

Executive Summary¹

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?



[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.](#)

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.

¹ A glossary of terms is available at www.compassidaho.org/comm/glossary.htm. Acronyms in this document are defined at www.compassidaho.org/documents/prodserv/CIM2040/AcronymList.pdf.

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 **DATE**.

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 ~~unfunded~~ transportation

corridors and projects improvements that were ranked in priority 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. They 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 ~~Eagle Road~~ 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 (~~State Highway 44~~ 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*)

~~However, due to limited There is not enough transportation funding and the compelling need to maintain the current transportation system, to both 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 transportation maintenance - of the existing system.** meaning that none of the 33 prioritized corridors and projects listed above will be funded through this plan. They represent future unmet needs and are the starting point for if and when additional funding — of any kind — becomes available.~~

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

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

\$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) ~~to~~ [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](#)).

Table ES.1. Transportation Funding Sources*

Source	Average Annual Amount	Projected Total, 2014-2040
Federal	\$ 24.6 25 million	\$664 million
State [†]	\$ 34.2 34 million	\$923 million
Local [‡]	\$ 140.7 141 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.

However, 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 **eight**

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.

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.

~~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.~~ 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.

CHAPTER 1¹

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 ~~about Idaho's transportation system~~ will affect future transportation needs. not only where and how people travel, but also how cities, counties and the state continue to develop. Likewise, ~~d~~Decisions about housing, open space, and farmland affect transportation needs. where and how people travel, and ~~It is clear that these elements also~~ 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 capacity, or improvements to public transportation. Routes used by heavy farm machinery and trucks 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. In addition, security concerns and the economy have spurred significant changes in air travel patterns.

¹ A glossary of terms is available at www.compassidaho.org/comm/glossary.htm. Acronyms in this document are defined at www.compassidaho.org/documents/prodserv/CIM2040/AcronymList.pdf.

The Community Planning Association of Southwest Idaho (COMPASS) has developed this regional long-range transportation plan, *Communities in Motion 2040* (CIM 2040). This plan looks out to the year 2040 and 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.

In addition to assessing regional transportation and land use issues, CIM 2040 considers six other related elements: housing, community infrastructure, economic development, open space, farmland, and health.

The forecasted needs in CIM 2040 are based on expected growth patterns, described by the CIM 2040 Vision (see Chapter 3). To account for new developments and changing trends in the region, COMPASS evaluates and revises the regional long-range transportation plan every four years.



Agricultural field along Black Cat Road, Kuna. Photo: Troy Behunin, as part of the *Your Treasure Valley Future Photo Challenge*.

Plan Format (Heading 1)

This plan is divided into 11 chapters:

Chapter 1: Introduction provides an overview of transportation planning requirements, the function of COMPASS, and the goals of CIM 2040.

Chapter 2: Public Participation and Involvement describes the public involvement process throughout the development of the plan and how public input helped shape the planning decisions that are the backbone of this plan.

Chapter 3: Defining the Vision describes the scenario planning process and the resulting CIM 2040 Vision, and presents population and employment forecasts.

Chapter 4: Transportation Financial Analysis reviews current sources of transportation funding and estimates the revenues and funding that will be available through 2040.

Chapter 5: Existing Transportation System discusses the characteristics and operation of the current transportation system.

Chapter 6: Future Transportation System Priorities and Needs describes the future transportation system and services required to meet the region's needs in 2040, and lists the funded and unfunded transportation projects.

Chapter 7: Transportation Safety discusses goals and priorities relating to the safety of the transportation system users.

Chapter 8: Transportation Security reviews potential threats to the region and how the transportation system interacts with local preparedness and emergency management strategies.

Chapter 9: Environmental Considerations examines the potential impacts of planned transportation projects on the environment, and discusses methods to avoid, minimize, and mitigate those impacts.

Chapter 10: Assessing Performance of the Transportation System outlines how the performance of the transportation system will be evaluated per CIM 2040 goals and targets.

Chapter 11: Implementing the Plan focuses on policy statements that summarize how the plan elements work together to foster better coordination, planning, and decision making in the region.

Community Planning Association of Southwest Idaho (Heading 1)
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 27 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 1.1).

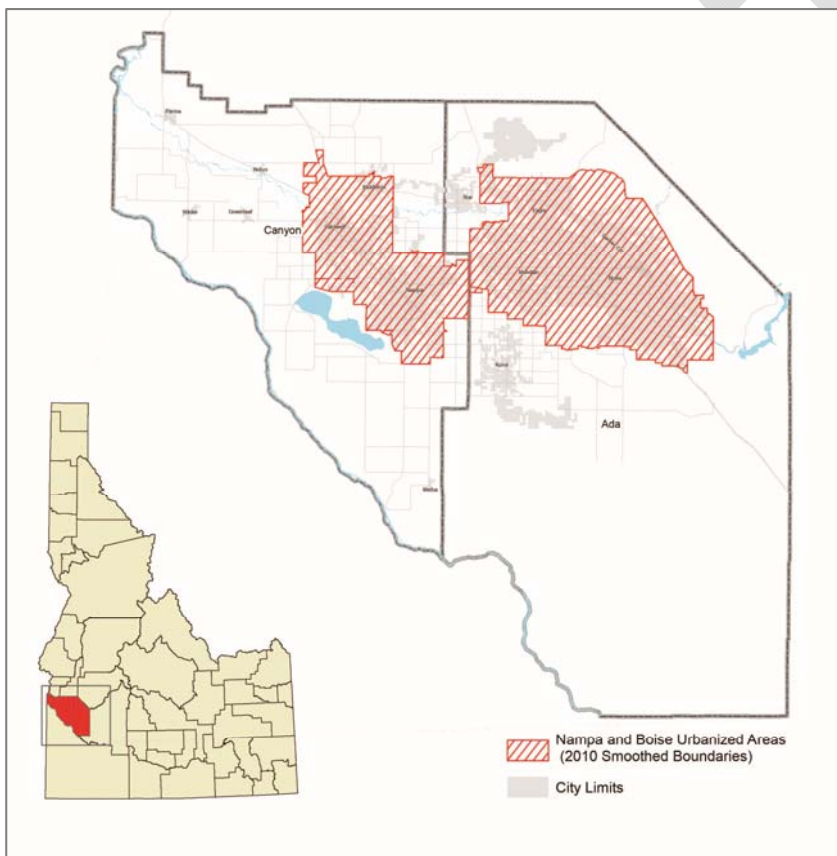


Figure 1.1. The COMPASS planning area²

² [www.compassidaho.org/documents/prodserv/CIM2040/Maps/CompassPlanningArea_1_1\[Converted\].pdf](http://www.compassidaho.org/documents/prodserv/CIM2040/Maps/CompassPlanningArea_1_1[Converted].pdf)

Federal Requirements (Heading 1)

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 2012's Moving Ahead for Progress in the 21st Century Act (MAP-21).³

MAP-21 Required Elements (Heading 2)

The current federal transportation law, MAP-21, was signed into law on July 6, 2012. It states that metropolitan planning shall consider projects and strategies that will

- support economic vitality, especially by enabling global competitiveness, productivity, and efficiency;
- increase the safety of the transportation system for motorized and non-motorized users;
- increase the security of the transportation system for motorized and non-motorized users;
- increase the accessibility and mobility of people and freight;
- 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;
- enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- promote efficient system management and operation; and
- emphasize the preservation of the existing transportation system.

MAP-21 also requires that regional long-range transportation plans include the following:⁴

- an identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities, nonmotorized transportation

³ www.fhwa.dot.gov/map21

⁴ 23 U.S.C. §134 (h), (i)

facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system

- a description of the performance measures and performance targets used in assessing the performance of the transportation system
- a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities
- a financial plan that
 - demonstrates how the adopted transportation plan can be implemented;
 - indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and
 - recommends any additional financing strategies for needed projects and programs.
- operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods
- capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs
- proposed transportation and transit enhancement activities

Regional Long-Range Transportation Plan: *Communities in Motion 2040* (Heading 1)

Federal requirements outlined in MAP-21 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. This document, CIM 2040, is a product of that planning process.

A long-range transportation plan such as CIM 2040 is required in order for transportation projects in the planning area to receive federal funding. Long-range transportation plans must be updated (or a new plan written) every four years. They must look at least 20 years into the future and 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 Chapter 2.

CIM 2040 is required to be “fiscally constrained”—that is, it lists projects ~~within it must that~~ have a reasonable chance of being funded based on current financial conditions. It also contains a prioritized list of needed transportation projects that ~~can be funded with federal transportation dollars and a prioritized list of needed projects that~~ are currently unfunded.

~~The plan discusses the congestion management process, including Changes in operations and management improvements, can provide opportunities of make the most of the existing transportation system. The plan discusses these improvements, including the congestions management system,~~ as a means of addressing future needs. With its long timeframe and comprehensive view of the transportation system, CIM 2040 provides insight into how transportation policies can be turned into future investments in the region.

Themes of the Plan (Heading 2)

The following four themes were developed for the regional long-range transportation plan in 2006 (*Communities in Motion 2030*), and have been incorporated in subsequent plans, including this one:

Connections: Providing options for safe access and expanded mobility choices for all users in a cost-effective manner in the region.

Coordination: Achieving better inter-jurisdictional coordination of transportation and land-use planning.

Environment: Minimizing transportation impacts to people, cultural resources, and the environment.

Information: Coordinating data gathering for all modes and dispensing better information.

Goals of the Plan (Heading 2)

The COMPASS Board established 17 goals for CIM 2040. These goals tie to the four themes above.

1. 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.
- 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.

Each goal also has one or more objectives that support specific areas of the goal. Each objective then has a number of tasks that contribute to the fulfillment of the goal. The objectives and tasks can be found online.⁵

CIM 2040 also includes a tiered approach to performance measurement. Fifty-six performance measures track progress toward the CIM 2040 goals. Each performance measure has a performance target to quantify and track progress. The performance measures and targets are discussed in Chapter 10, and can also be found throughout the document as they relate to individual topics.

⁵ www.compassidaho.org/prodserv/cim2040.htm

CHAPTER 2¹

Public Participation and Involvement

Public involvement is key to the CIM 2040 planning process. Developing a plan that serves the needs of area residents requires more than providing opportunities for public input; honest, meaningful analysis of the feedback is just as essential.

COMPASS has an overarching public involvement policy that's updated and adopted by the COMPASS Board every three years.² The policy states that COMPASS' public involvement process ~~must~~ shall provide comprehensive information, timely public notice, and full public access to key decisions, and support early and continuing involvement of the public in developing plans.

The planning processes of...COMPASS shall include an active public involvement process...

In October 2011, the COMPASS Board adopted a public involvement plan specific to CIM 2040.³ The plan is consistent with COMPASS's overarching public involvement policy.

The public involvement plan reiterates COMPASS' commitment to engaging the public and targeted stakeholders throughout the development of CIM 2040. This ensures all residents of Ada and Canyon Counties, including traditionally underrepresented populations, have opportunities to actively participate in the planning process. This commitment is also stated in the COMPASS Title VI and Limited English

Long-term planning processes often comprise periods of behind-the-scenes planning and technical work, punctuated by bursts of public outreach.

¹ A glossary of terms is available at www.compassidaho.org/comm/glossary.htm. Acronyms in this document are defined at www.compassidaho.org/documents/prodserv/CIM2040/AcronymList.pdf.

