



Working together to plan for the future

2020 Change in Motion Scorecard

05-2021

December 2020

Accepted by COMPASS Board of Directors on December 21, 2020

2020 CHANGE IN MOTION SCORECARD: RESULTS SUMMARY



COMPASS TRANSPORTATION

PERFORMANCE MEASURE <small>(see definitions at end of document)</small>	2017 Results	2019 Results	TARGET	PROGRESS ¹
Safety (PM I) 5 year rolling averages				
Number of Auto Fatalities	37.80	43.60	< Previous Result ²	
Number of Auto Serious Injuries	484.40	484.00	< Previous Result ²	
Rate of Auto Fatalities (100M VMT)	0.87	0.97	< Previous Result ²	
Rate of Auto Serious Injuries (100M VMT)	11.15	10.79	< Previous Result ²	
Non-Motorized Fatalities and Serious Injuries	64.80	67.00	< Previous Result ²	
Pavement and Bridge (PM II) Target Year FY2022				
Interstate Pavement in "Good" Condition	31.70%	42.00%	> 50% ³ (FY2022)	
Interstate Pavement in "Poor" Condition	1.20%	0.00%	< 4% ³ (FY2022)	
Non-Interstate NHS Pavement in "Good" Condition	37.40%	39.00%	> 50% ³ (FY2022)	
Non-Interstate NHS Pavement in "Poor" Condition	2.00%	0.00%	< 8% ³ (FY2022)	
Bridges in "Good" Condition	38.7%	29.09%	> 19% ³ (FY2022)	
Bridges in "Poor" Condition	0.60%	0.45%	< 3% ³ (FY2022)	

On Track to Meet Target

Progress but not on Track to Meet Target

No Progress

N/A Not Applicable

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COMPASS TRANSPORTATION









PERFORMANCE MEASURE <small>(see definitions at end of document)</small>	2017 Results	2019 Results	TARGET	PROGRESS ¹
System Performance (PM III)				
Interstate Reliability	92.70%	90.40%	> 90% ³ (FY2022)	
Non-Interstate Reliability	78.60%	76.20%	> 70% ³ (FY2022)	
Truck Reliability (Interstate)	1.47	1.50	< 1.3 ³ (FY2022)	
Active Transportation				
Bicycle/Pedestrian Volumes ⁴	236,000	289,000	N/A ⁵	
Miles of Bikeways	N/A	227	N/A ⁵	
Auto				
Volumes on the Interstate system ⁶	↑ 11.5%	↑ 7.1%	N/A ⁵	
Volumes on the State Hwy System ⁶	↑ 5.0%	↑ 9.2%	N/A ⁵	
Volumes on the Arterial System ⁶	↑ 1.5%	↑ 5.4%	N/A ⁵	
Public Transportation				
Transit Passenger Ridership ⁷	1.35 Million	1.21 Million	N/A ⁵	
Vanpools	82	80	N/A ⁵	
Non-SOV Mode Share ⁸	18.9%	18.9%	N/A ⁵	

RESULTS SUMMARY



PERFORMANCE MEASURE <small>(see definitions at end of document)</small>	2017 Results	2019 Results	TARGET	PROGRESS ¹
Transit State of Good Repair (Rolling Stock)	21.25%	27.60% ⁹	< 24.67% ¹⁰ (FY2021)	
Transit State of Good Repair (Equipment)	38.50%	5.00% ⁹	< 12.70% ¹⁰ (FY2021)	
Transit State of Good Repair (Facilities)	33.33%	37.50% ⁹	< 42.86% ¹⁰ (FY2021)	
Employment Near Transit	64%	57%	> 70% (2040)	
Households Outside Area of Impact	4.40%	4.80%	< 6% (2040)	
Grocery Store Walkability	17.90%	16.80%	> 11% (2040)	
Public School Walkability	41.40%	41.60%	> 34% (2040)	

RESULTS SUMMARY

	PERFORMANCE MEASURE <small>(see definitions at end of document)</small>	2017 Results	2019 Results	TARGET	PROGRESS ¹
 <p>HOUSING</p>	Households Near Transit	32.40%	36.00%	> 20% (2040)	
 <p>LAND USE</p>	Major Activity Center Population	21.20%	28.30%	> 28% (2040)	
	Job Accessibility (Auto)	N/A	227,198	N/A ⁵	
	Job Accessibility (Transit)	N/A	6,938	N/A ⁵	
 <p>OPEN SPACE</p>	Miles of Trails and Pathways	565	577	> 754 (2040)	

ENDNOTES

¹ The progress field indicates whether or not the target will be met by the target year if the reported trend continues. A green "✓" indicates that if the reported trend continues the target will be met by the target year. A yellow "✓" indicates that progress is moving in the right direction, but the reported trend won't meet the target by the target year. A red "X" indicates that no progress was made and the target will not be met by the target year if the reported trend continues.

