

EXECUTIVE SUMMARY

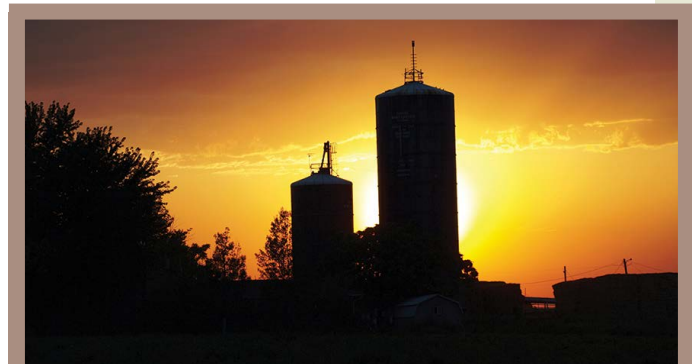
What will Ada and Canyon Counties—the Treasure Valley—look like in 2040? How many people will live here? Where will they live, work, and play? How will they move between home, work, and other destinations? What transportation investments are necessary to fulfill their needs? How will we pay for them?

The Community Planning Association of Southwest Idaho (COMPASS) developed *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties, to examine these issues and to develop a vision and transportation plan for the Treasure Valley looking ahead to the year 2040.

The plan describes the current transportation system, outlines what is needed to accommodate future growth, explores how to fund future transportation needs, discusses how to maintain a safe and secure transportation system, and examines the environmental issues that have the potential to impact, or be impacted by, transportation investments.

This plan also recognizes the interdependent relationship between transportation and land use, housing, community infrastructure, health, economic development, open space, and farmland, and sets goals for all these elements. The non-transportation elements have been included in recognition that transportation cannot be examined, or planned, in a vacuum. Each of these other elements impacts, and is impacted by, transportation decisions.

Note: A glossary of terms is available at www.compassidaho.org/comm/glossary.htm. Acronyms in this document are defined in Appendix B.



Silhouettes of silos near Black Cat Road and Amity Road, Ada County. Photo: Troy Behunin, as part of the *Your Treasure Valley Future Photo Challenge*.

This plan is the result of the efforts of many individuals with diverse backgrounds and interests. The CIM 2040 Planning Team met monthly throughout the planning process to provide technical guidance in the areas of transportation, land use, housing, agriculture/farmland, and much more. In addition, the CIM 2040 Leadership Team provided policy-level guidance on the same issues. Residents of Ada and Canyon Counties were kept informed of the planning process and encouraged to participate in a variety of ways. Finally, the COMPASS Board of Directors provided ultimate leadership and approval of the plan and all elements contained in it. CIM 2040 was adopted by the COMPASS Board of Directors on July 21, 2014.

COMPASS forecasts that 1.022 million people will live in the two-county area by 2040, and that the area will support 462,000 jobs. The CIM 2040 Vision, developed with extensive public input in 2012, identifies where the homes and jobs will be and moves beyond simply data to expressing a vision for the future of the Treasure Valley:

The Communities in Motion 2040 Vision provides new housing and jobs along transit corridors and in major activity centers with a strong focus on maintaining the region's recreation and open space areas. New growth would be comprised of a variety of housing types, served by infrastructure, nearby services, and outside of prime farmland or environmental constraints. This scenario supports local comprehensive plan goals and densities, and includes entitled developments as of July 2012. This scenario would support high-capacity transit for State Street (Highway 44) and a route parallel to Interstate 84, as well as multimodal infrastructure and services throughout the region.

The CIM 2040 Vision sets the stage for the future transportation system. COMPASS considered the currently planned and funded transportation investments and examined where growth is expected to occur, according to the CIM 2040 Vision, to determine what regional transportation improvements will be most needed over the next 27 years. This analysis resulted in a list of 33 transportation corridor and project improvements ranked in order of need (“priority order”). While some individual projects along the corridors are funded, **funding is not available to complete any of the 33 items on the list.** These 33 unfunded future needs are the priorities to be completed if and when additional funding—of any kind—becomes available.

