50 miles		• Transportation • Health	Miles of paved miles of the Boise River Greenbelt.
				Boise River Greenbelt Access	WORKGROUP	52.	20%	>23%		• Land Use • Health	2040 target within 1 mile of Boise River from Lucky Peak to I-84 in Caldwell.
				Parks (acreage) to population	BOARD	53.	7 acres/ 1,000 population	>10 acres/ 1,000 population		• Health	
			Ratio of regional preserved open space to population	BOARD	54.	22.3 acres/1,000 population	> 25 acres /1,000 population		• Health		
Farmland	8.1	Protect and enhance transportation routes for the efficient movement of farm equipment and products.									
				Agricultural land consumption outside CIM 2040 Vision	BOARD, CIM	55.	0	0		• Community Infrastructure	
	8.2	Protect agricultural land for food, fiber, and fuel production and support of other agricultural and food-related businesses.									
				Acres of irrigated farmland	BOARD, CIM	56.	301,462 acres	>266,625 acres		• Economic Development	Irrigated agriculture and irrigated pasture only.

MAP 21 National Goals

- Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition – to maintain a highway infrastructure asset system in a state of good repair
- Congestion Reduction – to achieve a significant reduction in congestion on the NHS
- System Reliability – to improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality – to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability – to enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced Project Delivery Delays – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices