

2024 CHANGE IN MOTION SCORECARD: RESULTS SUMMARY



Communities in Motion 2050 Goal: Convenience

- Develop a regional transportation system that provides access and mobility for all users via safe, efficient, and convenient transportation options.
- Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.
- Manage and reduce congestion with cost-effective solutions to improve efficiency of the transportation system.

Performance Measure

[\(see definitions at end of document\)](#)

**2021
Results**

**2023
Results**

Target

Progress¹

Accessibility and Mobility (1 of 2 targets met)

Job accessibility (Auto)

84,100 jobs

82,200 jobs

N/A



Job accessibility (Transit)

6,300 jobs

8,000 jobs

N/A



Households near transit

34%

34%

> 48%
(2030)



Vanpools

73

84

> 96
(2030)



Transit passenger ridership

828,000

989,000

N/A



Connectivity (0 of 2 targets met)

Walkability: Public schools

68.01%

66.66%

> 73.00%
(2030)



Walkability: Transit stops

82.03%

82.13%

> 85.00%
(2030)



Walkability: Regional activity centers

11.74%

11.50%

TBD²



Efficiency and Congestion Management (2 of 3 targets met)

Annual hours of peak hour delay per capita

9.10

4.60³

<13.00
(FY2025)



Number of "event" days on the interstate

30 days

32 days

< 15 days
(2030)



Percentage of roadway miles considered highly congested

5.00%

4.10%

< 8.00%
(2030)



Exceeds target or on track to meet target



No progress



Progress, but not on track to meet target, or meets target but trending in the wrong direction



Not applicable

2024 CHANGE IN MOTION SCORECARD: RESULTS SUMMARY



Communities in Motion 2050 Goal: Economic Vitality

- Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and business to prosper.
- Promote freight accessibility and mobility via truck and rail improvements to support the efficient movement of goods and encourage economic development.
- Preserve and maintain existing transportation infrastructure.
- Provide for a reliable transportation system to ensure all users can count on consistent travel times for all modes.
- Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism.
- Develop and implement a regional vision to manage the impacts of growth through quantitative tools and objective feedback.
- Protect and preserve farmland to support the region's economy, provide a local and sustainable food supply, and retain the cultural heritage of the valley.

Performance Measure <small>(see definitions at end of document)</small>	2021 Results	2023 Results	Target	Progress ¹
Farmland Preservation (N/A)				
Farmland consumption	0.97%	N/A ⁴	< 5.00% (2030)	
Freight Accessibility and Mobility (0 of 1 target met)				
Truck travel time reliability (interstate)	1.46	1.55	< 1.30 ⁵ (FY2025)	
Growth Management (N/A)				
Regional activity center catchment	80%	74%	TBD ²	
Net fiscal impact of building permits ⁶	For more information see footnote			
Preservation and Infrastructure Condition (7 of 9 targets met)				
Interstate pavement in "good" condition	38.90%	71.31%	> 35.00% ⁵ (FY2025)	
Interstate pavement in "poor" condition	0.10%	0.09%	< 1.00% ⁷ (2030)	



Exceeds target or on track to meet target



No progress













Progress, but not on track to meet target, or meets target but trending in the wrong direction