² www.compassidaho.org/people/publicinvolvement.htm

³ www.compassidaho.org/documents/prodserv/CIMupdate/FINAL_CIM2040_Public_Involvement_Plan.pdf

Proficiency Plans and is reflected in its process of identifying locations of Environmental Justice (minority and low-income) populations.⁴

Outreach Structure and Timing [Heading 1]

The development of CIM 2040 included four public comment periods and three scenario planning workshops (Figure 2.1). COMPASS also provided quarterly email updates and ongoing participation opportunities to keep the public and stakeholders informed during periods of behind-the-scenes technical work.

This chapter will focus on the ongoing outreach, the scenario planning workshops, and the four public comment periods.

Public Comment Period Dates	Public Comment Period Topics
May 7–June 17, 2012	Four potential scenarios resulting from February/March scenario workshops
December 27, 2012–January 15, 2013	Proposed plan goals, objectives, and tasks; functional classification changes; the prioritization process; and transportation investment areas
August 5–September 4, 2013	The list of 33 prioritized corridors and projects for CIM 2040
March 3–April 27, 2014	The draft CIM 2040 plan

Figure 2.1. CIM 2040 public participation opportunities (This will be designed as a graphic/figure during the plan's design phase.)

Ongoing Outreach [Heading 2]

COMPASS employed several platforms to keep the CIM 2040 planning process in front of stakeholders and the public.

Advisory Committees [Heading 3]

COMPASS invited representatives from multiple stakeholder groups (Table 2.1) to serve on the CIM 2040 Planning Team and CIM 2040 Leadership Team to provide in-depth knowledge and expertise throughout the planning process. The Planning

⁴ The COMPASS Title VI Plan, Limited English Proficiency Plan, Environmental Justice maps, and related documents can be found at www.compassidaho.org/people/publicinvolvement.htm.

Team met regularly between September 2011 and May 2014 to provide technical input and review; the Leadership Team met bi-monthly for the same time period to provide policy-level input and review. Both teams worked closely with COMPASS staff and made recommendations on action items to the COMPASS Board.

Table 2.1. CIM 2040 Planning and Leadership Team representation

Agriculture/farmland	Irrigation districts
Business/economic development	Native American tribes
COMPASS member agencies ⁵	Real estate/developers
COMPASS Public Participation Committee	Refugee advocates
Emergency management	Smart growth advocates
Federal Highway and Transit Administrations	Transit/alternative transportation
Health	Transportation engineers
Housing	Utilities

Additionally, representatives from environmental resource agencies and organizations were invited to lend their expertise to the planning process. This environmental review work group and the COMPASS staff collaborated to develop an environmental suitability analysis of priority corridors for the plan (Chapter 9).

Web Updates [Heading 3]

COMPASS provided details about the development of CIM 2040 on its website.⁶ The website was, and continues to be, updated regularly and contains information on all aspects of this plan, including the plan itself and links to background on the issues and policies discussed within it. Draft plan chapters were posted online for public review and comment as they were completed. The plan was posted for official-final public comment ~~in spring 2014~~ March 3–April 27, 2014.

Quarterly Email Updates [Heading 3]

COMPASS sent quarterly email updates to approximately 1,700 people on its CIM 2040 email list.⁷ The emails outlined the technical work and public involvement activities that had occurred in the previous three months and highlighted those

⁵ www.compassidaho.org/about.htm#members

⁶ www.compassidaho.org/prod_serv/cim2040.htm

⁷ Sign up for COMPASS emails by emailing a request to info@compassidaho.org.

planned for the next three. These quarterly email updates were also posted on the CIM 2040 web page.⁸

COMPASS included a section titled “Why Should I Care?” in each email update to generate interest in the plan. This section featured thought-provoking submissions from the email audience and participants at COMPASS events explaining why it makes sense to think about long-range planning now. Some of these submissions were also spotlighted quarterly in the COMPASS Executive Director’s blog.⁹

Youth Art Contest [Heading 3]

To kick off the development of CIM 2040, COMPASS sponsored a youth art contest in fall 2011. Elementary-aged children in Ada and Canyon Counties were asked to draw what they thought their community would look like in 25 years. The winning artwork was displayed in the COMPASS office, at CIM 2040 outreach events, and on ValleyRide buses. First-place winners are shown in Figure 2.2. All winning entries are posted online.¹⁰

First Place, 3rd Grade
Avery Scanlon
Hunter Elementary



First Place, 4th Grade
Delaney Salisbury
Prospect Elementary



First Place, 5th Grade
Olivia Christensen
Hunter Elementary

Figure 2.2. Youth art contest winners

⁸ www.compassidaho.org/prodserv/cim2040.htm

⁹ www.compassidaho.blogspot.com

¹⁰ www.compassidaho.org/prodserv/cim2040-youthart.htm

Picture This! Youth Video Contest [Heading 3]

As a follow-up to the art contest for elementary-aged children, COMPASS sponsored the *Picture This!* CIM 2040 youth video contest in fall 2012.

Students in 7th–12th grades in Ada and Canyon Counties were asked to create videos reflecting what the Treasure Valley might look like and what life might be like in the year 2040.

The winning video, *2040: A Sneak Peek into the Future*, created by East Junior High students Vera Gaddi and Sarah Dean, portrayed a future with electric vehicles and hovercraft, with a decreasing dependence on fossil fuels.¹¹ COMPASS displayed the video at outreach events throughout 2013 and 2014 and will continue to use it as CIM 2040 is implemented.

Your Treasure Valley Future Photo Challenge [Heading 3]

COMPASS invited people of all ages to participate in the yearlong *Your Treasure Valley Future Photo Challenge*.

From December 2012 through November 2013, residents submitted photos that represent values, ideals, and things in Ada and Canyon Counties that they would like to see carried into the year 2040 or changed for the better. Several of these photos are used throughout this document to illustrate the future through the lenses of those who live here. Visit the COMPASS website or Facebook page to view all of the submitted photos.¹²



Children fish in a pond within Meridian's Paramount subdivision. Photo: Shelly Houston, as part of the *Your Treasure Valley Future Photo Challenge*.



Units in the Waterfront District along the Boise River in Garden City. Photo: Diane Kushlan, as part of the *Your Treasure Valley Future Photo Challenge*.