The 33 unfunded future needs and priorities are:

1. Interstate 84 (Centennial Way Interchange to Franklin Boulevard Interchange)
2. State Highway 44/State Street High Capacity Corridor
3. US Highway 20/26 (Chinden Boulevard) (Middleton Road to Locust Grove Road)
4. State Highway 55 (Snake River to the City of Nampa)
5. Regional park and ride lots (near-term improvements)
6. Linder Road (includes river crossing and new overpass – Lake Hazel Road to State Highway 44)
7. Franklin Road (bottleneck between Star Road and McDermott Road)
8. Caldwell/Nampa Boulevard (Linden Street to Orchard Avenue)
9. Ustick Road (Montana Avenue to McDermott Road)
10. Regional park and ride lots (medium-term improvements)
11. valleyconnect near-term (capital/operating)
12. Treasure Valley High Capacity Corridor (study to determine locally preferred option)
13. State Highway 45 reroute (in City of Nampa – Bowmont Road to Interstate 84)
14. State Highway 16/McDermott Road (Kuna-Mora Road to Ada/Gem County Line)
15. Boise Downtown Circulator
16. valleyconnect medium-term (capital/operating)
17. State Highway 55 (Beacon Light Road to Ada/Boise County Line)
18. Middleton Road (State Highway 55 in the City of Nampa to Main Street in the City of Middleton)
19. Overland Road (multimodal corridor plan)
20. North/South Kuna Corridor (railroad crossing in the City of Kuna)
21. Cherry Lane (Middleton Road to Black Cat Road)
22. Lake Hazel Road/Amity Road (as a corridor – Lake Hazel Road, McDermott Road to Linder Road; Amity Road, Southside Boulevard to Black Cat Road)
23. State Highway 55/Midland Boulevard Bottleneck (in City of Nampa)
24. State Highway 45 (Greenhurst Road to Bowmont Road)
25. Victory Road (Happy Valley Road to McDermott Road)
26. US Highway 20/26 (City of Caldwell to City of Parma)

27. Three Cities River Crossing (preserving land for a future project – bridge over the Boise River east of City of Eagle)
28. Star/Robinson Road (Greenhurst Road to Ustick Road)
29. CIM 2040 transit, long-term (capital/operating)
30. Greenhurst Road (Middleton Road to McDermott Road/Happy Valley Road)
31. Happy Valley Road (Greenhurst Road to Stamm Lane)
32. Bowmont Road to Kuna-Mora Road (new connection)
33. Beacon Light/Purple Sage (new connection – preserving land for a future project)

There is not enough transportation funding to support anticipated growth and ensure the viability of the current transportation system. *Therefore, the COMPASS Board directed that all federal*

transportation funding allocated through this plan be directed toward maintenance of the existing system.

The financial forecast is bleak. The regional transportation system needs an investment of approximately \$9.7 billion—in current dollars—to be able to meet maintenance needs and the demands of

growth over the next 27 years to 2040. Federal dollars allocated through CIM 2040 for the COMPASS planning area for this time period will total about \$664 million. Also, based on the 2014-2018 average, it is assumed that the Idaho Transportation Department (ITD) will spend approximately \$923 million (in current dollars) between 2014 and 2040 on the state system within the COMPASS planning area. This funding comes from a combination of state and federal dollars (Table ES.1). Local funding is forecasted to contribute an additional \$3.8 billion over the same time period. It is these local, state, and federal funding sources, with a combined anticipated revenue of \$5.4 billion, that will pay for transportation system maintenance, improvements, and expansions. However, this combined amount still falls **\$4.3 billion short** of long-term needs (Table ES.2).

Even when federal, state, and local funding sources are combined, the region falls **\$4.3 billion short of long-term needs.**

Table ES.1. Transportation funding sources*

Source	Average Annual Amount	Projected Total, 2014-2040
Federal	\$25 million	\$664 million
State†	\$34 million	\$923 million
Local‡	\$141 million	\$3.8 billion
Total	\$200 million	\$5.4 billion

* Costs are in current dollars and are not adjusted for inflation, which is assumed to be 4% per year.

† Includes federal funds spent by Idaho Transportation Department.

‡ Includes state and local-generated funds.

Table ES.2. Transportation needs, funding, and shortfall*

	Needs	Funding	Shortfall
Total (2014-2040)	\$9.7 billion	\$5.4 billion	\$4.3 billion
Annual	\$359 million	\$200 million	\$159 million

* Costs are in current dollars and are not adjusted for inflation, which is assumed to be 4% per year.

The funding shortfall does not mean that this plan will sit idly on the shelf. Over 100 individual tasks have been developed to meet 17 overall goals established for CIM 2040. These tasks have been synthesized into nine regional policy statements to guide overall implementation of the plan. Success will be measured through performance measures and targets established for the 17 goals. Progress will be formally reported every other year through a performance monitoring report; however, the data behind that report will be available via an online dashboard open for anyone to access at any time.

COMPASS will continue to educate state and federal elected officials on transportation funding issues, and is committed to continually “telling the story” of our regional transportation needs to implement this plan and bring about a prosperous future for the Treasure Valley.

Key to implementing this plan, and to achieving the CIM 2040 Vision, is securing additional funding to complete a transportation system that will support the Treasure Valley’s future needs.