Not applicable

2024 CHANGE IN MOTION SCORECARD: RESULTS SUMMARY

Performance Measure <small>(see definitions at end of document)</small>	2021 Results	2023 Results	Target	Progress ¹
Preservation and Infrastructure Condition (7 of 9 targets met)				
Non-interstate National Highway System (NHS) pavement in "good" condition	36.70%	44.58%	> 20.00% ⁵ (FY2025)	
Non-interstate NHS pavement in "poor" condition	0.70%	0.55%	< 2.00% ⁷ (2030)	
Bridges in "good" condition	33.00%	43.39%	> 19.00% ⁵ (FY2025)	
Bridges in "poor" condition	2.30%	3.39%	< 1.00% ⁷ (2030)	
Transit state of good repair: Rolling stock at end of useful life	29.20%	24.67%	< 20.00% (FY2029)	
Transit state of good repair: Equipment at end of useful life	27.91%	12.70%	< 10.00% (FY2029)	
Transit state of good repair: Facilities with undesirable condition rating	33.33%	42.86%	< 30.00% (FY2029)	
Reliability (1 of 3 targets met)				
Interstate travel time reliability	95.90%	83.60%	> 90.00% (FY2025)	
NHS travel time reliability (excluding interstate)	85.00%	85.00%	> 70.00% (FY2025)	
Transit reliability (% of trips delivered on time)	77%	77%	> 90% (2030)	
Economic Vitality (N/A)				
Economic vitality	<p>Objective: Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and business to prosper.</p> <p>For more information see "Did You Know"</p>			
Travel and Tourism (N/A)				
Travel and tourism	<p>Objective: Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism.</p> <p>For more information see "Did You Know"</p>			



Exceeds target or on track to meet target



No progress



Progress, but not on track to meet target, or meets target but trending in the wrong direction



Not applicable

2024 CHANGE IN MOTION SCORECARD: RESULTS SUMMARY



Communities in Motion 2050 Goal: Quality of Life

- Develop and implement a regional vision and transportation system that protect and preserve the natural environment.
- Develop and implement a regional vision and transportation system that enhance public health.
- Develop and implement a regional vision and transportation system that preserve open space and promote connectivity to open space areas, natural resources, and trails.
- Promote development patterns and a transportation system that provide for affordable housing and transportation options for all residents.
- Provide equitable access to safe, affordable, and reliable transportation options.

Performance Measure <small>(see definitions at end of document)</small>	2021 Results	2023 Results	Target	Progress ¹
Open Space (1 of 2 targets met)				
Walkability: Public parks	68.52%	67.20%	> 74.00% (2030)	
Miles of trails and pathways	571	619	1% increase per year	
Environment (1 of 1 target met)				
Non-single-occupancy vehicle mode share	21.90%	24.30% ⁸	> 25.00% (2030)	
Total emission reductions in Congestion Mitigation and Air Quality Program (CMAQ) ⁹	0	0	0	
Health (0 of 1 target met)				
Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways	18.80%	18.70%	> 30.00%	
Average yearly bicycle/pedestrian volumes ¹⁰	247,000	280,000	Info only	
Housing and Affordability (N/A)				
Housing and affordability	Objective: Promote development patterns and a transportation system that provide for affordable housing and transportation options for all residents. For more information see "Did You Know"			
Equity (N/A)				
Equity	Objective: Provide equitable access to safe, affordable, and reliable transportation options. For more information see "Did You Know"			



Exceeds target or on track to meet target



No progress



Progress, but not on track to meet target, or meets target but trending in the wrong direction



Not applicable

2024 CHANGE IN MOTION SCORECARD: RESULTS SUMMARY



Communities in Motion 2050 Goal: Safety

- Provide a safe transportation system for all users.
- Proactively assess risks and safeguard the security of all transportation users and infrastructure.
- Support a resilient transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.

Performance Measure [\(see definitions at end of document\)](#)

**2021
Results**

**2023
Results**

Target

Progress¹

Resiliency (2 of 3 targets met)

Percentage of new residential units permitted in the wildland urban interface	3.60%	5.00%	< 5.00%	
Percentage of new residential units permitted in the floodplain	9.80%	3.80%	< 5.00%	
Percentage of bridges in the floodplain in "poor" condition	1.00%	0.73%	0% (2030)	

Safety¹¹ (1 of 6 targets met)

Auto fatalities (5-year average)	51.20	48.60	< 13.10 (2030)	
Rate of auto fatalities per 100,000,000 vehicle miles (5-year average)	1.06	0.94	< 1.35 (2023)	
Auto serious injuries (5-year average)	467.20	406.80	123.90 (2030)	
Rate of auto serious injuries per 100,000,000 vehicle miles (5-year average)	9.76	7.87	< 7.22 (2023)	
Non-motorized fatalities and serious injuries (5-year average)	59.60	51.40	21.90 (2030)	
Total injury crashes (5-year average)	3,890	3,734	1,343 (2030)	

Security

Transportation security

Objective: Proactively assess risks and safeguard the security of all transportation users and infrastructure.