¹¹ View the video on the COMPASS YouTube channel: www.youtube.com/user/COMPASSIdaho.

¹² www.compassidaho.org/prodserv/cim2040_photos.htm; www.facebook.com/COMPASSIdaho

Facebook [Heading 3]

Throughout the planning process, COMPASS used its Facebook page to highlight public comment opportunities, promote education series speakers and other events, showcase photo challenge submissions, and more.¹³

Blog [Heading 3]

In his blog, COMPASS Executive Director Matt Stoll discussed a variety of issues relating to CIM 2040.¹⁴ The blog featured a series of posts discussing the CIM 2040 elements and how each relates to transportation as well as “Why Should I Care?” submissions.

Education Series [Heading 3]

Throughout the development of CIM 2040, the COMPASS education series featured speakers who addressed elements covered in the plan.¹⁵

Presentations [Heading 3]

COMPASS offered presentations to community groups throughout the planning process, with increased frequency during specific public comment periods. In total, COMPASS staff gave ~~X-67~~ presentations to approximately ~~X-1,160~~ individuals between January 2012 and June 2014.

Traveling Display [Heading 3]

A freestanding display highlighting CIM 2040, with an emphasis on the adopted CIM 2040 Vision, was placed in eight public locations, including libraries, city halls, health district offices, and YMCA facilities throughout Ada and Canyon Counties between May and November 2013. The display helped increase awareness of CIM 2040 by reaching out to people in a simple, low-key manner in public gathering places.

Scenario Planning Workshops [Heading 2]

In February and March 2012, COMPASS hosted three all-day workshops as a first step in developing a “preferred growth scenario” (the CIM 2040 Vision) to serve as

¹³ www.facebook.com/COMPASSIdaho

¹⁴ www.compassidaho.blogspot.com

¹⁵ www.compassidaho.org/comm/publicevents.htm

the basis for CIM 2040. The scenario planning process is discussed in depth in Chapter 3.

For CIM 2040 to be successful, it was imperative to include diverse perspectives in the discussion. A total of 577 individuals representing a wide variety of interests (Table 2.2) were invited to participate in the workshops. In addition, 49 individuals submitted self-nomination forms, indicating their interest in participating; all self-nominees were invited to attend. A special effort was made to include participants from a wide variety of stakeholder groups.

Individuals who indicated they planned to attend were sent meeting reminders as well as a scenario workshop guidebook in advance to help them prepare.

To help remove barriers to attendance, COMPASS offered reimbursement for childcare costs, language translation and Spanish-speaking facilitators, and transportation assistance to participants.

Of the 577 invitees and 49 self-nominees, approximately 170 community leaders, elected officials, stakeholders, and members of the general public participated in one of three day-long workshops, where they examined regional issues and developed potential visions for growth in the Treasure Valley between now and 2040.

Attendees participated in keypad polling to share their priorities on regional issues and the policies and programs that could address those issues. Participants then broke into work groups to develop maps of Ada and Canyon Counties for the year 2040, using interactive CommunityViz®



CIM 2040 scenario planning workshops.
Photos: COMPASS staff.

software. As the groups worked through this process, they were able to see the results of their decisions in real time and compare those to their priorities.

The workshops yielded 27 distinct future growth scenarios.¹⁶ Results from the workshops were distilled to develop four potential scenarios submitted for public comment.¹⁷ More information on the workshops and the scenario planning process can be found in Chapter 3.



A CIM 2040 scenario planning workshop participant explores effects of growth in the Treasure Valley. Photo: COMPASS staff.

Table 2.2. Scenario workshop invitees

Advocates for the disabled	First responders	Real estate agents
Advocates for the elderly	Government “watchdogs”	Recreation groups
Agriculture	Health interests	Refugees/refugee agencies
Bankers/lenders	Healthy/local foods	Schools and school districts
Bike/pedestrian advocates	Housing agencies	Special districts
Business community	Local emergency management	State and federal agencies
Community groups	Low-income groups	Tourism/hospitality
COMPASS Board	Major employers	Transit groups
COMPASS Leadership Team	Military	Transportation/land use professionals
COMPASS member agencies	Minority groups	Universities and trade schools
Developers/builders	Neighborhood and homeowner associations	University students
Economic development	News media	Utilities
Elected officials	Non-COMPASS-member cities/highway districts	Vanpool users
Environmental interests	Property managers	Youth
Faith-based organizations	The public at large	

¹⁶ www.compassidaho.org/documents/prodserv/CIM2040/ScenarioWorkshopSummary032812.pdf

¹⁷ A report describing the process used to create the four scenarios and information about the scenarios can be found at www.compassidaho.org/prodserv/cim2040_scenarioplanning_process.htm (see “Step 2”).

Public Comment Periods [Heading 2]

While public feedback was welcomed at any time during the development of CIM 2040, COMPASS held four formal public comment periods. Each comment period solicited feedback on specific issues in advance of the COMPASS Board making decisions on those issues.

May–June 2012: Comment on Potential Scenarios [Heading 3]

The first public comment period was held May 7–June 17, 2012. During this time, COMPASS solicited feedback on the four potential growth scenarios that resulted from the scenario planning workshops held in February/March 2012.

COMPASS publicized and facilitated the public comment period via:

- Advertising and promotion
 - Radio and print ads
 - Email
 - Social media
 - News releases and interviews
 - Flyers
 - Community calendars
- Website outreach
 - Many CIM materials posted online for review and comment
 - Details regarding CIM 2040 open houses and libraries that had information available for review
 - Opportunity to comment online or download and print PDF comment forms
- Open houses (3)
 - Idaho Hispanic Cultural Center, Nampa
 - COMPASS office, Meridian
 - Library! at Hillcrest, Boise
- Presentations to community groups (26)
- Booths at public events (10)
- Comment materials at libraries (9 libraries)
 - Scenario handouts and comment forms available
- Meetings in a bag (17 meetings)
 - COMPASS provided materials for members of the public and agency representatives to host their own public comment meetings.

