

Table of Contents

Communities in Motion: A Regional Long-Range Transportation Plan

Executive Summary	1
Introduction	9
Chapter 1 – Taking Shape	17
A Region Takes Shape.....	17
An Organization Takes Shape: Community Planning Association of Southwest Idaho	22
A Regional Long-Range Transportation Plan Takes Shape: <i>Communities in Motion</i>	24
A Community Becomes Engaged: Public Outreach, Education, Involvement.....	26
A Budget Does NOT Take Shape.....	34
Chapter 2 – Defining the Vision	35
Where do we want to be in 2030?.....	35
Vision, Goals, and Scenarios	35
Goals/Objectives/Tasks	42
Chapter 3 – Getting Around	61
Roadways.....	61
Transit Services	62
Freight Services	66
Short-Range Funded (Committed) Projects.....	72
Congestion Management System	75
Functional Street Classification.....	75
Transit Classification	78
Non-Motorized Classification.....	78
Chapter 4 – Designing the Future	81
Land Use in the Treasure Valley: Two Visions of the Future	81
Scenario Comparisons.....	83
The Plan for Future Corridors	84
The Corridors Defined.....	97
Special Future Studies	154
Chapter 5 – Finding the Money	159
Federal Requirements.....	159
The Importance of Financial Analysis.....	159
A Summary of Transportation Revenues	160

Table of Contents (continued)

Where does the money come from?	161
How are projects budgeted?	176
Cost of Transportation Projects	177
What is the shortfall and what does it mean for the average household?.....	180
Financial Summary.....	183
Federal Highway Programs.....	185
Chapter 6 – Looking Beyond 2030	187
Setting the Stage	187
Growth Beyond 2030.....	188
The Next Plan	196
In Sum.....	197
Appendix	199
Bibliography.....	200
Definitions	207
Acronyms.....	218
Acknowledgements	220

EXECUTIVE SUMMARY

DEFINING THE VISION

We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multi-modal transportation system.

Communities in Motion (CIM) is the regional long-range transportation plan for Southwest Idaho and provides regional transportation solutions for the next twenty-plus years for Ada, Boise, Canyon, Elmore, Gem, and Payette counties. *Communities in Motion* evaluates projected population and employment growth, current and future transportation needs, safety, financial capacity, and preservation of the human and natural environment.

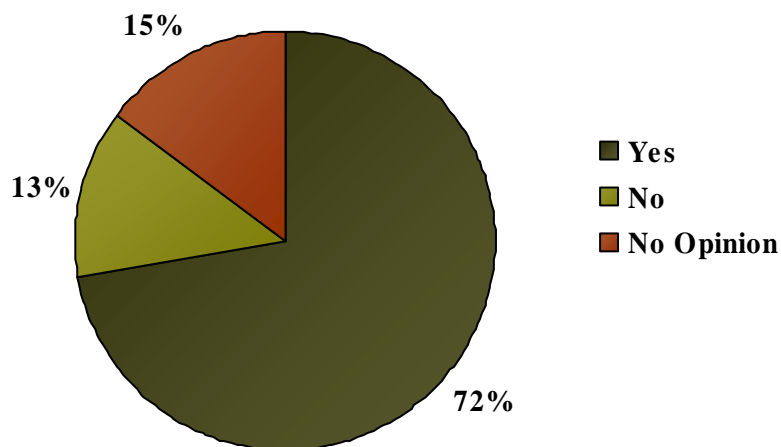
Communities in Motion offers a vision for land

use, known as “Community Choices” and addresses:

- How land use affects transportation
- How investments in transportation influence growth
- What the transportation system supposed to achieve
- How transportation projects are selected
- How transportation projects serve regional needs

The CIM planning process identified a broad vision, community goals, objectives, and measurable tasks. This was accomplished by engaging people early in the process. Over 2000 residents, stakeholders, and elected officials participated in developing the plan.

Of those who reviewed and commented on the plan, 72 percent supported it.



Goals:

Connections

Provide options for safe access and mobility in a cost-effective manner in the region.

Coordination

Achieve better inter-jurisdictional coordination of transportation and land use planning.

Environment

Minimize transportation impacts to people, cultural resources, and the environment.

Information

Coordinate data gathering and dispense better information.

***Communities in Motion* supports:**

Balance between housing and jobs

Choices in housing types

Choices in transportation and shorter commuting distance

Connectivity through higher densities

Preservation of open space and farmland

The Community Planning Association of Southwest Idaho (COMPASS) is responsible for producing the region's long-range transportation plan. COMPASS outlined these guidelines when beginning the planning process:

- Projects from prior plans would not be carried over automatically.
- Projects would be selected by a rational evaluation process.
- Land use preferences would start the planning process.
- Regional perspectives and broad corridor-level projects would be the focus.
- Public transportation would be considered in a meaningful way.
- The plan would be financially constrained and include only projects that could be funded with existing levels of revenue over the next twenty-five years.

GROWING OUR REGION

“Community Choices” encourages growth inside city “areas of impact,” and emphasizes higher densities and mixed-uses with jobs, shopping and services closer to housing. If growth and development do not follow “Community Choices” and instead follow the current pattern (known as “Trend”), it will be possible to drive through Southwest Idaho and not be able to tell when you’ve left one town and entered another because residential growth will have blurred the boundaries.

More and more people commute to Ada and Canyon counties from Gem, Payette, Boise and Elmore counties every day. For example, more than half of Boise County’s working population and 37 percent of Gem County’s commuted to Ada and Canyon in 2000 according to the U.S. Census, and the percentages keep growing. Other travel pressures exist as well. Recreational travel affects Boise County, while Payette County faces heavy truck traffic along U.S. 95.

But the traffic problems of today will pale in comparison to the problems in 2030, due in part to population growth. In 2000, the six-county region had slightly over 500,000 residents; by 2030, the population may swell to nearly 1 million or more. The location of jobs to support this growing population will be critical. Growth and

what it means for the future of our region is the reason for *Communities in Motion*.

The *Communities in Motion* planning process looked at how our region might develop. Using input from public workshops, local governments, stakeholders, and elected officials, COMPASS developed the growth scenario -- **“Community Choices”** -- on which the plan is based. The scenario offers a vision for a more cost-effective, multi-modal transportation system. To support this vision, funding for public infrastructure must be directed to areas of growth consistent with those outlined in CIM. If done, new growth patterns will mean that our region will:

- Consume less land
- Save more open space
- Offer more housing choices
- Foster the use of public transportation
- Cut one million daily vehicle miles of travel
- Ease traffic congestion
- Reduce fuel consumption

DESIGNING THE FUTURE

Communities in Motion identifies the need for roads and transit for the region through 2030. With a population approaching 1 million in 2030, and with significant investment, the roadway system will still be over capacity by 23 percent. Without this investment, the system will be over capacity by 43 percent.

Some believe that 1.5 million people will live in the region in 2030. If so, more than 70 percent of the roads will be over capacity.

Just 5 percent of the roads are over capacity today (2006).

CIM recommends a transit system more than ten times the size of the system today. The State of Idaho, however, neither provides funding for transit nor an option for communities to tax themselves to pay for expanded transit, so this expanded transit system is unfunded in the plan. Getting the funding for transit is a high priority for implementation.

Communities in Motion does not preclude local governments from approving development that is not consistent with the location, nature and amount of growth shown under the “Community Choice” scenario. Public funding, however, would not be available for transportation infrastructure to serve such growth.

Roadways

Roadway improvements identified in *CIM* focus on regional corridors. This focus means *CIM* does not include “minor” improvements such as intersections, traffic signals and shorter-length roadway projects. Many of the corridors cross multiple jurisdictions and several of these roadways connect county to county. Each corridor is described in detail in Chapter 4 and includes:

- Regional importance
- Characteristics and use
- Recommendations to meet *CIM* goals
- Land use decisions required to implement *CIM* goals (actions needed to occur to preserve the corridor for the future improvements)
- Opportunities or challenges
- Past, current or programmed improvements
- Recommended investments in the funded portion of *CIM*
- Additional desired improvements (illustrative) or other actions needed in the future—perhaps beyond 2030

The need for an optimal transportation system simply outweighs the amount of money the region has available over the next twenty plus years. Therefore, *CIM* ranks corridors for funding based on the ability of the corridor to save time, to fill in gaps in the system, to support growth areas identified in “Community Choices” and to support a regional transit route.

Ultimately, the corridors selected for funding will be those that support areas of desired growth and where the transportation benefits are highest.

Funded Road Corridors in Ada County and Canyon County¹

Amity Road: Southside Blvd-Cloverdale Road.
Widen from 2 lanes to 5 lanes.

Cherry Ln: Middleton Road-Ten Mile Road.
Widen from 2 lanes to 5 lanes.

Cloverdale Road: Lake Hazel Road-Chinden Blvd. Widen from 2 lanes to 5 lanes.

Fairview Ave.: Meridian Road-Orchard.
Widen from 5 lanes to 7 lanes.

Franklin Road: Can Ada Road-Linder Road. Widen from 2 lanes to 5 lanes.

Greenhurst Road: Middleton Road-Happy Valley Road. Widen from 2 lanes to 5 lanes.

I-84: Cole/Overland IC-Isaacs Canyon IC. Widen from 4 lanes to 8 lanes. Includes interchange reconstruction at Orchard, Vista, Broadway and Gowen.

I-84: Exit 29-Garrity IC. Widen from 4 lanes to 6 lanes. Includes reconstruction of Franklin and Nampa Blvd interchanges and existing over/underpasses.

I-84: Future SH 16 Interchange: (vicinity of McDermott). Construct new interchange with ramps to connect with Franklin.

I-84: Garrity IC-Meridian IC. Widen from 4 lanes to 8 lanes. Includes reconstruction of Garrity interchange and existing over/underpasses.

Lake Hazel Road: Happy Valley - Eisenmann Road (including Gowen Road Realignment)

Meridian Road: Waltman Dr-Ustick Road. Complete corridor improvements to 5 lanes. Includes partial couplet involving Main Street and Meridian Road.

SH 16: Ada/Gem line-I-84. Construct expressway with interchanges at Chaparral, Beacon Light, SH 44, US 20/26, & Ustick Road. Overpass/underpass at other roadways

SH 44: I-84-Ballantyne Road. Widen from 2 lanes to 4 lane limited access divided highway. Includes a new alternate route around Middleton.

SH 44 (State Street): SH 55 (Eagle Road) to downtown Boise (Multi-Modal Center)

Ten Mile Road: Lake Hazel - Chinden Blvd. Widen from 2 lanes to 5 lanes.

Three Cities River Crossing: SH 44-Chinden Blvd. Construct new roadway at 4/5 lanes and new bridge.

US 20/26: Exit 29-Eagle Road. Widen from 2 lanes to 4 lane limited access divided highway.

Ustick Road: Caldwell/Nampa Blvd.-Curtis Road. Widen from 2 lanes to 5 lanes.

¹ Additional unfunded and transit corridors are described in Chapter 4.

Transit

CIM supports transit, walking and biking.

Both a fixed-guideway system and a scheduled fixed-route service are options for transit. A fixed-guideway system can be light rail, commuter rail or bus rapid transit services, all of which offer higher-speed transportation on separate travel ways — a real benefit when the streets are congested.

Scheduled fixed-route services, such as a buses operating on specific streets, are important for linking into guideway systems as well as serving more local trips and lower density corridors.

The proposed transit system will have:

- Fifteen minute frequency during peak hours
- Expanded service on evenings and weekends
- Commuter bus services expanded to Elmore, Payette, Gem and Boise counties
- Rail or other fixed-guideway service between Caldwell, Nampa, Meridian and Boise
- Bus rapid transit service between Eagle and Boise

The transit system in the Treasure Valley will not improve much beyond what we have today without a local funding source.

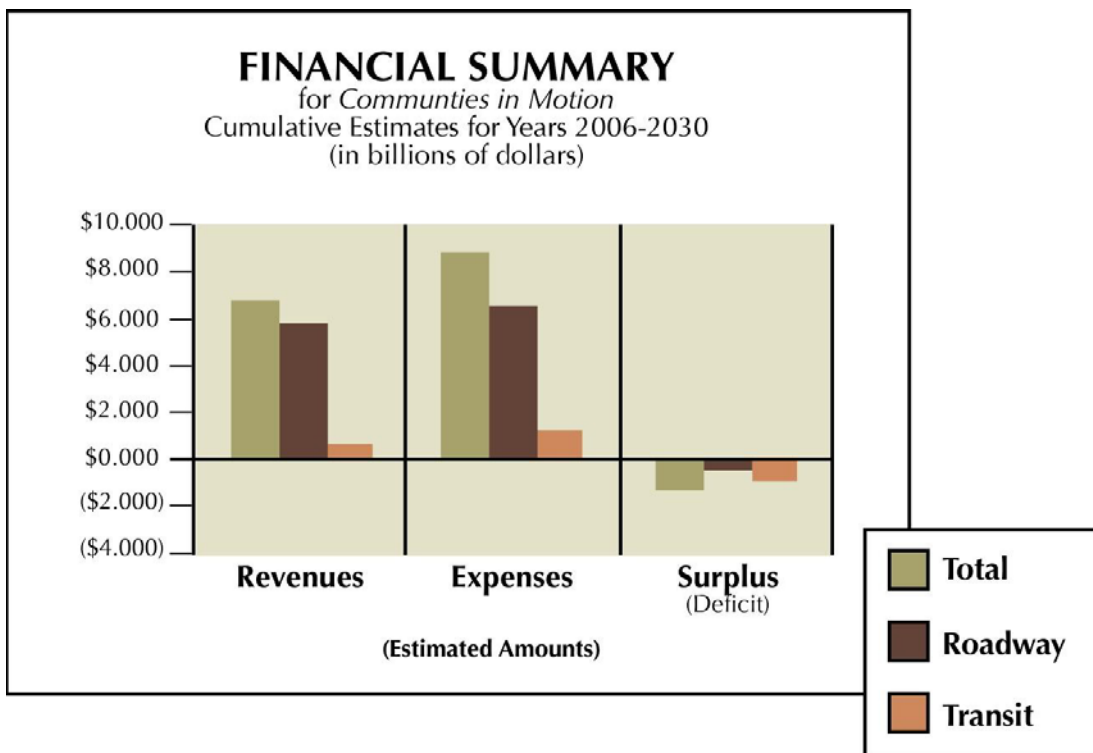
To obtain local funds for transit, the Idaho Legislature needs to provide local governments the option to ask citizens to tax themselves — locally — to pay for the optimal system.



FINDING THE MONEY

There is not enough money to complete all the corridors included in the optimal transportation system. The region has slightly over \$6 billion available for roads and almost \$700 million for transit between 2006 and 2030, and most of it will be used for operations and maintenance. We need another \$629 million for roadways, and \$1.1 billion for transit, or \$1.7 billion needed for road and transit together.

What do these large numbers mean for a resident of our region? The total shortfall could be met with additional revenues of less than \$200 per household per year. Funding for transportation comes from three general sources: federal funds, state highway distribution account and local funds. Funding is not equally available, either. In some counties, there are very few resources in place to build new major roadways or offer transit services.



PUTTING COMMUNITIES IN MOTION INTO ACTION

A plan is not a solution. It is a guidebook. Where do we want to be? How might we get there? What are the opportunities and costs? Implementing the plan is essential. Between now and the next update in 2010, COMPASS and its members will focus on putting the vision and goals for *Communities in Motion* into effect. If we fail to move forward with the plan, it means we are willing to accept current development patterns

What steps do we take to ensure a brighter future?

- Search and ensure funding streams
- Protect corridors for future needs
- Develop guidelines for how transportation routes function, look, feel
- Refine how projects are selected
- Track changes in plans and ordinance and work with local governments to encourage a more compact and diverse pattern of development where appropriate
- Citizen involvement



The future community envisioned in *Communities in Motion* is a metropolitan area of at least 825,000 – and probably more. The area will have more congestion, but well-designed streets, an effective transit system, and a mixture of housing and business can result in a vital future for Southwest Idaho.

INTRODUCTION

COMPASS Members

General Members

Ada County
Ada County Highway District
Canyon County
Canyon Highway District #4
City of Boise
City of Caldwell
City of Eagle
City of Garden City
City of Kuna
City of Meridian
City of Middleton
City of Nampa
City of Notus
City of Parma
City of Star
Golden Gate Highway District #3
Nampa Highway District #1
Notus-Parma Highway District #2

Special Members

Boise State University
Capital City Development Corporation
Idaho Dept. of Environmental Quality
Idaho Transportation Department
Independent School District of Boise
Joint School District #2
Valley Regional Transit

Ex Officio

Central District Health
Office of the Governor
Greater Boise Auditorium District



Capitol Building, Boise, Idaho.

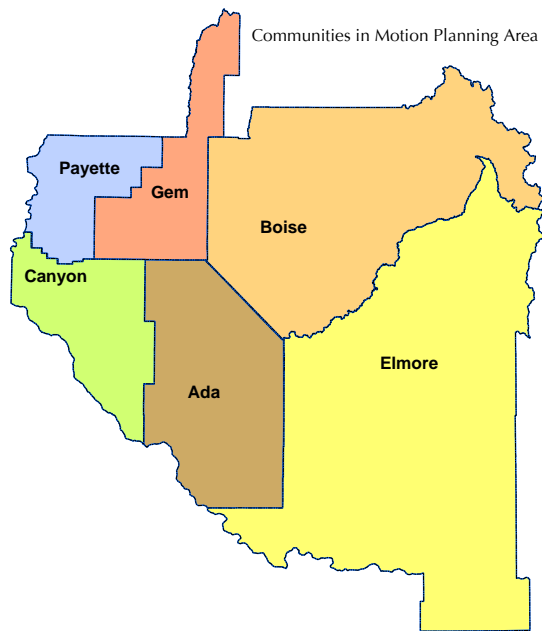
Metropolitan Planning

The Community Planning Association of Southwest Idaho (COMPASS) plays an important role in making decisions about future transportation needs in the Treasure Valley. COMPASS members consider environmental and economic factors that affect the quality of life for area residents when making decisions about transportation.

As an association of local governments working together to plan for the future of the region, COMPASS members set priorities for spending federal transportation dollars over the next twenty-five years. The agency conducts this

work as the metropolitan planning organization² (MPO) for Northern Ada County³ and the Nampa Urbanized Area⁴. The federal government requires the formation of an MPO when an urban area reaches 50,000 people. COMPASS has served as the MPO for Northern Ada County since 1977 and the Nampa Urbanized Area since early 2003.

The entire planning area became a “Transportation Management Area” when the population exceeded 200,000 in 2000. This designation results in additional requirements for COMPASS to satisfy federal regulations, including preparation of a Congestion Management System.



² Metropolitan Planning Organization boundary map URL: http://www.compassidaho.org/documents/prodserv/maps/bi-county_uaE.pdf

³ Northern Ada County is the area north of the “Boise Base Line.” The invisible line runs across the county west to east approximately seven miles south of Kuna.

⁴ Nampa Urbanized Area is comprised of the cities of Nampa, Caldwell, and Middleton, and some of Canyon County. The U.S. Census Bureau designates urbanized areas.

The federal government requires that an MPO, such as COMPASS, prepare a regional long-range transportation plan for its planning area. *Communities in Motion* is the title given to the regional long-range transportation plan for Ada County and Canyon County. *Communities in Motion* also serves as a transportation planning document for the Idaho Transportation Department (ITD) for regional and state transportation routes in the counties of Boise, Elmore, Gem, and Payette. The partnership with ITD to create *Communities in Motion* enabled true regional planning in Southwest Idaho.

About the Area

Boise is the capital of Idaho, and the largest metropolitan area in the state, with an estimated population of 504,000 in 2002. This is over one-third of the entire state’s population of 1.3 million.⁵ A superb transportation system – one that is efficient, versatile and sustainable – is essential to sustaining the vitality of the region.

Even though the region is the most populous in the state, there is still a sense of remoteness about Southwest Idaho. Most everything a large city offers is available, although at a different scale.

⁵ Detailed Census data for the six-county region by county is available.

URL: <http://www.communitiesinmotion.org/Documents/datareports/CensusData.pdf>

Seattle has the Mariners; Boise has the Hawks (A-level baseball). Denver has the Avalanche; Boise has the Steelheads (AA-level hockey). Portland has the Trailblazers; Boise has the Stampede (the Development League--just below the National Basketball Association). Sports fans support these vital minor league teams and often enjoy the smaller scale.

Southwest Idaho also offers cultural activities featuring exceptional talent...and usually better seating! Professional theater, ballet, philharmonic, opera, and modern dance companies have tremendous following. A wide variety of galleries support the visual arts, while museums offer exhibition and education on historical and cultural topics. Boise is known in the Intermountain West as a city of museums and cultural centers, including those that recognize Basque, Hispanic, and African American cultural influences in the state. Visitors will also find cultural organizations dedicated to visual art, hands-on science, military history, human rights, and zoology.

Outdoor activities such as skiing, bicycling, kayaking, hiking, hunting, and camping abound in the rural areas, and many golf courses exist throughout the region. To reach a city that offers larger-scale entertainment, museums, and popular shopping establishments, however, one must travel a great distance.

How Many Miles is it From Southwest Idaho to...

Portland = 430
Salt Lake City = 440
Sacramento = 550
Denver = 830
Seattle = 500

For example, to attend the nearest big-league professional baseball and football games, a major museum, or have multiple shopping opportunities, one would go to Seattle, Portland, or Salt Lake City, all a full-day drive.

These, with other features of the region such as parks, good schools, and low crime rates attract people from throughout the county.

Housing and Transportation

Housing issues that face the region are complex, but not unique. A United States Census survey shows that nearly 90% of the region's housing has been built since 1950. Some cities have had two-thirds of their housing built since 1990 and thus have yet to experience decaying infrastructure, including streets, that may face older, more established areas. The challenges, however, are real. Rapid expansion of low density development poses significant challenges, which means that few existing areas support effective public transportation.

Percentage of Housing⁶

	United States	Idaho	Ada County	Boise County	Canyon County	Elmore County	Gem County	Payette County	Region
Built Since 1990	17%	25%	34%	31%	32%	20%	24%	21%	32%
Built Since 1980	33%	38%	48%	56%	42%	31%	33%	30%	45%
Built Since 1950	78%	82%	89%	92%	82%	87%	77%	74%	87%

Much of this development does not include pedestrian connections to jobs, shopping, and service centers. Strong downtown areas exist in few of the region’s communities. Opportunities to alter the future exist—both for new development and redevelopment of existing areas. One national expert noted that by 2030, nearly half of the buildings in the United States will have been built since 2000.

To accommodate growth to 2030, I estimate that the U.S. will construct 50% more residential units and 90% more nonresidential space than existed in 2000...Assuming these projections hold, why should we be interested in them? They show that, for those who fear we cannot change current development patterns, there is hope.⁷

The Treasure Valley will experience growth at least at this proportion. When asked if it is too late to effect a new vision of our future, a planning consultant⁸ said that this is the ideal time to start.

Does the Housing Future Look Bright?⁹
2006 Western Region Economic Forecast

Employment and Transportation

The six-county region had approximately 285,800 jobs in August 2005¹⁰. Most of these jobs (63%) are located in Ada County. This “jobs/housing imbalance¹¹” ratio is discussed in Chapter 2. The imbalance is caused when people need to travel long distances from home to work. The transportation system works much better

⁸ John Fregonese was a member of the consultant team that worked on *Communities in Motion*. Fregonese has been a planner for 25 years, where he has earned the reputation of creating both a vision and workable solutions to urban problems.

⁹ Western Region Builder News Online: “Does the Housing Future Look Bright?” Published January 2006. URL: <http://www.buildernewsmag.com/viewnews.pl?id=316>

¹⁰ *Idaho Employment, a monthly newsletter of Idaho Commerce & Labor*, October 2005 Issue/August 2005 Data, page 15.

¹¹ Jobs/Housing Imbalance – when people do not live near where they work, there is an imbalance in the jobs and housing ratio.

⁶ US Census Bureau, Table H34, Year Structure Built. Universe: Housing units. Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

⁷ Arthur C. Nelson, FAICP. *Planner’s Estimating Guide: Projecting Land-Use and Facility Needs*. 2004.

when jobs are located near housing and vice-versa, thus creating shorter commute distances.

Demographers expect an additional 192,500 jobs in the region by 2030. *Communities in Motion* anticipates that jobs will be spread more efficiently throughout the six-county region, thus creating the opportunity for people to live closer to where they work – creating better balance in jobs and housing.

The challenge facing this region, similar to many rapid growth areas around the U.S., is that new jobs may result in escalating housing prices and land values. Many workers, especially those with lower wages, may not be able to find a home near their place of employment. The housing they can afford is much further from their job sites, thereby driving up commuting costs and demands on existing transportation facilities. One example of this phenomenon is in Silicon Valley, near San Jose, California. Fueled by the technology boom in the 1980s and 1990s, housing costs spiraled upward, with fairly modest homes costing \$1 million. This caused many workers to face commutes of up to two hours from surrounding communities. In turn, these workers displaced lower paid residents in those communities.

With low fuel prices, the cost of commuting is usually not considered when making housing location decisions. Should fuel cost continue to rise, will this begin to affect such decisions? For a commuter facing a 60 mile round trip each day, a one-dollar increase could amount to a \$66 monthly increase in commuting costs.

These issues resulted in local politicians and planners to consider the “jobs/housing balance” concept and to monitor the affordability of housing. Both require a mix of housing types and prices in larger developments. What happens to a community when its teachers, police officers, and mechanics can no longer afford to buy homes in the community where they work?

In addition to those who live and work in Southwest Idaho, many people also pass through the region. Interstate-84 (I-84) is the major east/west freeway through Southwest Idaho, and is the main route for people or products to get from major shipping cities such as Seattle, Tacoma, and Portland to locations in the Intermountain West and beyond. The exact percentage of the truck traffic that passes through the region is not known, but evaluations by the COMPASS “travel demand mode” put the total amount of through traffic at 5% of the peak volume of traffic on I-84 between Eagle Road and the “Wye” interchange of I-84 and I-184. “Through trips” are those trips which do not stop or start in the region, for example a truck that starts its trip in Salt Lake and is bound for Portland and make no intermediate pickups or deliveries in the Treasure Valley.

Assumptions

To develop *Communities in Motion*, planners used a set of assumptions to establish baseline information. For this purpose, an “assumption” takes a fact, notion or idea for granted; thus, the plan “assumes” certain things about the future.

These assumptions for the year 2030 include:

- The Treasure Valley will continue to experience high levels of growth.
- Water will remain available.
- Most automobiles will continue to have gasoline/diesel engines.
- Fuel prices will fluctuate, but will not rise beyond what many people are willing to pay.
- Fuel taxes will remain stable and will continue to be used for roadways.
- Residents in the Treasure Valley will use transit choices as they become viable.
- Expansion of the transit system will be in the “illustrative” category, which means it is not funded. Legislation is needed for local funding for expanded transit services.
- Federal funding for both roadways and transit will remain stable for capital purchases through new iterations of the transportation bill. Any federal reductions for transit operating costs will be offset by local general revenues from the local governments within Ada County and Canyon County.
- Jobs will be dispersed throughout the region.
- Parking will become less available and more expensive.

Elements

Community goals -- developed in public workshops, open houses, and other public comment opportunities throughout the planning process -- created the foundation of *Communities in Motion*. These goals are

Connections

Coordination

Environments

Information

Two key elements -- “Community Choices” and Regional Corridors – link with the goals. The first element, “**Community Choices**,” is the scenario for land use and transportation that emerged from public workshops. The COMPASS Board approved the scenario in December 2005. The name reflects **choice** in housing types (single family, multi-family, town homes, zero lot line homes, condominiums, and large lot) and in transportation modes (automobile, transit options, bike lanes, and walking paths).

The second element is **Regional Corridors**. With a much larger planning area than past plans, *Communities in Motion* analyzes transportation systems at the regional corridor level. The matrix on the following page links the goals and issues. *Communities in Motion*, if followed, will result in preservation of open space, infill and redevelopment, choices in housing types that are currently not available, a much expanded transit system and other alternatives to the automobile, and jobs/housing balance.

Matrix of Key Issues as Related to Goals

Goals	Issues			
	Housing/Job s Balance and Housing Choices	Transportati on Choices / Shorter Commute Distances	Connectivity Through Higher Densities & Less Land Developed	Preserve Open Space and Farmland
Connections - Provide options for safe access and mobility in a cost-effective manner.	X	X	X	
Coordination - Achieve better inter-jurisdictional coordination of transportation and land use planning.	X	X	X	X
Environmental - Minimize transportation impacts to people, cultural resources, and the environment.	X	X	X	X
Information - Coordinate data gathering and dispense better information.	x	X	X	X

Expectations

The region is planning for rapid growth over the next twenty-five years. To give a sense of scale, by 2030 the six-county area will likely have population and employment equal to two new Boise Cities or three new Canyon Counties, growing from the 2000 population of 504,000 to 978,000. Given this anticipated increase, the region faces challenges of meeting the needs of a future transportation system while preserving our quality of life and open spaces – two areas of concern to both elected officials and local residents. The planning process analyzed these concerns, as well as many others.

Growth, however, can be greater than what is assumed in the plan. As noted in Chapter 6, a more aggressive growth rate of 4.3%, which

prevailed from 2000 to 2006, could result in 1.8 million people in the region by 2030. The reality is that no one can say for sure what this region will be like in 25 years. **But planning is not about forecasting, it is about laying out a vision of what we want the future to be.**

Communities in Motion offers a detailed summary of the transportation system and proposed improvements, a description of the process to create the plan, and results of the planning analysis. Links throughout the electronic document provide more technical and detailed information. *Communities in Motion* will be updated by July 2010 to meet the four-year update cycle mandated by the Federal Transportation Act, *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU).

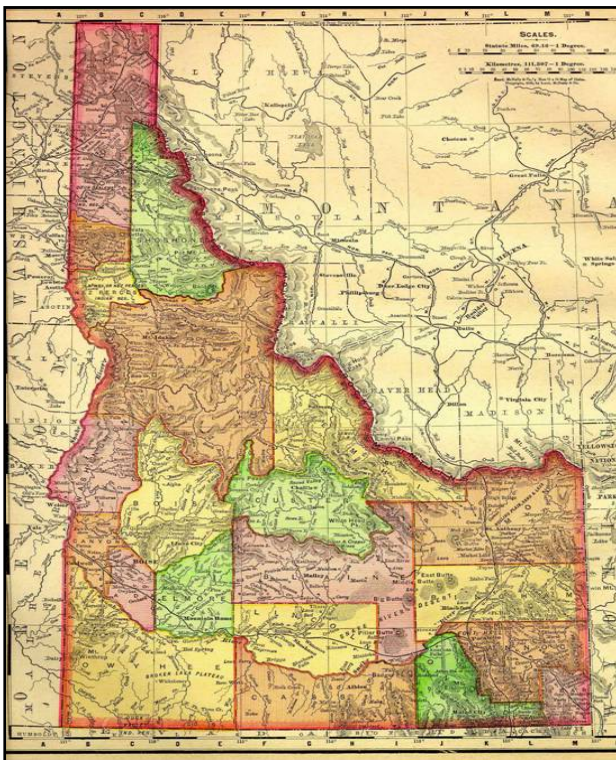
COMPASS may update it sooner, and it will most certainly be amended before the four years are up. As noted in Chapter 3, COMPASS will prepare an Annual Monitoring Report. This report will track growth, transportation investments, transportation performance and policy changes tied to the goals and objectives espoused in *Communities in Motion*.

CHAPTER 1

TAKING SHAPE

A Region Takes Shape

Southwest Idaho offers a mix of landscape, natural resources, culture, and economy. The region's broad swath of six counties, located in a semi-arid area known as the Great Basin, includes a vast and remote desert of sagebrush and lava rock, mountain peaks that reach almost 10,000 feet, and crystalline rivers that provide water for sustenance and recreation. For much of its human history, the region has been lightly populated—relative to other areas in the country.



Map of Idaho, 1895

Native people lived along the Snake and Boise rivers, and early emigrants crossed the region on the Oregon Trail. Julius Morrow, an Oregon Trail pioneer who passed through the area in the autumn of 1864 commented on the landscape when he wrote:

When we first came in sight of Boise City and the valley, we were upon a hill seven miles distant, considerable timber exists along the banks of the river. There were ranches and fields of grain, some in shock and some standing ready for reapers. Such scenery to us is beautiful in the extreme, when compared to the hundreds of miles we have traveled over so barren and desolate.¹²

Some pioneers stayed in the area, rather than traveling further westward. Boise, the capital city, was founded in 1863 as an army post. In the fall of 1863 the town had 725 people; a year later the number reached 1,658. In 1864, Boise became the territorial capital. At the same time, the discovery of gold in the Boise Basin in Boise County brought almost 19,000 miners to Southwest Idaho. By 1864 Idaho City was the largest community in the territory, home to 20,000 miners and more than 250 businesses. In 1890, when Idaho became a state, Boise's population had reached 2,300. Ten years later almost 6,000

¹² As read by Barbara Perry-Bauer in her presentation for COMPASS, "Historic Land Use in the Treasure Valley: A Changing Landscape," May 25, 2005.

people lived in the area.

Canyon County

The Hudson's Bay Company established Fort Boise in 1834 near what is now the City of Parma, but abandoned it in 1855. Immigrants traveled through Canyon County on the Oregon Trail.¹³ During the Boise Basin and Owyhee gold rushes of 1862 and 1863, Canyon County provided highways to and from the mines. Its earliest permanent communities, founded along the Snake and Boise Rivers in the 1860's, were farming centers developed to feed the mining population. Arrival of the Oregon Short Line Railroad in 1883 stimulated the growth of the cities of Nampa, Caldwell, Parma, and Melba and soon became the territory's most densely populated area. The



Caldwell Depot

¹³ Idaho.gov, Canyon County, <http://www.idaho.gov/aboutidaho/county/canyon.html>, April 4, 2006.

county was created from a portion of Ada County by act of the legislature on March 7, 1891.¹⁴

Between 1840 and 1862, more than 250,000 emigrants traveled through Elmore County on the Oregon Trail. Settlers came to the region for gold and other precious metals. A census in 1870 showed that the majority of miners were Chinese. By 1888, the county was better known for its cattle, horse, and sheep industry. Young Basque men from the Pyrenees Mountains, between France and Spain, provided the labor for the sheep industry. Thus, many nations form the historical culture for the county.¹⁵

Gem County

Gem County was known in the early 1900s for its fertile land. Fruit packers coined the name "Gem of Plenty" for the area. Road houses were necessary to give weary travelers a place to stop for a drink, meal, or lodging. Falk's Store was one such stop located about ten miles from Emmett near the present Gem county line. The store was the only stop between Boise and Baker, Oregon and was reported to earn an estimated \$60,000 a year.¹⁶

¹⁴ Canyon County Government, 2010 Canyon County Comprehensive Plan.

<http://www.canyonco.org/dsd/CompPlan.htm>

¹⁵ Elmore County Government Pages, <http://elmorecounty.org/>, December 5, 2005.

¹⁶ Gem County Official Website, <http://www.co.gem.id.us/general/history.htm>, December 5, 2005.

“...consider the state of Idaho. Its boundaries in 1900 enclosed a portion of the earth about equal in size to England, Scotland, and Wales combined, but contained only 161,000 residents... how so few people could raise enough money to construct and maintain even a modest system of roads and highways offers testimony to ingenuity and perseverance. A further nightmare for aspiring highway builders was that the sizeable portions of Idaho were mountainous and unpopulated. They still are.”

Carlos Schwantes, *Going Places*

Payette County

Payette County was settled as a railroad camp in the 1860s and called “Boomerang” for the log boom on the Payette River. The county was later named after Francois Payette, a Canadian fur trapper and explorer with the North West Company who arrived in 1818.¹⁷ Families from Boston, Massachusetts and cities in the Midwest established New Plymouth in 1895; it became an incorporated city in 1948.¹⁸

Like today, the majority of the state’s population throughout the nineteenth and twentieth centuries lived in Southwest Idaho. Yet,

¹⁷ About Idaho website, <http://www.state.id.us/aboutidaho/county/payette.html> February 22, 2006.

¹⁸ Comprehensive Plan Draft. Payette County, Idaho, March 2005, page 10.

in 1900, the state had only two communities with more than 2,500 residents, and, almost 100 years later, in 1990, only three cities in the state had 30,000 people or more (Boise, Pocatello, and Idaho Falls). Even in the late twentieth-century, “Idaho managed to keep one foot firmly planted in the country while sliding the other ever so tentatively toward the city.”¹⁹

Throughout the twentieth-century, economic instability of the state’s natural resource-based industries caused the population to rise and fall. Southwest Idaho was more resilient to these population swings, particularly later in the century, when an economy based on natural resources – lumber, mining, and agriculture (wood chips, mineral chips, potato chips!) – now included industries based on a new kind of chip...the electronic kind. Hewlett-Packard built a plant west of Boise in the 1970s and Micron started business on the southeastern fringe of the city a decade later. Many other high technology firms have emerged throughout the area -- from Boise to Nampa – and employ thousands of people.