[For more information see "Did You Know"](#)



Exceeds target or on track to meet target



No progress



Progress, but not on track to meet target, or meets target but trending in the wrong direction



Not applicable

Did You Know?

This section of the Change in Motion Scorecard provides facts, information, and an update on current work in progress related to objectives of *Communities in Motion 2050* that don't have established performance measures.

COMPASS will continue to seek potential effective performance measures for these objectives as new data are available.

Economic Vitality

Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and business to prosper.

In 2022, the median household annual income was approximately¹²:



Ada County: \$83,881
Canyon County: \$68,473

From 2018-2022, the mean travel time to work was¹³:



Ada County: 21 minutes
Canyon County: 25 minutes

Travel and Tourism

Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism.

The Boise airport served over

4.75 million

passengers in 2023; over one million more than in 2021. In 2023, the airport was served by **9** carriers and offered nonstop flights to **28** destinations¹⁴.



80%

of tourists/travelers who visited southwest Idaho used a rental car to reach their destination¹⁵.



50%

of tourists who visited southwest Idaho participated in an entertainment or outdoor activity¹⁶.

Housing

Promote development patterns and a transportation system that provides affordable housing and transportation options for all residents.

8%¹⁷ increase

in population in the Treasure Valley from 2021-2024. The region is expected to have nearly **1.1 million**¹⁸ residents by 2050.



9,902

new residential units were permitted for construction in 2023¹⁹; 63.6% in Ada County and 36.4% in Canyon County.

Did You Know?

Equity

Provide equitable access to safe, affordable, and reliable transportation options.

COMPASS has developed an [equity index tool](#) to help identify potentially underserved communities. The index uses 23 separate indicators to calculate an equity score for each of the 2,498 Transportation Analysis Zones in the COMPASS planning area. A higher total score identifies areas of potential inequity to consider in planning processes.

The equity indicators in the COMPASS tool are split into three categories:



Social - indicators that demonstrate inequity based on housing, income, education, and personal health.



Environmental - indicators that demonstrate inequity based on environmental vulnerabilities related to geographic location.



Transportation - indicators that demonstrate inequity based on transportation accessibility and effectiveness.

Transportation Security

Proactively assess risks and safeguard the security of all transportation users and infrastructure.



In the Treasure Valley, intelligent transportation systems investments on roadways include²⁰:

- Over 545 miles of fiber
- Advanced traffic management system software
- A new traffic management center
- Emergency vehicle and transit preemption software
- Closed-circuit television cameras
- Dynamic and variable message signs
- 16 road/weather information stations
- A range of traffic monitoring sensors



Cyber-attacks on the transportation industry are on the rise. A recent study revealed that data violation cases in the transportation industry nearly doubled from 2022 to 2023. In the US alone, 101 incidents were logged. The average cost was **\$4.8 million** per year²¹.

Performance Measure Definitions

Performance Measure	Description
Convenience	
Job accessibility (Auto)	Average number of jobs accessible by automobile within 15 minutes on an average weekday from all Transportation Analysis Zones in the travel demand model.
Job accessibility (Transit)	Average number of jobs accessible by transit within 30 minutes on an average weekday from all Transportation Analysis Zones in the travel demand model.
Households near transit	Percent of total households in Ada and Canyon Counties within a ½-mile network distance of an existing ValleyRide bus stop.
Vanpools	Average number of Ada County Highway District vanpools operating for the year.
Transit passenger ridership	Number of annual passengers on fixed route transit. Data come from Valley Regional Transit's automatic passenger counters.
Walkability: Public schools	Percentage of households within a ½-mile distance of a school that can access the school using the walkable network (½ mile walk).
Walkability: Transit stops	Percentage of households within a ½-mile distance of a transit stop that can access the stop using the walkable network (½ mile walk).
Walkability: Regional activity centers	Percentage of total households in or within a ½-mile network distance of a regional activity center.
Annual hours of peak hour delay per capita	Total hours of excessive delay (20 mph slower or 60% of the posted speed limit) during peak travel time (weekdays 6am-10am and 3pm-7pm) calculated per capita for the Boise Urbanized Area as required per the BIL.
Number of "event" days on the interstate	Number of weekdays in a year with congestion on I-84/I-184 causing a 30% longer commute from Caldwell to Boise (AM peak) or Boise to Caldwell (PM peak). Current commute times average about 30 minutes for both the AM and PM peak hours.