Throughout this comment period, COMPASS received 283 comments.¹⁸ Public comment results were used to create a draft preferred growth scenario. See Chapter 3 for a discussion of that process; additional information is also available online.¹⁹

¹⁸ www.compassidaho.org/prodserv/cim2040-public_comments.htm

¹⁹ www.compassidaho.org/prodserv/cim2040-scenarioplanning_process.htm (see “Step 3”)

December 2012–January 2013: Comment on Plan Processes and Components [Heading 3]

From December 27, 2012, through January 15, 2013, COMPASS held its second public comment period, this one to solicit input on four plan components:

- Proposed goals, objectives, and tasks for CIM 2040 (Chapter 1)
- Proposed changes to the “functional classification” of roads (Chapter 6)
- Proposed process for prioritizing transportation projects (Chapter 6)
- Proposed transportation investment areas (not included in the plan²⁰)

COMPASS publicized and provided opportunities to comment via:

- Advertising and promotion
 - Print ads
 - Email
 - Social media
 - News release
 - Flyers
 - Community calendars
- Website outreach
 - Many CIM 2040 materials posted online for review and comment
 - Details regarding CIM 2040 open houses
 - Opportunity to comment online or download and print PDF comment forms
- Open houses (2)
 - Caldwell Public Library, Caldwell
 - COMPASS office, Meridian

Forty comments were received. In addition, open house participants were encouraged to write comments directly on a large map of the two-county area. Twenty-three comments were left on maps at the open houses.

Open-ended comments reflected support for:

- *Safe Routes to Schools funding*
- *Protection of the Boise River*

A majority of respondents agreed with the proposed prioritization process (58.3%) and proposed functional classification map (52.6%). Forty-seven percent agreed with the proposed changes to the functional

²⁰ Per direction from the COMPASS Board, transportation investment areas are not included in this plan, ~~but will be used in tracking performance and implementation.~~

classification map; the same percentage indicated they were unsure. All other questions requested open-ended responses.

Two primary themes emerged from the open-ended comments: support for Safe Routes to Schools funding (as part of the discussion of prioritization) and support for protection of the Boise River (as part of the discussion of goals).

All comments were provided to the COMPASS Board prior to the Board making decisions on those issues. Comments were also provided to COMPASS advisory committees and are available online.²¹

August–September 2013: Comment on Prioritized Corridors and Projects **[Heading 3]**

COMPASS held a third public comment period from August 5 to September 4, 2013, to solicit input into a list of 33 prioritized corridors and projects for CIM 2040 (Chapter 6).

~~COMPASS publicized the public comment period through print advertisements in four newspapers, email blasts, social media, a news release, fliers, and community calendars. All background and comment materials were available online, at open houses, and at the COMPASS office; comment materials and a subset of background materials were also available at local libraries. Individuals had the opportunity to comment using hard-copy comment forms available at open houses, the COMPASS office, and at local libraries, or online via a comment form or an interactive map.~~

COMPASS publicized and provided opportunities to comment via:

²¹ www.compassidaho.org/documents/prodserv/CIM2040/CIM2040_Dec12_Jan13_PublicComments.pdf

- Advertising and promotion
 - Print ads
 - Email blasts
 - Social media
 - News release
 - Flyers
 - Community calendars
- Website outreach
 - All background and comment materials posted online for review and comment
 - Details regarding CIM 2040 open houses and other comment opportunities
 - Interactive online map
- Open houses (2)
 - Hugh Nichols Public Safety Building, Nampa
 - COMPASS office, Meridian
- Discussion group (1)
 - National Federation for the Blind
- Comment materials at libraries and other public locations (9 locations)

COMPASS specifically reached out to youth via drivers' education programs, providing instructors with information about public comment opportunities that they could pass along to their students via emails and a newsletter distributed by the Driver Education Coordinator at the Idaho State Department of Education. COMPASS also offered to present information to drivers' education classes but did not receive any responses to this offer.

As noted above, COMPASS led a discussion group on transportation priorities with visually impaired individuals through the National Federation for the Blind. The group discussed how they currently travel throughout the Treasure Valley, what types of transportation issues they would like improved, and their priorities based on the 33 identified priority corridors and projects. All priorities identified by the group were related to transit or park and ride facilities. Discussion group notes are online.²²

In addition to those received from the discussion group, 24 other comments were received during this comment period. Verbatim comments are online.²³ Six

²² www.compassidaho.org/documents/prodserv/CIM2040/NFB_Discussion_Group.pdf

²³ www.compassidaho.org/documents/prodserv/PublicComment/Aug_Sept13_CIM2040_Comment_verbatim_web.pdf

comments related to priority rankings and the rest discussed individual corridors. No specific themes emerged from the comments.

March–April 2014: Comment on Draft Plan Document [Heading 3]

~~This section will be written after public comment in complete in spring 2014.~~

~~COMPASS held a fourth and final public comment period March 3-April 27, 2014, on the full draft CIM 2040 plan document. The public was invited to comment on any or all portions of the plan, but specific questions focused public comment on the plan's primary policy issues:~~

- ~~• CIM 2040 goals (Chapter 1)~~
- ~~• CIM 2040 Vision (Chapter 3)~~
- ~~• Focus of federal transportation funding on maintenance (Chapter 6)~~
- ~~• Unfunded priority corridors and projects (Chapter 6)~~
- ~~• Performance measures (Chapter 10)~~
- ~~• Implementation policies (Chapter 11)~~

~~With the exception of performance measures and implementation policies, these issues had also been previously vetted with the public during the course of the planning process.~~