Transportation and Development Patterns

The region’s terrain, hydrology and climate have played a prominent part in the pattern of development. The “Treasure Valley,” a marketing term applied to an area with no specific boundary, is roughly defined by the mountains to the north, mountains and desert to the south, the eastern edge of Ada County to the east, and the western

¹⁹ Carlos A. Schwantes, *In Mountain Shadows: A History of Idaho*, page 122.

edge of Canyon County to the west with a deep gorge cut by the Snake River and the Bonneville Flood 20,000 years ago. Within these difficult environments lie more hospitable areas watered by the Payette and Boise Rivers. Early settlement occurred in the original Fort Boise site near Parma, but the fort relocated to what was to become the City of Boise. This new site was closer to the booming gold mines around Idaho City.

The City of Boise was nestled against the foothills, convenient to the Boise River and with ready access to the timber in the mountains. When the railroad was built in the late nineteenth-century, however, the Union Pacific rail company was unwilling to cover the expense of bringing the line down into the Boise River valley. Instead it followed easier terrain through Kuna and created a rail center in Nampa. The rail presence and construction of irrigation canals led to a booming agricultural economy in Canyon County.

Boise itself lacked direct passenger rail service until 1926, with the construction of the Boise Cut-off.²⁰

The next major transportation investment came in the 1950s and 1960s with the construction of Interstate -84 (I-84). The original literature promoting an interstate called this section I-80 North and was coined the “Boise Bypass.” The region’s terrain again became an issue in determining the path of I-84, which veered south of the City of Boise, connecting with

a spur-line, I-184, to downtown Boise. This alignment was fortunate for the Boise River itself. Rivers in other metropolitan areas were prime alignments for the new interstate highways, depriving the community of a wonderful natural amenity.

As population growth took off around 1990, developable land, water, and transportation facilities (section line roads intended for farm access) supported the westward development patterns that continue to this day. The difficult terrain and lack of water in the Foothills have limited growth to the north, with mostly higher-end housing being built there. To the south and east of Boise City, roads, surface water and good soils are scarce.

So while the City of Boise is the largest city in the region, and thereby considered the “central” city, the pattern of growth has actually moved the population center farther west. By 2005, that center had reached Meridian.

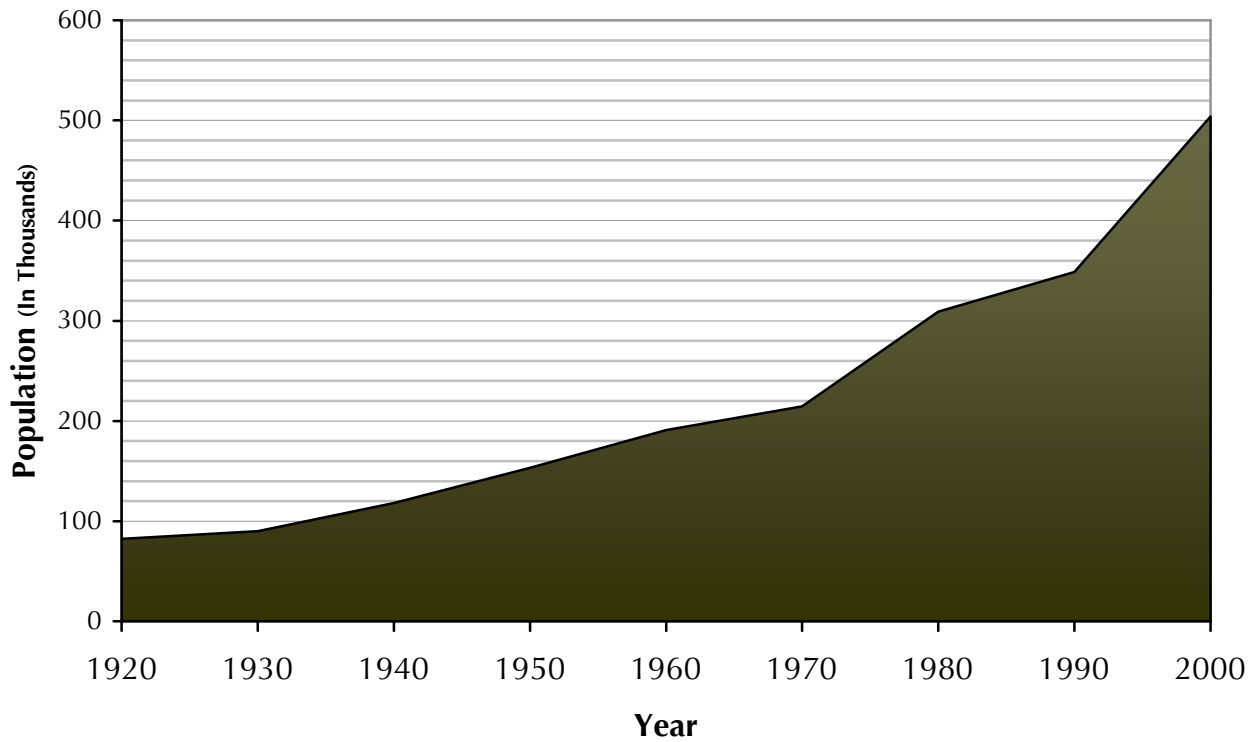
Demographics

The juxtaposition between urban and rural lifestyles – a theme throughout the history of Southwest Idaho – continued, and pressure on land use prevailed. The six-county area population grew by nearly 40,000 people between 1980 and 1990, for a total of just under 350,000. This small growth spurt foreshadowed what was to come in the 1990s. Early in that decade only 0.3% of the state’s 53 million acres was urban...and that was predominantly in Ada County. This percentage grew by a tenth of a percent in the early 2000s.

²⁰ The Boise Cut-Off is the section of the rail line between the City of Nampa and the City of Boise north of I-84.

By the early 21st century, the population for the planning area (Ada, Boise, Canyon, Elmore, Gem, and Payette Counties) reached 504,000, with **more than 470,000 additional people predicted to live in the area by 2030.**

Regional Growth 1920 - 2000



“The problem facing our cities today is not the problems themselves. It is rather the inability to decide what to do about them.”

John W. Gardner

An Organization Takes Shape: Community Planning Association of Southwest Idaho

Managing growth requires foresight, planning, and cooperation on a regional scale. The Community Planning Association of Southwest Idaho (COMPASS) is the regional planning agency that provides such service, specifically to conduct transportation planning in Northern Ada County and the Nampa Urbanized Area.

Following the end of World War II in 1945, the population of the urban area paralleled the growth of key industries and services. Examples include the expansion of Boise Junior College, the creation of new departments in state government, and construction of the interstate highway through Idaho.

Locally grown businesses such as Albertsons, Simplot, Boise-Cascade, Ore-Ida, and Morrison-Knudson were thriving. The regional growth stimulated the need for infrastructure planning.

Planning Acts

Planning Acts in 1940 and 1954 authorized federal aid to cities, which included support for new regional planning efforts. Section 701 of the 1954 Act gave federal grants to Councils of Governments and planning agencies to promote cooperation in analyzing and addressing regional problems.

Advisory Commission on Intergovernmental Relations (ACIR), 1959, explored new government structures and policies to address suburban growth problems and improve coordination of increasing number of federal programs.

The following legislation helped realize many of the ACIR recommendations for replacing *ad hoc* regional commissions with stronger metropolitan bodies:

- 1961 — Housing Act
- 1964 — Urban Mass Transportation Act
- 1965 — Housing and Urban Development Act
- 1966 — Demonstration Cities and Metropolitan Development Act
- 1966 — Federal-Aid Highway Act; 1969 amendment required citizen participation in transportation planning
- 1969 — National Environmental Policy Act, required Environmental Impact Statements.

History of COMPASS

In July 1958, the Boise Transportation Planning Organization (BTPO) was formed to review transportation planning activities in the Boise Metropolitan Area. Elected officials and appointed representatives of city, county, and transportation agencies served on the steering committee and collected data to assess future transportation needs. In 1964, the group became known as the Boise Metropolitan Transportation Study (BMTS) and developed a transportation plan for the Boise region.

In the early 1970s, Governor Cecil Andrus designated BMTS, in cooperation with the newly formed Ada Council of Governments (ACOG), as the Metropolitan Planning Organization (MPO) for the Boise

Urbanized Area. In 1977, Governor John Evans designated the Ada Planning Association (APA, formerly ACOG) as the MPO for the Boise Urbanized Area with the goal to conduct urban transportation planning for the urban area.

COMPASS Vision

COMPASS is a widely respected forum that helps establish a healthy, economically vibrant region, offering people choices in how and where they live, work, play, and travel through the planning and support of a comprehensive multi-modal transportation system.



COMPASS Board Meeting, September 19, 2005.

The APA changed its name to the Community Planning Association of Southwest Idaho (COMPASS) in 1999 to recognize its new transportation planning role in Canyon County. COMPASS amended its “Joint Powers Agreement” to authorize the agency to work with any public agency in Southwest Idaho – not just Ada County – for the purpose of regional transportation planning. In March 2000, several Canyon County governments became members of COMPASS, and, in May 2003 COMPASS became the official MPO for Canyon County, specifically the Nampa Urbanized Area (Nampa, Caldwell, and Middleton).

Changes continued for the organization as a result of population growth. With the results of the 2000 United States Census, the Boise Urbanized Area became a Transportation Management Area (TMA) because the population exceeded 200,000. This designation added the Idaho Transportation Department and (ITD) and Valley Regional Transit (VRT) as voting members of the Board and required COMPASS to develop a Congestion Management System²¹ (CMS). It also increased the stature of the MPO regarding ongoing collaboration with ITD. This relationship was important for the development of *Communities in Motion*.

²¹ Congestion Management System (CMS) is the systematic process for managing congestion. The CMS provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs. (URL: <http://www.compassidaho.org/prodserve/cms-intro.htm>)

A Regional Long-Range Transportation Plan Takes Shape: *Communities in Motion*

The federal government requires that an MPO prepare a long-range transportation plan. *Communities in Motion (CIM)* is that plan for Ada County and Canyon County and offers transportation solutions for the next twenty-five years. Federal legislation²² requires the MPO to work in cooperation with state transportation departments and public transportation agencies in carrying out a “continuing, cooperative, and comprehensive” (3C) metropolitan planning process. These agencies determine their roles, responsibilities, and procedures governing cooperative efforts.

The long-range transportation plan considers projected population growth and economic changes, current and future transportation needs, safety, quality of life issues, preservation of the human and natural environment, a realistic balance of transportation alternatives, and management of the transportation system.

In an effort to plan transportation systems that meet the needs of the growing communities in the Treasure Valley, COMPASS partnered with ITD in early 2004 to expand the planning area to include Boise, Elmore, Gem, and Payette Counties -- in addition to Ada County and Canyon County.

The partnership between COMPASS, its members, local governments in the region, and

²² Federal Legislation: 23 USC 134 (URL: <http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=usc&docid=Cite:+23USC134>)

ITD provided the opportunity to evaluate transportation modes and policies for maintenance, improvements, and development and enabled true regional planning in Southwest Idaho.

In 2002, COMPASS completed *Destination 2025*, the long-range transportation plan for Ada County and updated it in late 2004. The agency also prepared the first long-range transportation plan for Canyon County, *Moving People: 2025*, in early 2003. This work laid the foundation for the agency to build relationships with cities and highway districts in Canyon County. These plans identified transportation needs for agricultural purposes, for the rural towns that supported agriculture, for larger towns feeling the pressure of rapid urbanization, and for a growing Hispanic ethnic minority in Canyon County that needed attention for its unique transportation considerations.

The juxtaposition between urban and rural issues was again apparent, and the need for the valley to identify itself as a region became more real.

Regionalism

Success of the next long-range transportation plan, this time a six-county regional plan (Ada, Boise, Canyon, Elmore, Gem, and Payette), depended on “regionalism” and how well elected officials supported the concept. In May 2004, when the new regional long-range transportation plan was in development, William Hudnut, Senior Resident Fellow for Public Policy at the Urban



William Hudnut

Land Institute and former mayor of Indianapolis, Indiana, spoke to a capacity crowd in Boise about regionalism:

What is the region? Regions are the social, economic, geographical units in which we create our goods and deliver our services. Regions are organisms, not necessarily jurisdictions. They're where people listen to the same radio stations, or read the same newspapers or watch the same television. They're the competitive engines in today's global knowledge intensive economy, which you have latched into with some of the great high tech stuff you are doing here. *Fortune* magazine has noted that national and international businesses looking to relocate do not want just a city. They want a region that can provide business necessities and quality of life amenities. Regions include urban, suburban and exurban and rural areas and cities, counties, and they are all clustered together, in one area. We hire from a regional labor force, we count on a

regional transportation system to move the people and materials involved in the regional economy. We rely on regional infrastructure to keep the bridges, roads, and sewers all intact and functioning. We live in a regional environment, where water and air quality do not recognize the traditional political boundaries. So we live in the 21st century, which is the “century of the region.” You have a tremendous region in the Treasure Valley.²³

A Change in Focus

Long-range transportation plans developed over the past twenty years generally lacked underlying goals and did not address questions such as: What is the transportation system supposed to achieve? How do we know that one project is better than another? How does the project collectively serve regional needs?

Furthermore, there was no evaluation of how land use affects transportation issues—or how transportation investments influence growth. Instead, past plans started with a single view of future growth and became a process of asking participants what transportation projects they wanted. The resulting lists were assembled into a plan. Without having an overall set of goals, how could success be measured?

To develop *Community in Motion* in a new way, COMPASS outlined these guidelines when beginning the planning process:

“For democracy to flourish citizens must become more engaged, empowered, and assertive, and institutions of governance must become more inclusive, transparent, and responsive.” Rockefeller Brothers Foundation

1. Projects from prior plans would not be carried over automatically.
2. Projects would be selected by a rational evaluation process.
3. Land use preferences would start the planning process.
4. Regional perspectives and broad corridor-level projects would be the focus.
5. Public transportation would be considered in a meaningful way.
6. The plan would be financially constrained and include only projects that could be funded with existing levels of revenue over the next twenty-five years.

A Community Becomes Engaged: Public Outreach, Education, Involvement

COMPASS will seek representation from the wider community, will reach an underserved population, will offer a range of educational opportunities, and provide public input to planners and decision-makers in a timely manner.

– Philosophy of *Communities in Motion* public involvement

Public and stakeholder involvement was crucial to the success of *Communities in Motion* and its Public Involvement Plan²⁴ was flexible enough to respond to emerging issues and data.

²³William Hudnut, “Working Together Sure Beats Competing Separately,” Presentation for Community Planning Association of Southwest Idaho, May 17, 2004.

²⁴ Public Involvement Plan URL: <http://www.communitiesinmotion.org/publicinvolvement.html>

The intention of the *Communities in Motion* Public Involvement Plan was to be open and fluid, with many opportunities for public participation. Throughout the planning process the project team communicated accurate, understandable, and timely information to the public; gathered input by providing people with meaningful opportunities to participate; complied with requirements of Title VI Civil Rights Act of 1964 and ensured all citizens regardless of race or income had the opportunity to participate. The plan also built upon previous public involvement efforts and asked elected officials from the “Partnering Counties” to determine the appropriate level of public involvement for their communities.

Public Involvement Approach

Communities in Motion public involvement was tied to thematic phases that built and enhanced public participation throughout the planning process. These phases included support materials, public events such as presentations and workshops, media communication strategies, and public meetings.

Phase 1, titled “Leading, Learning, Communicating,” began in January 2003 and ran throughout the process. This phase crafted the public involvement approach, offered educational opportunities, developed a communications strategy, a vision, a database of people interested in the planning process, a project name, logo and

graphics, a user-friendly [website](#),²⁵ and developed an evaluation process to assess the quality, viability, and effectiveness of public involvement.

VISION *Communities in Motion*

We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multi-modal transportation system.



The name and logo symbolize the vision for the project. The flow of the logo connects people with urban centers, small towns, the valley, mountains, and everything in between, and symbolizes a means of getting somewhere – a road, a pathway, the river, rail, and airspace.

Phase 1 also included work with The Regional Transportation Task Force (RTTF). The

²⁵ *Communities in Motion* URL:
<http://www.communitiesinmotion.org/>



More than 500 people participated in workshops in November 2004.

RTTF was created in late 2002 when Treasure Valley leaders recognized that traffic is a major threat to the well-being of the region. The group, comprised of business leaders from Ada County and Canyon County, engaged business people in a series of meetings to learn about transportation needs, explore options to meet those needs, and develop recommendations for the future. The summary report of those discussions and the [RTTF final report](#)²⁶ to the regional leadership are available online.

Phase 2, “Choice, Awareness, Participation,” began in October 2003 and ran throughout the project. Phase 2 asked the community to state their choices for growth, to become more aware of regional planning issues, and to participate in the planning process. Events in Phase 2 included

²⁶ Regional Transportation Task Force URL: <http://www.communitiesinmotion.org/rttf.html>

“Community Cafés,”²⁷ educational forums, and an in-depth review of other public involvement processes in the region to determine public transportation needs. These “Community Cafés” took place in late 2003 and early 2004, and their purpose was to provide the community a voice in developing the goals and objectives of the plan.

Participants and stakeholders, invited by local mayors and city council members, provided detailed discussion on pertinent questions about the transportation system in the Treasure Valley. The notes from the cafés were [transcribed](#)²⁸ and [summarized](#).

Phase 3, “Expanding, Collecting, Sharing,” started in June 2004 and ran throughout the project. Phase 3 represented the expanded planning region and subsequent need for more data collection, and the importance of sharing it with wider audiences. To accomplish the integration with ITD and the Partnering Counties [Boise, Elmore, Gem, Payette], the agencies established the Plan Coordination Team (PCT)²⁹ comprised of member agency staff, and the Steering Committee³⁰, represented by COMPASS

²⁷ The café process is an informal way to bring together the collective wisdom of people to confront community challenges—in this case, transportation planning),

²⁸ Community Café notes, URL: <http://www.communitiesinmotion.org/comcafe.html>

²⁹ PCT members are listed in Acknowledgments.

³⁰ Steering Committee members are listed Acknowledgments.

Executive Committee and elected officials from the Partnering Counties.

The planning team met with elected officials, business leaders, residents and technical staff throughout the six-county region to learn about their concerns and needs for future transportation. These key stakeholders, along with the general public who participated in the process, reinforced the need for change; **they do not want the same development patterns that they have seen for the past fifty years.** Most also noted their preference for:

- More choice in housing types;
- Mixed uses to bring jobs and services closer to housing;
- Effective alternative transportation options;
- Less congestion; and
- Preservation of open space (Birds of Prey, the Boise River and other riparian networks, the foothills, and some agricultural land).

COMPASS continued to gather additional public input by holding workshops, meetings, open houses, and speakers' bureau presentations

. In November 2004 and February 2005, COMPASS held workshops for the general public and stakeholders to consider future options for transportation and land use, with the ultimate goal of developing effective strategies that support implementation of *Communities in Motion*. Almost 1,000 people participated in these workshops.

Specifically, the first set of workshops, in November 2004, focused on land use with emphasis on both development and preservation.

Most participants supported changing development patterns rather than follow the current propensity for land use, known as "Trend." Participants were asked to identify possible land use options, to sketch "big picture" transportation projects, and were told that money was not an issue.

Almost 60% wanted a new form of land use, identified at the time as "Satellite Cities." This eventually became the working scenario titled "Community Choices." Also, of the forty maps that participants developed, all forty supported use of the existing Union Pacific rail line used as commuter rail.

Participants also noted the importance of roadway design. They wanted roadways to be more visually and acoustically pleasing. For example, near neighborhoods and downtown areas, people wanted to see a boulevard or "main street" treatment to create a welcoming atmosphere, known as "context sensitive" design. Context sensitive design incorporates design elements to make the transportation project fit the land use.

The second workshops, in February 2005, focused on transportation systems – both roadway and alternative modes – for both preferred future land use as well as the funding needed to pay for improvements. Even with money a consideration, 58% of the maps supported use of the rail line from Nampa to Boise; another 13% supported a rail system expanded to Caldwell. While many favored an alternate freeway south of I-84 at the November 2004 workshops when costs were not

a factor, the financial limits placed on transportation improvements deterred most from putting a full southern freeway system on their maps in February. But even those who favored a stronger transit system continued to put new and expanded roadways on the maps.

Ultimately, hundreds of people participated in workshops, cafés and presentations during the first three phases of public involvement and they shared their ideas and hopes for the future of the region. They supported **open space preservation, better connectivity, better public transportation, and reliable funding sources.**

The *Communities in Motion* website provides documents, photographs, supporting material, and 10- minute film, “Designing a Future,” which was produced for *Communities in Motion* and its companion project in Ada County, *Blueprint for Good Growth*.

Phase 4, “Reviewing, Evaluating, Adopting,” began in May 2005 and ended at the completion of the process in August 2006. Phase 4 asked the public to review and evaluate *Communities in Motion*, and requested the COMPASS Board to adopt the plan. Specific elements included open houses public meetings to present workshop results and obtain comment on the proposed transportation network; a special event to present the draft plan to the general public; and compiled evaluation results to determine effectiveness of public involvement.

Community Goals for Transportation

Connections -- Provide options for safe access and mobility in a cost-effective manner in the region.

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

Environment -- Minimize impacts to people, cultural resources, and the environment.

Information -- Coordinate data gathering and dispense better information.



The community received bags of materials to host their “Communities in Conversation” meetings in May 2006.



Meeting hosts gathered to review “Communities in Conversation.”

The special event, “Communities in Conversation,” (CIC) was the last opportunity for the public to provide input on the draft *Communities in Motion* plan during the comment period, which began April 18 and ended May 19, 2006. “Communities in Conversation” was the focus of the last two weeks of the comment period and was a new approach for gathering public comment about transportation issues in the region and for COMPASS in particular. Rather than presenting the draft *Communities in Motion: Regional Long Range Transportation Plan* to the community in a traditional open house setting, residents hosted a meeting with their friends, peers and/or colleagues to review and discuss the plan.

Meetings were held in homes, places of work, and community centers. Meeting hosts picked the date, time, and location of their meeting. The purpose of the meetings was to provide the public with an opportunity to review and provide input on the draft plan, try a new public involvement

activity, and give people a way to channel their concerns about the future of the region.

Hosts did not need to be experts about *Communities in Motion* to hold a meeting.

COMPASS provided materials and offered on-call assistance from May 5 through 18, 2006 – the time period when most “Communities in Conversation” meetings were held. Slightly over 200 bags of meeting materials were distributed to almost 170 people and/or organizations in the six counties comprised of Ada, Boise, Canyon, Elmore, Gem, and Payette; of these “hosts,” i.e., those who received a bag of materials, 47 held meetings. A total of 600 people signed-in as participants in these meetings, and many submitted comments who did not attend a meeting but reviewed the material individually.

The public involvement team asked hosts to evaluate the meetings, and invited a random sample to attend a special session to review the pros and cons of the “Communities in Conversation” process. They noted that:

- Many people who had never participated attended these meetings—because the meeting came to them. They probably would not have attended a big public meeting.
- Several people did not sit through the whole meeting, but participated to some degree and took materials. Meeting allowed that flexibility.
- In general, we needed more time. More time would have resulted in more meetings and more time for hosts to prepare for their meetings.

- A training session for meeting hosts would have been helpful.
- Few people read the whole plan.
- It would have been good to highlight that these meetings came at the end of a very long public involvement process and that the work they are viewing came in part from previous public comment.
- These meetings worked because of the connections between people—people directly reaching other people. It would be good to use these kinds of flexible meetings more often.

Additional sample feedback about “Communities in Conversation” from the comment form:

“I like this format and feel this format would allow more specialized interest from specific areas as well as an expertise of people working and driving in these areas....use more time for this format next time.”

“This was a creative and interesting method but the effectiveness was limited because as a host I did not have the time nor the resources to advertise, promote, and communicate the meeting.”

“Every person who participated liked this format. They also thought if possible larger employers should be encouraged to host several meetings. I had several comments that they felt free to talk in this setting and that they would not normally participate; being at work made it easy.”

“This method isolates worthwhile thoughts, preventing broad consensus-building and the opportunity for public debate.”

Public Response to Draft Plan

COMPASS received 370 comments from the comment period for evaluation of the draft plan

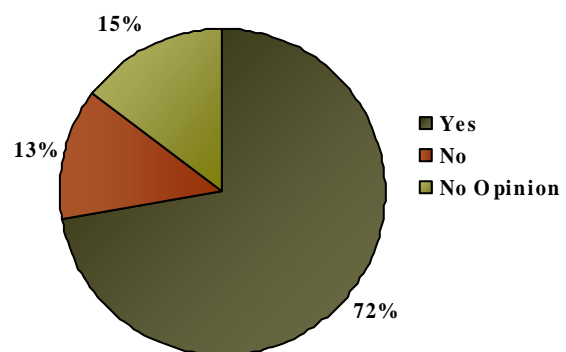
and the “Communities in Conversation” special event. Transcripts³¹ and summaries of the comment forms are located on the *Communities in Motion* website.

The results concluded that **72% of respondents favor the plan.**

Four major themes emerged from the public comments received:

- Strong support for a regional transit system with walking and biking paths.
- Strong support for the new growth scenario, particularly keeping jobs, services and homes closer together.
- Willingness to support increased taxes, especially for public transportation.
- Support for improving regional corridors.

Do you favor the general direction of *Communities in Motion*?



³¹Communities in Conversation notes, URL: <http://www.communitiesinmotion.org/conversation06.html>

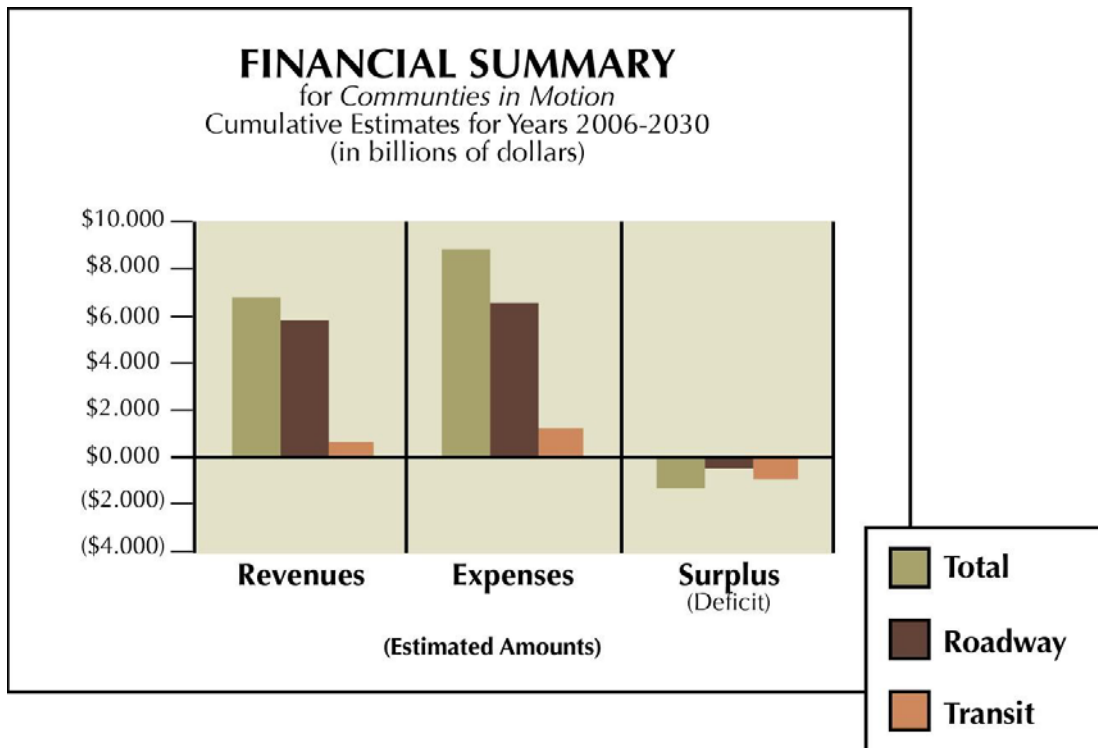
Public Participation Process, 2003 – 2006

<i>“Leading, Learning, Communicating”</i>	<i>“Choice, Awareness, Participation”</i>	<i>“Expanding, Collecting, Sharing”</i>
<i>January – June 2003 +</i>	<i>October 2003 -- January 2004</i>	<i>June 2004 +</i>
<ul style="list-style-type: none"> ▪ Communications strategy developed Project named ▪ Graphics designed, database created, website constructed ▪ Regional Transportation Task Force meetings begin ▪ On-going outreach with member agencies and events 	<ul style="list-style-type: none"> ▪ Community cafés ▪ Education forums – kick-off event ▪ Assessment of public involvement in region 	<ul style="list-style-type: none"> ▪ Plan Coordination Team formed ▪ Steering Committee formed ▪ Partnering counties included ▪ Open house public meetings for <i>Destination 2030: Limited Plan Update – Long-Range Plan for Ada County</i> in October 2004.
<i>“Expanding, Collecting, Sharing”</i>		
<i>November 2004</i>	<i>February 2005</i>	<i>March – September 2005</i>
<p>Workshops: Community participants identified land use preferences using maps and chip sets representing different types of land use. With community input and technical analysis, four land use scenarios emerged:</p> <ul style="list-style-type: none"> ▪ Satellite Cities ▪ Workshop Average ▪ Concentrated Mixed-Use Corridors ▪ Trend 	<p>Workshops: Community participants reviewed four land use scenarios. They selected a land use scenario and identified transportation system improvements. After public input and technical review, three scenarios moved forward in the process:</p> <ul style="list-style-type: none"> ▪ Blended (based on Satellite Cities) ▪ Concentrated Mixed-Use Corridors ▪ Trend 	<p>The public learned about three land use scenarios in March and April, 2005 at open house public meetings. Also:</p> <ul style="list-style-type: none"> ▪ Speakers’ Bureau presentations (40+) ▪ Community education sessions (5) <p>Public comments shared with the COMPASS Board.</p>
<i>“Reviewing, Evaluating, Adopting”</i>		
<i>May – June 2005</i>	<i>October – December 2005</i>	<i>January – August 2006</i>
<p>COMPASS Board evaluates scenarios in May and selects a preferred land use in June</p>	<p>Public reviewed transportation options at open house meetings for “Community Choices” (based on Satellite Cities) and “Trend” land use scenarios. People preferred “Community Choices” 6:1 COMPASS Board endorses “Community Choices”</p>	<p><i>Communities in Motion: Regional Long-Range Transportation Plan</i> drafted Public comment period: April 18 – May 19, 2006, including “Communities in Conversation” meetings Adoption: August 21, 2006</p>

A Budget Does NOT Take Shape

There is not enough money to complete projects needed for an optimal transportation system. The proposed improvements to corridors in the “Trend” scenario totaled \$3.62 billion. For “Community Choices,” the proposed improvements to corridors totaled \$3.9 billion. The region may generate \$2.3 billion for capital improvements in the next twenty-five years if resources remain steady.

Funding opportunities have been assessed for maintenance and operations of the existing transportation network, as well as new projects. Since there are not enough funds for all projects within the constrained budget, finding a way to select the most important corridors is a must. The transportation plan is located in Chapter 4 and the financial plan in Chapter 5.



CHAPTER 2

DEFINING THE VISION

Where do we want to be in 2030?

Planning for the future – to 2030 and beyond – requires a regional commitment. Regions include urban, suburban, and rural communities. Southwest Idaho is a region comprised of unique cities and towns, yet all rely on a regional labor force and count on a regional transportation system to move the people and materials involved in the regional economy. A regional infrastructure keeps the bridges, roads, and sewers intact and functioning.³²

Many people no longer spend their entire day in one place. They work, shop, and attend recreation events throughout Southwest Idaho. **Communities that act alone will not solve regional transportation demands.** And, with limited funding available, communities need to collaborate to ensure that transportation systems function effectively. Transportation improvements in one community make the regional system stronger.

Where do we want to be in 2030? The vision strategies, goals, and tasks developed for *Communities in Motion* are a guide to help us get there.

Vision, Goals, and Scenarios

Early in the planning process, the COMPASS Board articulated the following vision for *Communities in Motion*: The vision of *Communities in Motion* reiterates a commitment to regional planning, and supports a belief that each community should keep a unique identity.

We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multi-modal transportation system.

Goals for the plan were established several months later. Four broad goals emerged from a series of “community cafés” with local residents. A technical working group then examined the goals and crafted core objectives and tasks to reach the vision. When COMPASS and the Idaho Transportation Department extended the planning

Goals

Connections
Coordination
Environment
Information

boundaries early 2004, the original goals remained as the underlying theme of what residents want for the region.

³² William Hudnut, “Working Together to Plan for the Future”, May 17, 2004. Presentation summary URL: <http://www.communitiesinmotion.org/workshopsMay04.html>

Trend v. "Community Choices"

Public workshops in November 2004 and February 2005 resulted in number of land use scenarios that examined the relationship between land use and transportation. Although as many as ten scenarios were developed, two came out of the process by May 2005 for inclusion in the plan: Trend and "Community Choices."

Trend

The "Trend" growth scenario is based on the general growth patterns of the region over the last several decades. This scenario describes a future that continues the current, relatively low density pattern of development throughout the region. Of the various scenarios, the Trend scenario consumed the most land and generated the highest amount of Vehicle Miles of Travel (VMT).



"Trend" residential development

Community Choices

The "Community Choices" scenario blended two of the more popular workshop scenarios, and was updated in March and April 2005 to reflect emerging land development. The amount of growth reflected in residential subdivisions under consideration at that time cut into the growth that could be assigned to the desired, more compact and diverse land use pattern.

"Community Choices" did far better than "Trend" in meeting goals for *Communities in Motion* and met the desires most commonly expressed by the workshop participants.



"Community Choices" residential development

“Community Choices” supports:

- Growth into the areas of impact and thereby reducing the need to consume farmland and open space.
- A greater diversity of housing and puts more of that housing near jobs and services. More townhomes, patio homes, and apartments will be provided near planned public transportation services.
- A more compact growth pattern that will more likely support transit, walking and biking. Some of the increased density would occur from the greater diversity of housing types, but some would also come from decreased lot sizes for single-family housing. Lots of less than 5,000 square feet can attain the needed density with careful design.

A future growth pattern that brings homes, jobs and services closer together to reduce the need to travel and to encourage use of alternative travel modes such as walking and biking.

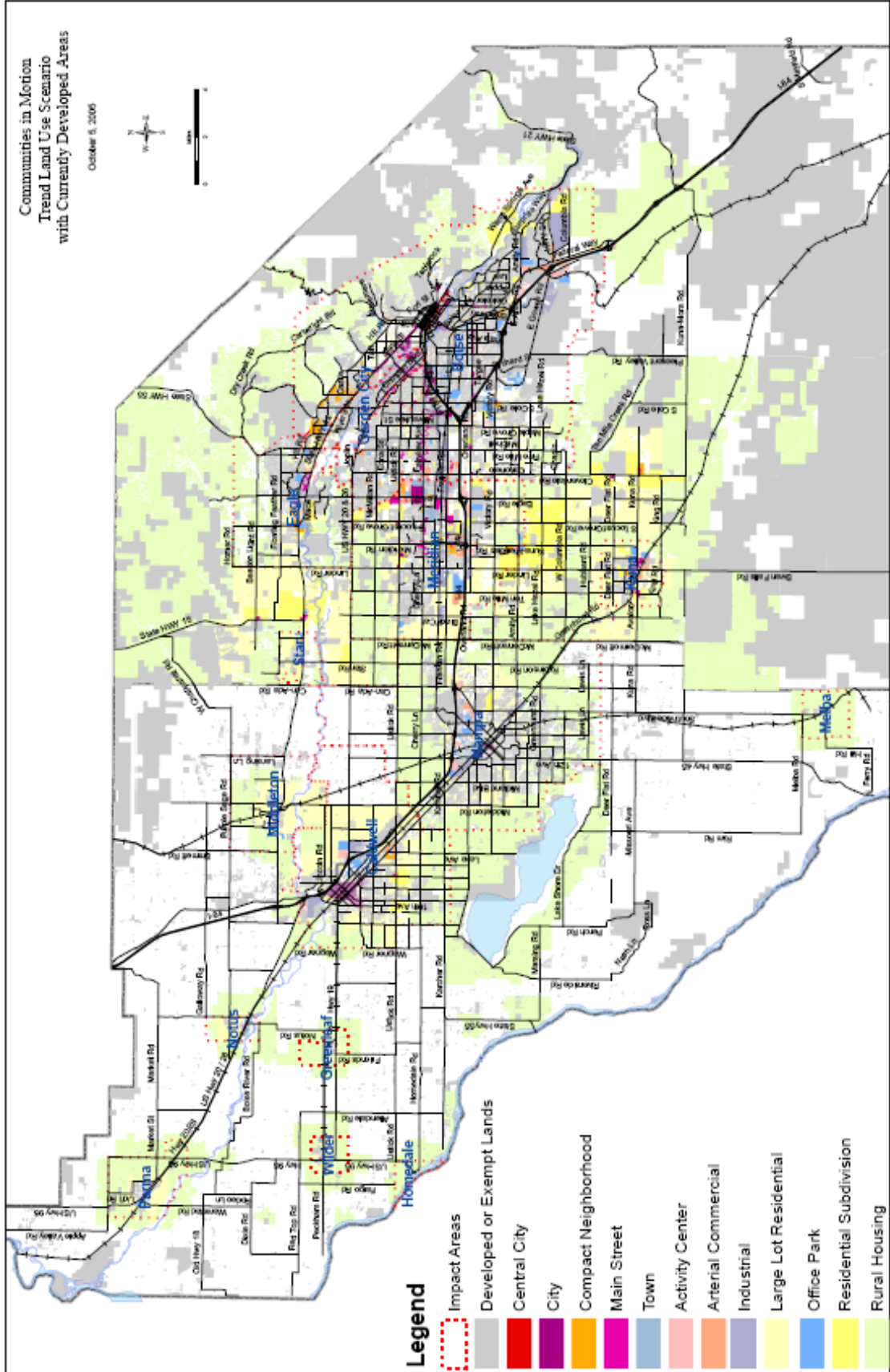
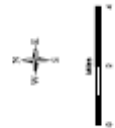
Trend	Community Choices
125,400 acres	42,200 acres
72% single family	55% single family
20% new homes at transit density	52% new homes at transit density
20.7 Million Daily Vehicle Miles of Travel	19.6 Million Daily Vehicle Miles of Travel

This table compares the two scenarios. Both scenarios provide for the same amount of growth.

