



Introduction

Transportation is one of the foundations of society, a means of moving people and goods from place to place. From multilane interstate highways to gravel roads, from bike lanes, trails, and sidewalks to airports and rail lines, transportation infrastructure enables society and the economy to meet people's needs.

The interdependent relationship between transportation and land use means that development decisions made today will affect future transportation needs. Decisions about housing, open space, and farmland affect where and how people travel, and impact public health and economic development.

Therefore, to effectively maintain, improve, and plan for the future needs of the transportation system, it's necessary to consider the system's current condition as well as societal trends. High-growth areas may require new roads, additional lane capacity, or improvements to public transportation. Routes used by trucks or heavy farm machinery may require additional maintenance or safety features. Modes of transportation other than vehicles and trucks, such as buses, rail, biking, and walking, may become more prevalent based on changing economic and social conditions.

COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO

The Community Planning Association of Southwest Idaho (COMPASS) is an association of local governments working together to plan for the future of the region. COMPASS members consider factors that affect quality of life for area residents when making decisions about transportation and setting priorities for spending federal transportation dollars over the next 20+ years.

COMPASS conducts this work as the metropolitan planning organization (MPO) for two urbanized areas in southwest Idaho: the Boise Urbanized Area in Ada County and the Nampa Urbanized Area in Canyon County. COMPASS has served as the MPO for the Boise Urbanized Area since 1977 and the Nampa Urbanized Area since early 2003. The COMPASS planning area consists of all of Ada and Canyon Counties.

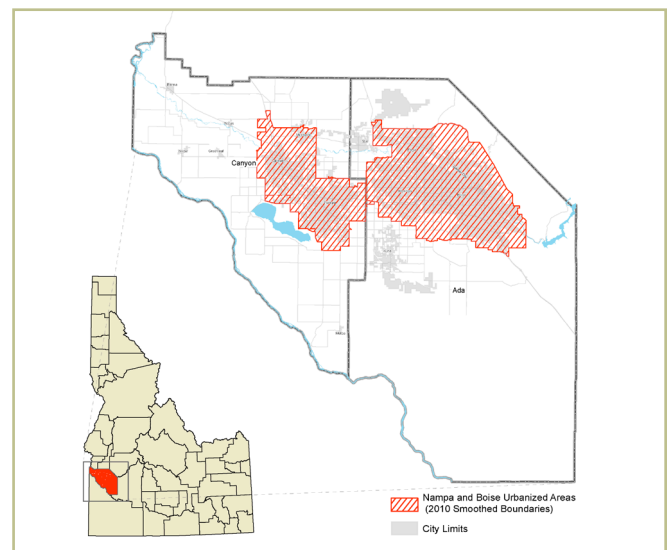


Figure 1. The COMPASS planning area

REGIONAL LONG-RANGE TRANSPORTATION PLAN: COMMUNITIES IN MOTION 2040 2.0

COMPASS has developed this regional long-range transportation plan, *Communities in Motion 2040 2.0* (CIM 2040 2.0), as an update to *Communities in Motion 2040*.¹ A long-range transportation plan such as CIM 2040 2.0 is required in order for transportation projects in the planning area to receive federal funding. The plan is updated (or a new plan written) every four years and must look at least 20 years into the future to address future



needs of the region based on projected growth, land use, demographics, and other factors. Public involvement is an important part of the planning process and is discussed in more detail in *Outreach and Public Participation*.²

What Has Remained the Same from CIM 2040?

This plan maintains the basic tenets of CIM 2040, including the horizon year of 2040, the *CIM 2040 Vision*³ for growth, the eight plan elements—transportation, land use, housing, community infrastructure, economic development, open space, farmland, and health—and the associated goals (see below). To implement the goals, COMPASS will continue to follow *eight regional policy statements*⁴—one of which (funding; see below) was updated by the COMPASS Board of Directors for CIM 2040 2.0.

Additionally, while the *financial forecast*⁵ has been updated, the ultimate conclusion, that funding is inadequate to meet future transportation needs, remains unchanged.

What Has Changed from CIM 2040?

The forecasted needs in CIM 2040 2.0 are based on expected growth patterns as described in the CIM 2040 Vision. However, this information is not static. To account for new developments and changing trends in the region, COMPASS updated the CIM 2040 Vision annually to reflect *on-the-ground growth*.⁶ These changes are accounted for in the evaluation of forecasted needs.

In addition to reflecting on-the-ground growth, CIM 2040 2.0 has an increased focus on how individual transportation system components—roadways, bicycle and pedestrian networks, freight, and public transportation—work together to form a *complete transportation system*.⁷ While the overall *transportation needs and priorities*⁸ remain largely the same as in CIM 2040, the needs identified in CIM 2040 2.0 have been refined based on this complete transportation system. The COMPASS Board of Directors also broadened the funding policy from focusing federal transportation funding on maintenance to “us[ing] federal funds to maintain the existing transportation system and to strategically address regional priorities as identified in the regional long-range transportation plan.” Finally, this plan uses a *performance-based planning approach*⁹ to help achieve the goals, objectives, and targets established in CIM 2040.

CIM 2040 2.0 Goals

This plan has two main purposes:

- document the present state of the transportation system in Ada and Canyon Counties, Idaho, across all transportation modes, and
- chart a course for the maintenance and improvement of the transportation system based on anticipated needs and expected revenues.

The COMPASS Board of Directors established 17 goals in CIM 2040 that address eight planning elements. These goals are carried forward in CIM 2040 2.0.

1. Transportation

- 1.1 Enhance the transportation system to improve accessibility and connectivity 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.