~~COMPASS publicized and provided opportunities to comment via:~~

- ~~• Advertising and promotion~~
 - ~~○ Print ads~~
 - ~~○ Radio ads~~
 - ~~○ ValleyRide bus billboards~~
 - ~~○ Op-ed that ran in the *Idaho Statesman* and *Idaho Press Tribune*~~
 - ~~○ Email blasts~~
 - ~~○ Social media~~
 - ~~○ News releases~~
 - ~~○ Flyers (focusing on low-income and minority neighborhoods [Figure 2.3])~~
 - ~~○ Community calendars~~
- ~~• Open houses (3)~~
 - ~~○ Library! at Cole/Ustick, Boise~~
 - ~~○ Hugh Nichols Public Safety Building, Nampa~~
 - ~~○ COMPASS office, Meridian~~
- ~~• Presentations to community groups (20)~~
- ~~• Discussion groups (3)~~
 - ~~○ Latino/low-income~~
 - ~~○ Elderly/low-income~~
 - ~~○ Refugee/low-income~~
- ~~• Comment materials at libraries and other public locations (18 locations; Figure 2.3)~~

- Draft plan and all comment materials posted online for review and comment
- Details on CIM 2040 open houses and other comment opportunities
- Virtual open houses (2 + “anytime”)
- Opportunity to comment online or download and print PDF comment forms
- Newsletter articles (3)
 - National Federation for the Blind
 - Central District Health
 - Women in Transportation Seminars

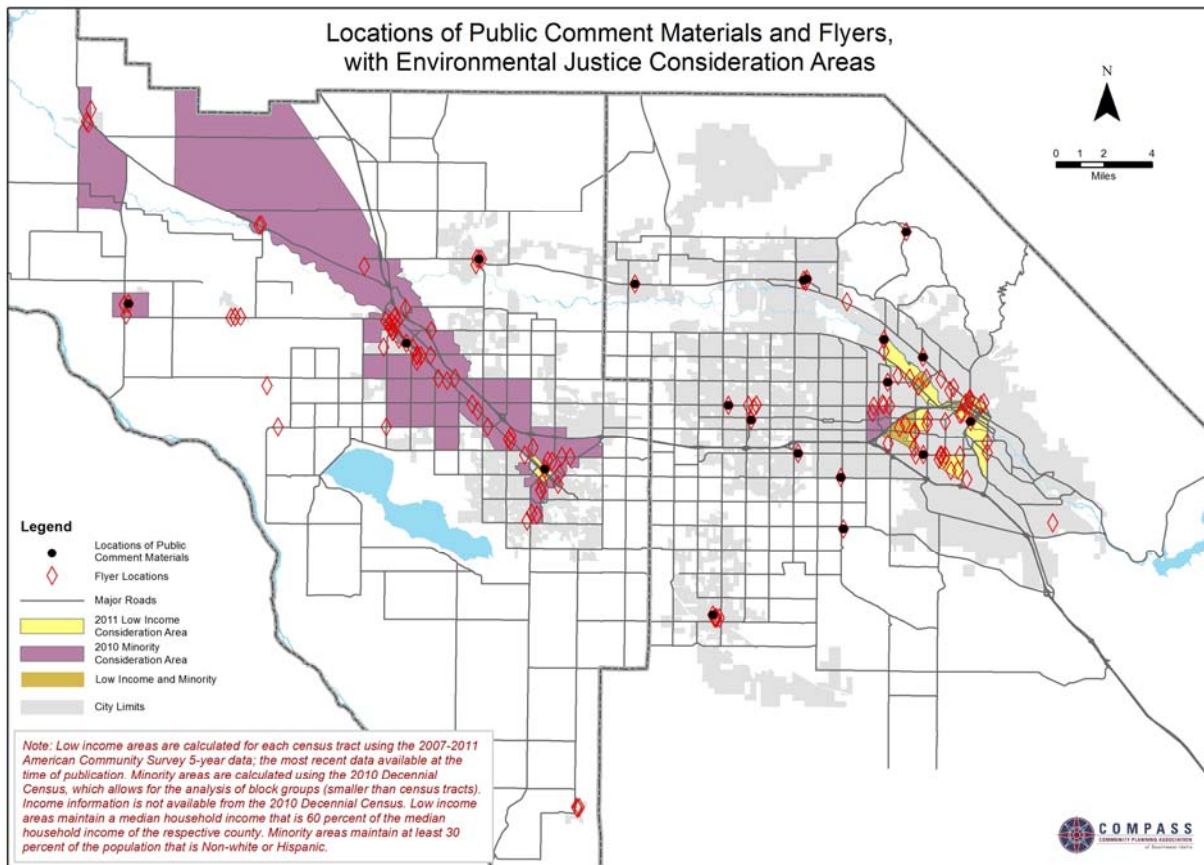


Figure 2.3. Locations of comment materials and flyers posted for 2014 public comment period; shown with Environmental Justice consideration areas (minority and low-income)²⁴

As noted above, COMPASS provided virtual (online) open houses during this public comment period. During two “hosted” virtual open houses, COMPASS provided a live presentation, an opportunity for questions/answers on the presentation, and live (real-time) online chats to respond to questions. In addition, for six weeks, COMPASS provided the same virtual open house experience, but in an “unhosted”

²⁴ www.compassidaho.org/documents/prodserv/CIM2040/Maps/CommentFlyerLocations_2_3.pdf

format, with a pre-recorded presentation. COMPASS staff checked and responded to chat comments daily. In total, 53 individuals participated in the virtual open houses. For more information on the virtual open houses, see a full report online.²⁵

A total of 114 comments were received during the comment period, in addition to notes from the three discussion groups and notes/questions left in the chat rooms of the virtual open house. All comments, as well as quantitative results from comment forms, can be found online.²⁶

Comments showed general support for the primary policies/concepts in the plan, with the following percentages selecting either "somewhat" or "strongly" agree on the comment form: goals (69%), implementation polices (65%), CIM 2040 Vision (62%), focus federal funding on maintenance (53%), and priority corridors (44%).