² COMPASS has adopted Idaho Transportation Department's (ITD) targets for the Performance Measure I, safety measures. These measures are required by the Moving Ahead for Progress in the 21st Century Act and the Fixing America's Surface Transportation Act (MAP-21/FAST Acts). The targets for these measures are the five-year averages for the years 2018 through 2022 and encompass the entire state. COMPASS's goal is to support ITD's targets.

Performance Measure	2013-2017	2014-2018	FY2022 Idaho Statewide Target
Number of Auto Fatalities	223	243	< 247
Number of Auto Serious Injuries	1,293	1,290	< 1287
Rate of Auto Fatalities per 100M Vehicle Miles Traveled	1.33	1.35	< 1.41
Rate of Auto Serious Injuries per 100M Vehicle Miles Traveled	7.74	7.59	< 7.30
Non-Motorized Fatalities and Serious Injuries	117	120	< 120

Performance Measure I Idaho statewide

³ COMPASS has adopted Idaho Transportation Department's (ITD) targets for the Performance Measure II pavement and bridge conditions and Performance Measure III system performance measures. These measures are required by the MAP-21/FAST Acts. The targets for these measures encompass the entire state and are set for fiscal year 2022. COMPASS's goal is to support ITD's targets.

Performance Measure	2018	2019	FY2022 Idaho Statewide Target
Interstate Pavement in "Good" Condition	50.70%	59.00%	> 50%
Interstate Pavement in "Poor" Condition	1.40%	1.00%	< 4%
Non-Interstate National Highway System Pavement in "Good" Condition	46.10%	41.00%	> 50%
Non-Interstate National Highway System Pavement in "Poor" Condition	2.10%	1.00%	< 8%
Bridges in "Good" Condition	18.90%	17.75%	> 19%
Bridges in "Poor" Condition	2.30%	4.30%	< 3%
Percent of Person Mile Traveled on Interstate Considered Reliable	97.90%	97.20%	> 90%
Percent of Person Mile Traveled Non-Interstate Considered Reliable	91.50%	84.80%	> 70%
Truck Reliability (Interstate)	1.17	1.2	< 1.3

PMII and PMIII Idaho Statewide performance measures

⁴ Selected counters used for this measure include: Boise - Anne Frank, Boise - Eckert Bridge, Boise - Friendship Bridge, Boise - Trestle Bridge, Caldwell – Greenbelt, Eagle – Greenbelt, and Nampa - Wilson Pathway. Measures are the average annual volume of bicyclists and pedestrians for these select seven counters. The average volume increased by ~ 22% from 2017 to 2019.

⁵ Target not yet set for this measure.

⁶ Measures reflect the percentage changes in volumes from the volumes two years prior. For example, the 2017 measures reflect the percentage of change from the 2015 reporting period, the 2019 measures reflect the percentage change from 2017, etc.

⁷ Ridership calculated for fixed routes only in Ada and Canyon Counties. Data collected using fare box transactions. Automatic Passenger Counters were installed on fix routes and will be used in future reporting.

⁸ Non-Single Occupancy Vehicle Mode Share is calculated for the Boise Urbanized Area only, per MAP-21/FAST Acts performance measures requirements.

⁹ Valley Regional Transit staff found significant variances from prior year measures due to staffing changes and understanding of how to score rolling stock assets; corrections were made.

¹⁰ These measures are required by the MAP-21/FAST Acts. The targets for these measures were developed by Valley Regional Transit and are set for fiscal year 2021.