Performance Measure Definitions

Performance Measure	Description
Percentage of roadway miles considered highly congested	Percent of roadway miles with a travel time index score (TTI = peak hour congested travel time/free flow travel time) > 2 for the tier 1 congestion management network. Data come from the National Performance Measure Research Dataset and include interstate, state highway, and other facilities designated as part of the National Highway System (NHS).
Economic Vitality	
Farmland consumption	Percentage of total acres of farmland consumed by new development since the baseline 2019 farmland inventory.
Truck travel time reliability (interstate)	Weighted (length) average truck travel time reliability measure for the interstate system, calculated by comparing the 95th percentile travel time to the 50th percentile travel times for peak periods for the year.
Regional activity center catchment	Percentage of households within a 5-minute drive time (estimated 2 miles) to a regional activity center.
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 NHS (excluding interstate) considered to be in good condition.
Non-interstate NHS pavement in "poor" condition	Percentage of pavement on the NHS (excluding interstate) considered to be in poor condition.
Bridges in "good" condition	Percentage of deck area on bridges located on the NHS considered to be in good condition.
Bridges in "poor" condition	Percentage of deck area on bridges located on the NHS considered to be in poor condition.
Transit state of good repair: Rolling stock	Percentage of rolling stock that has reached or exceeded its useful life (age).
Transit state of good repair: Equipment	Percentage of equipment that has reached or exceeded its useful life (age).
Transit state of good repair: Facilities	Percentage of facilities with a condition rating below 3. Criteria for rating facilities were developed by Valley Regional Transit.
Interstate travel time reliability	Percentage of person miles traveled (average annual daily traffic x occupancy x segment length) on the interstate considered reliable for the year, calculated by comparing the 80th percentile travel time to the 50th percentile travel time for peak periods for the year.

Performance Measure Definitions

Performance Measure	Description
NHS travel time reliability (excluding interstate)	Percentage of person miles traveled (average annual daily traffic x occupancy x segment length) on the NHS (excluding interstate) considered reliable for the year, calculated by comparing the 80 th percentile travel time to the 50 th percentile travel time for peak periods for the year.
Transit reliability (% of trips delivered on time)	Percentage of stops on fixed route transit with arrivals no later than 5 minutes past scheduled and departures no earlier than scheduled for the reporting period.
Quality of Life	
Walkability: Public parks	Percentage of households within a ½-mile distance of a public park that can access the park using the walkable network (½ mile walk).
Miles of trails and pathways	Percentage increase of the miles of trails and pathways from previous reporting period based on COMPASS' trails and pathways inventory. Excludes sidewalks and multi-use pathways attached to roadways.
Non-single-occupancy vehicle mode share	Percentage of commutes completed using modes other than single occupancy vehicles for a five-year period based on American Community Survey estimates for the Boise Urbanized Area as required per the FAST Act.
Total emission reductions in Congestion Mitigation and Air Quality Program (CMAQ)	Total emissions reductions for all projects funded by CMAQ funds, by applicable criteria pollutant and precursors for which the area is designated nonattainment or maintenance.
Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways	The percentage of arterial and collector roadways that have existing multiuse pathways that allow for bicycle travel or 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.
Bicycle/pedestrian volumes	Average of annual volumes from selected fixed bicycle pedestrian counters.
Safety/Resiliency	
Percentage of new residential units permitted in the wildland urban interface	Percentage of newly permitted residential units permitted in the wildland urban interface.
Percentage of new residential units permitted in the floodplain	Percentage of newly permitted housing units permitted in the floodplain.