The growth depicted in the “Community Choices” land use scenario is a broad vision to guide investment decisions by COMPASS and its member agencies in seeking to provide a cost-effective, multi-modal transportation system. As such, investments will be directed to areas of efficient growth consistent with “Community Choices.” This does not preclude development being approved by local governments that is not consistent with the location, nature and amount of growth shown under “Community Choices.”

Communities in Motion
Trend Land Use Scenario
with Currently Developed Areas

October 8, 2006



Guiding Principles for Land Use

COMPASS worked closely with the *Blueprint for Good Growth*³³ project in Ada County to identify “guiding principles” for land use. These guiding principles will help make the transportation goals a reality by better linking land use with transportation. Since land use decisions are under the governance of member agencies, their support of the principals and goals help ensure implementation of the preferred scenario, “Community Choices.”

Annual Monitoring Report

COMPASS will report annually on the progress of “Community Choices” throughout the region in the *Annual Monitoring Report*.³⁴ This report includes data about building permits and the location of new development. After *Communities in Motion* is approved, the Development Monitoring Report will also include information about how much progress the region is making towards the goals and objectives in

Communities in Motion, as well as the “Community Choices” land use scenario.

Guiding Principles for Land Use

- Plan for growth & share in benefits and costs
- Facilitate growth in cities & areas of impact to efficiently use public infrastructure
- Promote economic vitality & housing choices for all residents while retaining natural beauty
- Support a successful central city to maintain regional economic health and vitality
- Coordinate transportation and land use decisions to support travel choices

³³ Focusing and sustaining the growth is the aim of the Ada County Land Use and Transportation Guide Plan, or *Blueprint for Good Growth* - an attempt to create efficient and beneficial development. The Ada County Consortium is a partnership of governments in charge of local land use and roadway planning: Ada County, the Ada County Highway District, Boise City, Eagle, Garden City, Meridian, Kuna, Star and the Idaho Transportation Department. The partners want to better coordinate land use and transportation planning to ensure that growth is orderly and beneficial for the community's continued prosperity and quality of life. More details are available on the *Blueprint for Good Growth* website: <http://www.blueprintforgoodgrowth.com>

³⁴ COMPASS Annual [Development] Monitoring Report , 2000 – 2005, URL: <http://www.compassidaho.org/prodserv/gt-sm-devmonitoring.htm>

Definitions

The following strategies/summary principles, goals, objectives, and tasks provide the “road map” for the destination – the CIM vision. The COMPASS Board supported these elements³⁵ and will use them to guide decision-making. Goals need to be accomplished as a region, while the objectives and tasks offer detail of how the region will complete and measure the goals. COMPASS defines the following as:

Strategies – The decisions that guide a plan. The strategies will inform the policy level decisions by the COMPASS Board that guide the direction of the regional long-range transportation plan.

Goals – The broad and general goals of the plan. A goal is the end toward which effort is directed. There are four goals: Connections, Coordination, Environment, and Information.

Objectives – A more detailed breakdown of specific areas of the goals. Aim, goal, end of action – a strategic position to be attained.

Tasks – The specific ways in which the objectives are carried out. Tasks also describe who is assigned to do the work. These should be measurable.

Strategies/Summary Principles

The intent of *Communities in Motion* is to integrate land use and transportation planning. As such, it is intended to provide for an effective multimodal outcome, with land use patterns that support and encourage transportation alternatives.

“Community Choices” is the preferred growth and transportation scenario. Investment decisions regarding public funds will support implementation of this scenario.

1. The “Trend” scenario model will be maintained for comparison in the Growth Monitoring Report and for use in cumulative impact traffic analyses.
2. The Annual Monitoring Report will track comprehensive plan changes as well as building and subdivision activity.
3. An essential outcome of the plan must be the establishment of a regional transportation investment prioritization system to provide and maintain a safe, efficient, multi-modal transportation system.
4. A 50% split of funding between Operations/Maintenance and Capital Improvements is acceptable pending subsequent annual reviews to determine pavement, bridge, safety and equipment standards.
5. Maintenance and safety of the transportation system are highest priority when considering funding allocations.
6. The Board recognizes the need to identify funding shortfalls and to secure new funding for a multi-modal transportation system as the highest priority.
7. A longer-term growth analysis is appropriate to consider issues beyond 2030.
8. Performance standards, including Levels of Service, may vary depending on a corridor’s context (e.g., a downtown area versus a suburban area).

³⁵ COMPASS Board adopted these definitions at the December 19, 2005 Board meeting.

Goals/Objectives/Tasks



Connections

Provide options for safe access and expanded mobility choices in a cost-effective manner in the region.

<p>Objective 1.1</p>	<p>In order to integrate land use and transportation planning, the land use scenario titled “Community Choices,” which emphasizes a more compact development with design elements that favor expanded effectiveness of public transportation, walking and biking, is hereby identified as the targeted scenario for implementation through this plan. Growth occurring outside the targeted growth areas under “Community Choices” will not be a priority for public funding of transportation systems.</p> <p>Task 1.1.1 -- Develop a prioritization system for use in the Transportation Improvement Program to focus federal funds on those projects that best implement the desired outcomes for <i>Communities in Motion</i> in terms of land use patterns, travel choices and community vitality.</p>
<p>Objective 1.2</p>	<p>Maintain the existing transportation infrastructure to provide an interconnected transportation system for the movement of people and goods.</p> <p>Task 1.2.1 -- COMPASS will develop criteria for scoring projects for the Transportation Improvement Program with the highest priority for projects that provide for maintenance, safety, existing system efficiency (such as Intelligent Transportation System), or preservation. These priorities are based on the 50% funding levels for operations and maintenance projects.</p> <p>Task 1.2.2 -- COMPASS will identify major destinations (cities, regional centers, and economic activity centers) that are poorly served by the existing transportation system.</p> <p>Task 1.2.3 -- COMPASS will track conditions on the existing transportation system including maintenance and safety issues based on data from pavement, bridge and safety management systems provided by local agencies.</p>
<p>Objective 1.3</p>	<p>Expand capacity or increase efficiency of the transportation system with improvements to existing facilities and services or construction of new facilities and services to relieve congested corridors and traffic bottlenecks and to ensure a connected regional system.</p> <p>Task 1.3.1 -- Member agencies with transportation jurisdiction will identify project elements and designs that promote system connectivity, relieve congestion, and reduce bottlenecks.</p> <p>Task 1.3.2 -- Member agencies with transportation jurisdiction will identify project elements and designs that encourage use of high-occupancy vehicles or other alternative modes of transportation.</p> <p>Task 1.3.3 -- Member agencies with land use authority will identify development elements and associated policies that encourage use of high-occupancy vehicles and other alternative transportation.</p>

	<p>Task 1.3.4 -- Member agencies, with COMPASS support, will identify treatments for each regionally important corridor such as: access management, special intersection designs, signal coordination, Intelligent Transportation System, multi-modal opportunities and land use policies.</p>
	<p>Task 1.3.5 -- COMPASS will include criteria in the prioritization methodology for the plan and the Transportation Improvement Program to meet this objective.</p>
	<p>Task 1.3.6 -- COMPASS, through the long-range plan and subsequent studies, will identify corridors where bus or other high occupancy vehicle treatments or services are desired. This identification process will be coordinated with Valley Regional Transit and appropriate local and state governments.</p>
	<p>Task 1.3.7 -- COMPASS, through the long-range plan, will identify corridors where existing or forecasted congestion would impair the effectiveness of high occupancy vehicle treatment or services.</p>
	<p>Task 1.3.8 -- COMPASS will identify gaps in the existing transportation system.</p>
	<p>Task 1.3.9 -- COMPASS will work with transportation agencies in the region to update the Intelligent Transportation System Plan.</p>
	<p>Task 1.3.10 -- COMPASS will include prioritization criteria that promote more efficient use of the transportation system through signal coordination, access management and other transportation system management strategies.</p>
	<p>Task 1.3.11 -- COMPASS will coordinate with the Ada County Highway District and local governments in Ada County and Canyon County to evaluate roadway functional classifications and typologies as part of the "Transportation & Land Use Integration Plan."</p>
<p>Objective 1.4</p>	<p>Develop and implement transportation alternatives and land use patterns to achieve an average mode split of 5% of all trips.</p>
	<p>Task 1.4.1 -- Member agencies will provide to COMPASS the status of adoption of comprehensive plans, particularly the transportation element of those plans, and new ordinances proposed through <i>Blueprint for Good Growth</i> in Ada County or in Canyon County, new ordinances that support the use of public transportation alternatives through land use and transportation decisions.</p>
	<p>Task 1.4.2 -- COMPASS will support Valley Regional Transit and member agencies in planning for alternative transportation options.</p>
	<p>Task 1.4.3 -- COMPASS and Valley Regional Transit will plan and implement --when dedicated funding is available--a transit system with travel times on bus routes no more than twice the travel times for comparable automobile travel times.</p>
	<p>Task 1.4.4 -- COMPASS and Valley Regional Transit will plan and implement when dedicated funding is made available a transit system with travel times on fixed-guideway (rail and Bus Rapid Transit) facilities during peak hours with no more than one and a half times the travel time of an automobile during off-peak hours.</p>
	<p>Task 1.4.5 -- COMPASS will continue to update the bike path map in cooperation with local agencies. This pathway map will be expanded to include Canyon County.</p>
	<p>Task 1.4.6 -- When dedicated funding for public transportation is available, all flexible federal funding sources will be evaluated to determine the distribution of such funds to roadway and public transportation projects. This will be reviewed annually in conjunction with the Annual Monitoring Report and in consideration of progress made toward Communities in Motion goals.</p>

Objective 1.5	Maximize funding sources for transportation system improvements and maintenance.
	Task 1.5.1 – Member agencies will aid the efforts to obtain funding sources by evaluating their use of existing funding sources, developing innovative methods of funding and supporting regional efforts.
	Task 1.5.2 – COMPASS and member agencies will work with state and federal elected officials and other sources to provide funding for transportation projects identified in the plan, including expanded transit services.
	Task 1.5.3 – COMPASS will develop a plan for developing new efforts to seek additional funding sources, including existing funding tools currently not being used.
	Task 1.5.4 – COMPASS will compile information on the efficiency/effectiveness of existing transportation expenditures to use in reporting to citizens and/or federal, state, and local elected officials.
	Task 1.5.5 – COMPASS will make seeking dedicated funding for public transportation a priority in its work program.
	Task 1.5.6 – COMPASS will make seeking implementation or extension of local option vehicle registration fee authority a priority in its work program.
Objective 1.6	Develop a method allowing modeling of peak-hour traffic with multiple modes.
	Task 1.6.1 – COMPASS will continue improvements to the transportation model to include better information on peak-hour travel with multiple modes for better analysis of transportation system needs.
Objective 1.7	Approach programming, planning, maintenance, construction, operations and project development activities and products in a “context sensitive” manner.
	Task 1.7.1 – Member agencies will consider automobile, mass transit, walking, bicycling, environmental and aesthetic issues.
	Task 1.7.2 – COMPASS will develop a guidebook on context sensitive design to aid land use and transportation decision makers and create a “regional vocabulary” on context sensitive design.
Objective 1.8	Preserve freight travel as a priority in order to ensure the Treasure Valley’s economic competitiveness.
	Task 1.8.1 – COMPASS will conduct a study to identify freight issues in the Treasure Valley.
	Task 1.8.2 – COMPASS will work with ITD to identify and inventory regional and statewide freight flows.
	Task 1.8.3 – COMPASS will convene a work group of freight interests to assist in these activities.
	Task 1.8.4 – COMPASS will identify key freight origins and destinations to create a set of data for use in future plans and projects.

	Task 1.8.5 -- COMPASS will research ways that freight data ties with economic development for use in future plans and projects.
Objective 1.9	Provide choices for travel in the region and service special access needs for all people, including youth, the elderly, persons with disabilities, and persons of varying economic status.
	Task 1.9.1 – COMPASS and Valley Regional Transit will identify destinations that are more critical to the specified population groups.
	Task 1.9.2 – COMPASS and Valley Regional Transit will conduct a study to learn the overall responsiveness of the transportation network to the needs of minority and low-income populations.
	Task 1.9.3 – COMPASS will work with federal, state and local agencies to improve information on the residential location of specified population groups.
	Task 1.9.4 – COMPASS will incorporate forecasts of populations in future demographic forecasts.



Coordination

Achieve better inter-jurisdictional coordination of transportation and land use planning.

Objective 2.1	Provide guidance to local governments regarding how land use plans and policies can implement the vision of <i>Communities in Motion</i> as depicted by the Community Choices growth scenario.
	Task 2.1.1 – Member agencies will assess and modify their comprehensive plans and ordinances to support and be consistent with the preferred growth and transportation scenario envisioned under “Community Choices.”
	Task 2.1.2 – COMPASS will develop scoring criteria for the Transportation Improvement Program that provides for higher priorities for transportation projects and programs serving needs of the cities, especially mixed-use regional centers, regionally important corridors and economic activity centers and lower priorities for transportation projects and programs elsewhere. Transportation Improvement Program funds will be programmed for projects that support “Community Choices” growth scenario.
	Task 2.1.3 – Member agencies will develop their ordinances and comprehensive plans, particularly the transportation element of those plans, in coordination with COMPASS and local transportation agencies, as well as provide draft amendments of their comprehensive plans to COMPASS and local transportation agencies for analysis and recommendation.
	Task 2.1.4 – COMPASS staff will evaluate comprehensive plan amendments for their consistency with the vision of <i>Communities in Motion</i> and Blueprint for Good Growth in Ada county and provide a recommendation to the land use agency for consideration. These evaluations will be reviewed by the Regional Technical Advisory Committee.

Objective 2.2	Determine cumulative effects of decisions on the transportation infrastructure system.
	Task 2.2.1 – Member agencies will share transportation financial data, as requested, on an annual basis in order for COMPASS to maintain an accurate and up-to-date financial report for future updates to the regional long-range transportation plan.
	Task 2.2.2 – COMPASS will continue to develop and monitor the Congestion Management System. Traffic count and travel time will be monitored and reported on an annual basis.
	Task 2.2.3 – COMPASS will track the cumulative transportation demand based on existing, approved and preliminary development and compare the cumulative growth patterns with those called for under Community Choices.
	Task 2.2.4 – Member agencies will be responsible for tracking the cumulative demand of development on all other infrastructure facilities in their jurisdictions.



Environment

Minimize transportation impacts to people, cultural resources, and the environment.

Objective 3.1	Consider the natural, cultural, and built environment during the planning phase.
	Task 3.1.1 – COMPASS will research ways that environmental issues, including cultural and historical resources, can be discovered during the planning phase of projects for use in assessing future plans and corridors.
	Task 3.1.2 – COMPASS will develop a strategy to coordinate with environmental agencies on future planning efforts.
	Task 3.1.3 – COMPASS will work with area governments to improve the consideration of environmental issues and mitigation as part of the transportation planning and implementation process.
	Task 3.1.4 – COMPASS will support including mitigation costs as part of an adequate public facilities ordinance.
	Task 3.1.5 – COMPASS will include environmental considerations in its prioritization process.
Objective 3.2	Develop and facilitate transportation-related air quality management strategies that are voluntary, innovative, and proactive.
	Task 3.2.1 – COMPASS will research and recommend air quality management strategies to the COMPASS Board.
	Task 3.2.2 – COMPASS will consider the Treasure Valley Air Quality Council’s recommendations as related to the transportation system.

Objective 3.3	Develop method to analyze proposed corridors to avoid negative impacts in environmental justice consideration areas.
	Task 3.3.1 – COMPASS will develop a policy to provide meaningful input regarding environmental justice into the planning process.
Objective 3.4	Evaluate effects of growth on farmland and open space.
	Task 3.4.1 – COMPASS will work with member agencies to develop definitions of farmland and open spaces.
	Task 3.4.2 – COMPASS will inventory farmland and open space on an annual basis and report as part of the Annual Monitoring Report.
Objective 3.5	Protect critical open space and farmland resources as part of the Community Choices scenario.
	Task 3.5.1 – COMPASS will provide technical support to local governments’ efforts to develop and implement a coordinated regional open space plan.



Information

Coordinate data gathering and dispense better information.

Objective 4.1	Develop innovative methods to involve the public in transportation planning.
	Task 4.1.1 – COMPASS will use the Public Participation Committee to develop and improve public involvement methods in transportation planning.
Objective 4.2	Provide a method to present the transportation model in a way that citizens can understand the analysis.
	Task 4.2.1 – COMPASS will work with the Public Participation Committee to develop materials that present the model, its inputs, uses and limitations.
Objective 4.3	Promote dialogue about land use and transportation throughout the region.
	Task 4.3.1 – COMPASS will work with Valley Regional Transit, ACHD Commuteride, and member agencies to design a program to educate residents and employers about alternative transportation options and their relationship to land use.
	Task 4.3.2 – COMPASS will continue to sponsor an educational series to the general public on planning, growth and transportation issues.

Objective 4.4	Develop systems to evaluate the progress of all goals, objectives, and tasks.
	Task 4.4.1 – Member agencies will provide annual maintenance, safety (including accident reports and security information), and system expansions for reporting purposes and well develop a system to record and monitor data. The system will include data for transit and pathways.
	Task 4.4.2 – COMPASS will produce an annual monitoring report that provides information on maintenance and connections issues across the region.
	Task 4.4.3 – COMPASS will prepare an annual monitoring report that also summarizes progress toward achieving alternative transportation and desired land use objectives. The report will provide information relevant to determining the need to amend or update the plan. Progress will be measured by various factors including, but not limited to, the following: <ul style="list-style-type: none"> a. Residential numbers and densities along key transit routes and within a quarter to a half mile of potential fixed-guideway stations. b. Total numbers and percentages of housing built at transit-supportive densities (eight plus units per acre) by jurisdiction. c. Transit supply (service miles and hours) normalized by population. d. Vanpool supply (number of routes and service miles). e. Number and percentage of housing units built within walking distance of major attractors (job sites, service/retail centers, recreation sites, etc.) f. Employment numbers and percentages within a quarter to a half mile of potential fixed-guideway stations and transit routes. g. Miles of roadway with sidewalks (0, 1, 2 sides) and bike paths. Inventories of sidewalks and bike paths will be a priority for future funding. h. Expenditures by mode (roadway, transit, bike/walking). i. Status of actions to seek funding. j. Usage factors (vehicle miles of travel, congestion indices, transit rider ship, carpool/vanpool rider ship, and park and ride lots) were available. k. Local government amendments to comprehensive plans and land use ordinances in support of the desired land use pattern.
	Task 4.4.4 – COMPASS will maintain the “Trend” scenario for annual comparisons as part of the Development Monitoring Report.
	Task 4.4.5 – COMPASS will prepare informational materials that compare the recommendations of <i>Communities in Motion</i> with previous regional transportation plans and with plans and programs of member agencies.

Matrix of Key Issues as Related to Goals

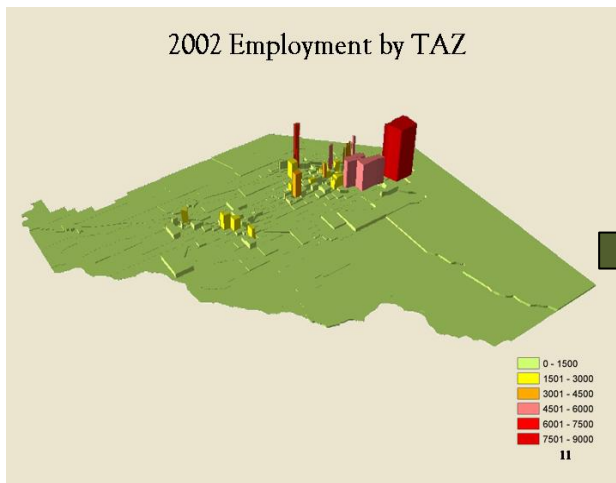
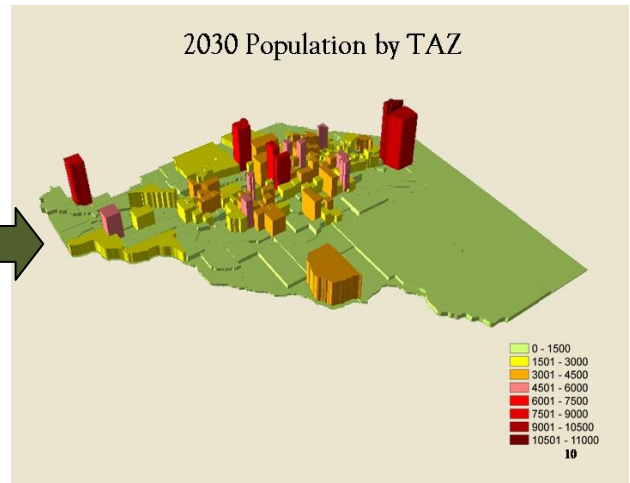
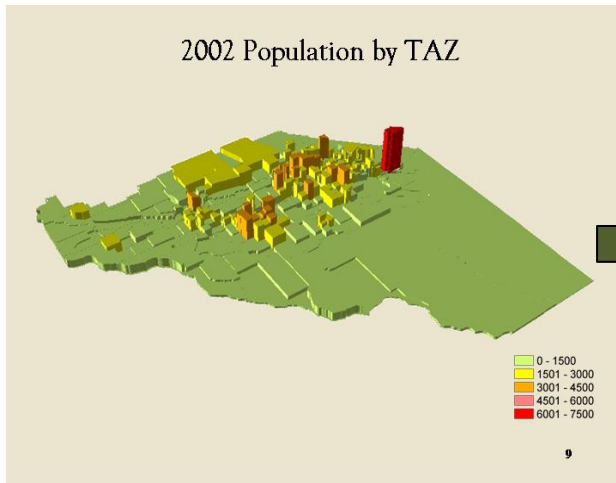
Goals	Issues			
	Housing/Jobs Balance and Housing Choices	Transportation Choices / Shorter Commute Distances	Connectivity Through higher Densities and Less Land Developed	Preserve Open Space and Farmland
Connections - Provide options for safe access and mobility in a cost-effective manner.	X	X	X	
Coordination - Achieve better inter-jurisdictional coordination of transportation and land use planning.	X	X	X	X
Environmental - Minimize transportation impacts to people, cultural resources, and the environment.	X	X	X	X
Information - Coordinate data gathering and dispense better information.	X	X	X	X

Issue 1: Housing/Jobs Balance and Housing Choices

The consultant team evaluated the physical and fiscal needs of the region. The balance between housing and workplace was evaluated first. A balance between housing and jobs results in a transportation system that works well because of the close proximity of commute trips. In 2002, there were 180,000 households and 242,000 jobs in the Treasure Valley (Ada County and Canyon County). Of the households, 70% were located in Ada County and 30% in Canyon County. Of the jobs, 79% were located in Ada County as opposed to only 21% in Canyon County.

The relationship between population locations and job locations can be seen in the following “skyline” charts of growth by traffic analysis zone

(TAZ). Note the 2002 clustering of jobs at the east end of the valley compared to the spread of population to the west. Under “Community Choices,” there would be some greater distribution of jobs to the west by 2030, although population growth would still be occurring well away from job locations. As more homes are built further away from jobs and services, the need to drive increases. The “Trend” scenario reflected a much greater dispersion of homes, thereby generating 1 million more vehicle miles of travel per day.



Forecasts of future population growth indicate that the region will add an additional 150,000 households and 230,000 new jobs by 2030. Continuing low-density development in the “Trend” scenario exacerbates the imbalance of jobs and housing.

If “Trend” continues, 73% of the jobs for the six-county area will be in Ada County.

With the price of land and housing increasing (some areas have experienced a 30% increase in value every six months since 2004), home-buyers must go further and further away from urban areas to afford the type of home they desire.

Maureen McAvey³⁶ described this phenomenon as “Drive until you qualify.”

Unfortunately, most employers who pay well prefer to locate in highly populated areas.

The “Community Choices” scenario will support a better jobs and housing balance between the two counties by shifting more jobs to Canyon County. Using the same projections as above, in 2030 69% of households will be located in Ada County and 31% in Canyon County, with

³⁶ Maureen McAvey, Senior Resident Fellow, Urban Development, Urban Land Institute at the ULI event, *Higher Density Development Myth & Facts*, on August 30, 2005.

Growth by County

	2000 Population ³⁷	2000 Employment ³⁸	2030 Population ³⁹	2030 Employment ⁴⁰
Ada County	300,904	230,302	556,900	312,099
Canyon County	131,441	66,208	268,100	114,406
Subtotal	432,345	296,510	825,000	426,505
Boise	6,670	2,241	28,900	7,600
Elmore	29,100	14,022	53,700	24,100
Gem	5,220	5,907	32,400	9,670
Payette	20,630	8,878	38,300	13,200
Six County Total	503,965	327,558	978,300	481,075
Idaho	1,293,953	788,419	1,969,624	N/A
Region % of State	39%	42%	50%	N/A
Regional Growth as a Percentage of State Growth			70%	N/A

73% of jobs in Ada County and 27% in Canyon County. Future housing stock will need to change significantly to encourage a better balance.

For example, 52% of the *new* (beginning in 2005) housing stock will need to be at “transit density,” which means developing at least eight units per acres. “Trend” development places three to four units per acre. These higher densities will be located in city cores and along corridors considered prime for high density development, such as the existing rail line between Nampa/Caldwell and Boise and the east-west



Emmett, Idaho (Gem County)

corridor of SH 44 (State Street) from Eagle to Boise. Capital and operational funding for transit is critical in achieving the improved jobs/housing balance.

In Boise, Elmore, Gem, and Payette, projected land use follows current growth patterns. Growth in these areas will more than likely be suburban and rural in nature. Housing types are projected to be predominantly single-family with little multi-family housing. Employment is expected to remain in the service sector, with government, professional, and retail being the mainstays in the wider region. The

³⁷ 2000 Population from the U.S. Bureau of the Census; <http://www.census.gov/>

³⁸ Employment Data from the Idaho Department of Commerce and Labor at <http://community.idaho.gov/Profiles/tabid/440/Default.aspx>. Data shown are total employment figures for wage/salary and agricultural and non-agricultural proprietors

³⁹ Growth forecast for Idaho in 2030 obtained from U.S. Bureau of the Census <http://www.census.gov/population/projections/PressTab1.xls>

⁴⁰ 2030 employment excludes school employment.

major corridors in these counties lead to Ada County and Canyon County and thus will have a significant impact on future transportation needs.

Throughout the planning process, residents of the region repeatedly requested a choice in housing. Currently a suburban family home or a rental apartment is predominant in most communities. As circumstances change, housing choices are an asset.

For example, someone first starting out may prefer a rental apartment. As he or she advances to a better paying job and possibly gets married, a small home, a condominium or town home might be the best match for a busy lifestyle. Later, as children are born, a home with a yard in a subdivision or maybe a home in the country may be desired. When the children leave and one nears retirement, he or she may no longer want to

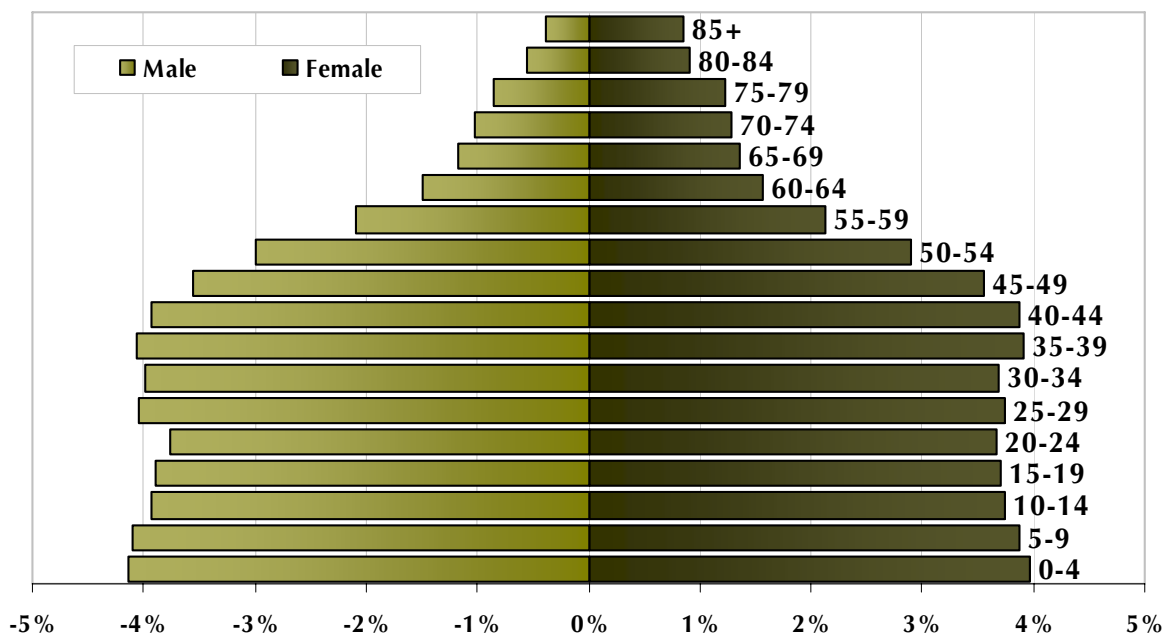
maintain a large yard and may prefer a smaller home, condominium, or apartment — essentially closing the circle. These are the “choices” that participants in the planning process want.

Growth in the region has been dramatic, but the nature of that growth is also changing. Nationally there have been several patterns that can affect communities, including demand for housing and public services:

- A trend toward smaller household sizes.
- More non-traditional households (single-person households, unrelated person households)
- An increase in average population age, particularly as the baby boom of post World War II nears retirement.

Some national trends may be muted by regional influences—religion, culture, ethnicity, immigration, and immigration—some of these

Age Distribution Ada and Canyon - 2000



trends can be seen in our region. For Ada County and Canyon County, the number of households increased 46% between 1990 and 2000, but the number of households with a married couple increased 39%. Households with a female householder (no spouse) increased 52%, a male householder increased 104%, and non-family households increased 53% (non-family includes single-person and two or more persons sharing a house but not related by blood or marriage.)

The chart shown here depicts the age by gender distribution for Ada and Canyon Counties. This type of chart is sometimes called a population pyramid. The pattern matches a description put out by the U.S. Bureau of the Census: "...a population pyramid that resembles a square, indicating slow and sustained growth with the birth rate exceeding the death rate,

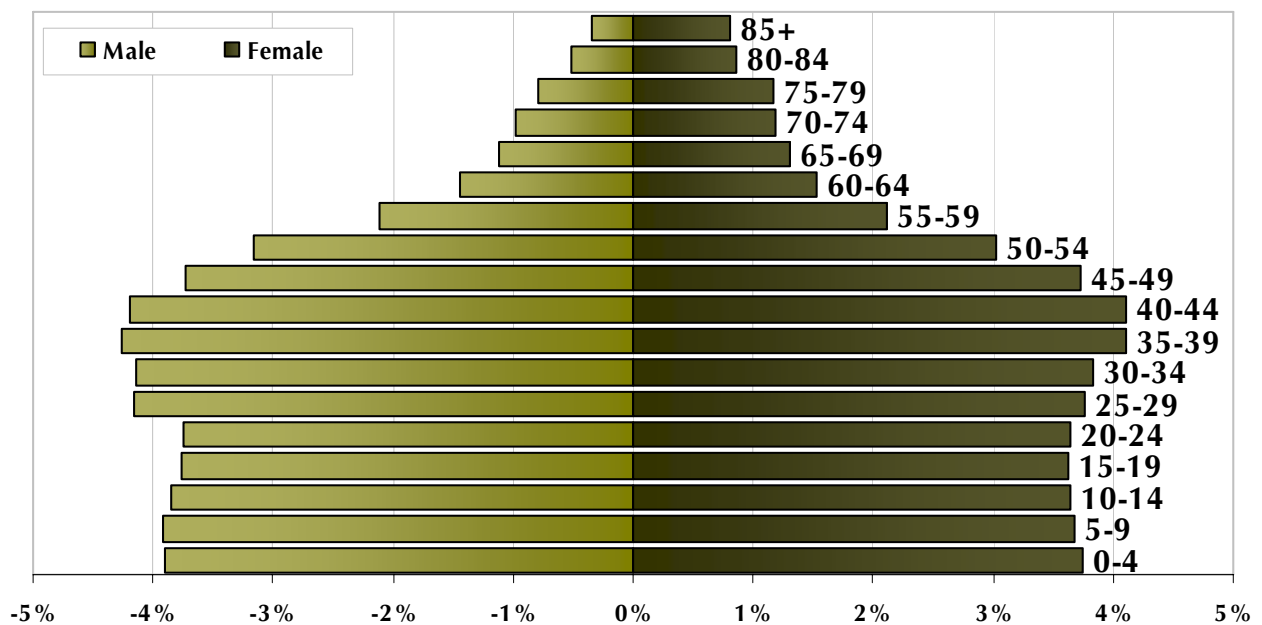
though not by a great margin."

But within the region, there can be a great deal of difference. Compare the regional pyramid with the more "classic" pattern seen for Canyon County. Note the broader base at the bottom, indicating a much younger population than the region as a whole. The reason for the difference is the influence of Ada County.

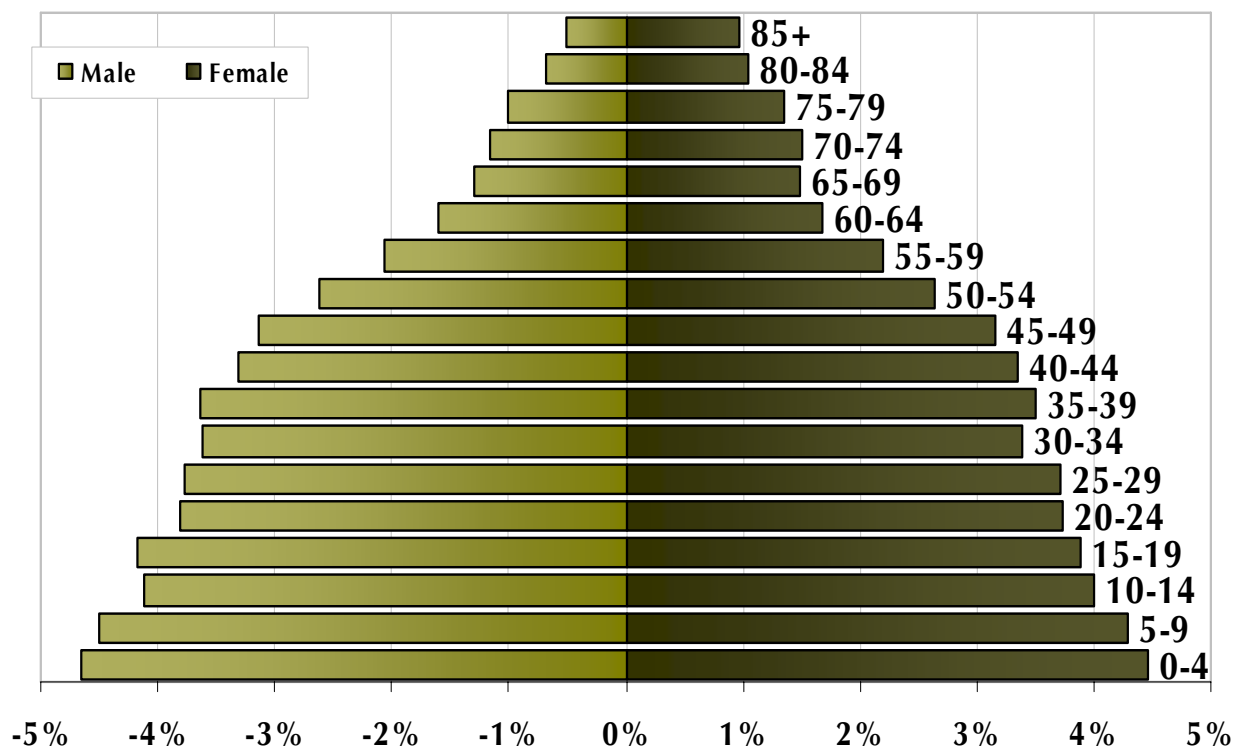
For Ada County, the bulge in the middle is the baby boomer population, the last of which were born in 1961 and oldest nearing 60.⁴¹ Should this pattern persist with growth, how will it affect demand for smaller homes and lots? Will convenient access to urban amenities become a more marketable feature?