²⁵ www.compassidaho.org/documents/prodserv/CIM2040/2014CommentPeriod/2014_March-April_COMPASS_VirtualMeetings_Summary_FINAL.pdf

²⁶ www.compassidaho.org/documents/prodserv/CIM2040/2014CommentPeriod/Public_CommentFull_CommunitiesinMotion2040.pdf

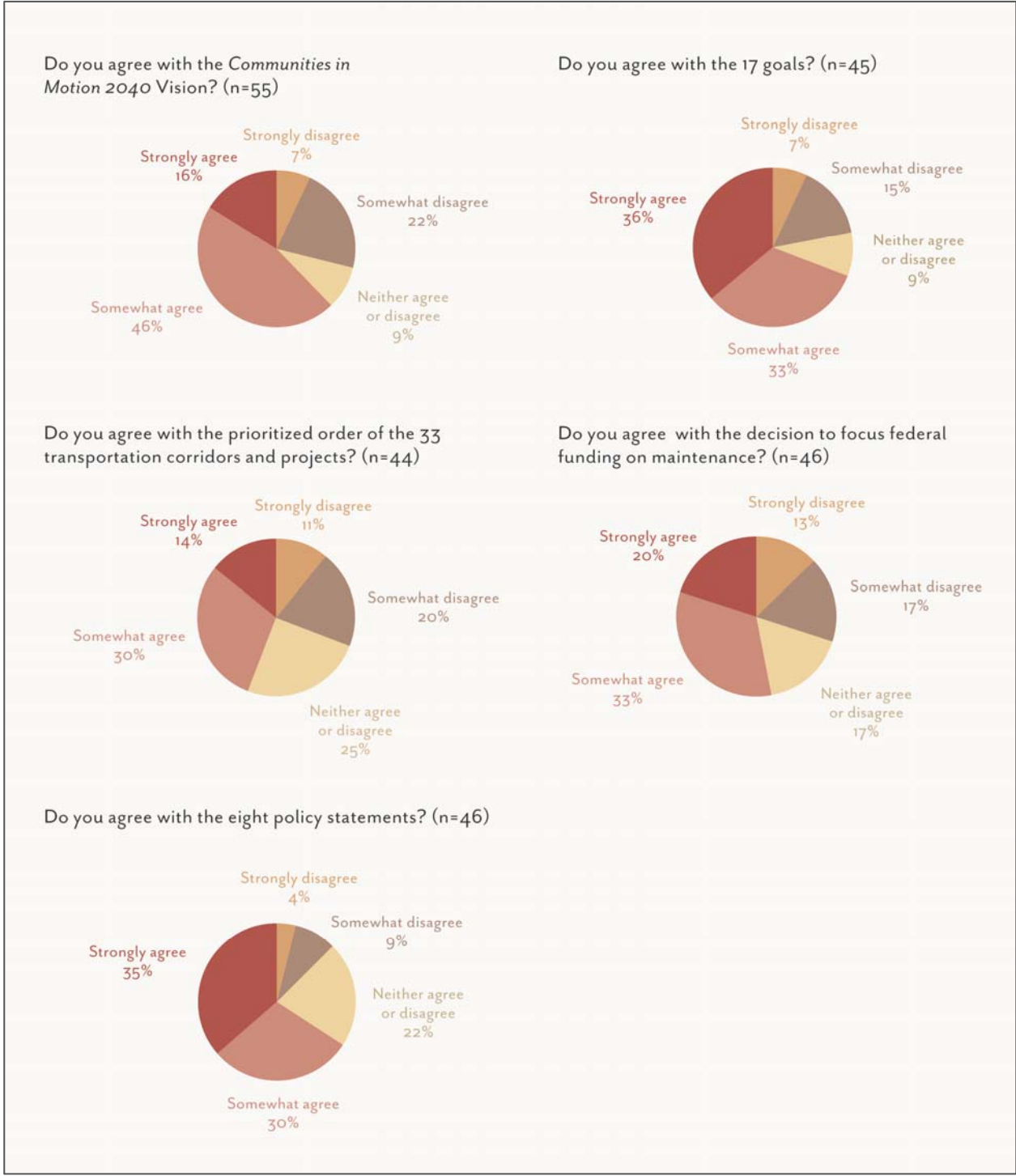


Figure 2.4. Public comments reflecting general support for the primary policies/concepts in the full draft CIM 2040 plan.

Open-ended comments varied greatly, but the following themes emerged:

- Remove the Beacon Light/Purple Sage connection from the list of unfunded projects (priority #33 on the list of unfunded projects).
- Remove the Linder Road expansion/improvements from the list of unfunded projects (priority #6).
- Support more transit (ranged from specific comments on light rail to general comments on the need for more transit).
- Support improvements to bicycle and pedestrian infrastructure.
- Focus regional traffic on the state system.
- Support improvements/expansion to State Highway 16 (priority #14).

The discussion groups (elderly/low-income, Latino/low-income, and refugee/low-income) had varying comments:

- The elderly and refugee groups expressed strong support for improvements to the transit system.
- The Latino group indicated they did not use the transit system at all.
- All three groups supported the decision to focus federal transportation funding on maintenance.
- Responses regarding ways to increase transportation funding varied within and between the groups.

COMPASS responded by email to questions submitted during the public comment period, when an email address was provided. Comments submitted in the virtual open house chat room were responded to in the chat room. Those responses, as well as responses to questions when there was not a mechanism for a direct response, can be found with the comments online.²⁷

All comments were provided to the CIM 2040 Planning Team, CIM 2040 Leadership Team, Public Participation Committee, and COMPASS Board of Directors. In addition, the comments are available on the COMPASS website²⁸ and were sent to the COMPASS email list.

Comments requesting or suggesting changes to the plan were addressed in one of three ways, and are noted with the comments:²⁹

- Suggested changes to text or format for clarity were reviewed and changes were made by staff, as appropriate.

