

Prioritization Process for Unfunded Transportation Needs

Communities in Motion 2040 2.0 (CIM 2040 2.0) identifies transportation needs to the year 2040 and available funding to pay for those needs. Federal code¹ requires a long-range transportation plan to include a financial plan² demonstrating how the adopted transportation plan can be implemented. The plan must be “fiscally constrained” to show only projects that can reasonably expect funding with the anticipated revenues during the life of the plan. The COMPASS funding policy emphasizes maintenance of the existing system. To that end, CIM 2040 2.0 funds \$4.9 billion in maintenance, operations, and similar projects.

CIM 2040 2.0 contains \$1.5 billion in funded capital projects,³ in addition to operations, maintenance, and similar expenses. The transportation system needs that are funded in this plan are based on the regional vision and goals, including safety, mobility of people and goods, and managing congestion, and have been identified in local transportation agencies’ capital improvement plans and by Idaho Transportation Department’s staff.

However, there is not sufficient funding to pay for all needs identified in CIM 2040 2.0. While the long-range plan can only include projects with anticipated funding as “planned,” federal code allows the plan to identify unfunded projects that would be included in the plan if additional resources were to become available.⁴ To that end, CIM 2040 2.0 includes three lists of prioritized unfunded regional transportation corridors and projects in Ada and Canyon Counties.⁵ These lists outline regional transportation funding priorities, should additional monies become available.

HOW WERE THESE PRIORITIES DETERMINED?

These unfunded priorities were established using a multi-step approach:

1. Identify unfunded needs.
(COMPASS staff worked with the Active Transportation Workgroup, Freight Advisory Workgroup, Public Transportation Workgroup, and Regional Transportation Advisory Committee [RTAC])
 - Identified needs for each transportation system component.
 - Incorporated data from the congestion management process (CMP) to inform congestion mitigation needs in the regional system.
 - Initial priorities were based on prioritized unfunded corridors and projects from CIM 2040,⁶ the predecessor to CIM 2040 2.0, following five amendments to CIM 2040⁷ to fund, or partially fund, projects from the CIM 2040 unfunded priority list.
 - These data, and additional information from member agencies, were used to update the list of transportation needs for CIM 2040 2.0.

2. Compile background information and data.
(COMPASS staff with RTAC)

Information included:

- Location of each corridor or project
- Locations of discrete segments within larger corridors, as appropriate
- Needed improvements—including all modes, possible phasing, and technology upgrades
- Companion projects, as applicable (additional projects necessary for the viability of the primary project)
- Location of existing or future public transportation routes, park and ride lots, bicycle facilities, and/or sidewalks along the corridor/segment
- Identification as a freight corridor (yes or no)
- Identification as a “constrained” corridor, as determined by the local jurisdiction, where no additional expansion will be considered on the corridor (yes or no)
- Designation as I-84 detour route (yes or no)
- Potential for environmental issues (high, medium, or low)
- Estimated cost

3. Conduct technical analyses.
(COMPASS staff)

- COMPASS used its *Travel Demand Forecast Model*⁸ to forecast impacts on the transportation system if each unfunded project were to be funded—or not (Figure 1). The results compare the complete “funded”⁹ 2040 transportation system as determined through this plan against the same complete “funded” system plus each unfunded project individually to see changes in the system if the project were to be funded. This allowed users to see the transportation impacts of each project to compare against the “funded” system alone and against each other project. Outputs included differences in:
 - o vehicle miles of travel;
 - o congested vehicle miles of travel; and
 - o vehicle hours of delay.