For more information, COMPASS has compiled [additional census data](#)⁴² for the six-county region.

Age Distribution Ada - 2000



Age Distribution Canyon - 2000



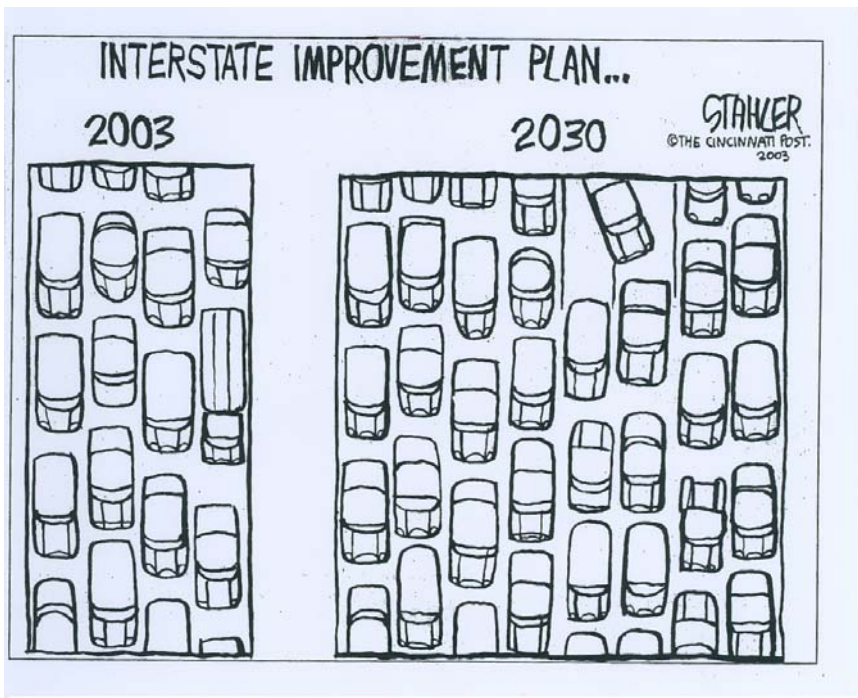
Issue 2: Transportation Choices / Shorter Commute Distances

The COMPASS “Travel Demand Forecast Model”⁴³ predicts the roadways that will be over capacity in 2030 under both future scenarios, “Community Choices” and “Trend.” The following maps show the current roadway network (projects built through Fiscal Year 2009) as it functions in 2030 under the “Trend” and

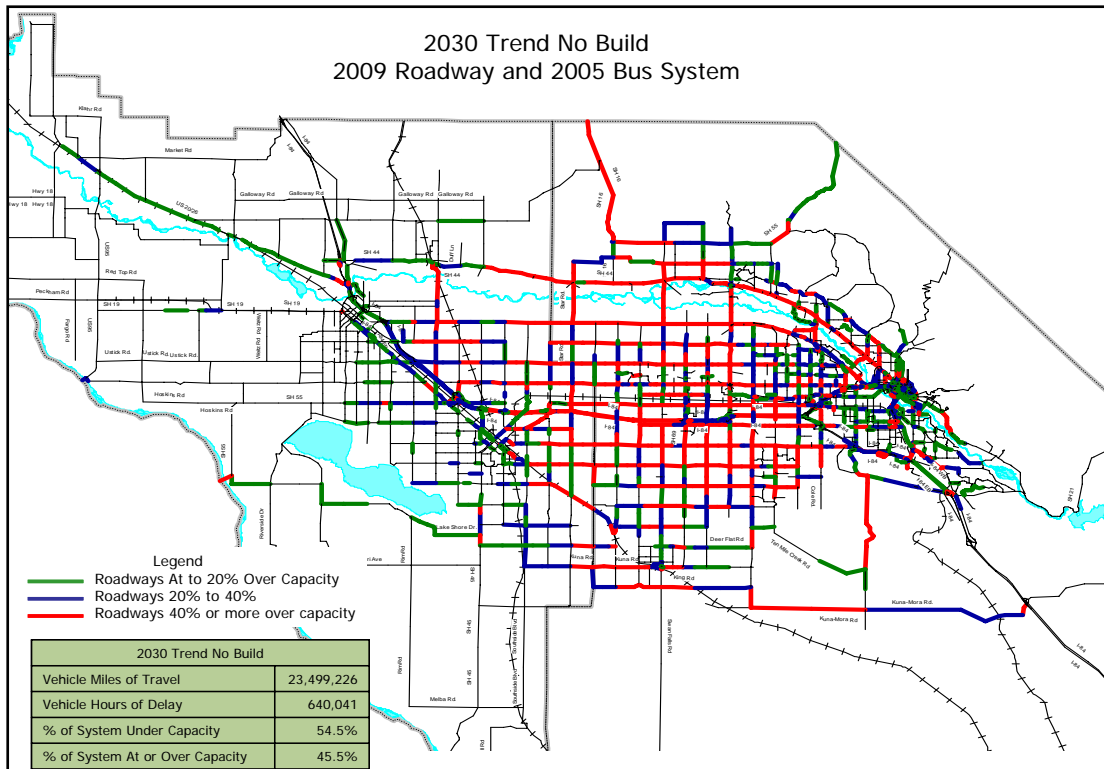
“Community Choices” land use scenarios. The additional growth in population through 2030 creates more trips on the roadways.

⁴³ The COMPASS Travel Demand Forecast Model provides a forecast of average (week) day traffic (ADT) for each link of a given transportation network and demographic data set. The model is regularly maintained and updated to include all completed roadway projects. Future-year model networks include anticipated widening and new roadway projects. A more detailed description of the transportation model can be found on the COMPASS website: <http://www.compassidaho.org/prodserv/traveldemand.htm>.

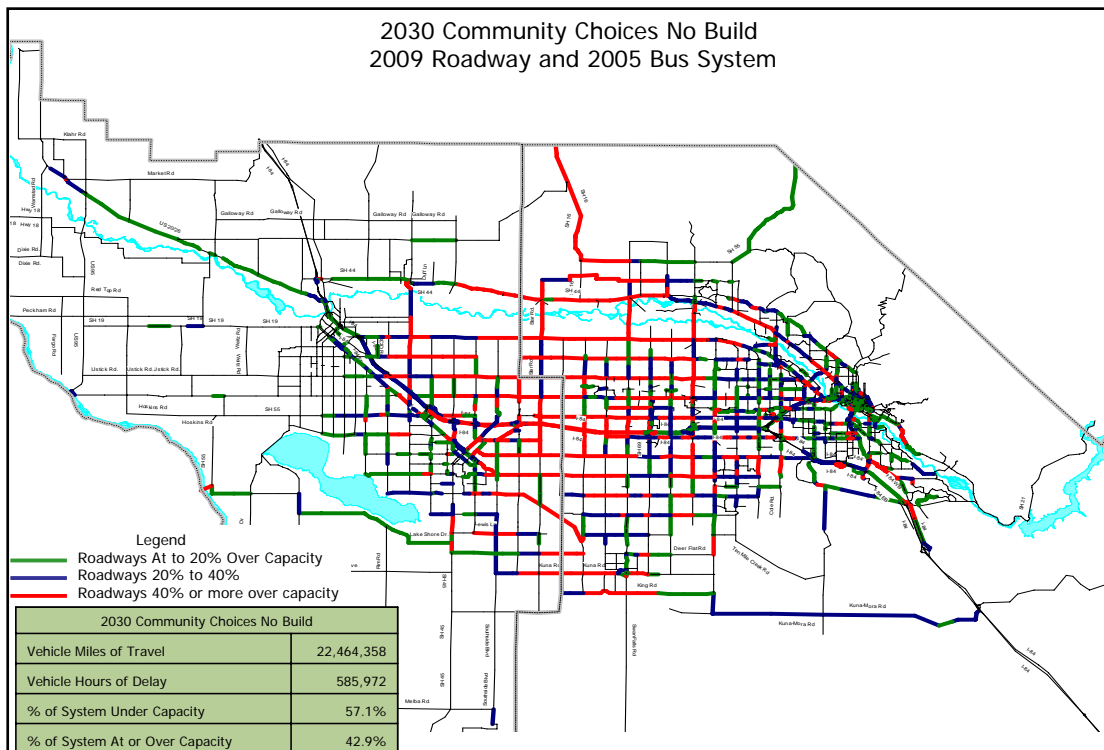
The “deficiency maps” on the following page show those roads that are over capacity with the additional traffic. These examples assume that roadways planned for construction through FY 2009 are built as planned. These are considered “No Build” deficiency maps, as no construction is assumed beyond 2030. Notice the differences in the amount of high deficiency (red lines) between the two based solely on land use patterns.⁴⁴



⁴⁴ Jeff Stahler, *The Cincinnati Post*, 2003

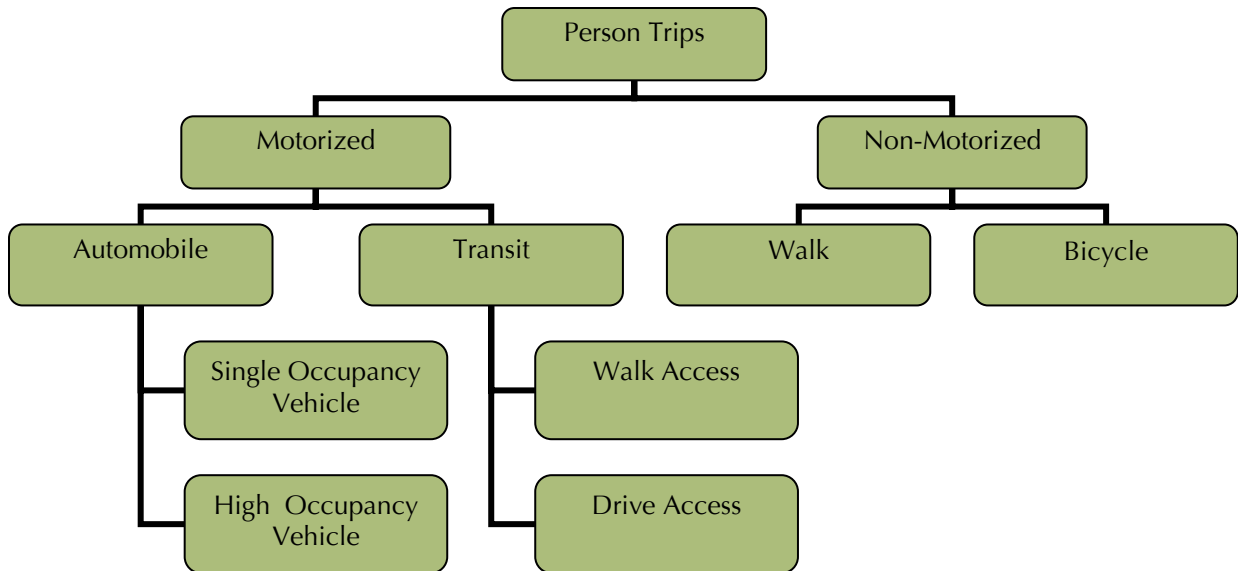


A more [detailed map](#) can be viewed online.



A more [detailed map](#)¹ can be viewed online.

Choices in Transportation



The consultant’s report [2030 Base Case Trend Analysis – Needs Identification](#),⁴⁵ provides a detailed analysis of the anticipated future transportation needs and deficiencies of the “Trend” scenario.

This much growth in a dispersed pattern creates much more demand on the current transportation system. Some examples of the expected increase in traffic and some resulting increases in travel time follow:

- Traffic on the interstate will more than double from 2005 levels. Travel time between Caldwell and Boise could increase by 40%.
- Traffic on SH 44 will experience tremendous growth (triple in some areas) due to the

development pressures. Travel time between Middleton and Eagle could increase by 20%.

- Traffic on US 20/26 (Chinden) will also experience high growth (triple in some areas) due to the development pressures. The travel time between Caldwell and Garden City could increase by 40%.

The Travel Demand Forecast Model predicts that almost any route that we take in the year 2030 using the “Trend” scenario will have at least 50% more traffic than we see today. Many routes will have more than twice the amount of traffic as today. One reason for the additional congestion is the dispersion of households throughout the region. People have to travel a long distance from where they live to where they are going to work, shop, and play.

With traffic and congestion on the rise, **we heard clearly from our residents that this is not the choice for the future.** Therefore, more options are needed such as transit, bike lanes, and

⁴⁵ COMPASS 2030 Base Case “Trend” Analysis – Needs Identification URL: <http://www.communitiesinmotion.org/Documents/datareports/2030BaseCase”Trend”Report.pdf>

walking paths. The vision for *Communities in Motion* provides for a greatly expanded transit system. The discussion about the issues of jobs/housing balance is also a factor. If people live closer to their jobs, the commute is not nearly as difficult as traveling across the region.

Issue 3: Connectivity through Higher Densities and Less Land Developed

These issues are inter-connected and some density is needed to make the *Communities in Motion* vision a reality. Expansion of the transit system is a major part of the vision. However, the current densities in housing and commercial properties do not support transit. Higher densities strategically placed around transit centers, downtown core areas, and transit corridors can provide better connectivity to jobs and every day needs than low densities throughout the region. “Higher density” does not mean New York City.

A transit system can be supported with densities as low as seven or eight housing units per acre⁴⁶ in these strategic locations. (The typical subdivision in Ada County or Canyon County ranges from two and a half to four homes per acre.)

With higher densities, less land is developed. Demographers anticipate significant growth over the next twenty-five years. If every new home is place on at least half an acre, in a very short time, there will be no acres left! Higher densities in those certain areas end up using 66% less acres of land than the current style of development.



Example of higher density subdivision in Boise

⁴⁶ Transit supportive housing density – seven or eight units per acre can be derived a variety of ways including a wide mix of densities that averages the desired density per acre.

Issue 4: Open Space and Farmland

Communities in Motion encourages the retention of open space. This includes prime farm land and “buffer zones” between cities to support the unique boundaries of each city. Transportation decisions play a role in preserving open space. For example, a decision to build a road may result in an unanticipated outcome of encouraging development. This “induced” development could happen in places that are not consistent with the land use vision.

A planning textbook refers to induced development as the “development planning game,” where there are many “players” and “rules.” Market players benefit economically from development and government official players (who put the rules into place) maintain their power base. Although there are many official rules, it is not a linear process based on technical knowledge – it is based on politics.⁴⁷



Agriculture near Middleton.

Density without good design is a problem.

Five Density and Design Principles⁴⁸

Increase densities in appropriate locations

Connect people and places through a complete street network that invites walking and bicycling and provides convenient access to bus or rail

Mix uses to create a quality of life where people may choose to live near their work, walk to the local store, or bike to the library with their kids

Place parking in alternative locations to support density and create inviting places to walk

Create great places for people

⁴⁷ *The Practice of Local Government Planning, Third Edition*, American Planning Association, for ICMA University, 2000, page 152-153.

⁴⁸ *Creating Great Neighborhoods: Density in Your Community*, Local Government Commission Report 2003. URL: http://www.lgc.org/freepub/PDF/Land_Use/reports/density_manual.pdf

More specifically, an example of induced development is when a roadway is developed between two cities to provide better connections between the cities. Business people opt to develop the land that now has good access. What happens to the regional vision and long-range plans? Politicians may side with the developer and cause an unintended outcome of developed land between the cities - reducing available open space between them. The decision to make the roadway connection “induced” development along that corridor.

In Sum

Regional growth will transform our community over the next 25 years. The issues and opportunities presented by that growth have been discussed in this chapter. Two distinct futures, “Community Choices” and “Trend,” were presented, each with a potential to happen. “Community Choices” would result in more compact growth, with a mixture of land uses and a greater potential for walking, biking and transit use. “Trend” would result in a much less compact region, less open space and a continued reliance on the automobile for virtually all travel.

The plan opts for “Community Choices.” The transportation system to serve that vision and the financial needs to pay for the system are laid out in Chapters 4 and 5.

“Multi-family housing is constantly encouraged by city and county planners. Yet, the common space often is a berm, or storm drainage. There is a real need for true functional open space.”

Treasure Valley resident

CHAPTER 3

GETTING AROUND

Where Are We Now?

People in the Treasure Valley move around the region in many ways. This chapter explores mobility in 2006, including roads, transit, pedestrian, bicycle, and freight options, and defines both street classifications and the “congestion management system.” More detail on transportation services can be found in *Existing Conditions and Trends Analysis*.⁴⁹

Roadways

A number of agencies manage roadways throughout the region. These are:

Idaho Transportation Department (ITD) – ITD has jurisdiction over the state and federal roadways throughout the state, and is responsible for 11,853 lane miles and 1,700 bridges. ITD District 3, which comprises ten counties in Southwest Idaho, has 2,529 lane miles of highway and 392 bridges. The ten counties contain 43% of the state population. Of the 160 miles that were congested across Idaho in 2004, District 3 accounted for half the mileage.⁵⁰ ITD also has divisions for aviation and public transportation.

Ada County - Ada County has a unique jurisdiction for roadways. There is only one roadway jurisdiction in the entire county, Ada County Highway District (ACHD). ACHD maintains and makes improvements throughout the county. No cities have roadway jurisdiction. Ada County is perhaps the only county in the nation with this type of jurisdiction.

Boise County – The larger cities within Boise County (Horseshoe Bend and Idaho City) have roadway jurisdiction. The county has a Road and Bridge Department with jurisdiction over the unincorporated areas of the county.

Canyon County – Canyon County has multiple roadway jurisdictions. Each larger city (Nampa, Caldwell, Middleton, and Parma) within the county has jurisdiction over its roadways. There are four highway districts: Nampa Highway District #1, Notus-Parma Highway District #2, Golden Gate Highway District #3, and Canyon Highway District #4. The smaller cities contract roadway services from the nearest highway district.

⁴⁹ “Existing Conditions and Trends Analysis,” Kittelson & Associates, URL: <http://www.communitiesinmotion.org/Documents/datareports/ExistingConditions.pdf>

⁵⁰ *Annual Report, 2004*. Idaho Transportation Department, URL: <http://itd.idaho.gov/Publications/2004AnnualReport.pdf>

Elmore County – Elmore County also has multiple roadway jurisdictions. The cities in Elmore County (Glenns Ferry and Mountain Home) have jurisdiction over their roadways. There are also three highway districts: Atlanta Highway District, Glenns Ferry Highway District, and Mountain Home Highway District with roadway jurisdiction over the remainder of the county.

Gem County – The City of Emmett has roadway jurisdiction, and the county has a Road and Bridge Department with jurisdiction over the unincorporated areas of the county.

Payette County – The cities in Payette County (Fruitland, New Plymouth, and Payette) have roadway jurisdiction. There is one highway district (Highway District #1) with roadway jurisdiction over the unincorporated areas of the county.

Transit Services

The roadway system also serves the bus system, thus roadway congestion affects bus service. The *Communities in Motion* process has proven the interconnection of roadway improvements and transit improvements.

In 1994, state legislators passed a law giving citizens the opportunity to vote on the formation of public transportation authorities. At that time, voters in Ada County and Canyon County recognized the need for a regional public transportation system and approved the formation of a regional public transportation authority (RPTA) for the region in November 1998. The



law stipulates that where an RPTA is approved, it will have sole jurisdiction over public transportation services inside its region. COMPASS was instrumental in the educational outreach efforts forming the RPTA.

December 1998, COMPASS members (then Ada Planning Association), helped form a RPTA Board of Directors to serve each county. In early 1999, the two RPTA Boards voted to merge together to form one RPTA, named Valley InterArea Transportation (VIATrans). In June 2002, the VIATrans Board voted to change the agency name to ValleyRide.

Bus Services

In July 2002, all assets of the Boise system (Boise Urban Stages, or BUS) were transferred to ValleyRide. ValleyRide became the grantee and recipient of federal funding for public transportation in Ada County and Canyon County. ValleyRide also operates the bus line in Garden City. In 2003, ValleyRide entered into agreements to provide service in Nampa and Caldwell as well as between Ada County and Canyon County. The confusion between the various bus services and the RPTA, caused the

agency to change its name again in November 2004, to Valley Regional Transit. Bus services are still referred to as ValleyRide. Public transportation provided 0.6% of the commute trips in 2000 within Ada County and Canyon County.⁵¹

The current fixed route services⁵² for Ada County and Canyon County can be found on the ValleyRide website. There are no fixed route services for the Partnering Counties, which lie outside the boundaries of Valley Regional Transit. All six Partnering Counties have bus services for senior citizens through senior programs in each county, although, most of these services are on a limited basis. Due to lack of fixed-route services, only 0.1% of the work trips were served by transit.

Vanpool and Carpool Services

Ada County Highway District operates a carpool and vanpool program called Commuteride, and sponsors twenty-two park & ride lots throughout the Treasure Valley. ACHD Commuteride carpools and vanpools are available in Ada, Canyon, Elmore, Gem, and Payette Counties; these carpools and vanpools are essential commuting options for people in these counties who choose not to drive. Between 1992 and 2004, the number of vans in the vanpool program increased from ten to seventy-one vans.

Another fifteen vehicles were added to the vanpool fleet in 2005 bringing the total number of

vans to eighty-six. ACHD Commuteride maintains a database of 1,600 people who are interested in carpooling. For longer trips on lower-demand corridors, vanpools offer cost-effective public transportation to commuters with regular work schedules. Since drivers are commuters who volunteer to drive the vehicles, operating costs are low and the monthly fares paid by riders pick up a substantial portion of the cost. Carpooling and vanpooling in the six-county area represented 11.4% of the commutes in 2000 according to the U.S. Census.



Passengers Boarding ACHD Commuteride Van

⁵¹ U. S. Bureau of the Census, 2000.

⁵² Valley Regional Transit, "Fixed route services," URL: <http://valleyride.org/>

Transit and Land Use

If the "Trend" scenario continues, the effectiveness of the transit system, even if expanded, will not be much better than it is today. Why? Because housing needs to be developed in a more compact form in order to support transit service. Think of it as having customers close to a business. The more spread out the development patterns the longer people have to walk to the service and the more expensive it is to provide the service. Mixed-use transit nodes support a more efficient transportation system by doing double-duty; they eliminate or limit the need for travel by putting goods & services closer to more people AND they make transit more efficient by clustering housing around a transit node.

Fixed-route buses become much more effective when housing densities approach six to



eight units per acre within a quarter mile of a transit route. Clustered employment, shopping and services are also beneficial for an effective transit system. Since most transit passengers need to walk at one end of their trip or the other, the distance between their homes and the routes or between the routes and their destinations is important. National and local surveys find that nearly all transit riders have their origins and destinations within a quarter to a half mile of their bus routes.

The pedestrian aspect of transit also means that the quality of the pedestrian experience is critical in encouraging transit use. Good sidewalks, street lighting, safe street crossings, and landscaping are all elements in that experience.

Valley Regional Transit recently completed a six year Regional Operations & Capital Improvements Plan⁵³ (ROCIP) that includes two conceptual service plans referred to as Low Growth and High Growth scenarios. The “growth” in this case refers to the growth in income levels for the transit system.

As of 2006, Valley Regional Transit has no dedicated local source of income other than voluntary general contributions from local governments. The income referred to in the ROCIP includes some sort of tax or fee collected solely for the purpose of funding the transit system. Valley Regional Transit implemented a

⁵³ Valley Regional Transit, “Regional Operations and Capital Improvements Plan,” URL: <http://site303.webhost4life.com/vrtransit/PROJECTSSTUDIES/REGIONALOPERATIONSANDCAPITALIMPROVEMENTPLAN/tabid/103/Default.aspx>

short-range restructure of the transit system and are developing incremental service enhancements based on the ROCIP. However, the expansion proposals in the ROCIP are not scheduled to begin until a funding source is identified, then it would extend for six years.

The “Trend” scenario anticipates about the same amount of service as is available today because the land use is not conducive to public transportation services. The “Community Choices” scenario begins with current service levels and quickly expands to and beyond the High Growth scenario identified in Valley Regional Transit’s ROCIP to include rail service or a bus rapid transit system.⁵⁴

The transportation bill signed in August 2005, Safe, Affordable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) provided some new categories of funding. However, to be eligible for these funds, a detailed and involved plan for transportation services must be developed. This plan is called the *Transportation Service Coordination Plan* (TSCP). Valley Regional Transit, in cooperation with COMPASS, is in the process of creating this plan with a target completion in 2007.

Discussion about the progress of the rail corridor is on page 9 of this chapter.

⁵⁴ Bus Rapid Transit (BRT) is a transit system that operates like a train on dedicated right of way; however, it is on rubber tires, allowing it to operate on streets like a bus. There are numerous internet sites that give detailed information on BRT. *Metro Magazine* is one that provides good information about this type of transit service. URL: http://www.metro-magazine.com/t_brt_home.cfm

Transportation by Foot and Two-Wheels

Ada County jurisdictions support pedestrian and bicycle facilities. The Greenbelt is over thirty miles long and runs along the Boise River through the cities of Boise, Garden City, and Eagle. The City of Kuna has a half-mile stretch of Greenbelt along Indian Creek, and Meridian has a small portion along the Ten Mile Canal. These are used for recreation, but can also serve as a corridor for bike and pedestrian commuting. *Communities in Motion* evaluates formal transportation facilities rather than those recreational in nature.

Bikeway Map⁵⁵

The Ada County Highway District has increased the miles of bikeways (bicycle lanes and wide, bike-able shoulders) in Ada County from about forty in 1998 to more than one-hundred miles in 2005. In 2004, the Ada County Highway District received the Bicycle Friendly Community Designation from the League of American Bicyclists.



⁵⁵ Bikeway Map 2030, COMPASS, URL: http://www.communitiesinmotion.org/Documents/datareports/Bikeway_E.pdf

The cities of Nampa, Caldwell, and Middleton are also working to create a better connected bicycle and pedestrian network.

As with transit, pedestrian and bicycle trips in the “Trend” scenario will be rare. The 2000 Census reported that 3.3% of commuters in the six-county area walked or biked to work versus 91.2% who drove or shared a ride in a private vehicle. The walk/bike share declined from 1990, when it was 3.7%. Pedestrians and bicyclists need relatively short trips to destinations as well as facilities that are well-connected and safe. The “Community Choices” scenario supports pedestrian and bicycle activities because people live closer to where they work and recreate. The transportation system for “Community Choices” encourages alternate modes of transportation with better connections, closer commutes, and available connections on transit services for longer trips. Bicycle and pedestrian facilities can account for 30% of the total cost of widening a two-lane roadway to a five-lane roadway.

As noted above, improved bicycle and pedestrian facilities will increase the use of public transit by easing access to bus stops and train stations. Also, pedestrian and bicycle trips can make a disproportionate, positive impact on air quality by replacing short trips by car. The reason is that the first mile or two with a cold engine produces far more pollutants than when the engine is warm and operating efficiently.

A cultural change is also necessary to make walking or bicycling an effective choice. Work places must have a place to store bicycles, a bathroom that includes shower facilities, and possibly flexible hours to support those commuters that do not wish to drive their cars to work.

In 1996, an Ada County bicycle and pedestrian plan, *Ridge to Rivers Pathway Plan*⁵⁶, was adopted by the COMPASS Board. This plan for bicycle and pedestrian transportation will be updated and expanded into other counties in the future.

Freight Services

Freight in Southwestern Idaho is moved by highway, rail, and air. Little information exists regarding freight movement for Southwest Idaho. However, a study of truck freight movement is scheduled for FY 2007.

Highway Freight

The majority of freight movement in the region occurs via the highway system. Even freight brought into or leaving the area by other means is transported by truck either to or from the other mode of transportation.

Trucking companies serve the region’s freight needs with widely varying travel patterns, times of operation, and specializations. The planning team interviewed personnel of several trucking companies to gain information about the materials

⁵⁶ “Ridge to Rivers Pathway Plan,” URL: <http://www.compassidaho.org/documents/planning/studies/Ridge-to-Rivers.pdf>

they haul, the routes they take, hours of operation and capacity or safety issues that they observe in their travels.

The majority of those interviewed want:

- Safe roadway conditions;
- Increased capacity on the arterial network, reducing the need for commuters to resort to I-84; and
- Longer acceleration lanes at selected interchanges to allow for safe merging of large trucks.

Some of the trucking companies serve a limited number of regional destinations and schedule their trips around peak periods so that congestion does not hinder their business. Others noted that they serve a large number of local customers and that congestion is adding to their business cost. They clearly want to see alternatives. Business people participating on the [Regional Transportation Task Force](#)⁵⁷ noted that the “cost of doing business, such as transporting materials, is increasing;” and that driving from one end of town to the other has become difficult and hinders business.

[Rail Facilities Map](#)⁵⁸ (Six-county map)

⁵⁷ “Report,” Regional Transportation Task Force, URL: <http://www.communitiesinmotion.org/rttf.html> .

⁵⁸ Rail Facilities Map, COMPASS, URL: <http://www.communitiesinmotion.org/Documents/datareports/rail.pdf>

"...statistics will save us from doing what we do, in the wrong places. ... The surplus, that which is produced in one place to be consumed in another; the capacity of each locality for producing a greater surplus; the natural means of transportation, and their susceptibility for improvement; the hindrances, delays, and losses of life and property during transportation, and the causes of each, would be among the most valuable statistics in this connection."

Internal Improvements, Speech of Mr. A. Lincoln of Illinois in the House of Representatives, June 28, 1848, Cong. Globe, 30th Cong., 1st Sess. 709-711 (1848)

Rail Freight (with Passenger Discussion)

Rail freight in Southwest Idaho focuses on farm, food, and wood products, and this focus is expected to continue. The closing of the region’s Boise Cascade sawmills and the Nampa intermodal facility (Comptons) will result in a reduction in the proportion of wood products being shipped by rail in the future.

The Union Pacific (UP) Railroad main line will remain the primary rail system in the region that moves goods to and from the West Coast ports and Midwest markets. Amalgamated Sugar and Simplot are UP’s largest customers in the region. According to UP staff, the company does not plan to change its operations in the region; however, they are concerned about the safety of rail crossings and adequate separation from populated areas.

Idaho Northern & Pacific Railroad (INPR) leases the freight rights for the Boise Cutoff (the

section of rail between Nampa and Boise) and serves a number of industrial customers, with a focus on forest products, agricultural products, and chemicals. In recent years, INPR has rebuilt a declining freight market, increasing volume by a third. This demonstrates a legitimate need for rail freight movement. While there is still some room for future expansion through existing customers, the line has a limited number of available building lots that abut the rail corridor. Some prime rail building sites are occupied by non-rail users.

The City of Boise wants to continue to preserve the rail corridor for industrial uses in order to encourage economic development as well as for a variety of local and regional uses including

potential passenger service. Any significant increase in rail-served industrial land would likely have to come east of Boise, along a line previously used by Amtrak, to provide service to Boise off the UP main line. INPR says clients have expressed interest in finding large industrial development parcels that could be served by rail but that a limited number of sites are currently available. Existing restrictions prohibit the movement of hazardous materials along the Boise Cutoff due to its proximity to urban areas.

While INPR leases the freight rights on the Boise Cutoff, it does not own the rails or have the rights to operate passenger service. After the end of Amtrak service on the Cutoff in 1997, the City of Boise acquired the rail section connecting Boise to the main line near the Orchard town site, southeast of Boise, through a purchase and donation to preserve that corridor.

In 2003, Valley Regional Transit took an initial step to evaluate the possibility of regional passenger rail service from Boise to Nampa. This technical study, called the Rail Corridor Evaluation,⁵⁹ determined that the track is still in good condition, but requires upgrades. This upgrade is estimated to cost between \$40 and \$50 million, with at least that much more for the purchase of the rail cars and construction of stations, park & ride lots, dispatch/control center and a maintenance facility. Funding to support the



⁵⁹ “Rail Corridor Evaluation,” Valley Regional Transit, URL: <http://site303.webhost4life.com/vrtransit/PROJECTSSTUDIES/RAILCORRIDOREVALUATION/tabid/109/Default.aspx>

costs to operate the system would have to be secured.

According to INPR staff, they believe that the introduction of passenger service on the Boise Cutoff will dramatically affect the company's business along the single branch line. However, because the Boise-Nampa rail line handles only a moderate to light level of local freight traffic, it may be possible to shift rail freight service to nighttime hours only. While there are some areas where freight trains could pull aside to allow passenger trains to pass, it would most likely require INPR to service customers at off-peak hours. Assuming public ownership of the Boise Cutoff, commuter passenger service would still require an agreement with INPR.

The feasibility of passenger commuter rail service along that corridor will depend upon the development of an integrated land use and urban design pattern and identification of a local, on-going, funding stream. The rail system also depends on an extensive complementary bus system to link other parts of the region to the rail corridor. A feasibility study on the rail corridor between downtown Boise and the City of Nampa will begin in late 2006.

Air Travel and Freight

The largest air facility in the region is the Boise Airport (BOI), also known as Gowen Field or Boise Air Terminal. In the mid-1990s, the Boise Airport began expansion to accommodate more passengers and freight. A master plan evaluated the community's recent and future

growth and suggested that the airport grow in

Boise constructed its first municipal airport in 1926 along the Boise River, where Boise State University is located today.... By 1938, Boise purchased land and relocated the airport to its current location. At the time the 8,800-foot runway was the longest in the nation.

- Boise Airport Year in Review 2003

phases. The plan predicts an increase from the current three million annual passengers to approximately six million by 2020⁶⁰. A new terminal was opened in 2003; a year later, the airport unveiled a new food court, ground-loading concourse, and a security checkpoint. In 2005, Concourse B was refurbished. Future additional improvements include:

- New taxiway exit for the runway;
- Full-length, parallel taxiway on the south side of the runway;
- New, longer parallel runway;
- Relocation of the traffic control tower;
- Larger spaces for general aviation, air cargo, and the National Interagency Fire Center; and
- Additional parking.

These improvements are paid for using federal grant funds, direct funding from the Federal Aviation Administration (FAA), use fees, and terminal rent. No local tax payer dollars were used.

⁶⁰ "Boise Airport Year in Review," 2003, Page B.

Boise Airport Statistics⁶¹

	End of Year 1995	End of Year 2004	Change 1995-2004	Projected 2020	Change 2005-2020
Enplaned Passengers	1,107,571	1,444,260	30.4%	2,620,000	81.4%
Total Freight and Air Mail (tons)	35,952	48,203	34.1%	129,600	168.9%

The above table shows general statistics and projections for the Boise Airport from 1996 through 2020 below, which illustrate the growth the airport has experienced and expects to experience in the next fifteen years.

Gowen Field, located within the Boise Airport, is home to the Idaho National Guard, which includes the 124th Wing of the Air National Guard and two aviation battalions of the Army National Guard. With Mountain Home Air Force Base located approximately fifty miles east of Boise, U.S. Air Force aircraft use the Boise Airport on a regular basis.

All counties within the study area rely on the Boise Airport for commercial passenger air travel.

Two airports in Canyon County serve commercial aviation: Caldwell Industrial Airport and Nampa Municipal Airport.

The Caldwell Industrial Airport sits alongside I-84 on 154 acres of land. A total of 460 acres was purchased in 1971 for the airport to ensure an adequate amount of land for future growth. Over 400 aircraft are housed at the airport with enough

room for 1,000 more. The airport's Master Plan calls for an extension to the runway (from 5,500 feet to 7,140 feet) and installation of a precision approach. A new terminal building is also under construction with expected completion in 2006. The new terminal will include a state of the art pilots' lounge, car rental booths, insurance and freight offices, and a one-hundred-seat café.⁶²

The Nampa Municipal Airport was built in the 1930s and is located on 2000 acres in northeast Nampa; it has an additional twenty acres for future development. The city owns the airport. A single runway, 4,050 feet by seventy-five feet accommodates an estimated 118,100 annual operations (August 2005) and 315 based aircraft. Nampa airport staff estimates the facility could accommodate another seventy-one aircraft hangers plus twelve business lots for additional aircraft. Future plans integrate airport development and surrounding uses to achieve long-term compatibility. The airport has a Master Plan that will guide phased development through 2012.

⁶¹ City of Boise, <http://www.cityofboise.org/transportation/airport/statistics/?MID=022Y>, June 2005 and "Boise Airport Master Plan: Final Report," February 2001, Exhibit 2E: Aviations Forecasts Summary.