²⁷

www.compassidaho.org/documents/prodserv/CIM2040/2014CommentPeriod/Public_CommentFull_CommunitiesinMotion2040.pdf

²⁸ Ibid.

²⁹ Ibid.

- Suggested technical changes, such as addition of information or corrections to technical details, were reviewed by staff in collaboration with the entity requesting the change and were made, as appropriate.
- Suggested changes to policy issues or other items previously acted upon by the COMPASS Board of Directors were reviewed by staff, and recommendations were presented to the CIM 2040 Planning Team. The Planning Team reviewed the staff recommendations, as well as all comments, and recommended the draft plan, with changes (based on staff and Planning Team recommendations) to the Leadership Team. The Leadership Team then reviewed the Planning Team's recommendations and recommended the plan, with changes, to the COMPASS Board for adoption.

Policy-level changes made to the plan in response to public comment are noted with the verbatim comments.³⁰ {Note: these will be added after final Board adoption}

Summary [Heading 1]

Throughout the planning process, from September 2011 to **June** 2014, COMPASS involved community leaders, specific stakeholders, and the general public in its planning processes.

Individuals were kept up-to-date on progress and public involvement opportunities through the COMPASS website, quarterly email updates, social media, a traveling display, and more.

Stakeholders and members of the general public were invited to participate in the planning process through all-day scenario planning workshops, art and video contests, a photo challenge, commenting on plan chapters posted online, and submitting reasons why they care about CIM 2040 for the quarterly email update and executive director's blog. Specific stakeholders were also invited to participate as members of the CIM 2040 Planning Team, Leadership Team, or environmental review work group to directly contribute to the plan update throughout the planning process.

³⁰ Ibid.

In addition, COMPASS held three public comment periods to receive public input into planning issues before those issues were brought to the COMPASS Board for action. ~~The items discussed in those public comment periods covered the key issues that ultimately make up the backbone of CIM 2040.~~ Finally, a fourth public comment period was held March 3–April 27, 2014, to receive feedback on the entire draft plan document.

Figure 2.35 shows the number of comments received, by zip code, during the ~~initial three-four~~ public comment periods, in relation to ~~the 33 transportation priorities (see Chapter 6) and~~ minority and low-income populations (Environmental Justice consideration areas).

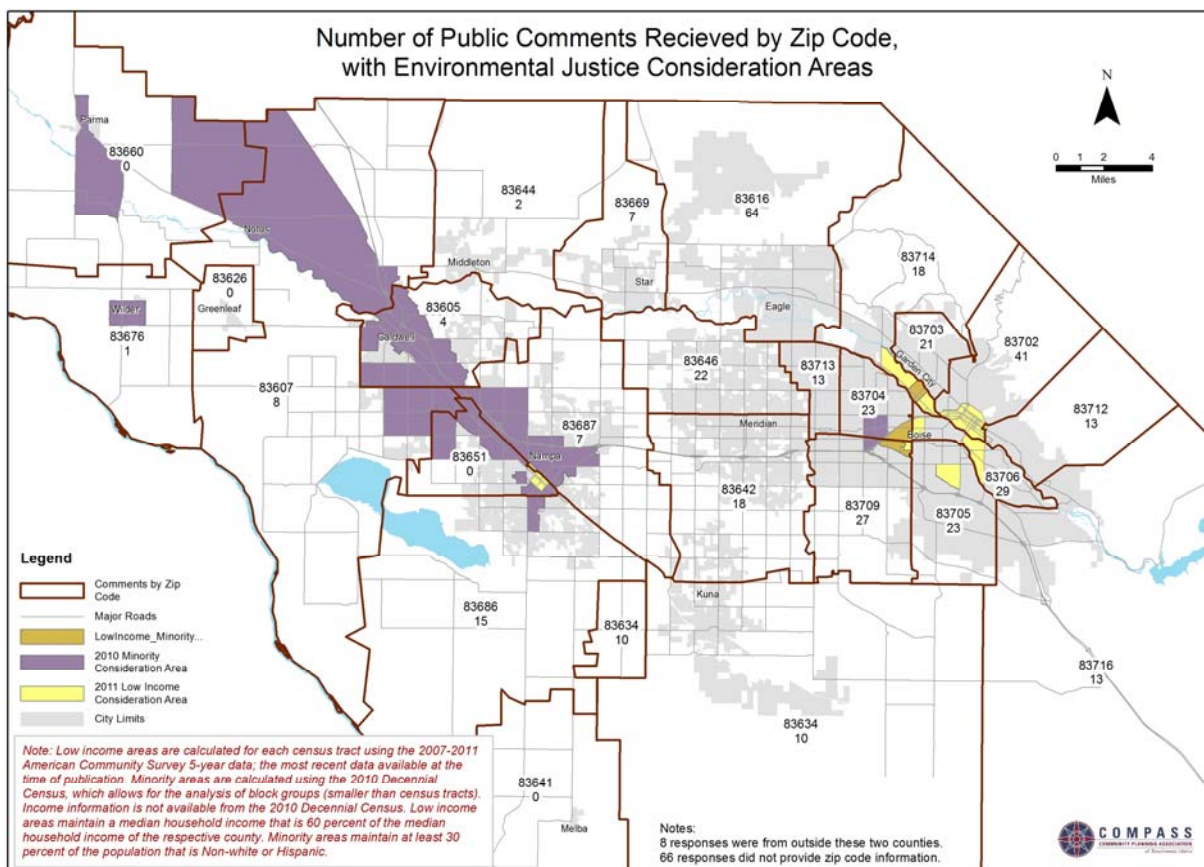


Figure 2.35. Priority corridors, Environmental Justice areas, and Total number of public comments received by zip code for the first three CIM 2040 public comment periods; shown with minority and low-income Environmental Justice consideration areas³¹

³¹ www.compassidaho.org/documents/prodserv/CIM2040/Maps/ZipCodesComments_EJ_2_5.pdf

~~A summary/conclusion of final comments will be added once the final comment period is complete.~~

DRAFT