Performance Measure Definitions

Performance Measure	Description
Percentage of bridges in the floodplain in "poor" condition	Percentage of bridges located in the floodplain considered to be in "poor" condition.
Number of auto fatalities (5-year average)	Five-year rolling average of auto fatalities. This number excludes bicycle and pedestrian fatalities related to autos.
Rate of auto fatalities (5-year average)	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.
Number of serious injuries (5-year average)	Five-year rolling average of auto serious injuries. This number excludes bicycle and pedestrian serious injuries related to autos.
Rate of auto serious injuries (5-year average)	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 fatalities and serious injuries (5-year average)	Five-year rolling average of bicycle and pedestrian fatalities and serious injuries.
Total injury crashes (5-year average)	Five-year rolling average number of auto crashes involving injury for the reporting period.

Footnotes and Citations

Footnotes

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 the measure meets the target or, if the reported trend continues, the target will be met by the target year. If no target is identified, a green “✓” indicates that progress was made from the previous reporting period. A yellow “✓” indicates that progress is moving in the right direction, but the reported trend won’t meet the target by the target year or the measure currently meets the target but is trending unfavorably. A red “X” indicates that no, or negative, progress was made and the target will not be met by the target year if the reported trend continues.

² Target is yet to be determined. Target was not established due to lack of data to analyze current trends. Several of the targets that are to be determined are new to *Communities in Motion 2050*. Targets will be reevaluated in next long range transportation plan.

³ Person Hours of Excessive Delay per Capita dramatically decreased in 2023 because the miles of roadway covered in the travel time dataset used to calculate the measure (National Performance Monitoring Research Dataset) decreased significantly (>50%) between 2021 and 2023. This is due to changes in the definition of the National Highway System in the region.

⁴ The baseline of agricultural acres was reset in 2023 for this measure; therefore, a percentage change from the baseline year is not possible to report this period. The baseline layer was reset to better reflect assessor records, city comprehensive plans, and other relevant data sources. The 2023 baseline is 406,912 acres. Changes from this baseline will be reported in subsequent reports.

⁵ COMPASS has adopted the 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/Bipartisan Infrastructure Law. The targets for these measures encompass the entire state and are set for fiscal year 2025. COMPASS’s goal is to support ITD’s targets.

PMII and PMIII Idaho Statewide Performance Measures

Performance Measure	2019 Statewide Results	2021 Statewide Results	2023 Statewide Results	FY2025 Idaho Statewide Target
Interstate pavement in “good” condition	61.10%	57.80%	59.38%	>35%
Interstate pavement in “poor” condition	0.50%	0.30%	0.05%	< 4%
Non-interstate national highway system pavement in “good” condition	41.00%	40.30%	31.02%	> 20%
Non-interstate national highway system pavement in “poor” condition	1.00%	0.70%	0.70%	< 8%
Bridges in “good” condition	18.00%	20.95%	23.52%	> 19%
Bridges in “poor” condition	4.00%	3.52%	1.86%	< 3.5%
Percent of person mile traveled on interstate considered reliable	97.20%	98.80%	95.20%	> 90%
Percent of person mile traveled non-interstate considered reliable	84.80%	91.10%	89.60%	> 70%
Truck reliability (interstate)	1.20	1.18	1.22	< 1.30

Footnotes and Citations

⁶ COMPASS has developed a Fiscal Impact Tool to evaluate the financial impact of new developments on local city, county, highway district, and school budgets. The information gleaned from this tool will help plan for a fiscally responsible regional vision. Learn more at <https://compassidaho.org/fiscal-impact-tool/>.