⁶² City of Caldwell website: <http://city.cityofcaldwell.com/index.v3page?p=32336>, August 1, 2005.

There are many airports in the six-county area⁶⁴, but the majority are private use facilities.

Below is a listing of public use airports in the planning area.

Public Use Airports in the Six-County Area⁶³

County	Airport	Acreage	Comments
Ada	Boise Airport	5,000	Operated by the City of Boise
Boise	Garden Valley Airport	25	Operated by the Idaho Transportation Department, Division of Aeronautics
	Idaho City USFS Airport	12	Operated by the U.S. Forest Service
	Warm Springs Creek (Lowman)	19	Operated by the Idaho Transportation Department, Division of Aeronautics
Canyon	Caldwell Industrial Airport	154	Operated by the City of Caldwell
	Nampa Municipal Airport	126	Operated by the City of Nampa
	Parma Airport	44	Operated by the City of Parma
Elmore	Atlanta Airport	14	Operated by the Idaho Transportation Department, Division of Aeronautics
	Graham USFS Airport	11	Operated by the U.S. Forest Service
	Weatherby USFS Airport	15	Operated by the U.S. Forest Service
	Glenns Ferry Municipal Airport	85	Operated by the City of Glenns Ferry
	Mountain Home Municipal Airport	443	Operated by the City of Mountain Home
	Pine Airport	16	Operated by the Idaho Transportation Department, Division of Aeronautics
	Smith Prairie Airport (Prairie)	39	Operated by the Idaho Transportation Department, Division of Aeronautics
Gem	Emmett Municipal Airport	80	Operated by the City of Emmett
Payette	Payette Municipal Airport	260	Operated by the City of Payette

⁶³ “Report,” Idaho Transportation Department, Division of Aeronautics, NFDC Facilities, May 3, 2005.

⁶⁴ Aviation Facilities Map (Six-County), URL: <http://www.communitiesinmotion.org/Documents/datareports/rail.pdf>

⁶⁵ “City of Nampa Comprehensive Plan,” January 2004, pages 81 and 91, and Colleen Hartnett, Nampa Airport Director, City of Nampa, August 10, 2005.

Although **Mountain Home Air Force Base** (AFB) in Elmore County is not used publicly, the Base is important to the region. Mountain Home AFB and the 366th Wing have a rich history that stretches back more than fifty years to the United States' entry into World War II. Although the wing itself was not activated until after World War II, it shares the World War II heritage of the 366th Operations Group, whose precursor organization, the 366th Fighter Group, was established about the same time the base was being built.

Short-Range Funded (Committed) Projects

The preceding information is intended to help the reader understand the context of the plan: the players, the variety of issues, and the different modes. This section presents information about what is already underway in terms of transportation investments. Many of these projects have surfaced in prior plans and are just now being budgeted for improvements. Because they are budgeted, they will not need to show up in the plan's recommendations in Chapter 4, but the reader needs to know they are in process.

Projects that are already programmed⁶⁶ in the State Transportation Improvement Program for FY 2006-2010 are considered to be the short-range (committed) list of projects for this planning period. Those projects include:



MOUNTAIN HOME AIR FORCE BASE, Idaho (AFPN) -- A crew chief uses hand signals to communicate with an aircrew before they take off to perform an evening training sortie over central Idaho. The F-15E Strike Eagle is a dual-role fighter designed to perform air-to-air and air-to-ground missions. An array of avionics and electronics systems gives the F-15E the capability to fight at low altitude, day or night, and in all weather. (U.S. Air Force photo by Master Sgt. Scott Wagers)

The projects listed below include only the major capital improvements in the region, i.e., projects on arterial roads or highways that involve additional lanes or new construction or transit equipment and facilities. They are listed here for informational purposes and are not subject to prioritization or additional planning reviews. Other projects of less significance are also programmed. These minor or more localized improvements can be found in the Idaho Transportation Department's [State Transportation Improvement Program](#)⁶⁷ or the jurisdiction's Capital Improvements Program.

⁶⁶ Programmed Projects are projects that have been budgeted for implementation within the next three years.

⁶⁷ "State Transportation Improvement Program," ITD, URL: <http://itd.idaho.gov/planning/reports/category.htm>

REGIONAL SHORT RANGE (COMMITTED) PROJECT LIST

Key Number ⁶⁸	Project and Brief Description	Cost	Programmed Year of Construction
08799	7 th Ave North (Payette). Reconstruction/Realignment.	\$1,780,000	2006
07219	Elk Creek Bridge (Elmore County). Bridge Replacement.	\$150,000	2006
08048 / A014	Locust Grove Road: Grade Separation at I-84 (Meridian). Construct new interstate overpass 500 feet north of Overland Road to Central Way. Build to 4/5 lanes.	\$5,010,000	2006 / 2007
10062	25 Commuter Vans (Ada). ACHD purchase 25 fifteen-passenger vans (additional and/or replacement vehicles).	\$750,000	2006
03214	I-84: Karcher Road Interchange (Nampa). Construct new interchange.	\$20,379,000	2006
07192 / A013	Maple Grove: Franklin – Fairview (Boise). Widen roadway to 5 lanes with bike lanes, sidewalk, railroad crossing improvement and conduit for future signal at Irving Street. The Fairview Ave intersection will include double left turns on all legs, 2 through lanes on all legs, and right turn lanes on the east/west bound legs.	\$4,588,000	2006
RD202-53	Overland: Cloverdale – Five Mile (Meridian). Widen the roadway to a 5-lane urban section. This project will include curb, gutter, and sidewalks.	\$1,096,000	2006
08815	SH 55: Junction I-84 westbound off ramp to Franklin (Meridian). Major widening.	\$1,230,000	2006
TBD	Transit – Capital (Ada). VRT* purchase wheelchair accessible, alternative fueled replacement vehicles for the Boise Urbanized Area.	\$679,518	2006
08686	Allen Road: Junction US 30 – Vista Ave (Fruitland). Reconstruction / realignment.	\$653,000	2007
06456	Dunnigan Creek Bridge (Boise County). Bridge Replacement.	\$2,175,000	2007
09417	FY 07 Fleet Expansion (Ada). VRT purchase an alternative fueled, wheelchair accessible bus equipped with a bicycle rack to support expanded services in FY 07.	\$340,000	2007
07795	I-84: Exit 29 Franklin Road Interchange (Caldwell). Reconstruct interchange bridge and acquire additional right-of-way.	\$19,549,000	2007
09814	I-84: Gowen – Isaacs Canyon (Boise). Reconstruction of I-84 between Gowen and Isaacs Canyon interchanges.	\$10,750,000	2007
02842	Payette River Bridge (Payette). Bridge Replacement (Construction costs contingent on identification of funding source).	\$7,410,000	2007
08669	SH 21: Mores Creek Bridge (Ada). Bridge replacement.	\$3,440,000	2007

⁶⁸ Key Number. These numbers are assigned to a project for tracking purposes.

REGIONAL SHORT RANGE (COMMITTED) PROJECT LIST

Key Number ⁶⁸	Project and Brief Description	Cost	Programmed Year of Construction
10091	Transit – Capital (Ada). VRT purchase wheelchair accessible, alternative fueled replacement vehicles for the Boise Urbanized Area.	\$920,482	2007
PU3178	Transit – Capital (Canyon). VRT lease for 14 transit buses to operate Nampa Urbanized Area local and inter-county services.	\$271,700	2007
07148	US 20/26: Cloverdale Rd – Hewlett Packard Main Entrance. Major Widening.	\$5,311,000	2007
09187	11 th Ave/Indian Creek Bridge (Caldwell). Bridge Replacement.	\$712,000	2008
09188	21 st Ave/Indian Creek Bridge (Caldwell). Bridge Replacement.	\$665,000	2008
09991	21 st Ave: Chicago – Franklin (Caldwell) Widen 21 st Ave to 4/5 lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon.	\$1,310,000	2008
08433	Freezeout Hill South Passing Lanes (Gem County), Major Widening.	\$2,800,000	2008
09815	I-84: Ten Mile Interchange (Meridian). Construct new I-84 interchange at Ten Mile Road.	\$68,650,000	2008
10080	Transit – Capital (Ada). VRT purchase wheelchair accessible, alternative fueled replacement vehicles for the Boise Urbanized Area.	\$920,000	2008
PU3717	Transit – Capital (Canyon). VRT lease for 14 transit buses to operate Nampa Urbanized Area local and inter-county services.	\$271,700	2008
07238 / A015	Five Mile: Franklin – Fairview (Boise). Widen to 5 lanes with shoulder, sidewalk, and railroad crossing improvements.	\$5,616,000	2008 / 2009
08698 / A016	Franklin: Touchmark (east of Eagle Rd) – Five Mile (Boise). Reconstruct and widen existing 2/3-lane roadway to 4/5 lanes with an urban section.	\$6,414,000	2008 / 2009
08705	Canyon Creek Bridge (Mountain Home). Bridge Replacement.	\$412,000	2009
09504	Franklin: Ten Mile – Linder (Meridian). Widen roadway to 4 lanes.	\$5,430,000	2010
09817	I-84: Orchard Interchange (Boise). Modify interchange to accommodate future widening of I-84.	\$29,445,000	2010
MA203-02	Park Center Bridge East (Boise). Construct a new 2-lane bridge over the Boise River to include bike lanes, sidewalk, and greenbelt.	\$10,782,000	2010
04221	US 95: Junction SH 55 to Homedale (Canyon). Reconstruction / realignment.	\$12,560,000	2010

Congestion Management System

With the new designation of the Boise Urbanized Area as a transportation management area, a [Congestion Management System Plan](#)⁶⁹ is required under federal regulation.

A Congestion Management System (CMS) is a process for collecting data and identifying congested transportation facilities with the intent of developing appropriate mitigation measures. This system will not eliminate congestion, but will instead slow the rate at which it increases. Although federal regulations provide general requirements for a CMS, federal approval of the CMS is not required.

Generally, a CMS is designed to:

- Define and measure congestion;
- Identify and evaluate congestion and its causes;
- Identify and evaluate mitigation strategies;
- Define implementation responsibilities;
- Define an evaluation process; and
- Include all aspects of transportation planning.

Functional Street Classification

The attached maps show the functional classification of roadways for the [six-county area](#)⁷⁰ and for [Ada County and Canyon Counties](#).⁷¹ For

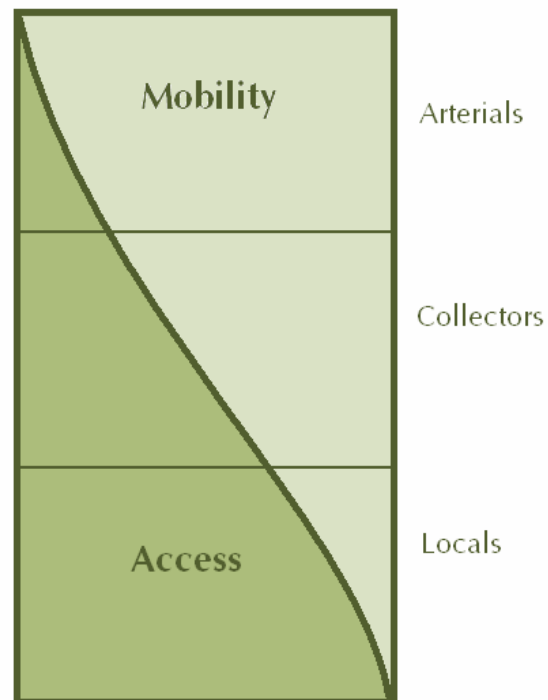
⁶⁹ "Congestion Management System Plan," COMPASS, URL: http://www.compassidaho.org/documents/prodserv/report_s/TreasureValleyCMSFinal.pdf

⁷⁰ "Planning Functional Classification Map for Six-County Region – 2030," URL: <http://www.communitiesinmotion.org/Documents/datareports/6countyfunclass.pdf>

⁷¹ "Planning Functional Classification Map for Ada County and Canyon County – 2030," URL:

the purposes of this plan, only roadways classified as arterials are shown due to the size of the planning area and the fact that the plan is regional in nature. This plan proposes sub-area studies to develop circulation and collector systems at the local level. There is also a separate map of functionally classified roadways for federal funding purposes, but with only a ten-year horizon.

Typology -- a concept that recognizes that land uses and street function should mesh with each other -- is not addressed in *Communities in Motion* at this time, but will be in an update. The



Concept drawing shows how roadways function. Published by the U.S. Department of Transportation, Federal Highway Administration, revised March 1989.

<http://www.communitiesinmotion.org/Documents/datarep>

name of this report is: *Defining the Regional Transportation System and Key Terms*.⁷²

How to Use the Functional Classification Maps

The Federal Functional Classification map is a federal requirement. The Federal Highway Administration (FHWA) requests an update of this map approximately every five years with a ten-year horizon. Roadways classified as a collector, arterial, interstate, and national highway system are identified on this map and are eligible for federal funding.

The Planning Functional Classification map is not a requirement under the federal rules. It is used as a planning and corridor preservation tool by COMPASS and local governments. This map is officially updated along with the long-range transportation plan and includes at least a twenty-year horizon. The COMPASS Board is concerned with roadways classified as arterials or greater. Proposed roadways are shown on this map to indicate where land needs to be preserved from development and to guide access management.

Definitions and Specifications

Streets in the transportation network are typically classified by how they will function in serving the traveling public. For example, local streets are intended to serve residential areas and not heavy traffic, while arterials are designed to

serve through-traffic, often restricting access (driveways and local streets) to adjacent development. The federal classification system is more restrictive than the local classification system in limiting where roads can be classified as arterial. The former is used to define the streets on which federal funds may be spent, and the latter is a corridor preservation tool for local governments.

Each roadway jurisdiction has criteria upon which to classify a roadway. These criteria range from vehicle miles traveled (VMT) to length of the roadway. However, the way a road actually functions should be the main factor in determining the classification. Various jurisdictions also have standard criteria on the number of lanes and width of roadways for each classification. These criteria vary greatly and are only used as guidance in the decisions of each agency. COMPASS staff expects to create a guidebook for functional classification to aid in future decisions of functional classification.

Interstate (classification for planning and federal map) – The Interstate system consists of all presently designated routes of the interstate system. This is the highest level of arterial roadway and includes the highest levels of access control.

Expressway (classification for planning map only) – Expressways permit through traffic flow through urban areas and between major regional activity centers. Expressways are similar to an interstate with grade separated intersections, but can include some at-grade intersections at cross streets and may or may not be divided.

[orts/adacan2030Edit_nocollector.pdf](https://www.comunitiesinmotion.org/Documents/datareports/adacan2030Edit_nocollector.pdf)

⁷² “Defining the Regional Transportation System and Key Terms,” prepared by Kittelson & Associates for COMPASS, November 2, 2004, URL: <http://www.comunitiesinmotion.org/Documents/datareports/4DefiningRegTranspSystemKeyTerms-DRAFT.pdf>

Expressways are intended to provide higher levels of mobility rather than local property access.

Expressways may have partial control of access with small amounts of direct land access.

Principal Arterials (classification for planning and federal map) – Principal arterials serve the major regional centers of activity of a metropolitan area, the higher traffic volume corridors, and the longer trips while carrying a higher proportion of the total urban areas travel on a minimum of roadway mileage. Principal arterials carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements. To preserve the long term functionality of such roadways, they should have limited access with less access control than an Expressway, but more than a minor arterial.

Minor Arterials (classification for planning and federal map) – Minor arterials interconnect with and augment the principal arterial system and provide service to trips of shorter length at a lower level of travel mobility than principal arterials. Minor arterials also distribute travel to geographic areas smaller than those identified with the higher systems. This classification includes all arterials not included in a higher classification and places more emphasis on land access than principal arterials. Such roadways should still have limited access with less access control than a principal arterial, but more than a collector.

Collectors (classification for federal map only) are roads providing traffic circulation within residential, commercial and industrial areas.

Collectors carry trips to and from arterials. Single-family homes are normally discouraged from having driveways onto collectors. Urban collector standards are generally two to three traffic lanes with sidewalks. The local roadway jurisdictions are responsible for the classification of collector designations, as collectors are considered more local in nature.

Steps to Finalize Functional Classification

A three-step process is needed to fully adopt the new Planning Functional Classification Map:

1. The COMPASS Board adopts recommended changes to the regional long-range transportation plan - which includes changes to the Planning Functional Classification Map.
2. The highway districts in Ada County and Canyon County, each city within Ada County and Canyon County, and the counties adopt the new Planning Functional Classification map in their planning documents.
3. The Partnering Counties adopt the proposed roadways and request ITD to incorporate the new roads or alignments when they could fit within the ten-year horizon of the Federal Functional Classification map.

The new Planning Functional Classification Map will replace the 2025 version in Canyon County and the old 2030 version in Ada County as the official countywide map. Changes in Boise, Elmore, Gem, and Payette Counties will be provided to the Idaho Transportation Department for incorporation into their planning maps. The following links will take you to a digital copy of these maps. (Note: the maps are formatted to print on large-sized paper.)

- [2030 Planning Functional Classification Map for Six-County Region](#)⁷³
- [2030 Planning Functional Classification Map for Ada County and Canyon County](#)⁷⁴
- Federal 2010 Functional Classification Maps for [Ada](#),⁷⁵ [Canyon](#),⁷⁶ [Boise](#), [Elmore](#), [Gem](#), and [Payette](#) counties.⁷⁷

Transit Classification

The transit system has a similar system of classification hierarchy for transit routes.

Communities in Motion focuses on the premium corridors, primary routes, and express services.

Premium Corridors are the main trunk routes, notably along the I-84/Union Pacific Rail line corridors, serving major activity centers.

Primary and Secondary Routes are fixed-routes with larger buses.

Special Routes are custom operations including demand-responsive services for persons with disabilities.

Express Services are commuter-oriented peak hour services. Outlying rural areas would be served by a different package considered more suitable to the lower population and densities. Smaller vehicles would be used, and most routes would connect to “transit centers” located at the periphery of the urban service area. These centers would allow rural residents access to the urban transit services. More detail on the classification of transit routes can be found in the [Transit Development Plan: Service Alternatives Technical Memorandum](#)⁷⁸.

Non-Motorized Classification

The pathway system has classifications for non-motorized routes. The [Ridge to Rivers Pathways Plan](#)⁷⁹ in Ada County provides details on the various paths and on-street routes for non-motorized travel. It is anticipated that the *Ridge to Rivers Pathways Plan*, or a similar plan, will expand soon beyond Ada County. The focus of *Communities in Motion* is the non-motorized routes that can be used for transportation rather than recreation.

⁷³“Planning Functional Classification Map for Six-County Region – 2030,” URL: <http://www.communitiesinmotion.org/Documents/datareports/6countyfunclass.pdf>

⁷⁴ “Planning Functional Classification Map for Ada County and Canyon County – 2030,” URL : http://www.communitiesinmotion.org/Documents/datareports/adacan2030Edit_nocollector.pdf

⁷⁵ “Ada County 2010 Functional Classification Map,” URL: <http://www.compassidaho.org/documents/prodserv/maps/adafun2010.pdf>

⁷⁶ “Canyon County 2010 Functional Classification Map,” URL: <http://www.compassidaho.org/documents/prodserv/maps/can2010E.pdf>

⁷⁷ “Partnering County 2010 Functional Classification Maps” can be found on the GIS main page of the ITD website. Each county has one rural and one or two urban functional classification maps.

URL:<http://www.itd.idaho.gov/planning/GIS/>

⁷⁸ “Transit Development Plan: Service Alternatives Technical Memorandum (page 31),” Valley Regional Transit (then ViaTrans), URL: <http://site303.webhost4life.com/vrtransit/Portals/0/Studies/TDP/FinalTDP.pdf>

⁷⁹ Ridge to Rivers Pathways Plan URL: <http://www.compassidaho.org/documents/planning/studies/Ridge-to-Rivers.pdf>

On-Street Bikeways consists of bikeways on the roadway network. Bikeways are any combination of sidewalks, bicycle lanes and bicycle routes designed to create a safer environment on the roadway for bicyclists, pedestrians and motorists.

Multiple-Use Paths consist of facilities separated from the road right-of-way for the purpose of both recreation and non-motorized transportation. A multiple-use path component is also part of a fully integrated bicycle/motor vehicle model.

Multiple-Use Trails consist of unpaved trails for open space recreation in the foothills, waterways, rural deserts of Ada County and along the historic Oregon Trail.



CHAPTER 4

DESIGNING THE FUTURE

Land Use in the Treasure Valley: Two Visions of the Future

The way the land might be used now and in the future was the first consideration when developing *Communities in Motion*. Land use scenarios were developed primarily for Ada County and Canyon County, since these two counties have the largest populations and greatest anticipated growth. These scenarios also considered the affects of growth in the Partnering Counties (Boise, Elmore, Gem, and Payette) on the regional transportation network. Although land use crafted the base for *Communities in Motion*, transportation issues remain the focus.

Communities in Motion considered future transportation needs by developing the “Community Choices” scenario for the regional long-range transportation plan and using “Trend” for comparison. “Community Choices” emerged from the “Satellite Cities” and “Corridor” scenarios from the February 2005 community workshops.⁸⁰ It may take several years for “Community Choices” development patterns to take hold, primarily because different land use patterns occur through new ordinances and amendments to comprehensive plans.

⁸⁰ For more information about how the growth scenarios were developed and how they evolved through the public involvement process, see the [Growth Scenario Process](http://www.communitiesinmotion.org/Documents/cic2006/ScenarioProcess.pdf) white paper. URL: <http://www.communitiesinmotion.org/Documents/cic2006/ScenarioProcess.pdf>

In addition, development applications now in process will flavor the pattern for many years. More than 31,000 new lots were under consideration at the end of December 2005, according to the COMPASS Annual Monitoring Report. More were filed between then and mid-2006, including a number of planned communities, which vary in size from 700 dwelling units to more than 12,000. The COMPASS Board concurred with the need to understand implications of the “Trend” scenario.

National Traffic Factoids⁸¹



“Trend” residential development

⁸¹ ABC News, February 13, 2005, <http://abcnews.go.com/Technology/Traffic/story?id=462298&page=1>

Therefore, “Trend” illustrates near-term development patterns until legal changes are enacted and accepted by the marketplace. “Trend” also illustrates the problem with the lack of existing, effective alternatives that could encourage and support a redirection of land use patterns. It is hard to encourage transit-oriented development when transit services are limited or non-existent.

“Trend” continues the general pattern of growth in the region, which has been predominantly low-density residential and office/commercial uses, with transportation networks designed almost exclusively for the private automobile.

“Community Choices” keeps the majority of new development within areas of city impact⁸² and focuses both housing and employment development along the rail and State Highway 44 (State Street) corridors. “Community Choices” develops 83,000 less acres of land than “Trend” because it introduces higher housing densities, creating more housing choices. This style of development supports alternative modes of transportation such as transit, walking, or biking. “Community Choices” will still include “traditional” housing types found under Trend, but will, however, allow and promote the more compact housing where appropriate in each

⁸² Area of City Impact is a requirement of state law requiring a land use plan that not only plans for the area within the city’s legal boundaries, but also plans for areas outside of the city’s legal boundaries that are still in the unincorporated area of the county and have not yet been annexed into the city. Officially negotiated areas of city impact are necessary prerequisite for cities to annex adjacent properties.

community. An excellent presentation on [transit-oriented development](#)⁸³ was produced by the Local Government Commission.

The table on the following page depicts the differences between land use and transportation for both “Trend” and “Community Choices” scenarios. Implications of each are also described.



“Community Choices” residential development

⁸³ *Creating Great Neighborhoods: Density in Your Community*; Local Government Commission Report 2003. http://www.lgc.org/freepub/PDF/Land_Use/reports/density_manual.pdf

Scenario Comparisons

	“Trend”	“Community Choices”
Land Use	<ul style="list-style-type: none"> ▪ Consumes 125,000 acres ▪ Growth continues on current open space ▪ 20% of development supports alternative transportation ▪ Jobs and housing remain scattered 	<ul style="list-style-type: none"> ▪ Consumes 42,000 acres (2/3 less land than “Trend”) ▪ Offers more diversified housing types ▪ Keeps jobs and housing closer together
Transportation	<ul style="list-style-type: none"> ▪ Limited options for alternative transportation ▪ Allows some development that supports transit ▪ Generates one million more vehicle miles of travel per day (21 million total VMT per day) 	<ul style="list-style-type: none"> ▪ Supports alternative transportation through higher density and proximity of housing to jobs, goods and services. (52% of development supports alternative transportation)
Implications	<ul style="list-style-type: none"> ▪ More growth in currently undeveloped areas ▪ Less choice for housing types ▪ Jobs and services remain separate and often distant ▪ Automobile dependence ▪ More personal time used to travel 	<ul style="list-style-type: none"> ▪ Preserves more open space ▪ Encourages infill and redevelopment in currently developed areas, requiring attention to design ▪ More housing choices to better reflect the needs of future population—smaller households, older population ▪ Better opportunity for alternative transportation, including transit (not as dependent on automobiles) ▪ Promotes jobs and services closer to neighborhoods ▪ Less personal time in the car



The Plan Coordination Team met throughout the summer of 2005 to develop the future regional transportation system

The Plan for Future Corridors

The Plan Coordination Team (PCT) developed a transportation system for each of the two land use scenarios. For “Trend,” the PCT analyzed the transportation deficiencies of the no-build system. The highest deficiency roadways (more than 40% over capacity) appeared as red lines on the map (see Chapter 2, page 13). The PCT took the “Visine” approach – get the red out! Land use patterns in the “Trend” scenario dictated that public transportation was not a viable option; therefore, it was anticipated that the transit system would remain much as it is today. The “Trend” transportation system is not included within the plan since it is for comparison purposes only.

However, maps of the [trend road](#)⁸⁴ and [trend transit](#)⁸⁵ systems are available.

The PCT developed the transportation system for “Community Choices” by making transit the priority and planning roadway improvements that will enhance the transit system. Surprisingly, the roadway system for “Community Choices” is very similar to the one for “Trend,” although some roadways were not widened to the extent they were under the “Trend” scenario. Additional congestion is considered more acceptable in the compact areas – just as any major city experiences congestion in their compact development areas. The “Community Choices” roadway system can be viewed as a “sub-set” of the “Trend” roadway system. The “Community Choices” transit system, shown on the following map, is more than ten times the size of the “Trend” transit system. The federal government requires that long-range transportation plans be fiscally constrained. In addition, we do not have enough funding to build an un-congested roadway network; the reality is that there is not enough money to pay for the desired transportation networks, whether “Trend” or “Community Choices,” without finding new revenue sources.

⁸⁴ Map of Trend Road Projects URL: http://www.communitiesinmotion.org/Documents/openhouses/trendroad_B.pdf

⁸⁵ Map of Trend Transit Projects URL: http://www.communitiesinmotion.org/Documents/openhouses/trendTransit_B.pdf

Unfortunately, the transit system in the Treasure Valley will not improve much beyond what we have today without a local funding source. If the region wants an efficient transit network, and local elected officials support this vision for the future, the Idaho Legislature must aid the region in finding a way to pay for the system.

The transportation demand model showed the forecasted deficiencies without all the improvements in place. This “No-Build” deficiency map includes only the projects planned

through FY 2009. Without any improvements, 43% of the major roadway system (collectors, arterials and freeways) would be over capacity.

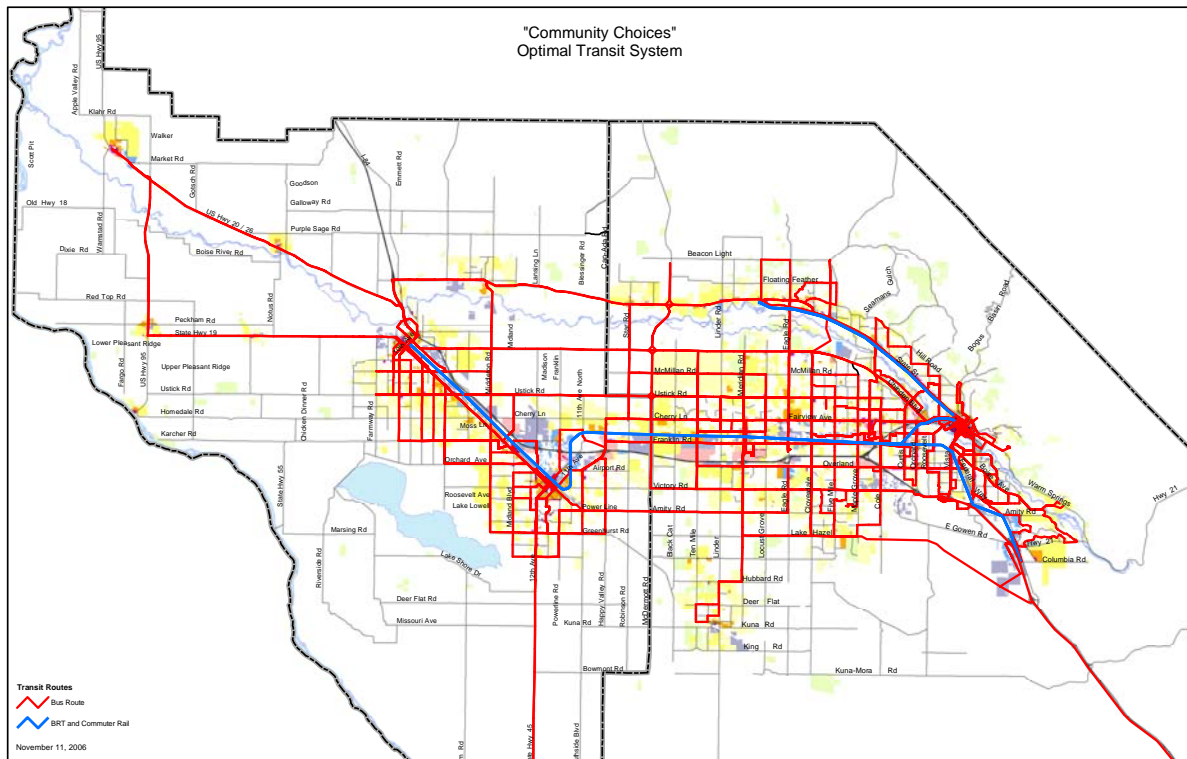
After the transportation system for the “Community Choices” scenario was developed, it was run through the transportation demand model to show the forecasted deficiencies with all the improvements in place, including expanded public transportation service

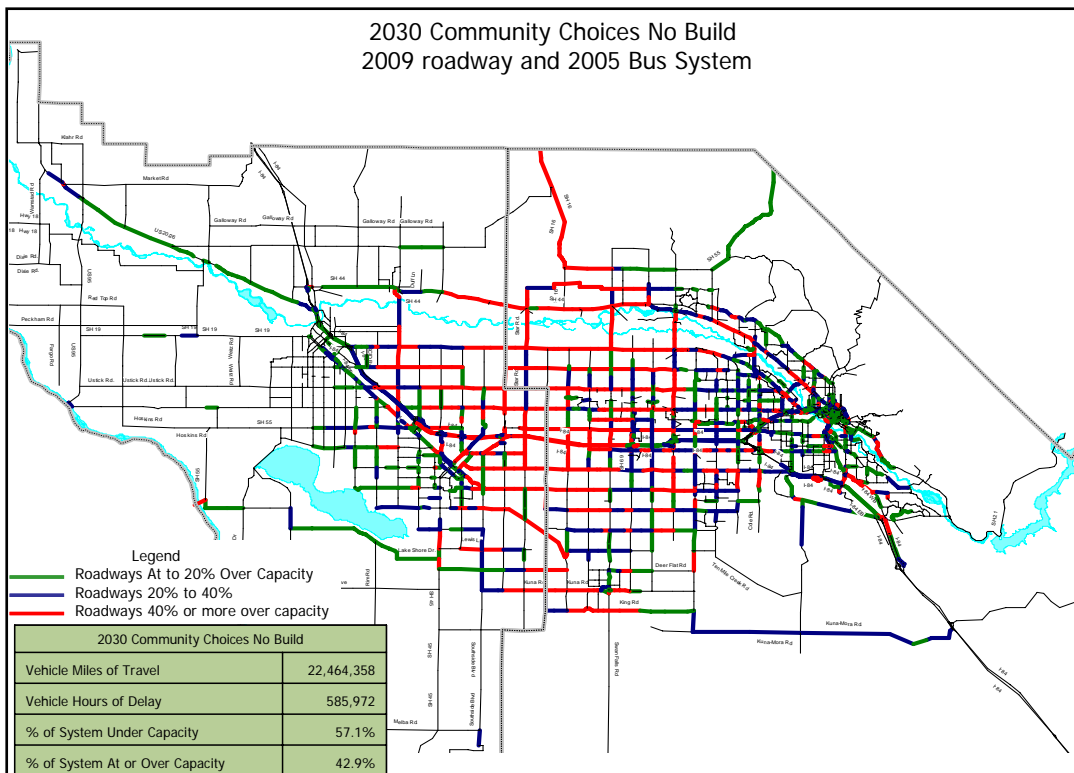
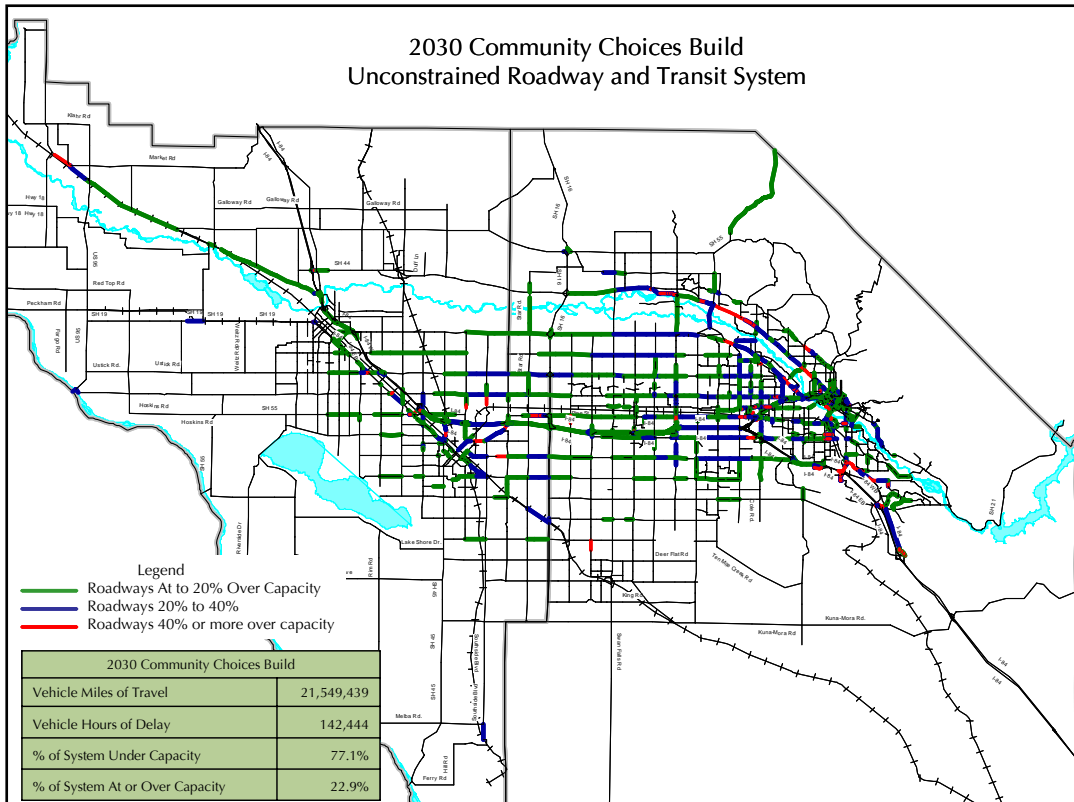
Transit Service Levels

	Trend	Community Choices
Bus local fixed-route	19	69
Express bus routes	2	3
Miles of bus rapid transit (BRT) routes	0	10
Miles of BRT or rail transit routes	0	38
Hours of service per weekday	490	4,600

This “Build” deficiency map includes the projects planned through FY 2009 as well as the entire new transportation system for “Community Choices,” including transit. With improvements, the percentage of roadways over capacity drops to 23%, with most of the heaviest congestion removed.

[Detailed Deficiency Maps¹](#) can be viewed online.





Assumptions for Corridors

Communities in Motion was developed with a vision toward large regional transportation projects rather than at specific local projects. When developing the corridor list, the CIM team assumed that:

1. The split for roadway operations/maintenance and capital projects is 50/50.
2. The split for major capital and minor capital is 76/24 (approximately \$2.2 billion for major capital and \$700 million for minor capital).
3. Minor operational projects such as improving a road to three-lanes, studies, and short connections of up to five-lane sections (one to two miles) will not be a part of the funding decision list. These will be maintained in the plan as base assumptions.

Increases in maintenance needs could greatly affect the funding available for capacity improvements.