View complete results for all corridors and projects modeled, as provided to RTAC.¹⁰

- COMPASS used its *Performance Measure Framework*¹¹ to provide objective data regarding how each unfunded project would impact *Communities in Motion* goal areas, including both transportation and “livability” metrics (Figure 2). Each project received a “star” rating to show, and compare, the projected impact of that project across seven goal areas. Planning-level costs were also provided to allow users to see the benefits as compared to costs—the “bang for the buck.” *Communities in Motion* goal areas included in the analyses were:

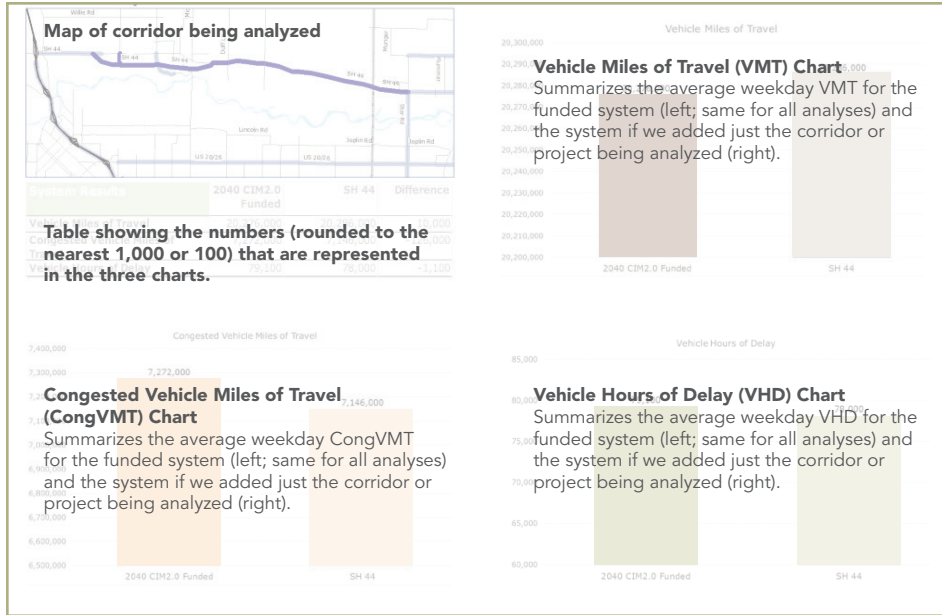


Figure 1. The transportation impacts of each unfunded corridor and project were modeled and compared to the “funded” transportation system. Results for each project showed a comparison between vehicle miles of travel, congested vehicle miles of travel, and vehicle hours of delay. View the results for each corridor and project at www.compassidaho.org/documents/prodserve/CIM2040_20/TechDocs/Tech_Analysis.pdf.

Local Projects	Auto	Bike & Pedestrian	Public Transportation	Freight	Community Infrastructure & Farmland	Economic Development, Housing, Land Use	Open Space & Health
Ustick Road	★★★★☆	★★★	N/A	★★★★★	★★☆	★★☆	★★★★
Cherry Lane	★★★☆☆		N/A	★★★★☆	★★☆	★★☆	★★☆
Idaho Center Boulevard	☆	★	N/A	★	★★	★	☆
Greenhurst/Lake Hazel	☆	★★★★☆	N/A	★☆☆	★★	★★☆	★☆☆
Midland Boulevard	☆	☆☆	N/A	★	★	★★☆	★★
Amity Road	★★	★★☆	N/A	★★★	★★	★★★	★★
Victory Road	★★★☆☆		N/A	★★★	★★	☆☆	★★
Happy Valley Road	★★	★★★★☆	N/A	★☆☆	★★	★★	★★☆
Star/Robinson Road	★★★★★	★★★★★	N/A	★★☆☆	★☆☆	★★☆	★★★★☆
Middleton Road	★★★★☆	★★	N/A	★★	★★☆☆	★★★	★★★★☆
SH 45 South		☆☆	N/A	☆☆	★★★	★☆☆	☆☆
Franklin Boulevard	★	☆☆	N/A	★	★★☆☆	★★	★☆☆
Northside Boulevard	★☆☆	★★	N/A	★☆☆	★★☆☆	★★★☆☆	★★
Franklin Road	★★☆☆		N/A	★★★	★★☆☆	★★☆☆	☆☆
Interstate 84 Overpasses	★★★★☆	★★☆☆	N/A	★★★☆☆	★★	★☆☆	★★☆☆
State Projects							
US 20/26 (Chinden)	★★★	★★★★☆	★★	★★★☆☆	★★★☆☆	★★☆☆	★★★
SH 44 (State Street)	★★☆☆	☆☆	★★★	★★	★★★	★★★	★★☆☆
SH 55 (Karcher)		★	★	★	★★☆☆	★☆☆	★★
US 20/26 West	★	★★☆☆	☆☆	★★★	★★☆☆	★★☆☆	★★
Public Transportation Projects							
ValleyConnect Growth	★★★★★	★★★★☆	★★★★	★★★★☆	★★★☆☆	★★★★☆	★★★★☆
ValleyConnect Interim	★★★★★	★★★☆☆	★★☆☆	★★★☆☆	★★☆☆	★★☆☆	★★★
★ equals full star ☆☆ equals half star							