⁷ COMPASS supports ITD’s statewide targets for this measure in conjunction with aspirational regional targets for 2030.

⁸ The data for performance measure are from the 2021 American Community Survey (ACS) and are only reported for the Boise Urbanized Area. Federal regulation for this measure stipulates that the urban area boundaries from the 2010 census were to be used throughout this period of performance. 2021 ACS is the most recent data based on the 2010 urban area boundaries.

⁹ The Federal Highway Administration makes funds available for Congestion Mitigation/Air Quality, known as “CMAQ funds,” which are specific to projects that help meet the requirements of the Clean Air Act to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). However, CMAQ funds are only required to be spent in air quality non-attainment areas. As COMPASS’ planning area does not include any non-attainment areas, ITD chooses not to program these funds via the CMAQ program for projects in the COMPASS area. Instead, CMAQ funds are used for the same types of projects as the Surface Transportation Block Grant program. However, as this performance measure is a federal requirement, it will continue to be tracked, but will remain at zero, until a project in the COMPASS area is funded via the CMAQ program.

¹⁰ 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. Only the Caldwell – Greenbelt (-24%) saw decreases in volumes from 2022 to 2023. Measure is informational only as failures of counters and construction on the greenbelt can cause for unreliable data. For more information about bicycle and pedestrian count data visit: <https://compassidaho.org/bicycle-and-pedestrian-counter-data/>.

¹¹ COMPASS has adopted ITD targets for the Performance Measure I safety measures. These measures are required by the MAP-21/FAST Acts/Bipartisan Infrastructure Law. The targets for these measures encompass the entire state and are set for fiscal year 2023. The five-year averages for 2019-2023 in the table below are estimates and not yet official measurements. COMPASS has also set regional aspirational targets to reduce the five-year average of fatal, serious injury, and non-motorized fatalities by 75% by 2030.

Performance Measure I (Safety) Idaho Statewide

Performance Measure (5-year average)	2017-2021	2019-2023*	2019-2023 Idaho Statewide Target
Number of Auto Fatalities	238.00	240.00	< 244.00
Number of Auto Serious Injuries	1,224.00	1,237.00	< 1279.00
Rate of Auto Fatalities per 100M Vehicle Miles Traveled	1.32	1.28	< 1.35
Rate of Auto Serious Injuries per 100M Vehicle Miles Traveled	6.82	6.61	< 7.22
Non-Motorized Fatalities and Serious Injuries	116.00	111.00	< 125.00

*Numbers for 2023 are estimates and not official measures as of the publication of this report.

Footnotes and Citations

Citations

¹²US Census Bureau QuickFacts, <https://www.census.gov/quickfacts/fact/table/canyoncountyidaho,adacountyidaho,US/INC110220>

¹³US Census Bureau QuickFacts, <https://www.census.gov/quickfacts/fact/table/canyoncountyidaho,adacountyidaho,US/INC110220>

¹⁴ Boise Airport, <https://www.iflyboise.com/media/2019/2023.pdf>

¹⁵ Idaho Department of Commerce, Travel USA Visitor Profile, https://commerce.idaho.gov/content/uploads/2022/05/2021-Travel-USA-Idaho-Regions_Reduced.pdf (pg. 154)

¹⁶ Ibid. (pg. 157)

¹⁷ https://compassidaho.org/wp-content/uploads/Population_estimates_2024.pdf

¹⁸ *Communities in Motion 2050* Vision, <https://cim2050.compassidaho.org/regional-vision/cim-2050-vision/>

¹⁹ COMPASS 2023 Development Monitoring Report: https://compassidaho.org/wp-content/uploads/2023_DMR.pdf (pg. 4)

²⁰ Treasure Valley Transportation Systems Management and Operations (TSMO) Strategic Plan 2020-2030 Update, COMPASS, https://compassidaho.org/wp-content/uploads/COMPASSTSMOPlan_FINAL.pdf

²¹ IBM, Cost of a data breach 2024, <https://www.ibm.com/security/data-breach>