There are two types of capital improvements: major capital and minor capital. It was determined that only the major capital corridors⁸⁶ would be included specifically in the plan and prioritized. The minor capital projects include intersections, traffic signals, shorter-length roadway projects, and safety projects. A map of some corridors, but not all that could be considered

⁸⁶ Proposed Major Capital Roadway and Transit Improvements Map URL: http://www.communitiesinmotion.org/Documents/datareports/majorcapital_D2.pdf

under the “minor” capital category⁸⁷, is available.

Evaluation of Alternative Transportation and Mode Share

In past plans, the evaluation of the effects of investment in alternative transportation modes—transit and pathways—has been informal. The travel demand model⁸⁸ was used only to forecast vehicular travel on roads. In 2005, COMPASS completed an update to its travel demand model using funds provided by Valley Regional Transit.

This updated model provided COMPASS the tools to quantify the amount of travel that would use private vehicles, transit, walk or bike. This evaluation of “mode choice” goes through the initial steps of trip generation (how many trips per day) and trip distribution (where would the trips go) and then computes the share of trips likely to use transit based on:

- Existence of transit services and sidewalks/pathways.
- Travel times and distances by each mode.
- Cost of parking.
- Proximity of employment and services to dwelling units.

The last factor is critical to biking and walking, as these are more likely to occur with shorter travel distances. Transit is more likely to be a choice when roadways are congested, travel

⁸⁷ Proposed Minor Capital Roadway Improvements Map URL: <http://www.communitiesinmotion.org/Documents/datareports/minorcapital.pdf>

⁸⁸ Travel Demand Forecast Model, White Paper, COMPASS, URL: <http://www.communitiesinmotion.org/Documents/datareports/COMPASSModel.pdf>

times on transit modes are comparable to or better than driving, and parking costs are high. (View a more technical discussion of the mode choice model by clicking [here](#)⁸⁹.)

Transit's share of regional trips by 2030 was forecasted to be less than 2% of all trips, and in 2006 less than 1% used transit to get to work. Walking and biking have higher shares of trips to work -- 3.2% -- according to the 2000 Census.

How are corridors placed in priority?

Transportation needs outweigh existing revenues available to the region over the next twenty years. Therefore, the planning team developed a process to guide the selection of corridors so that funds could be spent where growth is desired and where the transportation benefits are highest. A similar process will be used in the future to aid COMPASS and ITD in selecting projects for short-term investments, i.e., those projects included in the Transportation Improvement Program (TIP)⁹⁰ and State Transportation

Improvement Program (STIP).⁹¹ The selection and ranking process for capital projects included a variety of factors, including:

- Dollars per Vehicle Miles Traveled – the cost of improvements per vehicle mile traveled.
- Time Savings – potential time saved because of the improvements in hours.
- Connections – fills gaps in system, ties to transit spine, or removes barriers.
- Regionality – based on classification of roadway according to function: interstate, state highway, principal arterial, or minor arterial.
- Growth Area – relation of the corridor to the growth areas in the “Community Choices” scenario. The concept is that public funds would go to promote growth consistent with “Community Choices” and growth outside of the target areas would need to develop other funding.
- Percent of Regional Growth (x2) – percentage of the anticipated regional growth from 2005-2030.
- Transit (x2) – based on whether a roadway also has a regional transit route, a local transit route, or no transit route.
- Pavement and bridge sufficiency data for consideration in maintenance projects.
- Accident data for consideration in safety projects.
- Environmental issues that will help determine project readiness.
- Congestion Management System information on current system delays.
- Traffic operations issues, including project benefits as detour routes for other corridors during construction.

⁸⁹ “Mode Choice Model White Paper,” Fehr and Peers for COMPASS, April 2006, URL: <http://www.communitiesinmotion.org/Documents/data/reports/FINALMODEDOCUMENTATION041206.pdf>

⁹⁰ The Transportation Improvement Program (TIP) is a five-year approved list of priority transportation projects. The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. The list includes roadway and public transit projects.

⁹¹ The State Transportation Improvement Program (STIP) is similar to a TIP, but includes all projects in the state of Idaho, including those listed in the TIP.

- Existence of corridor management plans addressing access management and other land use policies.

One difficulty encountered in the prioritization process is the mix of corridors in the Partnering Counties (Boise, Elmore, Gem, and Payette) in the table.

The COMPASS Travel Demand Forecast Model cannot currently provide useful information on corridor volumes, time savings, and other information to allow comparison. Also, the “regional” funding pot is not really available for any corridor in the list.

As the table below indicates, over half the local entity revenues are derived from local sources such as

property taxes, impact fees, and local option registration fees. Another 41% of the revenue is obtained from the allocated state-collected revenues, primarily from the Highway Distribution Account. Ada County and Canyon County have 87% of the local revenue.

The Idaho Transportation Department would have the balance of the estimated current \$161 million available for roadways—approximately \$67 million per year. This number is only to provide a sense of the general funding distribution, and these numbers reflect the amount of funding available for all roadway investments, including operations and maintenance, minor capital and equipment, and major projects.

Breakout of Regional Funding by County

	2002	2003	2004	Average	% of Funds by County
Total for Ada County	\$52,732,215	\$53,044,690	\$64,679,096	\$56,818,667	66%
Total for Canyon County	\$16,661,956	\$18,046,929	\$19,445,745	\$18,051,543	21%
Total for Boise County	\$2,221,029	\$1,752,432	\$394,167	\$1,455,876	2%
Total for Elmore County	\$4,657,049	\$5,418,245	\$4,908,164	\$4,994,486	6%
Total for Gem County	\$644,324	\$1,820,432	\$1,988,874	\$1,484,543	2%
Total for Payette County	\$3,018,916	\$3,208,382	\$2,362,147	\$2,863,148	3%
Regional Non-ITD	\$79,935,489	\$83,291,110	\$93,778,193	\$85,668,264	
Federal Revenue	\$4,009,972	\$3,310,109	\$5,574,846	\$4,298,309	
% of Income	5%	4%	6%	5%	
State Sources	\$34,649,710	\$35,473,942	\$35,282,904	\$35,135,519	
% of Income	43%	43%	38%	42%	
Net Local Sources	\$41,275,807	\$44,507,059	\$52,920,444	\$46,234,436	
% of Income	52%	53%	56%	53%	

Therefore, it is difficult to mix the Partnering County corridors into the total for a fair and meaningful comparison. Of the \$219 million in Partnering County corridors, \$143 million are ITD system corridors, including the Indian Valley and SH 16 corridors, which are part of the Grant Anticipation Revenue Vehicle (GARVEE) bonding proposal. The \$2.22 billion funding referred to at the end of the table below includes all funding across the region—local and ITD.

The table assumes that all listed Ada and Canyon projects could be funded even if one or more of the three non-ITD Partnering County corridors were to be funded. The latter projects were not subjected to the same prioritization due to limited information on future traffic volumes and other factors. The available funding has been reduced to account for increased maintenance costs for an expanded local street and arterial street system.

**ADA AND CANYON COUNTIES – FUNDED
In Alphabetical Order**

ID	Corridor	Cost	Cumulative
1	Amity Road: Southside Blvd-Cloverdale Road. Widen from 2 lanes to 5 lanes.	\$51,900,000	\$51,900,000
2	Cherry Ln: Middleton Road-Ten Mile Road. Widen from 2 lanes to 5 lanes.	\$49,100,000	\$101,000,000
3	Cloverdale Road: Lake Hazel Road-Chinden Blvd. Widen from 2 lanes to 5 lanes.	\$43,600,000	\$144,600,000
4	Fairview Ave.: Meridian Road-Orchard. Widen from 5 lanes to 7 lanes.	\$41,010,000	\$185,610,000
5	Franklin Road: Can Ada Road-Linder Road. Widen from 2 lanes to 5 lanes.	\$26,700,000	\$212,310,000
6	Greenhurst Road: Middleton Road-Happy Valley Road. Widen from 2 lanes to 5 lanes.	\$26,700,000	\$239,010,000
7	I-84: Cole/Overland IC-Isaacs Canyon IC. Widen from 4 lanes to 8 lanes. Includes interchange reconstruction at Orchard, Vista, Broadway and Gowen.	\$293,000,000	\$532,010,000
8	I-84: Exit 29-Garrity IC. Widen from 4 lanes to 6 lanes. Includes reconstruction of Franklin and Nampa Blvd interchanges and existing over/underpasses.	\$513,800,000	\$1,045,810,000
9	I-84: Future SH 16 Interchange: (vicinity of McDermott). Construct new interchange with ramps to connect with Franklin.	\$73,600,000	\$1,119,410,000
10	I-84: Garrity IC-Meridian IC. Widen from 4 lanes to 8 lanes. Includes reconstruction of Garrity interchange and existing over/underpasses.	\$192,400,000	\$1,311,810,000
11	Lake Hazel Road: Happy Valley - Eisenmann Road (including Gowen Road Realignment)	\$104,210,000	\$1,416,020,000
12	Meridian Road: Waltman Dr-Ustick Road. Complete corridor improvements to 5 lanes. Includes partial couplet involving Main Street and Meridian Road.	\$12,700,000	\$1,428,720,000
13	SH 16: Ada/Gem line-I-84. Construct expressway with interchanges at Chaparral, Beacon Light, SH 44, US 20/26, & Ustick Road. Overpass/underpass at other roadways	\$241,860,000	\$1,670,580,000
14	SH 44: I-84-Ballantyne Road. Widen from 2 lanes to 4 lane limited access divided highway. Includes a new alternate route around Middleton.	\$83,600,000	\$1,754,180,000
15	SH 44 (State Street): SH 55 (Eagle Road) to downtown Boise (Multi-Modal Center)	\$43,840,000	\$1,798,020,000
16	Ten Mile Road: Lake Hazel - Chinden Blvd. Widen from 2 lanes to 5 lanes.	\$39,920,000	\$1,837,940,000
17	Three Cities River Crossing: SH 44-Chinden Blvd. Construct new roadway at 4/5 lanes and new bridge.	\$55,000,000	\$1,892,940,000
18	US 20/26: Exit 29-Eagle Road. Widen from 2 lanes to 4 lane limited access divided highway.	\$202,930,000	\$2,095,870,000
19	Ustick Road: Caldwell/Nampa Blvd.-Curtis Road. Widen from 2 lanes to 5 lanes.	\$103,200,000	\$2,199,070,000

Demonstration of Air Quality Conformance

Federal regulations require that metropolitan planning organizations demonstrate their transportation plans conform to the state's air quality plans. This process is often referred to as "transportation conformity." Ada County is the only jurisdiction in the six-county region required to have air quality plans as a result of past air quality problems. As part of the process, emissions are estimated and compared to budgets.

The results of this analysis are given to the Federal Highways Administration and Federal Transit Administration for approval. The transportation plan is not official until this approval is received. For more information on this process, refer to the [Draft *Communities in Motion* Conformity Demonstration](#).⁹²

⁹² "Conformity Demonstration" for Draft *Communities in Motion*, COMPASS, URL: http://www.communitiesinmotion.org/Documents/cic2006/CIM_PM_Conformity-draft2.pdf

**ADA & CANYON COUNTIES – ROADWAY – ILLUSTRATIVE
In Alphabetical Order**

o.	Corridor	Cost	Cumulative
1	Beacon Light Road: SH 16-SH 55. Widen from 2 lanes to 5 lanes.	\$37,430,000	\$37,430,000
2	Beacon Light Road Extension: Purple Sage Road-SH 16. Construct new 2 lane road.	\$3,100,000	\$40,530,000
3	Black Cat Road: Franklin Road-Chinden Blvd. Widen from 2 lanes to 5 lanes.	\$29,300,000	\$69,830,000
4	Happy Valley Road (5 lane) – from I-84 to Locust Lane	\$31,440,000	\$101,270,000
5	I-84: Ustick Road Interchange. Construct new interchange.	\$25,000,000	\$126,270,000
6	Kuna Mora Road: SH 45/Bowmont Road-existing section (including preservation for RR overpass)	\$6,000,000	\$132,270,000
7	Linder Road: Kuna Mora Road-Ustick Road. Widen/construct to 5 lanes. Includes a rail crossing in Kuna and an overpass at I-84.	\$77,530,000	\$209,800,000
8	Linder Road: Ustick Road-Beacon Light Road. Widen from 2 lanes to 5 lanes.	\$25,100,000	\$234,900,000
9	McDermott Road: I-84-Lake Hazel Road (including RR overpass at Hubbard Road). Widen from 2 lanes to 5 lanes. Access management to preserve future expressway.	\$34,600,000	\$269,500,000
10	Middleton Road: Greenhurst Road-SH 44. Widen from 2 lanes to 5 lanes.	\$64,200,000	\$333,700,000
11	Robinson Road: Greenhurst Road-Cherry Ln. Widen from 2 lanes to 5 lanes.	\$37,500,000	\$371,200,000
12	SH 45: Deer Flat Road-Locust Ln. Widen from 2 lanes to 4 lane limited access divided highway.	\$10,600,000	\$381,800,000
13	SH 55: Beacon Light Road-Brookside. Widen from 2 lanes to 4 lane limited access divided highway.	\$1,400,000	\$383,200,000
14	SH 55: Sunnyslope curve to Karcher IC. Widen from 2 lanes to 4 lane limited access divided highway.	\$44,900,000	\$428,100,000
15	SH 69 Connection: Kuna Mora Road-Kuna Road. Build new road parallel to the UP rail (north side) to connect SH 69 to Kuna Mora.	\$2,300,000	\$430,400,000

**ADA AND CANYON COUNTIES – TRANSIT – ILLUSTRATIVE
Annual Operating Costs In Alphabetical Order**

ID	Corridor	Cost	Cumulative
1	BRT along State Street from west of Eagle Road into Downtown Boise (1 Route)	\$2,602,000	\$2,602,000
2	Downtown Boise Circulator (2 Routes – start with buses and evolve to a streetcar system)	\$2,602,000	\$5,204,000
3	Express commuter bus routes between Ada/Canyon and Partnering Counties (5 Routes)	\$6,505,000	\$11,709,000
4	Express route from Caldwell into Boise along US 20/26 (Chinden) (1 Route)	\$2,602,000	\$14,311,000
5	Express route from Caldwell into Boise along Ustick Road (1 Route)	\$2,602,000	\$16,913,000
6	Express route from Nampa into Boise along Franklin Road (1 Route)	\$2,602,000	\$19,515,000
7	Rail – Boise Towne Square Mall to Micron (1 Route)	\$3,844,000	\$23,359,000
8	Rail - Downtown Caldwell to Downtown Boise (1 Route)	\$3,844,000	\$27,203,000
9	Total of 21 local bus routes serving Canyon County including circulators in Caldwell and Nampa	\$27,321,000	\$54,524,000
10	Total of 52 local bus routes serving Ada County, including circulators in Eagle and Meridian	\$67,652,000	\$122,176,000

The region also needs \$300 million in capital over the next twenty-five years to support transit.

Partnering County Corridor List

As mentioned on page 8, there were no criteria available for creating a priority list for all categories in order. These projects are not subject to the urbanized area planning requirement and

are shown for informational purposes. It has not been determined which projects will be funded in the plan.

**PARTNERING COUNTY LIST
In Alphabetical Order**

ID	Corridor	Cost	Cumulative
1	Dewey Road: City of Emmett-I-84	\$22,410,000	\$22,410,000
2	Emmett to Mesa Highway--Indian Valley: City of Emmett-Mesa (ITD)	\$45,150,000	\$67,560,000
3	Harris Creek: Idaho City-Horseshoe Bend	\$39,220,000	\$106,780,000
4	New Route: City of Payette to I-84	\$14,250,000	\$121,030,000
5	SH 16: City of Emmett-Ada/Gem line (ITD)	\$93,950,000	\$214,980,000
6	SH 21: Lucky Peak-Idaho City (ITD)	\$4,030,000	\$219,010,000



The Corridors Defined

Defining the corridors is the first step in creating the plan. Many of the corridors traverse multiple jurisdictions and several of these roadways connect county to county. To help convey the complexity of the corridor concept, each corridor is described in detail, including:

- Why the corridor is important to the region
- Characteristics of the corridor and how it is used
- Recommendations for the corridor to meet CIM goals
- Land use decisions required on this corridor to implement CIM goals (or, actions needed to occur to preserve the corridor for the future improvements)
- Opportunities or challenges for the corridor
-

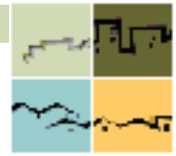
Past, current or programmed improvements to the corridor

- Recommended investments in the funded portion of CIM
- Additional desired improvements (illustrative) or other actions needed in the future—perhaps beyond 2030

To implement the corridors, each needs to be studied to determine the design for each improvement. There will most likely be multiple designs for each corridor as it passes through various land uses. This is “context sensitive” planning. For example, a roadway or bus route must fit within the land use that surrounds it. Therefore, a route through a neighborhood will look and function differently than a route through a more rural area or one that is considered regional in nature.

Each corridor is listed in alphabetical order from this point forward.

The corridor analyses are also available at:
<http://www.communitiesinmotion.org/Documents/datareports/corridorsanalyses.pdf>.



Amity Road

Amity Road connects Nampa with Boise south of I-84.

WHY THIS CORRIDOR MATTERS

Amity Road is one of only three corridors south of I-84 that connects Nampa to Boise. It also serves as an alternative route between the Garrity and Meridian Interchanges during high levels of congestion and delay on I-84.



This corridor extends east from Southside Boulevard in Southeast Nampa to Maple Grove Road in Southwest Boise.

Amity Road is two lanes and posted speeds range from thirty-five miles per hour to fifty miles per hour. It serves rural and residential land uses. A large number of the intersections along the corridor do not have signals. Travel demand along the corridor could be 30,000 vehicles per day by 2030. This increase in travel demand is dependent upon the Greenhurst / Lake Hazel Road corridor becoming a primary east - west route connecting to I-84 at the Isaacs Canyon Interchange.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Amity Road Corridor to meet CIM goals:

- ❖ Consider widening portions of the corridor to accommodate increases in future travel demand.
- ❖ Consider the signalization of key intersections.

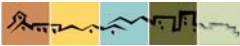
Land use decisions needed to implement the plan:

- ❖ Local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Access to the corridor needs to be managed and additional right-of-way needs to be preserved to ensure the corridor's long-term function as an arterial.

Corridor Prioritization Score

Cost in Millions	\$51.9
\$ per VMT	3
Time Total Savings	5
Connections	1
Regionality	3
Growth Area	5
% of Growth (2x)	2
Transit (2x)	3
Total Score	27

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



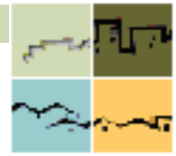
Regional Connection



CHALLENGES AND OPPORTUNITIES

As the area south of I-84 continues to develop and the capacity of the interstate reached, demand on Amity Road will increase. The need for safety/operational improvements (such as intersection signalization), access management and right-of-way preservation will increase as traffic flows increase.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>As the cities of Nampa, Meridian, and Boise grow south of I-84, the function of Amity Road has evolved from that of a rural section line road to a minor arterial.</p> <p>The overpass project at King's Corner overpass in Nampa will make the western end of the corridor safer and more accessible. The bridge crossing is funded through a local bond.</p> <p>The City of Nampa obtained high priority funding through SAFETEA-LU to widen Amity from Chestnut to the King's Corner overpass. The various stages of this project will occur from FY 2006-2009.</p>	<p>Widen Amity Road from two lanes to five lanes from Southside Road in Nampa to Cloverdale Road in Boise. Estimated Cost: \$51,900,000</p>	<p>Signalize key intersections along the corridor.</p>



Black Cat Road

Black Cat Road is an important arterial facilitating north and south travel.



WHY THIS CORRIDOR MATTERS

Black Cat Road carries a significant amount of traffic between its termini at US 20/26 and King Road, a span of thirteen miles. In 2030, the corridor is expected to carry over 24,000 trips per day on its busiest segment south of Ustick Road, and 5000 trips per day on the least traveled section north of Kuna Road. The estimates of increased traffic demand assumes a new SH 16 river crossing that connects to an expressway, a new interchange in the McDermott Road vicinity, and the widening and completion of an interchange at Ten Mile Road.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for the Black Cat Corridor to meet CIM goals:

- ❖ Widening of the corridor to five lanes is recommended from Franklin Road to Chinden Boulevard.
- ❖ Support a corridor plan for Black Cat Road.

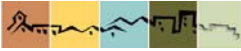
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the Black Cat corridor is managed to preserve its function as an arterial.

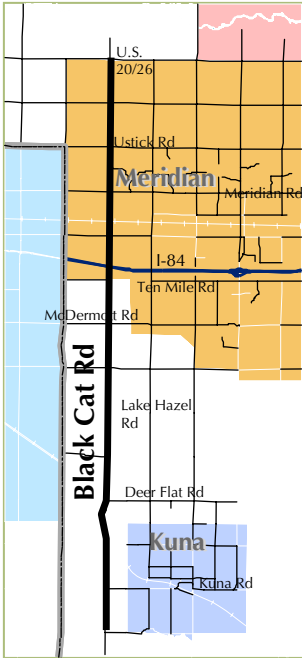
Corridor Prioritization Score

Cost in Millions	\$29.3
\$ per VMT	3
Time Total Savings	1
Connections	1
Regionality	1
Growth Area	5
% of Growth (2x)	3
Transit (2x)	0
Total Score	17

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



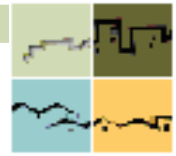
CHALLENGES AND OPPORTUNITIES

Black Cat Road has the potential to evolve as a north-south access route between McDermott Road and Ten Mile Road. Interchanges are currently planned for construction on both McDermott Road and Ten Mile Road. This leaves the Black Cat corridor serving as a minor arterial corridor between the two roadways. While it would carry significantly more traffic than it does today and is a long corridor in terms of length (13.6 miles), it will not be a primary regional route due to its lack of access to I-84, no river crossing and its very proximity to McDermott Road, which is planned to be the major north-south route.

The rail crossing north of Franklin Road will be a challenge with increased traffic on Black Cat Road and the plan for the rail corridor as a future passenger rail or bus rapid transit facility. Over one-hundred twenty homes are within one-hundred feet of the corridor between Franklin Road and Chinden Boulevard.

The increase in travel demand on this corridor is partly due to the level of development anticipated in North Meridian. The North Meridian area is a twelve-square mile area bound by U.S. 20/26, Ustick Road, McDermott Road and Eagle Road. This area could contain over 41,000 people by 2030.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>In past long range transportation plans, the proposed SH 16 river crossing showed a connection to Black Cat Road and Ten Mile Road. A river crossing is no longer a potential given the plans for a SH-16 river crossing to McDermott Road.</p>	<p>No projects are recommended at this time.</p>	<p>Widen Black Cat Road to five lanes from Franklin Road to US 20/26 (Chinden Boulevard) in the City of Meridian. Estimated Cost: \$29,300,000</p> <p>Medians may be warranted in the section due to forecasted traffic demand.</p>



Bowmont/Kuna-Mora Road

Kuna-Mora is vital to the region due to its potential role as an alternate to I-84.



WHY THIS CORRIDOR MATTERS

Today, some might not see the importance of this corridor. The road is lightly traveled and passes through agricultural areas and sagebrush; its length and undeveloped status, however, establish its importance as a future east-west route. When connected to SH 45 via Bowmont Road and improved in other sections to a better two-lane highway, Kuna-Mora Road can begin to offer travelers in Ada and Canyon counties an alternative route. While slated for minor improvements during the next twenty-five years, Kuna-Mora Road should be preserved to allow for an expressway with potential grade-separated interchanges. In 2030, the corridor is forecasted to carry just 4,000 to 11,000 trips per day. As noted in the discussion on I-84, however, even with proposed improvements, the interstate east of Cole/Overland will again be over capacity by 2030. The region should consider long-term travel alternatives to I-84, and proposed and potential development may

preclude Kuna-Mora as a future expressway unless a design is completed within the next 1-2 years.

The corridor covers nearly twenty-five miles between its western terminus at SH 45 (via Bowmont) and its connection with I-84 south of Boise. Much of the western end of the corridor is irrigated farmland. Between SH 45 and McDermott Road, over eighty homes are within a quarter mile of the corridor. Bureau of Land Management property breaks the continuity between McDermott and Swan Falls Roads. Farmland is irrigated from the Mora Canal, south of Kuna. While much of the land is held in forty acre parcels, there are many one- to five- acre parcels along the road, with many owner-occupied homes in the area. Subdivisions are increasing in number and several new homes are under construction in the Arrowrock Subdivision at Cloverdale Road.

Further east, land along the corridor turns into unirrigated land and scattered non-residential uses, including a gun club and a model airplane flight area. The Bureau of Land Management owns a small lake and wetlands near I-84.

Goals for *Communities in Motion*

Connections: Provide options for safe access and mobility in a cost-effective manner for the region.

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

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

Information: Coordinate data gathering and dispense better information.

Recommendations for Kuna-Mora Corridor to meet CIM goals:

- ❖ Kuna-Mora corridor from McDermott through to I-84 (Blacks Creek interchange) is recommended to be preserved as an expressway. From SH 45 to McDermott is recommended to be a four- or five-lane arterial.
- ❖ Alignment studies are needed within one to two years to evaluate options to connect Bowmont with Kuna- Mora around the BLM land near McDermott. This study should include an evaluation of a future connection with McDermott as an expressway. An alignment study is also needed to consider alternatives from Eagle Road to Cloverdale. Interchange locations and footprints need to be established within one to two years.

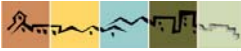
Land use decisions needed to implement the plan:

- ❖ To maintain the right-of-way to construct a future expressway and interchanges, local governments along the corridor should stipulate a minimum setback of 150 feet from the centerline of Kuna -Mora. At the intersections of Kuna-Mora with major roads, setbacks should be negotiated to preserve future interchanges.
- ❖ Direct connections to Kuna-Mora should be conditioned as temporary pending establishment of future backage and frontage roads.

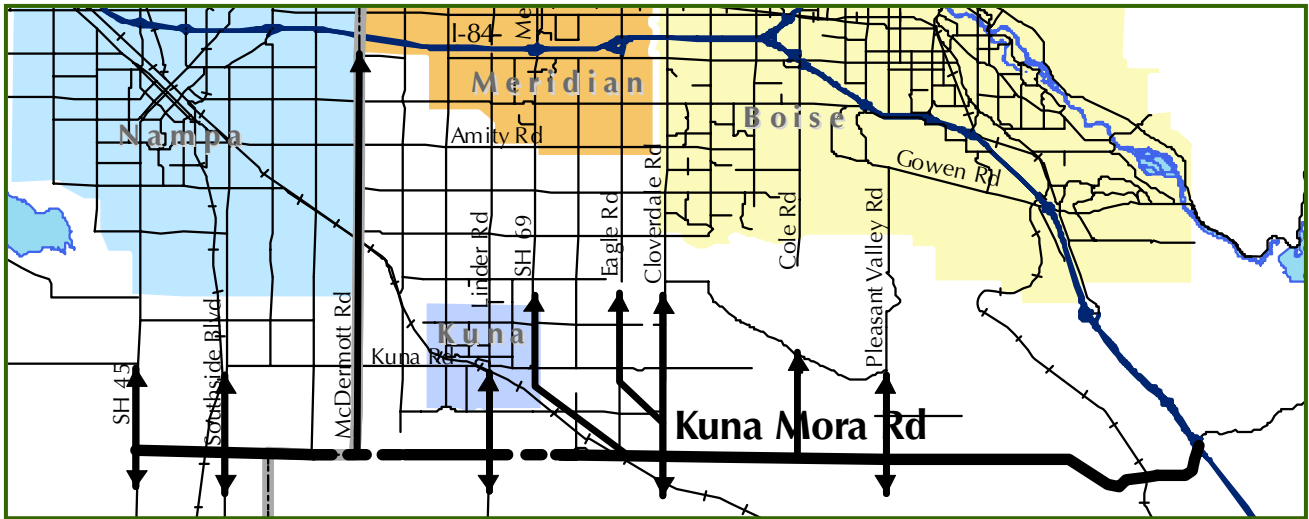
Corridor Prioritization Score

Cost in Millions	\$6.0
\$ per VMT	5
Time Total Savings	3
Connections	5
Regionality	3
Growth Area	3
% of Growth (2x)	1
Transit (2x)	0
Total Score	21

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



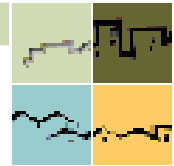
CHALLENGES AND OPPORTUNITIES

Kuna-Mora Road’s rural character is both its challenge and its opportunity. Some may believe that this rural road should be left alone until it is really needed. The issue is that development is already starting to occur along the corridor, meaning that five to ten years from now it will be far more expensive – and perhaps impossible – to create the kind of expressway facility that can offer a true alternative to I-84. As with any major road, future land uses along the corridor need to be planned with an eye toward regional needs—not just reacting to the immediate market.

East of Cloverdale there are few environmental or social challenges. Between SH 45 and Swan Falls there are as many as one-hundred fifty homes near the corridor. BLM land lies in the corridor south of Kuna-Mora Road, and the Mora Canal interrupts the continuity from Swan Falls Road to Eagle Road.

While preservation of the corridor seems prudent, construction of an expressway facility or even preservation of right-of-way is not in the 2030 funded plan. This improvement would be very costly. Many planning issue such as jurisdiction, access management, and corridor preservation will need to be addressed. It is also important to note that upgrading this facility to an expressway does not make sense without the north-south connection to I-84. (See the McDermott Road description.)

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Little evaluation of this corridor has been done. An east-west arterial was proposed in a 1996 plan along Deer Flat Road. In 2002 the COMPASS Board agreed that Kuna-Mora Road should be the future east-west arterial, but no further studies were undertaken.</p>	<p>Extend Bowmont Road/Kuna-Mora Roads to fill gaps between existing sections south of Nampa and Kuna, including preservation for a railroad overpass in Kuna. Estimated Cost: \$6,000,000</p> <p>Study alignments of Kuna-Mora Road as future expressway, including interchange locations. Evaluate alternatives outside the current alignment due to existing development. Establish future rights-of-way needs and access plan. Estimated Cost: \$2,000,000</p>	<p>Widen Black Cat Road to five lanes from Franklin Road to US 20/26 (Chinden Boulevard) in the City of Meridian. Estimated Cost: \$29,300,000</p> <p>Medians may be warranted in the section due to forecasted traffic demand.</p>



Cherry Lane/Fairview Avenue

Cherry Lane/ Fairview Avenue connects major cities in Ada and Canyon County.

WHY THIS CORRIDOR MATTERS

Cherry Lane stretches twenty miles from North Middleton Road in Canyon County near the Nampa/Caldwell city limits and I-84, to downtown Boise, changing to Fairview Avenue at Meridian Road. This east-west corridor connects Nampa, Caldwell, Meridian and Boise and serves as an alternate to I-84. The road intersects several key north-south corridors including Black Cat Road, Ten Mile Road, Linder Road, Meridian Road, Eagle Road, Cole Road, Orchard Road, and eventually connects with Chinden.



East: Much of Cherry Lane/Fairview Avenue is five lanes with signalized intersections within city limits. There is a good deal of employment along this road. More intense commercial and industrial uses lie east of Meridian Road. Future land use plans show substantial mixed-use development in the vicinity of Eagle Road. The corridor borders extensive commercial activities in Boise, which is bounded by low to medium-density residential.

West: To the west of Meridian, the road becomes two lanes with primarily unsignalized intersections. In the west, adjoining property includes agricultural uses and residential developments that transition to lower density housing in Meridian. “Community Choices” has

this corridor identified for main street type of development, compact neighborhood and residential subdivisions north of Nampa.

Bus service does not exist on this corridor west of Boise, but service is planned for Meridian in the future. For the majority of its length, Cherry/Fairview Avenue parallels the rail corridor at a distance of a half-mile to a mile. With regional transit on the rail corridor, the Cherry Lane/Fairview Avenue corridor would offer more local transit services. In the event rail service begins, transit will be needed to provide access to the stations; Cherry/Fairview is the likely route to support such service.

Current average weekday volumes range from 1,400 west of Northside Boulevard to 32,000 west of Eagle Road. By 2030, the travel demand on this corridor could range between 20,000 and 60,000. By 2030 the road, for the entire length of the corridor, is planned to function as a principal arterial serving high traffic volumes, long trips and major urban areas and activity centers.

Transportation Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Cherry Lane / Fairview Avenue Corridor to meet CIM goals:

- ❖ Widen and signalize corridor to support its future status as a principal arterial.
- ❖ Future improvements should respect future plans for transit service.

Land use decisions needed to implement the plan:

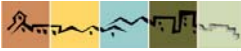
- ❖ Land-use decisions should be coordinated with Valley Regional Transit where appropriate to ensure compatibility and support for existing and future transit service.
- ❖ Land-use decisions need to ensure transit supportive densities in the area of planned transit/rail stations and other designated growth areas and discourage development outside existing urban areas.

Corridor Prioritization Score

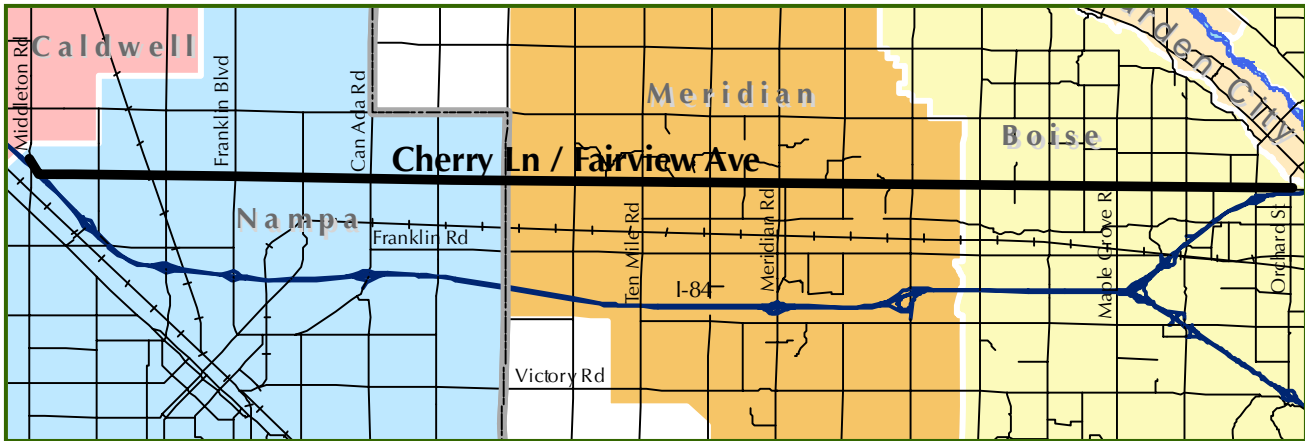
	East	West
Cost in Millions	\$41.0	\$49.1
\$ per VMT	5	5
Time Total Savings	4	5
Connections	1	1
Regionality	3	3
Growth Area	5	5
% of Growth (2x)	5	3
Transit (2x)	3	2
Total Score	34	29

West – Middleton Rd to Ten Mile Rd.
East – Meridian Rd to Orchard

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection

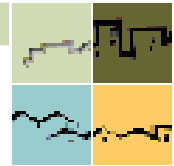


CHALLENGES AND OPPORTUNITIES

While not flagged for as substantial an increase in transit service as Franklin Road, the corridor between Meridian and Boise has a potentially critical role to play. Cherry Lane/Fairview Avenue is one of two corridors bounding the Boise-cutoff rail corridor. Given the planned increase in transit service along Franklin Road and the potential for future passenger rail service, the importance of accommodating bus operations and “non-motorized” modes of travel is critical.

Given the extensive amount of existing and projected commercial development and adjacent residential uses, Cherry Lane/Fairview Avenue will continue to provide regional connectivity as a principal arterial. Access issues and right-of-way constraints will mean a relatively slow-speed corridor, however. By 2030, six intersections from Eagle Road to Curtis Road will exceed 80,000 vehicles per day.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Once part of the original U.S. highway system, this corridor is still significant for commercial uses.</p> <p>The intersection of Fairview Avenue and Eagle Road was proposed for an urban interchange since 1996 but was not carried forward in the <i>Destination 2030 Limited Update</i>. However, the potential for an urban interchange at this location may be possible in the future as redevelopment occurs.</p> <p>The I-84 Corridor study evaluated an interchange at Middleton Road. This interchange would have impacted the alignment and connection of Cherry Lane to Middleton Road, and would have provided direct access to the interstate.</p>	<p>Widen Cherry Lane from two lanes to five lanes between Middleton Road in Nampa to Ten Mile Road in Meridian. Estimated Cost: \$49,100,000</p> <p>Widen Fairview Avenue from five lanes to seven lanes between Meridian Road in Meridian and Orchard Road in Boise. Estimated Cost: \$41,010,000</p>	<p>Median treatments are warranted on segments where daily traffic demand exceeds 24,000.</p> <p>The development of a corridor plan would assist local governments’ decisions on land use and access management prior to widening.</p> <p>The intersection at Fairview Avenue/Eagle Road is forecasted to exceed 116,000 vehicles per day by 2030. Intersections at Maple Grove and Milwaukee will be 75-76,000 vehicles per day.</p> <p>Special intersection designs along Cherry Lane/Fairview Avenue are essential.</p>



Cloverdale & Five Mile Roads

Cloverdale/Five Mile Roads are vital to the region as north-south routes.