- 1.2 Improve safety and security for all transportation modes and users.
- 1.3 Protect and preserve existing transportation systems and opportunities.
- 1.4 Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.
2. 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.
 - 2.2 Recognize and more clearly define and support the regional role of all communities, including small communities.
 - 2.3 Encourage infill development and more compact growth near community-identified activity centers.
 - 2.4 Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries.
3. 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 socio-economic groups.
4. Community Infrastructure
 - 4.1 Promote land use patterns that provide Treasure Valley residents with safe, reliable, and cost-efficient infrastructure services.
 - 4.2 Promote maintenance and preservation of existing infrastructure.
5. Health
 - 5.1 Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life.
6. Economic Development
 - 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.
 - 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.



7. 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.

8. Farmland

8.1 Protect and enhance transportation routes for the efficient movement of farm equipment and products.

8.2 Protect agricultural land for food, fiber, and fuel production and support of other agricultural and food-related businesses.

FEDERAL REQUIREMENTS

Federal law has mandated transportation planning at the state and metropolitan (population greater than 50,000) levels since the 1960s. Guidelines for transportation planning are included in past and current federal transportation laws, including 2015's Fixing America's Surface Transportation Act (FAST Act), which states that metropolitan planning¹⁰ shall consider projects and strategies that will:

1. support economic vitality, especially by enabling global competitiveness, productivity, and efficiency;
2. increase the safety of the transportation system for motorized and non-motorized users;
3. increase the security of the transportation system for motorized and non-motorized users;
4. increase the accessibility and mobility of people and freight;
5. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. promote efficient system management and operation;
8. emphasize the preservation of the existing transportation system;
9. improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. enhance travel and tourism.

Federal requirements¹¹ outlined in the FAST Act direct each state and MPO to conduct a continuing, cooperative, and comprehensive transportation planning process. As the delegated transportation planning authority for Ada and Canyon Counties, COMPASS is responsible for conducting the planning process for the region.



CIM 2040 2.0 is required to be “fiscally constrained”—that is, the planned transportation system only includes transportation projects that have funding identified to pay for them both in the short-term—the first five years of the plan—and in the long-term looking out to year 2040. However, as needs greatly exceed funding, the plan also contains three prioritized lists of needed transportation projects that are currently unfunded.¹²

The FAST Act also requires that the metropolitan planning process be consistent with development of regional intelligent transportation system (ITS) architecture.¹³

Federal requirements also state that the preparation of the coordinated public transit-human services transportation plan¹⁴ should be coordinated and consistent with the metropolitan planning process.

In addition, the FAST Act requires that long-range transportation plans incorporate a performance-based planning approach.¹⁵ COMPASS establishes targets for the performance measures used to track progress toward attainment of the goals outlined in CIM 2040 2.0; these are coordinated with state and public transportation providers.

CONCLUSION

This regional plan meets all requirements for a long-range transportation plan. As COMPASS has refined regional needs, the bottom line remains that funding is not sufficient to meet existing maintenance needs, current congestion, or future growth. Available funding is invested in maintenance, short-term and long-term capital projects, projects addressing safety and ITS needs, and studies.¹⁶ COMPASS will continue to seek additional funding¹⁷ to address the region’s significant unfunded needs.¹⁸



NOTES

- 1 *Communities in Motion 2040*, COMPASS, <http://www.compassidaho.org/prodserv/cim2040.htm>
- 2 *Outreach and Public Participation*, CIM 2040 2.0, http://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Outreach.pdf
- 3 CIM 2040 Vision, http://www.compassidaho.org/prodserv/cim2040_scenarioplanning.htm
- 4 COMPASS regional policy statements: http://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Implementation.pdf
- 5 *Financial Plan*, CIM 2040 2.0, http://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Financial.pdf
- 6 *Demographic and Economic Changes*, CIM 2040 2.0, http://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/DemographicEconomicChanges.pdf
- 7 “Integrated Transportation System,” CIM 2040 2.0, <http://compassidaho.org/CIM2040-2.0/integrated-transportation-system>
- 8 “Unfunded Needs,” CIM 2040 2.0, <http://www.compassidaho.org/CIM2040-2.0/unfunded-needs>
- 9 *Performance-Based Planning*, CIM 2040 2.0, http://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Performance.pdf
- 10 Federal regulations outlining planning requirements: “Development and content of the metropolitan transportation plan.” *Code of Federal Regulations*. Title 23, 450.324. https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&rgn=div5&view=text&node=23:1.0.1.5.11&idno=23#se23.1.450_1324
- 11 Ibid.
- 12 See note 8.
- 13 Intelligent transportation systems (ITS): <http://www.compassidaho.org/prodserv/trans-mgmt.htm#ITS>
- 14 “Valley**Connect** 2.0,” Valley Regional Transit, <https://www.valleyregionaltransit.org/projects-plans/valleyconnect-20>
- 15 Federal regulations requiring performance-based approach: “National goals and performance management measures.” *Code of Federal Regulations*. Title 23, 150 (b), <https://www.law.cornell.edu/uscode/text/23/150>, and “Metropolitan transportation planning.” *Code of Federal Regulations*. Title 49, 5303 (c). [http://uscode.house.gov/view.xhtml?req=\(title:49%20section:5303%20edition:prelim\)%20OR%20\(granuleid:USC-prelim-title49-section5303\)&f=treesort&edition=prelim&num=0&jumpTo=true](http://uscode.house.gov/view.xhtml?req=(title:49%20section:5303%20edition:prelim)%20OR%20(granuleid:USC-prelim-title49-section5303)&f=treesort&edition=prelim&num=0&jumpTo=true)
- 16 “Funded Projects,” CIM 2040 2.0, <http://www.compassidaho.org/CIM2040-2.0/funded-projects>
- 17 See note 5.
- 18 See note 8.