Figure 2. Results from the Performance Measure Framework show the impact of individual unfunded projects across seven categories. More stars indicate a more positive outcome.

- o Transportation
 - Automobile
 - Active transportation (bicycle/pedestrian)
 - Freight
 - Public transportation
 - o Economic development, housing, and land use
 - o Community infrastructure and farmland
 - o Open space and health
4. Divide unfunded needs into three categories and recommend initial priorities, based on technical analyses:
(COMPASS staff)
- Regional state system
 - Regional local system
 - Regional public transportation system
5. Review and refine draft priorities.
(RTAC)
- RTAC reviewed the background data and technical analyses compiled in Steps 2 and 3, coupled with COMPASS staff recommendations, then refined draft priorities.
6. Approve prioritized unfunded projects,¹² April 2018.
(COMPASS Board of Directors)

HOW WILL THE PRIORITIZED PROJECT LISTS BE USED?

The prioritized unfunded project lists represent regional priorities that will be used as a basis for seeking additional funding and budgeting new funding as it becomes available. If funding is identified for projects, or portions of projects, from these unfunded priority lists, CIM 2040 2.0 will be amended to include those projects as part of the funded transportation system.



NOTES

- 1 "Development and content of the metropolitan transportation plan." Code of Federal Regulations. Title 23, 450.324 (f)(11). https://www.ecfr.gov/cgi-bin/text-idx?SID=6c5b5cc9d7ea61d5cb2734130e00f48b&mc=true&node=se23.1.450_1324&rgn=div8
- 2 Financial Plan, CIM 2040, http://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Financial.pdf
- 3 "Funded projects," CIM 2040 2.0, <http://www.compassidaho.org/CIM2040-2.0/funded-projects>
- 4 "Development and content of the metropolitan transportation plan." Code of Federal Regulations. Title 23, 450.324 (f)(11)(vii). https://www.ecfr.gov/cgi-bin/text-idx?SID=6c5b5cc9d7ea61d5cb2734130e00f48b&mc=true&node=se23.1.450_1324&rgn=div8
- 5 Communities in Motion 2040 2.0 Prioritized Unfunded Corridors and Projects, CIM 2040 2.0, http://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Unfunded_All_Priorities.pdf
- 6 Unfunded priority corridors and projects, <http://www.compassidaho.org/prodserv/cim2040.htm#corridor33>
- 7 "Communities in Motion 2040 Amendments," COMPASS, <http://www.compassidaho.org/prodserv/cim2040.htm#Amendments>
- 8 "Regional Travel Demand Modeling," COMPASS, <http://www.compassidaho.org/prodserv/traveldemand.htm>
- 9 See note 3.
- 10 Preliminary Technical Analysis, CIM 2040 2.0 Unfunded, COMPASS, http://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Tech_Analysis.pdf
- 11 Performance-Based Planning, CIM 2040 2.0, http://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Performance.pdf
- 12 "Unfunded Needs," CIM 2040 2.0, <http://compassidaho.org/CIM2040-2.0/unfunded-needs>