WHY THIS CORRIDOR MATTERS

North-south travel has not been as prominent a concern in previous plans as east-west travel. But regional growth is changing the pattern of travel, and the shift in residential and employment growth will challenge existing north-south roads. Given the barriers presented by the foothills, the Boise River, the “benches” and I-84, north-south corridors are often discontinuous. Eagle Road (SH 55), widened in the 1990’s, was overwhelmed by the rapid pace of development. Most north-south roads are bordered by significant residential areas and businesses, constraining the ability to widen roads in response to travel demand.

The connection of Cloverdale Road or Five Mile Road to SH 55 via the Three Cities River Crossing will affect travel patterns, shifting part of the demand on the Eagle Road and Glenwood/Cole corridors. A decision on which roads will be connected is pending. Depending on the connections, Cloverdale and Five Mile Roads will require investments. Both are already classified as arterials. Both now cross I-84, but with limited capacity due to the two-lane configuration of the overpasses. In addition to the corridor’s importance in vehicle movement, it also could be a major transit corridor. As such, the location of major activity centers will need to be considered. By 2030, if Cloverdale Road connects to Three Cities River Crossing, traffic volumes could be 20,000 to 34,000 vehicles per day north of I-84. Without a connection, volumes on Five Mile Road could be from 7,000 to 26,000. The widest variation would be north of McMillan Road, with traffic on Cloverdale Road four times higher than on Five Mile Road. If Five Mile Road were connected also, the volumes would be more balanced between the corridors. South of I-84, traffic volumes would range from 24,000 to 34,000 on Cloverdale Road and from 8,000 to 14,000 on Five Mile Road. Five Mile Road traffic would be more balanced with Cloverdale Road with a river crossing connection and other improvements. Both roads would connect to Lake Hazel Road, which will be a major east-west route from Middleton Road west of Nampa to I-84. But Cloverdale Road offers an easier connection further south to Kuna-Mora Road, proposed in the long term as an expressway.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Cloverdale/Five Mile Corridors to meet CIM goals:

- ❖ As urban arterials, either corridor will need context-sensitive design treatments.
- ❖ Widening of the overpasses will be essential, with priority given to the corridor(s) selected for connection to Three Cities River Crossing.

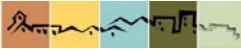
Land use decisions needed to implement the plan:

- ❖ As a major transit corridor, transit-oriented development concepts should be applied to developments within a quarter mile of Cloverdale Road and Five Mile Road. Activity centers should be considered along the corridors with transit stop features such as shelters, lighting and information kiosks.
- ❖ Development along Cloverdale Road south of I-84 should recognize the potential traffic increases when Kuna- Mora Road is built to expressway standards.

Corridor Prioritization Score

Cost in Millions	\$43.6
\$ per VMT	4
Time Total Savings	2
Connections	1
Regionality	1
Growth Area	5
% of Growth (2x)	5
Transit (2x)	4
Total Score	31

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



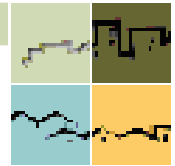
Regional Connection



CHALLENGES AND OPPORTUNITIES

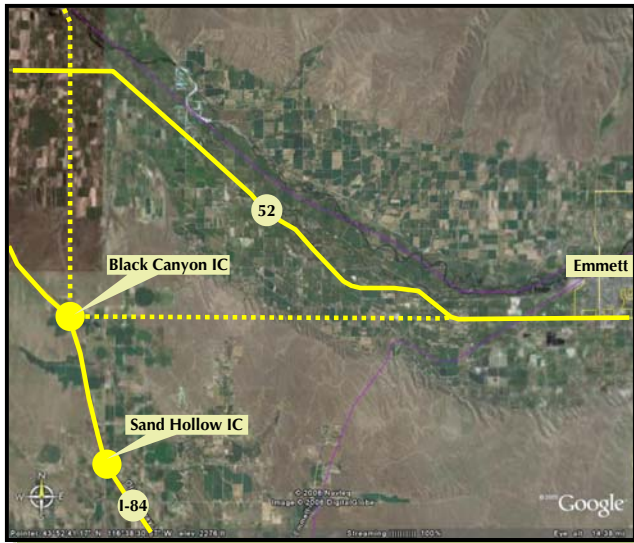
Extensive residential, educational and commercial development line both Cloverdale and Five Mile Roads. Many subdivisions have their sole outlet onto one of the two corridors, so high volumes of traffic would be difficult. Commercial activity is fairly balanced between the two corridors, but Boise City emphasizes Five Mile Road in its comprehensive plan as the target for development; Boise City considers Cloverdale Road more of a boundary between Boise and Meridian. Boise’s plan also calls for a “planned community” with activity centers and a diversity of housing densities and types at the south end of Cloverdale and Five Mile Roads. Cloverdale Road would be more peripheral to this planned community, but it would provide better access to a future east-west expressway planned along Kuna-Mora Road. Without additional capacity on Eagle Road (SH 55), north south travel in this area will be difficult.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Five Mile Road was proposed for extension across the river to SH 55 in a 1975 plan, but this option was not continued in later plans.</p> <p>Five Mile and Cloverdale Roads were also considered for interchanges with I-84 during the 1970s, but only Cloverdale Road was issued an access permit. A Five Mile Road interchange was put into the regional plan in 1996 but subsequent analysis indicated costs for this interchange would exceed \$100 million due to its proximity to the Wye interchange.</p>	<p>Subsequent to final approval of Three Cities River Crossing, a corridor study should be completed to assess specific improvements along the selected major connection. This design study should include context-sensitive issues. Estimated Cost: \$300,000-\$500,000</p> <p>Reconstruct and widen overpass at I-84, with selected corridor being higher priority. Estimated Cost: \$8,000,000</p> <p>Construct rail crossing. Estimated Cost: \$8,000,000</p> <p>Widen selected corridor from two lanes to five lanes between Lake Hazel Road in Boise and US 20/26 (Chinden Boulevard) in Garden City. Estimated Cost: \$43,600,000</p>	<p>Given the major transit services along corridor, investment in transit stop facilities should be priorities. These might include bus pull-outs, shelters, and connecting walkways.</p> <p>An evaluation of a Cloverdale interchange should be completed.</p>



Dewey Road & New Payette Corridor

Dewey Road & New Payette provide connections for Gem and Payette Counties.



WHY THESE CORRIDORS MATTER

Dewey Road will provide the City of Emmett and Gem County more direct access to I-84 and greatly enhance connectivity in the area. The proposed corridor would extend the existing Dewey Road in the City of Emmett across approximately four miles of land owned by the Bureau of Land Management (BLM) and connect to I-84 at the existing Black Canyon Interchange. This project interacts with the Indian Valley Highway corridor proposed through the Idaho Transportation Department’s “Connecting Idaho” program. It also ties into the New Payette corridor proposed by Payette County. Together, these projects provide more connectivity in the western portion of the region.

The New Payette corridor provides a more direct alignment from I-84’s Black Canyon Interchange (near the proposed Dewey Road intersection) roughly along Old SH 30 and west along SH 52 to the City of Payette.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Dewey Road to meet CIM goals:

- ❖ The proposed improvements provide more direct connection to the City of Emmett.
- ❖ Support from the Idaho Transportation Department, the City of Emmett, Gem and Payette Counties is needed.

Recommendations for New Payette corridor to meet CIM goals:

- ❖ The proposed improvements provide better connections in Payette County.
- ❖ Support from the Idaho Transportation Department, the City of Payette and Payette County is needed.

Land use decisions needed to implement the plan:

- ❖ Gem and Payette Counties (especially Gem) are experiencing residential development. Land in the vicinity of these projects should be preserved for future improvements.

LAND USE GUIDING PRINCIPLES

Plan for growth & share in benefits and costs

Facilitate growth in cities & areas of impact to use public infrastructure more efficiently

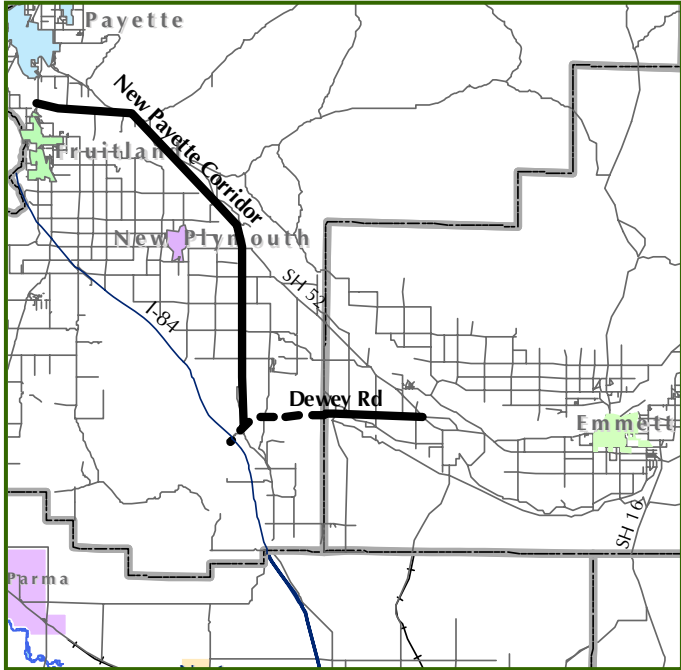
Promote economic vitality & housing choices for all residents while retaining natural beauty

Support a successful central city to maintain regional economic health and vitality

Coordinate transportation and land use decisions to support travel choices



Regional Connection

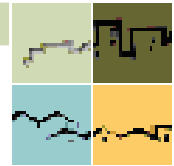


CHALLENGES AND OPPORTUNITIES

Dewey Road – There are some major topographic challenges with the proposed alignment of this roadway. Those challenges include bluffs and a river crossing. There are also opportunities in that the area is not currently developed. The County can provide oversight in the area to ensure that the corridor is preserved.

New Payette Corridor - The proposed improvements include a realignment of existing roadways. This may prove to be beneficial in the design of this project.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Gem County has obtained a grant to conduct a corridor study on the Dewey Road corridor. Selection of an engineer for this study is expected in FY 2006.</p>	<p>Studies for the Dewey Road corridor and the New Payette corridor should occur as quickly as possible in order to designate an alignment for preservation.</p>	<p>Construction of Dewey Road and the realignment of the New Payette corridor are desired. Estimated Costs: Dewey Road - \$22,410,000, New Payette Corridor - \$14,250,000.</p> <p>A parcel on the north side of Black Canyon Interchange at I-84 is a prime location for a park and ride lot and transit shuttle to the main transit line.</p>



Franklin Road

Franklin Road is an alternate to I-84 and parallels the rail corridor.

WHY THIS CORRIDOR MATTERS

Franklin Road stretches fourteen miles from Can-Ada Road in Nampa near the Idaho Center to South Roosevelt Street in Boise where it transitions to Rose Hill Street which then terminates at Vista Avenue a mile further to the east. This east-west corridor connects Nampa, Caldwell, Meridian and Boise and serves as an alternate to I-84. This corridor also connects several key north-south roads, including Black Cat Road, Ten Mile Road, Linder Road, Meridian Road, Eagle Road, Cole Road, Orchard Road, and terminates at Vista Avenue.



For the majority of its length, Franklin Road parallels I-84 to the south and the Boise Cutoff rail corridor to the north. Generally, Franklin Road is no further than a quarter mile from the rail corridor and no more than a half mile from I-84. This unique location is why this road has been identified for substantial future transit service although no service outside of Boise is currently provided. The location makes it ideal for transit service that would feed future rail stations and/or provide through service to act as an alternate to the I-84 corridor.

Land uses along the corridor include industrial and commercial in Nampa transitioning to agricultural and low density housing in west Meridian. In the vicinity of Meridian Road, Franklin Road creates the southern edge of downtown Meridian and is bordered by a variety of land uses, housing, industrial and commercial. Through Boise the road passes through a variety of industrial, residential, and commercial uses.

Current average weekday volumes range from 6000 west of Black Cat Road to 36,000 near Boise Towne Square Mall. By 2030, travel demand could range between 29,000 and 50,000 assuming improvements are made to other east- west routes such as I-84.

Substantial improvements are planned for Franklin Road, including widening in Meridian and Boise. The portion of the road west of I-184 is planned to function as a principal arterial serving high traffic volumes, long trips and major urban areas and activity centers by 2030.

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Franklin Road Corridor to meet CIM goals:

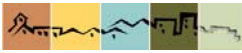
- ❖ Right-of-way dedication and improvement requirements for transit, bicycle and pedestrian supportive facilities.
- ❖ Future improvements and development activity along the corridor should recognize and respond to the critical transit and non-motorized context of the corridor. Involve Valley Regional Transit in development processes.
- ❖ Widen and signalize corridor to support its future status as a principal arterial.

Land use decisions needed to implement the plan:

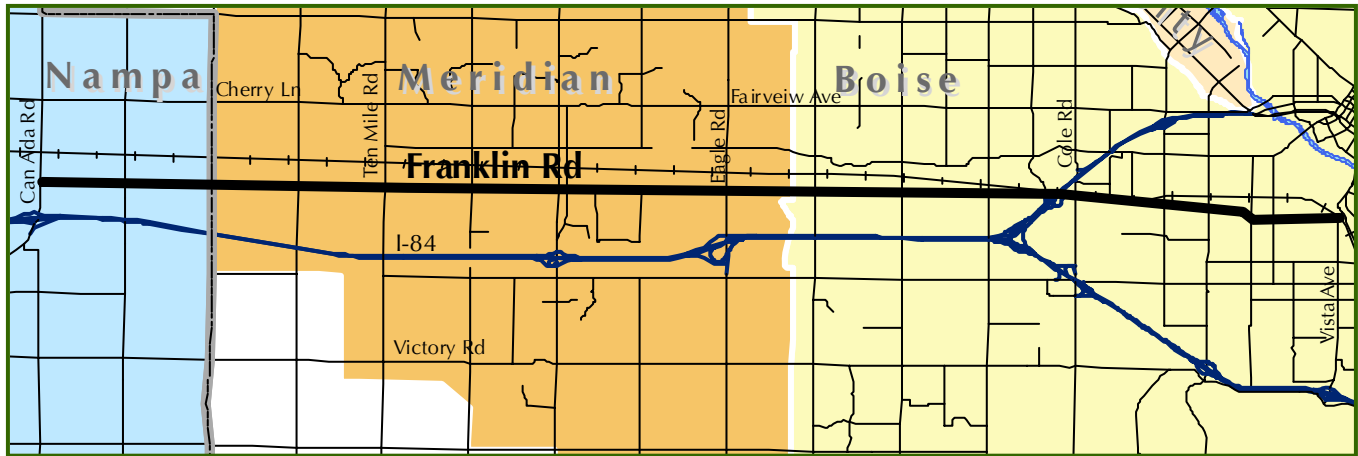
- ❖ Land-use decisions need to ensure transit supportive densities in the area of planned transit/rail stations and other designated growth areas and discourage development outside existing urban areas.
- ❖ Any land development along the corridor should include dedications to ensure accommodation of future demand.

Corridor Prioritization Score	
Cost in Millions	\$26.7
\$ per VMT	5
Time Total Savings	4
Connections	1
Regionality	3
Growth Area	5
% of Growth (2x)	4
Transit (2x)	4
Total Score	34

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection

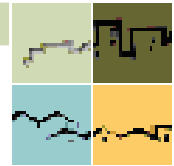


CHALLENGES AND OPPORTUNITIES

Given the planned increase in transit service along Franklin Road the importance of accommodating bus operations and “non-motorized” modes of travel is critical. In addition, given the proximity to the rail corridor, Franklin Road is within walking distance to five of the seven potential rail stations identified in the 2003 study, “*Rail Corridor Evaluation Study*.” Franklin Road is rich in opportunities to provide transit supportive infrastructure.

The challenge will be that as congestion along the I-84 corridor increases Franklin Road will be under pressure to accommodate not only diverted automobile traffic but significant increases in pedestrian, bicycle, and public transit.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Widened from Linder Road to Main Street in Meridian in 1998 for \$2,500,000</p> <p>Widened from Main Street in Meridian to Eagle Road in 2005 for \$10,900,000</p>	<p>Widen Franklin Road from two lanes to five lanes between Can-Ada Road and Linder Road in Meridian. Estimated Cost: \$26,700,000</p> <p>Franklin Road from Touchmark Road (east of Eagle Road) to Five Mile Road is programmed for widening in 2009 Estimated Cost: \$8,732,000</p> <p>Plan for and preserve right of way for transit and non-motorized facilities.</p>	<p>Consider operational enhancements along the corridor to support transit efficiency such as signal preemption, and queue jump lanes.</p>



Greenhurst & Lake Hazel Roads

Greenhurst & Lake Hazel Roads provide a southern alternative to I-84.

WHY THIS CORRIDOR MATTERS

Greenhurst and Lake Hazel Roads are located in rapidly growing urban areas roughly five miles south of the interstate. New residential subdivisions line the road, with pockets of commercial activity at the larger intersections. Five elementary and middle schools border the roads directly. In Canyon County, Greenhurst Road runs seven miles through south Nampa. The road breaks in two areas at the railroad tracks near Robinson Road. When a planned railroad overpass and road extensions are complete, Greenhurst will connect with Lake Hazel Road in Ada County. Lake Hazel continues nine miles through unincorporated areas south of Meridian, north of Kuna and extending into south Boise. Nearly 3,000 new residential and commercial lots within a mile of Lake Hazel have received preliminary approval and are likely to be built on within the next five years. Sure to add additional traffic to the corridor are another 2,000 preliminarily approved lots in the North Kuna area.



Currently, Lake Hazel ends just past Maple Grove Road. Plans call for extending Lake Hazel to connect with Gowen Road. When Gowen improvements are complete, Lake Hazel will then connect both with the I-84 Eisenman Road interchange east of Boise and north up to Orchard Avenue. Travelers will also use the corridor to access McDermott Road, which is planned as a major north/south commuter expressway with an I-84 interchange. These new planned connections could make the corridor a viable alternative to I-84 for local commuters.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Greenhurst & Lake Hazel Corridor to meet CIM goals:

- ❖ Widen Lake Hazel Road from McDermott to Maple Grove.
- ❖ Complete the Gowen Road realignment connecting Lake Hazel east to the Eisenman Interchange and north to Orchard Avenue.
- ❖ Complete the connection between Greenhurst and Lake Hazel Roads.

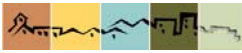
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor should focus development in designated growth areas.
- ❖ Direct access points along the corridor should be limited.

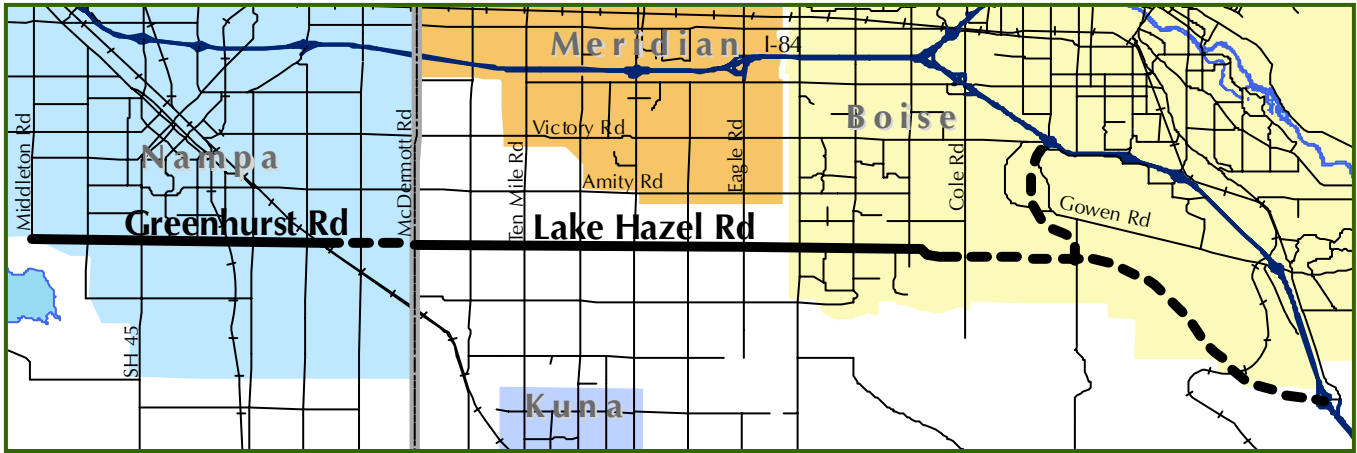
Corridor Prioritization Score

	West	East
Cost in Millions	\$26.7	\$104.2
\$ per VMT	4	4
Time Total Savings	3	3
Connections	1	3
Regionality	3	3
Growth Area	5	5
% of Growth (2x)	2	5
Transit (2x)	3	4
Total Score	26	36

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



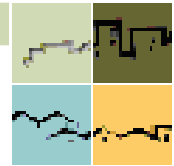
Regional Connection



CHALLENGES AND OPPORTUNITIES

Greenhurst and Lake Hazel have already transformed from rural roads into a primary travel routes, but changes to the corridor will become even more pronounced in coming years. Demand for an efficient travel route serving the southern county developments will only increase. Unlike other potential southern Treasure Valley corridors, where planned improvements may take 30 or more years to come to fruition, the Greenhurst and Lake Hazel corridor is likely to see continuous road improvements and increased travel capacity over the next ten years.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Extending Lake Hazel to the proposed Gowen Road realignment has been planned for nearly ten years to increase connectivity in the southern Ada County region. A study to determine the exact location of the alignment is currently underway.</p>	<p>Widen Lake Hazel Road from two lanes to five lanes from Happy Valley Road in Nampa to Eisenmann Road in Boise at I-84, including a new extension from Happy Valley Road to McDermott and the realignment of Gowen Road. Estimated Cost: \$104,210,000</p>	<p>Widen Greenhurst Road from two lanes to five lanes from Middleton Road to Happy Valley Road in Nampa, including a railroad overpass. Estimated Cost: \$26,700,000</p>



Happy Valley Road

Happy Valley Road is important because it connects south Nampa to I-84

WHY THIS CORRIDOR MATTERS



Happy Valley Road runs from I-84 south to Bowmont Road. The northern end is the most congested. Happy Valley Road merges into Stamm Lane, which connects the corridor to Garrity Road and the Garrity Interchange (Exit 38), the most congested intersection in Canyon County. Construction is currently underway in this vicinity on major retail facilities. When the new shopping center is operational, it is anticipated that residential development in the area will follow, as well as additional commercial development. Going south from this point, Happy Valley Road provides access to residential uses and is mainly used for commuter traffic. The far southern portion is rural in nature and connects with Bowmont Road. Bowmont Road is part of the Bowmont/Kuna-Mora Road corridor that eventually is anticipated to become an alternate for I-84 through its connection with McDermott Road.

North of the Garrity Interchange, the road is known as Can-Ada Road. Can-Ada Road does not provide a connection over the Boise River, but does provide access throughout much of northern Ada and Canyon Counties as it serves as the County Line.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Happy Valley Road to meet CIM goals:

- ❖ The proposed improvements provide better connections in the south/central portion of Canyon County.
- ❖ Support from the City of Nampa, Nampa Highway District, and Canyon County is needed.

Land use decisions needed to implement the plan:

- ❖ As development, both residential and commercial, encroach upon this corridor, land use decisions should take into account the improvements proposed in this plan.
- ❖ With the classification of minor arterial, access management should also be considered during land use decisions.

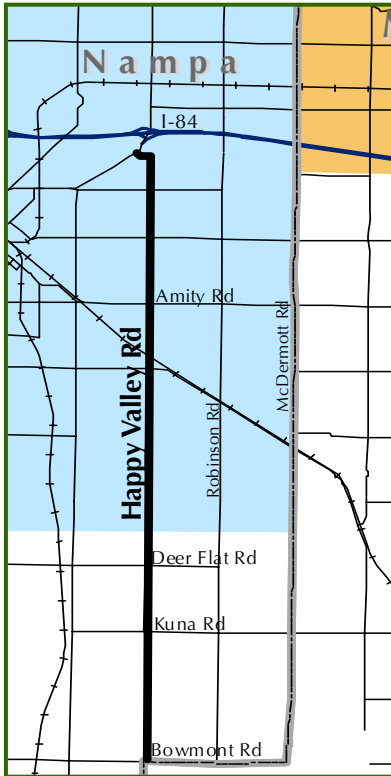
Corridor Prioritization Score

Cost in Millions	\$31.4
\$ per VMT	2
Time Total Savings	1
Connections	0
Regionality	1
Growth Area	3
% of Growth (2x)	1
Transit (2x)	3
Total Score	15

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



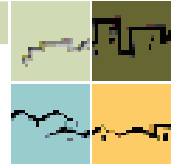
Regional Connection



CHALLENGES AND OPPORTUNITIES

The largest challenge along this corridor is to preserve the corridor so that the improvements can be made when funding is available. The new developments along the northern end of Happy Valley Road will spur additional residential and commercial development that could make the improvements to the corridor difficult.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Improvements to this corridor have historically been made through local funding rather than federal sources.</p>	<p>No projects are recommended at this time.</p>	<p>Widen Happy Valley Road from two lanes to five lanes from I-84 to Locust Lane in Nampa. Estimated cost: \$31,440,000.</p>



Harris Creek/Centerville Road

Harris Creek/Centerville Road provide connections for Boise County.

WHY THIS CORRIDORS MATTER

Boise County is served by two state highways. SH 21 connects between Ada County and Idaho City, continuing to the northeast into Stanley. SH 55 connects from Ada County and Horseshoe Bend, continuing through Crouch and into



Valley County to the north. The two main cities in Boise County, Idaho City and Horseshoe Bend, are divided by mountainous terrain. Harris Creek/Centerville Road connects Idaho City, the county seat, to Horseshoe Bend, the largest city in the county. The existing road is a mountain dirt road that runs in an east-west direction. This road is typically used during the summer months because winter travel is hazardous in wet or ice and snow conditions. The alternate routes are much longer with the most common through the City of Boise (fifty-seven miles) or via Garden Valley (eighty-two miles). These distances are compared to approximately thirty miles on Harris Creek/Centerville Road.

According to the 2000 Census, fifty-two percent of workers living in Boise County commute to Ada County during the week. However, on weekends, there are many recreational trips from Ada County and Canyon County residents.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Harris Creek Road to meet CIM goals:

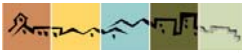
- ❖ The proposed improvements provide better connections and in some case an option of travel in Boise County.
- ❖ Support from the Idaho Transportation Department, Idaho City, the City of Horseshoe Bend and Boise County is needed.

Land use decisions needed to implement the plan:

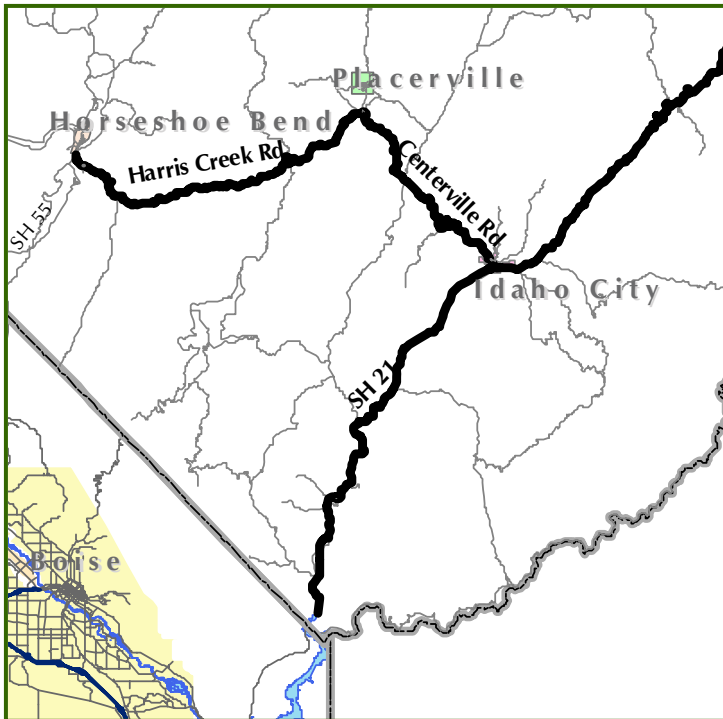
- ❖ Boise County is experiencing residential development. The Harris Creek corridor should be preserved so that the cost of the project does not escalate.

LAND USE GUIDING PRINCIPLES

- Plan for growth & share in benefits and costs
- Facilitate growth in cities & areas of impact to use public infrastructure more efficiently
- Promote economic vitality & housing choices for all residents while retaining natural beauty
- Support a successful central city to maintain regional economic health and vitality
- Coordinate transportation and land use decisions to support travel choices



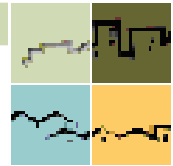
Regional Connection



CHALLENGES AND OPPORTUNITIES

Harris Creek/Centerville Road – A safe, all-weather connection between the county seat and the largest city in the county would be beneficial to the residents. The challenge is mainly in the cost of this project, which is 30 miles long through difficult terrain, including narrow canyons and severe slopes. Upgrading the roadway to all weather standards while protecting environmental features will be very expensive. Current traffic volumes are approximately two-hundred vehicles per day, although this could escalate rapidly given the residential activity occurring in the county.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>The County made a major investment in improving the Banks-Lowman Road through Garden Valley in the 1990s. Funded primarily with US Forest Service land funds, the project cost exceeded \$20 million.</p>	<p>None, pending further evaluation.</p>	<p>Harris Creek Road is estimated to cost up to \$35,000,000 depending on design standards and environmental issues. A lower cost would be possible for a pavement treatment, but speeds would be low given the terrain and tight curves. A more detailed study to provide alternatives and cost estimates, including environmental work, would be needed. Estimated cost: \$300-\$600,000.</p>



I-84 and I-184

I-84 is vital to the region because it carries the highest volume of traffic.

WHY THIS CORRIDOR MATTERS



Interstate-84 (I-84) and its corresponding route, Interstate-184 (I-184), into downtown Boise are the backbone to the Treasure Valley’s transportation system. Elmore, Ada, Canyon, and Payette Counties are served by this facility. It is directly tied to the economic vitality of the region. I-84 and I-184 (the Connector) are the primary connections between rapidly growing Canyon County and the region’s major employment centers (Micron, Downtown Boise, St. Alphonsus Regional Medical Center, St. Luke’s Regional Medical Center) and retail centers (The Boise Towne Square Mall, Eagle Road, and Downtown Boise). It serves as a vital freight corridor, as the primary connection between the Pacific Northwest and Intermountain West. Current average weekday volumes range from 18,100 north of Canyon County to 117,600 between the Eagle Road and Wye Interchanges. By 2030, the travel demand on this corridor will double.

I-84 is a divided four lane (two east bound lanes, two west bound lanes), full access control, high speed roadway in Elmore, Canyon, Payette, and Ada Counties. There are six to eight lanes, however, between the Meridian Road Interchange and the Cole Road Interchange, and all of I-184 (the connector). Access is limited to nine interchanges serving 19.5 miles of interstate in Ada County (from the Canyon County line to Isaacs Canyon Interchange), and six interchanges serving over thirteen miles in Canyon County (Caldwell to the Ada County line).

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for I-84 Corridor to meet CIM goals:

- ❖ Maintain and/or rebuild the interstate infrastructure, including the existing interchanges, to accommodate widening. Much of I-84 was constructed almost fifty years ago.
- ❖ Continued support for the completion of interchanges between Meridian and Caldwell.
- ❖ Continued support for the widening of I-84 from four lanes to eight lanes in the urban areas.
- ❖ Support a new interchange at the proposed SH 16 connection to I-84.
- ❖ Begin a study on corridor-level operational and capacity improvements such as high occupancy vehicle lanes, ramp metering, expansion/enhancement of bus operations and a fixed guideway transit system.

Land use decisions needed to implement the plan:

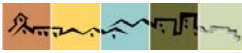
- ❖ Local jurisdictions in the region should concentrate future development in designated growth areas.
- ❖ Promote a more even jobs/housing balance between Ada and Canyon Counties.
- ❖ Preserve land for future interchanges at proposed locations.

Corridor Prioritization Score

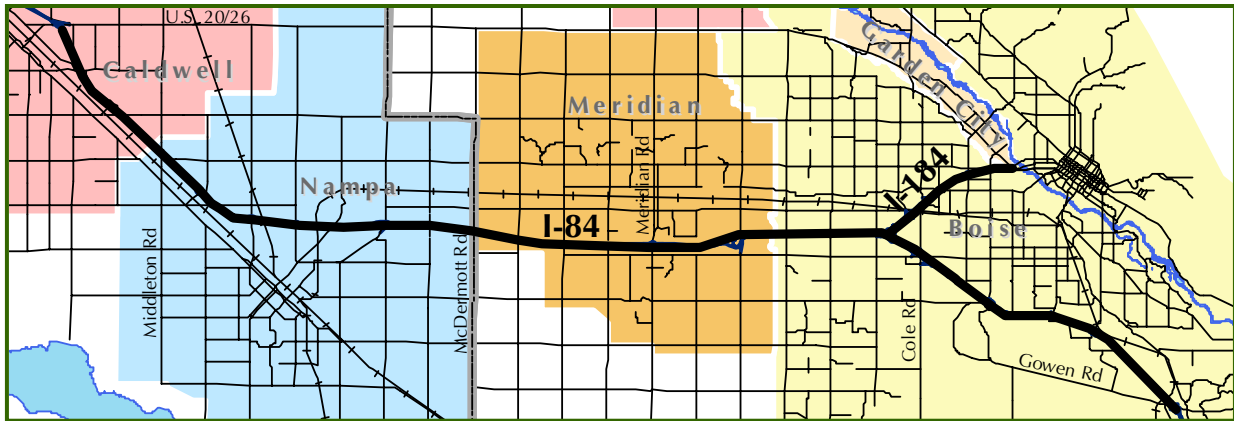
	West	Central	East	10 Mile New IC	Ustick New IC
Cost in Millions	\$513.8	\$192.4	\$293.0	n.a.	\$25.0
\$ per VMT	2	4	3	5	1
Time Total Savings	4	5	5	1	1
Connections	1	1	1	5	5
Regionality	5	5	5	5	5
Growth Area	5	5	5	5	1
% of Growth (2x)	5	4	5	5	2
Transit (2x)	5	5	5	4	0
Total Score	37	38	39	39	17

West - Exit 29 (Chinden) to Garrity
 Central – Garrity to Meridian Rd
 East – Cole/Overland to Gowen

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection

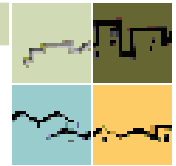


CHALLENGES AND OPPORTUNITIES

In the urban areas of the region, future interstate expansion opportunities are limited. I-84 will more than likely not exceed eight lanes based on available right of way and interchange design constraints. Because of these limitations and the increasing congestion, a corridor level alternatives analysis should be conducted. The analysis should examine I-84 operational improvements, such as High Occupancy Vehicle (HOV) lanes and ramp metering, as well as improvements to bus operations. The study should evaluate the possibility of a Robinson Road interchange at I-84. The traffic analysis for I-84 between the Orchard and Gowen interchanges shows, even with the proposed widening, the interstate will again reach capacity by 2030.