Definition of Performance Measures

Performance Measure	Description
Auto Safety: Number of Auto Fatalities	Five-year rolling average of auto fatalities. This number excludes bicycle and pedestrian fatalities in auto accidents.
Auto Safety: Number of Auto Serious Injuries	Five-year rolling average of auto serious injuries. This number excludes bicycle and pedestrian serious injuries in auto accidents.
Auto Safety: Rate of Auto Fatalities	Five-year rolling average of the rate of auto fatalities. The rate is calculated by auto fatalities per 100,000,000 vehicle miles traveled in Ada and Canyon Counties.
Auto Safety: Rate of Auto Serious Injuries	Five-year rolling average of the rate of auto serious injuries. The rate is calculated by auto serious injuries per 100,000,000 vehicle miles traveled for the year in Ada and Canyon Counties.
Non-motorized Safety: Number of Fatalities	Five-year rolling average of bicycle and pedestrian fatalities.
Non-motorized Safety: Number of Serious Injuries	Five-year rolling average of bicycle and pedestrian serious injuries.
Interstate Pavement in GOOD Condition	Percentage of pavement on the interstate system considered to be in good condition.
Interstate Pavement in POOR Condition	Percentage of pavement on the interstate system considered to be in poor condition.
Non-Interstate NHS Pavement in GOOD Condition	Percentage of pavement on the national highway system (excluding interstate) considered to be in good condition.
Non-Interstate NHS Pavement in Poor Condition	Percentage of pavement on the national highway system (excluding interstate) considered to be in poor condition.
Bridges in GOOD Condition	Percentage of bridges on the national highway system considered to be in good condition.
Bridges in POOR Condition	Percentage of bridges on the national highway system considered to be in poor condition.

Performance Measure	Description
Percentage of Person Miles Traveled Reliable on the Interstate System	Percentage of person miles traveled (volume X occupancy X vehicle miles traveled) on the interstate considered reliable for the year. Reliability for a roadway is calculated by comparing the 80 th percentile travel time to the 50 th percentile travel time for peak periods for the year.
Percentage of Person Miles Traveled Reliable on the Non-Interstate System	Percentage of person miles traveled (volume X occupancy X vehicle miles traveled) on the national highway system (excluding interstate) considered reliable for the year. Reliability for a roadway is calculated by comparing the 80 th percentile travel time to the 50 th percentile travel time for peak periods for the year.
Truck Travel Time Reliability for Interstate	Weighted (length) average truck travel time reliability measure for the Interstate system. Reliability for a roadway is calculated by comparing the 95 th percentile travel time to the 50 th percentile travel times for peak periods for the year.
Multimodal Use: Bicycle and Pedestrian Volumes	Average of annual volumes from selected fixed bike pedestrian counters (seven counters included in the average).
Miles of Bikeway	The miles of bikeways as defined as a division of a road marked off with painted lines, for use by cyclists, not including sharrows or other markings within automobile lanes.
Auto Volumes	Percentage change in volume for interstate, state highway, and arterial roads. Data comes from automatic traffic recorders owned by the Idaho Transportation Department.
Transit Passenger Ridership	Number of passengers for the year on fixed route transit. Data come from Valley Regional Transit's automatic passenger counters.
Vanpools	Average number of vanpools operating for the year.
Non-SOV Mode Share	Percentage of commutes completed using modes other than single occupancy vehicle for five-year period based on American Community Survey estimates for Boise Urbanized Area.

Performance Measure	Description
Transit State of Good Repair: Rolling Stock	Percentage of rolling stock that has reached or exceed its useful life (age).
Transit State of Good Repair: Facilities	Percentage of facilities with a condition rating below 3. Criteria for rating facilities developed by Valley Regional Transit.
Transit State of Good Repair: Equipment	Percentage of equipment that has reached or exceed its useful life (age).
Employment Near Transit	Percentage of employment within a 1/4-mile walking distance of a bus stop.
Households Outside Area of Impact	Percent of total households outside of the defined city areas of impact.
Walkability: Grocery Store	Percentage of households within ½ mile network distance to a grocery store.
Walkability: Public Schools	Percentage of households within ½ mile network distance walk to a public school.
Households Near Transit	Percent of households within ½ mile network distance of an existing ValleyRide stop.
Major Activity Center Population	Percentage of the total population living within a traffic-generating major activity center (large commercial areas, freight hubs, centers of employment, etc.).
Jobs Accessibility: Auto	Average number of jobs accessible by automobile within 30 minutes on average weekday.
Jobs Accessibility: Multimodal	Average number of jobs accessible by transit within 30 minutes on average weekday.
Miles of Trails and Pathways	Total miles of trails and pathways.