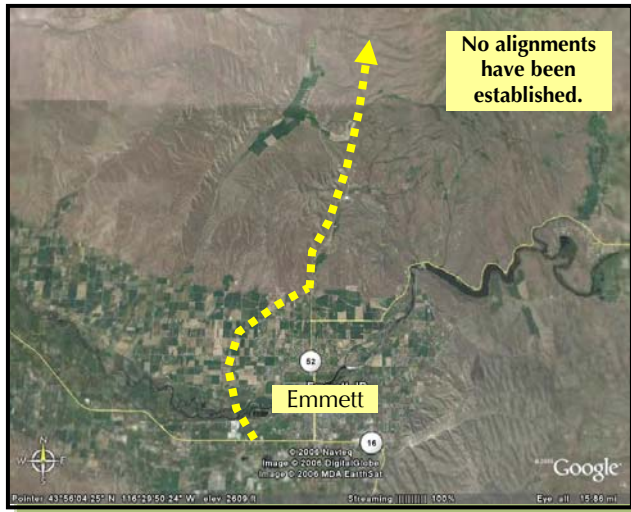
In addition to the need for increased capacity of I-84, the existing infrastructure is in need of renovation. Many current interchanges will not accommodate an eight lane interstate. Thus, maintenance is as essential as is expansion. The Idaho Transportation Department's "Connecting Idaho Program" approved by the Idaho Legislature in 2005 allows funding of specific roadway projects via a Grant Anticipation Revenue Vehicle (GARVEE). GARVEE funds are bonds issued based on anticipated Federal Highway funds. I-84 corridor projects in Ada and Canyon Counties have been identified as GARVEE eligible.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>The five year Wye Interchange project, between downtown Boise and I-84 was completed in 2004. The I-84 Corridor Study was completed in October 2001. Several I-84 projects in the "Connecting Idaho Program" originated from this study.</p> <p>The new Karcher Road Interchange will be open to the public by 2007. An interchange at Ten Mile Road will begin construction in 2008.</p> <p>GARVEE funding, as part of the "Connecting Idaho Program," will accelerate many of the identified reconstruction and widening projects needed along the corridor.</p> <p>Conduct an I-84 Alternatives Analysis to identify effective, reasonable investments to expand capacity & improve operations.</p>	<p>Widen I-84 from four lanes to six lanes between Exit 29 in Caldwell to Garrity Interchange in Nampa*. Estimated Cost: \$513,800,000</p> <p>Widen I-84 from four lanes to eight lanes between Garrity Interchange in Nampa to Meridian Interchange in Meridian*. Estimated Cost: \$192,400,000</p> <p>Widen I-84 from four lanes to eight lanes between Cole/Overland Interchange and Broadway Interchange and four to six lanes between Broadway Interchange and Gowen Interchange in Boise*. Estimated Cost: \$293,800,000</p> <p>Construct new interchange at I-84 in the vicinity of McDermott Road. Estimated Cost: \$73,600,000</p> <p>*Includes rebuilding existing interchanges and overpasses to accommodate the improvements.</p>	<p>Operational improvements such as high occupancy vehicle (HOV) lanes, ramp metering, and dynamic message signs.</p> <p>Noise reducing structures such as sound walls and berms.</p> <p>Landscaping and lighting.</p>



Indian Valley

Indian Valley provides an additional route to North Idaho.



WHY THIS CORRIDORS MATTER

The Indian Valley corridor (also referred to as South Emmett to Mesa corridor) proposes a four-lane, divided highway from SH 16 at the bottom of Freezeout Hill to an intersection with US 95 near the City of Mesa at the north end of Indian Valley. The project would construct bridges over major drainages and investigate a connection to SH 55. The first phase of the project will prepare a feasibility study and initial environmental work. The estimated cost of the study is \$1.5 million and is expected to be funded with a bond as part of the “Connecting Idaho” initiative.

This project may offer relief to the north/south corridors of US 95 and SH 55.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Indian Valley corridor to meet CIM goals:

- ❖ The proposed improvements address safety issues and provide better north-south connections for the state.
- ❖ Support from the Idaho Transportation Department, the City of Emmett, and Gem County is needed.

Land use decisions needed to implement the plan:

- ❖ Land in the vicinity of these projects should be preserved for future improvements. The area between the bottom of Freezeout Hill and the mouth of Indian Valley is the most challenged, with extensive development occurring in the past five years. A connection to Indian Valley on the west side of Emmett was noted as a preference.
- ❖ Growth in the area between SH 44 through Emmett may be accelerated by the SH 16/Indian Valley corridors. The effect of “induced” growth due to transportation investments must be considered during the preliminary design phase.
- ❖ An access management plan will be critical in protecting the capacity of the corridor. Commercial access points need to be consolidated and directed to frontage/backage roads.
- ❖ Residential and other noise-sensitive uses should be required to provide additional setbacks and noise berms as part of their design.

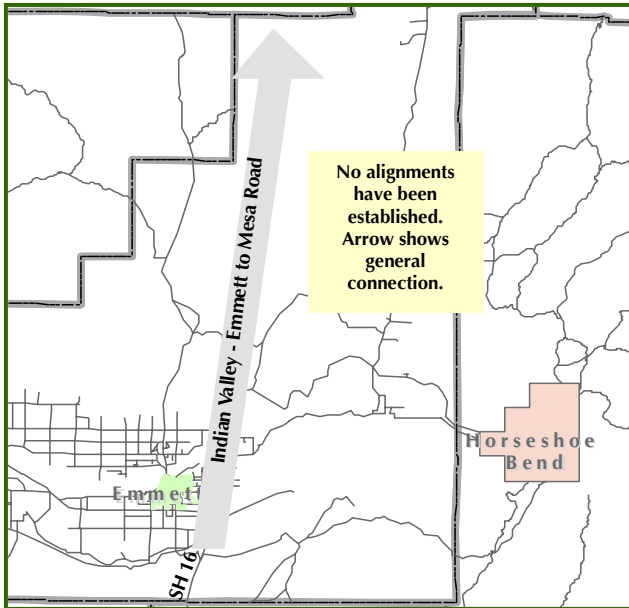
LAND USE GUIDING PRINCIPLES

- Plan for growth & share in benefits and costs
- Facilitate growth in cities & areas of impact to use public infrastructure more efficiently
- Promote economic vitality & housing choices for all residents while retaining natural beauty
- Support a successful central city to maintain regional economic health and vitality
- Coordinate transportation and land use decisions to support travel choices



Regional Connection

CHALLENGES AND OPPORTUNITIES



Improving north-south connectivity in Idaho has also been a major issue for decades. The construction of this route would affect travel patterns and traffic volumes on SH-16, SH-55 and US-95. This project was included in the initial “Connecting Idaho” package.

There are numerous issues including archeological, agricultural, wetlands, and the possible presence of endangered species. There is support for and against the project.

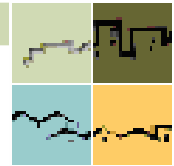
The opposition is based on issues mentioned above and concern that the road may divert resources from US 95, SH 55 and other existing corridors.

Supporters note that capacity on SH 55 cannot be increased due to the Payette River and that growth in Valley County and Boise County is expected to increase due to development and recreational demands.

An alignment study and environmental analysis will determine the future location of the route. As of the

publication date of this long-range plan, the SH-16 Emmett to Mesa study is not fully funded.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>US 95, which connects Idaho from Owyhee County in the south to Boundary County in the north, is the longest highway in the state. At Weiser, US 95 carried 5,900 vehicles per day (2005 average daily). This compares with 4,700 per day in 1995.</p> <p>SH 55 connects from US 95 in Owyhee County back to US 95 in New Meadows in Valley County. In 2005, the average daily traffic was 7,400—compared to 5,700 ten years earlier.</p> <p>This project was a priority in the 1995 “Idaho’s Valley Of Plenty: Comprehensive Plan – 1995 to 2010”</p>	<p>The preliminary design and environmental study is a necessary first step in this project. (\$1.5 million)</p> <p>Acquisition of right-of-way is essential within the next few years, as growth in Gem County has increased. (No cost estimate)</p>	<p>Full construction would need to be phased over several years, since costs would likely exceed \$70 million.</p>



Linder Road

Linder Road relieves pressure on Ten Mile Road and Meridian Road.

WHY THIS CORRIDOR MATTERS

The Ada County cities of Eagle, Star, Meridian, and Kuna are expected to grow significantly through 2030 and beyond. Forty-two-thousand people live within a mile of the Linder corridor today, compared with a forecasted 92,000 by 2030. Within three miles of Linder, the future population would could be 185,000. Linder Road will serve as a “reliever” for Ten Mile Road and Meridian Road in the future.



Communities in Motion focuses on the seventeen mile section of Linder Road between Beacon Light Road and King Road. Linder Road could carry over 30,000 trips per day on its busiest segment north of Franklin Road in 2030.

Proposed improvements include widening Linder Road from Beacon Light Road to Kuna Mora Road from two to three lanes to four to five. A new Linder Road overpass at I-84 is also currently being planned along with a new rail crossing in Kuna in the vicinity of Linder/Swan Falls.

The proposed improvements including the overpass at I-84 make this corridor the longest local north-south corridor in the region.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Linder Road to meet CIM goals:

- ❖ As an alternative to Ten Mile Road and Meridian Road for many regional travelers, Linder is recommended to be widened to four to five lanes from Beacon Light Road to Kuna Mora Road. However, this corridor is not in the funded category of the plan. Projects within the corridor, notably the Linder Overpass at I-84 may be funded earlier as a traffic operations measure for the Ten Mile interchange and Meridian Road corridors.
- ❖ Continued support for the completion of the corridor plan for Linder Road is needed.

Land use decisions needed to implement the plan:

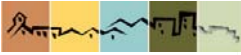
- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the Linder Road corridor is consistent with the standards of the Idaho Transportation Department.

Corridor Prioritization Score

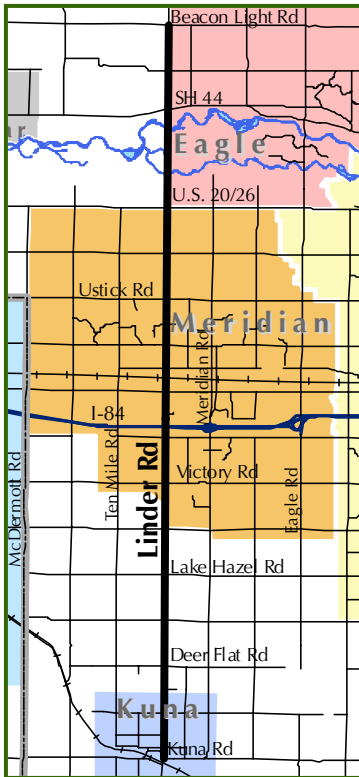
	South	North
Cost in Millions	\$77.5	\$25.1
\$ per VMT	2	4
Time Total Savings	1	3
Connections	4	1
Regionality	1	1
Growth Area	5	3
% of Growth (2x)	1	3
Transit (2x)	0	0
Total Score	15	18

North – Ustick to Beacon Light
South – Kuna Mora to Ustick

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



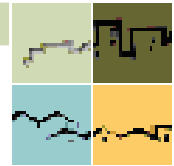
Regional Connection



CHALLENGES AND OPPORTUNITIES

Linder Road has an opportunity to become an alternative route for north-south travelers on Ten Mile Road and Meridian Road. The planned expansion of the road from two to three lanes to four to five lanes and the new overpass should enhance its ability to serve as a “reliever” for the surrounding corridors.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Linder is one of the longest continuous north-south roads in the region, running from north of Beacon Light to Swan Falls (35.5 miles)</p> <p>The Linder Bridge is the only crossing of the Boise River between Eagle Road and Star Road—a distance of seven miles.</p> <p>Linder, continuing as Swan Falls Road, provides access to one of the more significant wildlife areas—the Birds of Prey area and the cliffs at Swan Falls on the Snake River.</p> <p>The rail crossing of Linder Road in Kuna has been a priority of that city for several years.</p>	<p>While the total corridor from Kuna-Mora Road to Beacon Light Road is in the illustrative category of the plan (not fundable with available revenues), portions of it may be implemented based on safety or traffic operations issues. Two key projects within the corridor that may meet these tests are:</p> <ul style="list-style-type: none"> ▪ Linder overpass at I-84 ▪ Rail crossing in Kuna 	<p>Widen Linder Road from two lanes to five lanes between Kuna-Mora Road south of Kuna to Ustick Road in Meridian, including a rail crossing in Kuna and a new overpass at I-84. Estimated Cost: \$77,530,000</p> <p>Widen Linder Road from two lanes to five lanes between Ustick Road in Meridian and Beacon Light Road north of Eagle. Estimated Cost: \$25,100,000</p>



McDermott Road

McDermott is vital to the region because of its role as a north-south route.

WHY THIS CORRIDOR MATTERS



North-south travel has not been a major concern in previous plans due to the east-west travel patterns created by the terrain and the layout of cities in Ada County and Canyon County. But regional growth is changing the pattern of travel. Growth in Gem County, combined with expanding populations and employment in Middleton, Star, Eagle, Meridian, and Kuna, will challenge existing north-south facilities. Given the barriers presented by the foothills, the Boise River, the benches and I-84, north-south corridors are often discontinuous. The investment in Eagle Road (SH 55) during the 1990's was overwhelmed by the rapid pace of development, and other north-south roads already are bordered by subdivisions. With its connection to the proposed SH-16 extension, McDermott Road will continue this corridor, be preserved as a future expressway, and connect to another future expressway proposed for Kuna-Mora Road. Under the plan, McDermott Road would be constructed as an arterial four-lane facility between I-84 and Lake Hazel Road with a high degree of access control looking toward an eventual expressway standard. By 2030, traffic volumes will range between 13,000 near Lake Hazel Road and 29,000 near I-84. South of Lake Hazel Road, volumes may reach 4000, although the rail overpass will carry around 14,000 vehicles per day.

The road spans nine and half miles between I-84 (a new interchange proposed as part of the SH 16 extension) and its proposed connection to Kuna-Mora Road. Much of the area is irrigated farmland but 200 residences on smaller parcels within a quarter mile exist; fifty-six percent of those homes lie between I-84 and Victory Road.

The parcels within a quarter mile of McDermott Road contain 5,100 acres. Of this amount, 338 acres are in small holdings of less than five acres on 242 parcels. This is meaningful since smaller parcels will be affected more than larger parcels by an expressway. Most of these smaller parcels cluster at the northern end of the route. While no major streams or rivers are affected, McDermott Road does cross major canals, including the Ridenbaugh, New York, and Mora Canals.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for McDermott Corridor to meet CIM goals:

- ❖ McDermott Road from I-84 to Kuna-Mora Road is recommended for preservation as an expressway. It will be connected to Kuna-Mora initially by constructing a rail overpass and widening McDermott Road to four-lanes between I-84 and Lake Hazel Road.
- ❖ Alignment studies are needed within two years to evaluate options to connect McDermott Road with Kuna-Mora Road. This study should evaluate a future connection with Kuna-Mora Road as an expressway. Interchange locations and footprints need to be established within two years. Leadership on this study will depend on whether the corridor is to remain under local jurisdiction or to go under ITD jurisdiction.

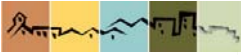
Land use decisions needed to implement the plan:

- ❖ To maintain the right-of-way for future expressway and interchanges, local governments should stipulate a minimum setback of 150 feet from the centerline of McDermott Road. At the intersections of McDermott Road with major roads setbacks should be negotiated to preserve future interchanges.
- ❖ Direct connections to McDermott Road should be conditioned as temporary pending establishment of future backage and frontage roads.

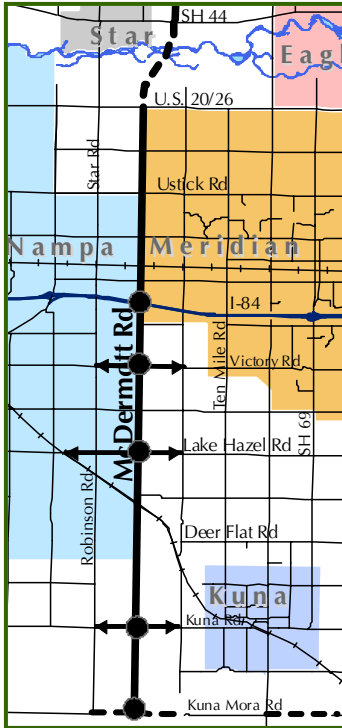
Corridor Prioritization Score

Cost in Millions	\$34.6
\$ per VMT	3
Time Total Savings	2
Connections	1
Regionality	3
Growth Area	5
% of Growth (2x)	3
Transit (2x)	3
Total Score	26

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



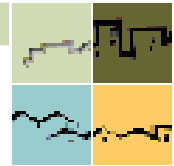
CHALLENGES AND OPPORTUNITIES

McDermott Road is a boundary between Ada County and Canyon County for much of its length, so coordinating land use and construction will be a major challenge. The extent of existing development presents difficulties in right-of-way acquisition—a situation that can only become worse without quick identification of alignments and right-of-way needs. Circulation plans, including frontage and backage roads for the adjacent properties, will be difficult as well. Although there are few natural environmental issues, the social impact of a future expressway will be significant.

Regardless of these challenges, the potential for McDermott Road as a high capacity north-south route cannot be overlooked. Residential uses along other north-south roads are far greater, and McDermott Road is a boundary between two counties and the boundary between several cities' areas of impact. Considered with its connections to SH 16 through to Gem County and to Kuna-Mora Road across to I-84, McDermott will be a major regional corridor.

(Exact alignment and location of interchanges subject to further study.)

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>McDermott Road has not been considered as a major corridor in previous plans, so little evaluation of this corridor has been done.</p> <p>With ITD's proposal of SH 16 as an expressway to I-84, an extension of this new major corridor to Kuna Mora Road was considered in 2005.</p>	<p>Study alignments of McDermott Road as future expressway, including interchange locations. Establish future rights-of-way needs and access plan. Coordinate this study with the SH 16 corridor study from I-84 north. Estimated Cost: \$1,000,000</p> <p>Widen McDermott Road from two lanes to five lanes between Lake Hazel Road south of Meridian to I-84 in Meridian, including a new railroad overpass at Hubbard, and access management plan to preserve for a future expressway. Estimated Cost: \$34,600,000</p>	<p>Connect McDermott Road to Kuna-Mora Road at five lanes. Evaluate alignments in view of future expressway design. Estimated Cost: \$5,600,000</p> <p>Consider incremental implementation of expressway by building new or widened sections that can be retained in a conversion to a divided highway/expressway.</p>



Meridian Road/State Highway 69

Meridian Road is the primary access to I-84 for Meridian and Kuna.

WHY THIS CORRIDOR MATTERS

The cities of Meridian and Kuna have limited access to I-84. Eagle Road provides direct access to east Meridian and does not provide direct access to Kuna. Thus, the Meridian Interchange is used as a principal travel route to the high growth residential areas of west Meridian, east Nampa, and Kuna. People use the Meridian Interchange and Meridian Road to access such east-west roads as Amity Road, Franklin Road, and Cherry Lane. The limited crossing of and access to I-84 has aggravated roadway congestion by focusing traffic on a handful of roads. Weekday demand on this corridor in 2006 ranges from 12,900 near the City of Kuna to 19,900 south of Franklin Road. In 2030, demand along the corridor is estimated to increase approximately sixty percent.



For this plan, the Meridian Road corridor includes State Highway 69 from Kuna north to the Meridian Interchange, Meridian Road from the Meridian Interchange north to US 20/26, and portions of Main Street in Meridian being considered as part of a one-way couplet with Meridian Road. Overall, the road runs twelve miles; it changes from a limited access, high-speed, five-lane highway to a two-lane, twenty-five mile per hour arterial with driveway access and on street parking.

The corridor provides access to residential developments, and also serves as the primary interstate access point for commercial and industrial developments. It cuts through Meridian's city center, which is becoming a destination for employment, shopping, and entertainment.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Meridian Road Corridor to meet CIM goals:

- ❖ A new interchange at Ten Mile Road will provide additional interstate access to Meridian and Kuna, reducing the demand on the Meridian Road corridor from through traffic.
- ❖ Provide support for the implementation of the *Downtown Meridian Transportation Management Plan*.

Land use decisions needed to implement the plan:

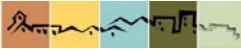
- ❖ To reinforce the future land-use pattern, local governments are recommended to focus development in designated growth areas along the corridor.
- ❖ To accommodate future safety and mobility, land use and transportation decisions need to work in concert to restrict access point to SH 69. Multi-agency agreements on access spacing, and the supporting local road system should be pursued.
- ❖ Additional access along the proposed one-way couplet portion of the corridor should be limited and/or reduced if possible.

Corridor Prioritization Score

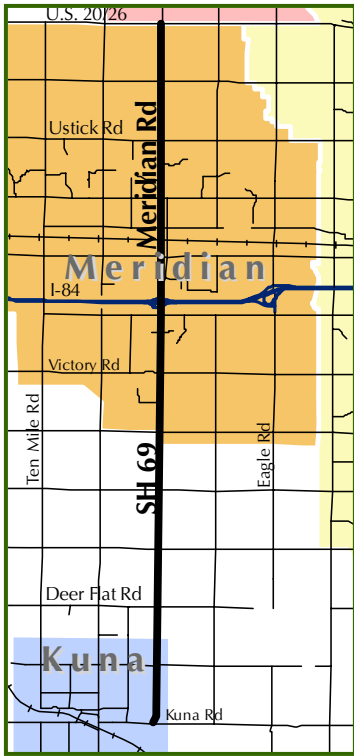
	North	South
Cost in Millions	\$12.7	\$2.3
\$ per VMT	4	5
Time Total Savings	1	1
Connections	1	5
Regionality	3	3
Growth Area	5	3
% of Growth (2x)	4	1
Transit (2x)	4	0
Total Score	30	19

North – Intersection of Meridian Rd and Main to Fairview
 South – Kuna Rd to Kuna Mora

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



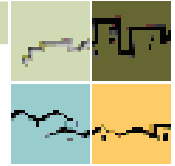
CHALLENGES AND OPPORTUNITIES

As more people move to Meridian and Kuna, the pressure to grant additional access to serve development along the corridor will increase. Access to the road, however, must be limited to ensure better traffic flow and accommodate future needs. Future travel demand along the road between the northern and southern portions of Meridian will be lightened due to the Locust Grove Road overpass (under construction 2006-2007) and the upcoming Ten Mile Road interchange and Linder Road overpass. These added improvements will make the area more connected.

The improvements proposed in the *Downtown Meridian Transportation Management Plan* have the opportunity to move more traffic through the area with the intention of reducing delay. The improvements also have the opportunity to promote revitalization of downtown Meridian.

The current ITD access policy for SH 69 limits access spacing to a half mile in the urban areas and one mile in the rural area. By ordinance, the City of Kuna has limited access to the mile and the City of Meridian has limited access to half mile spacing. As the urban areas of the Cities of Kuna and Meridian expand, the spacing becomes an issue. Half mile signalization will reduce travel speeds. Effective signal synchronization may compensate, in part, for travel time. One mile signalization spacing can maintain current speeds on SH 69, but will increase demand on those signals, and requires an integrated transportation system and land use planning prior to urban expansion.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>In 1990, the population of Meridian was approximately 9,500. By 2005, the population reached 56,000.</p> <p>Meridian Road south of I- 84, where it becomes State Highway 69, was widened to 5 lanes to Amity Road in 1996 and to Kuna in 2001. This helped connect Kuna, Meridian, and I-84.</p> <p>Commercial development near the Meridian interchange and residential development in Meridian and Kuna increased the travel demand on Meridian Road.</p> <p>In 2004, the City of Meridian, in conjunction with the Ada County Highway District completed the <i>Downtown Meridian Transportation Management Plan</i>.</p>	<p>Implement roadway improvements selected by Meridian as part of the <i>Downtown Meridian Transportation Management Plan</i>: Complete corridor improvements to five lanes on Meridian Road between Waltman Drive and Ustick Road, including partial couplet involving Main Street and Meridian Road. Estimated Cost: \$12,700,000</p>	<p>Connect extension of Kuna-Meridian Road between Kuna Road and Kuna-Mora Road parallel to the UP railroad tracks. Estimated Cost: \$2,300,000</p> <p>Operational improvements along the corridor (such as dynamic signalization, closed circuit cameras)</p> <p>The addition of signalized crosswalks to safely connect residential areas, schools and downtown Meridian.</p> <p>Extension of several local roadways to provide more connectivity to the corridor (extension of Pine Street, Broadway Avenue, and Third Street).</p>



Middleton Road

Middleton Road offers the only crossing of the Boise River for ten miles.

WHY THIS CORRIDOR MATTERS

Middleton Road is an important north-south arterial road that links the City of Middleton to the City of Nampa. The road is a regionally significant road since it is the only road to cross the Boise River east of I-84 in Canyon County and as it continues south to Nampa it crosses I-84. It is the only principal arterial in the fast-growing west Nampa area. Traffic levels on the corridor could reach levels of 25,000 south of the City of Middleton and over 30,000 north of the Caldwell-Nampa Boulevard.



At its northern limit, the corridor serves an important role in linking downtown Middleton to a newly developed commercial area to the south. The City of Middleton may reroute the road to the east of the existing downtown area. Further south, the road bisects the City of Caldwell area of impact. While traditionally a rural area, Caldwell is updating its comprehensive plan to designate future land uses and plans for urban services.

In the Nampa area, Middleton Road is designated a principal arterial as it handles north-south traffic to and from the Karcher interchange area. The interchange is scheduled to open in 2006, and this area is designated a specific plan area in the Nampa Comprehensive Plan. The road is two lanes south toward Greenhurst Road. In 2004, the City of Nampa undertook a study of a potential new road alignment to connect the southern terminus of Middleton Road to State

Highway 45 (12th Avenue). That study concluded in early 2006 with a preferred alignment that would widen Greenhurst Road, Midland Road, and Locust Lane with a series of roundabouts at major intersections.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Middleton Road to meet CIM goals:

- ❖ Preserve sufficient width along the corridor to provide long-term ability to accommodate increasing volumes of traffic and future transit services throughout this rapidly urbanizing area of Canyon County.

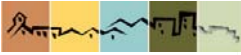
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ The cities of Middleton, Caldwell, and Nampa, the Nampa and Canyon Highway Districts, and Canyon County need to protect the ability to widen Middleton Road in the future.

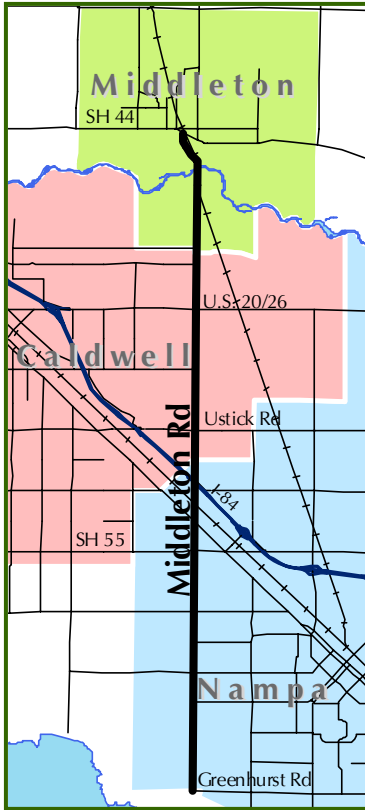
Corridor Prioritization Score

Cost in Millions	\$64.2
\$ per VMT	3
Time Total Savings	2
Connections	1
Regionality	3
Growth Area	3
% of Growth (2x)	2
Transit (2x)	4
Total Score	24

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



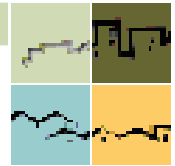
CHALLENGES AND OPPORTUNITIES

The ability of the corridor to serve increasing volumes of traffic and accommodate transit services is threatened if the local jurisdictions in Canyon County do not preserve a sufficient corridor width.

Opportunities that currently exist to plan and protect the corridor include the Middleton Area Transportation Plan (underway) and the 2006 update to the Caldwell Comprehensive Plan.

Additional funding for transportation needs are required before the cost of widening Middleton Road to five lanes can be programmed and constructed.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>A corridor study between Greenhurst Road and State Highway 45 was completed in early 2006. See the Middleton Road Connection Corridor Plan on the website.</p> <p>For many years, Middleton Road was promoted as the site for a new interchange. The I-84 Corridor Study Final Report concluded that this interchange would be needed after 2020.</p>		<p>Widen Middleton Road from two lanes to five lanes between Greenhurst Road in Nampa and SH 44 in Middleton. Estimated Cost: \$64,200,000</p> <p>Expand transit service and provide for necessary transit infrastructure, such as bus pull-outs and shelters.</p>



Purple Sage/Beacon Light

The Purple Sage and Beacon Light Roads will provide relief for SH 44 and are important for future regional connections.



WHY THIS CORRIDOR MATTERS

The small cities in northern Ada and Canyon Counties (Eagle, Star, and Middleton) expect tremendous growth through 2030 and beyond. The build-out of this northern area could contain as many as 130,000 people – over 100,000 more than today! This much growth will cause pressure on the existing SH 44 corridor. The Purple Sage/Beacon Light corridor will provide a “reliever” to SH 44 in the future. In 2030, the corridor is forecasted to carry over 24,000 vehicle trips per day on its busiest segment east of SH 16.

Proposed improvements include widening Beacon Light Road from SH 55 to SH 16 to four or five lanes, and an extension to connect Beacon Light and Purple Sage Roads.

Purple Sage Road, from the new connection to I-84, is proposed to be widened to three lanes.

The corridor extends twenty miles including a two-mile gap, from I-84 to SH 55, and is rural in nature. The most heavily developed section of roadway is in the City of Eagle from SH 55 to Linder Road. The development along this section includes large-lot subdivisions and ranchettes. The corridor currently does not intersect any of the cities, but in the future could become a boundary or even an internal arterial in all of the northern cities.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Purple Sage Road / Beacon Light Road Corridor to meet CIM goals:

- ❖ Beacon Light Road is recommended for expansion to four or five lanes. An extension of Beacon Light Road to Purple Sage Road is also recommended. Widening Purple Sage Road from I-84 to the new connection will help provide relief to SH 44.

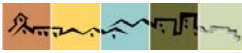
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the Purple Sage/Beacon Light corridor is managed to maintain its function as a regional arterial.

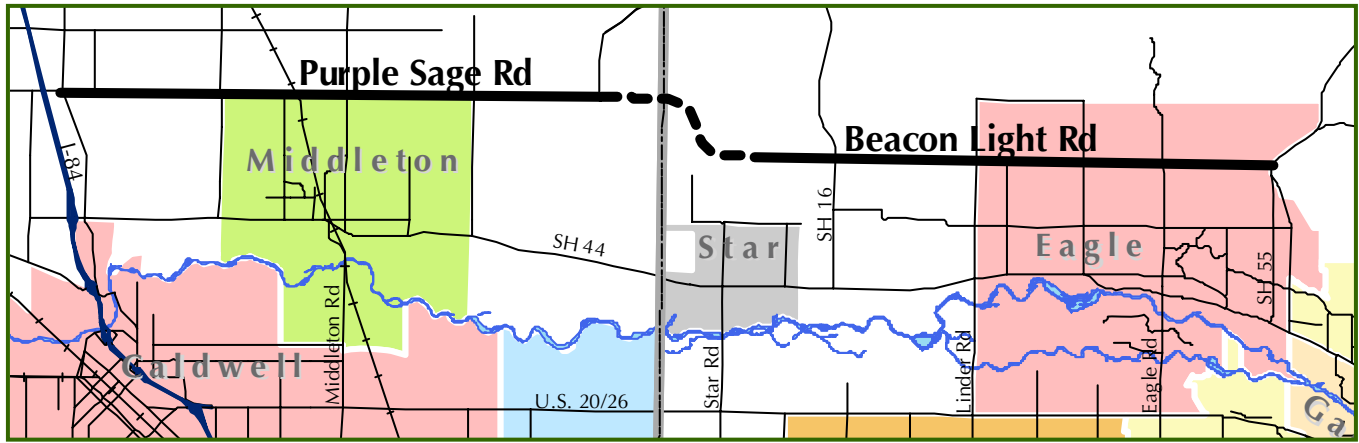
Corridor Prioritization Score

Cost in Millions	\$3.1
\$ per VMT	5
Time Total Savings	3
Connections	5
Regionality	1
Growth Area	3
% of Growth (2x)	1
Transit (2x)	0
Total Score	19

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



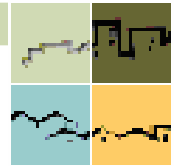
Regional Connection



CHALLENGES AND OPPORTUNITIES

Rapid population growth along the corridor will increase pressure on SH 44. The Purple Sage Road/Beacon Light Road corridor has an opportunity to evolve as an alternate route for drivers on SH 44 and is the most northern road before the foothills. The planned extension and widening of Beacon Light Road/Purple Sage Road will improve connectivity within the region. Recent annexations and platting activity north of the City of Star already challenge the possibility of the extension between Purple Sage Road and Beacon Light Road.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>This is the first plan proposing a connection between Purple Sage Road and Beacon Light Road and the widening of Beacon Light Road.</p>	<p>Widen Purple Sage Road from two lanes to three lanes from I-84 in western Canyon County to the proposed connection at the Canyon/Ada County Line.</p>	<p>Extend Purple Sage Road to connect with Beacon Light Road at the Canyon/Ada County Line. Estimated Cost: \$3,100,000</p> <p>Widen Beacon Light Road to four to five lanes from SH 16 to SH 55. Estimated Cost: \$37,430,000</p>



Rail Corridor

The Rail Corridor is vital to the region because of its potential for transit.

WHY THIS CORRIDOR MATTERS

Much of the rail corridor, specifically the “Boise-Cutoff,” parallels I-84, which is the backbone of the Treasure Valley’s transportation system. The forty-four mile long Boise-Cutoff and I-84 can be broadly considered to be the same corridor because of this relationship. The rail corridor, including connections from Caldwell to south of Boise, has the potential to provide effective transit alternatives to the primary east-west roadways through the provision of rail or bus rapid transit service.



A 2003 study examined the corridor in order to provide information and background on the history, ownership, current freight activities, improvements and investments necessary to implement passenger service. The study focused on the portion of the rail corridor beginning in Nampa, through Meridian to just south of Gowen Road in Boise, approximately twenty-five miles. The study also identified several potential routes to connect to Caldwell.

The study identified seven potential station locations; Nampa at 11th Avenue, Idaho Center, Meridian, Eagle Road, Boise Towne Square Mall, Boise Depot, and East Terminal. In addition, the City of Meridian’s comprehensive plan shows a rail station at Ten Mile Road.

The Boise Cutoff was used for freight and passenger rail service starting in 1926. Passenger service by AMTRAK was halted in 1997. Note that the Boise Interurban offered local streetcar services between Boise, Meridian, Nampa, Caldwell and other communities from 1890 until 1928, when increasing automobile use cut ridership and revenues.

The Union Pacific Railroad (UPRR) currently owns the line with freight service being provided by the Idaho Northern & Pacific Railroad (INPR).

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Rail Corridor to meet CIM goals:

- ❖ Support an I-84 corridor-level alternatives analysis that would include fixed-guideway service along the rail line.
- ❖ Support legislation allowing local funding of transit service.

Land use decisions needed to implement the plan:

- ❖ Any land-use decisions up to one mile around potential station areas should be coordinated with Valley Regional Transit to ensure compatibility and support for existing and future transit service.
- ❖ Development outside potential station areas and existing urban areas should be limited.
- ❖ Right-of-way in station areas should be preserved for future development.
- ❖ Local governments along the corridor are recommended to focus development in designated growth areas, particularly around potential transit stations.

LAND USE GUIDING PRINCIPLES

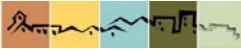
Plan for growth & share in benefits and costs

Facilitate growth in cities & areas of impact to use public infrastructure more efficiently

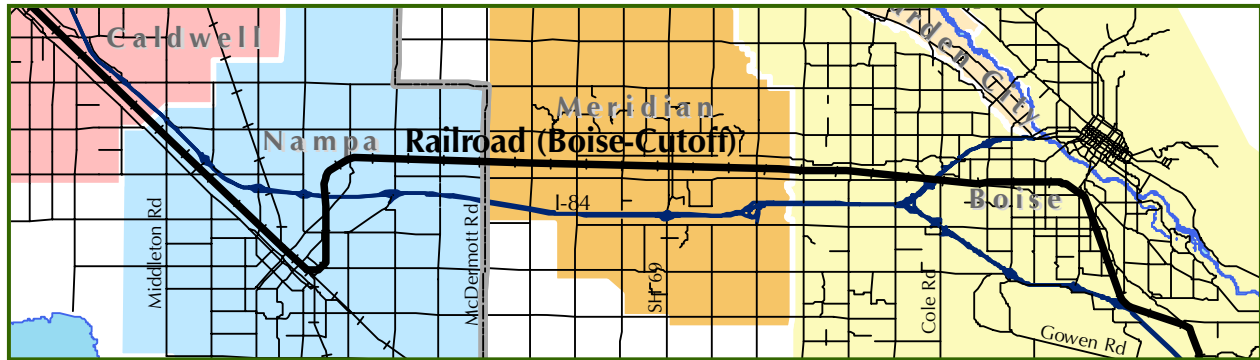
Promote economic vitality & housing choices for all residents while retaining natural beauty

Support a successful central city to maintain regional economic health and vitality

Coordinate transportation and land use decisions to support travel choices



Regional Connection



CHALLENGES AND OPPORTUNITIES

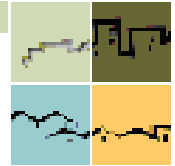
I-84, the Treasure Valley transportation backbone, is facing a doubling of traffic levels in the next twenty-five years and a travel time increase of approximately forty percent from Caldwell to Boise’s Central Business District. Beyond 2030, travel time is expected to jump 150%. The rail corridor presents a unique opportunity to provide relief to this vital corridor through the provision of fixed-guideway transit service.

The primary source of funding to implement a fixed-guideway system is the Federal Transit Administration’s New Starts process. If proposed projects score well during this process the federal government may pay a substantial portion of the initial capital investment necessary to initiate service. The study and subsequent design and construction process typically takes from six to twelve years and seeks to ensure solid planning/decision-making, adequate project scrutiny, local support, sufficient cost-benefit analysis and documented transportation needs.

The challenge will be that in order for any project to score well and receive New Starts funding, jurisdictions must be committed to improving project scoring through actions at the local and regional level. Project scoring criteria includes:

- ❖ **Local Financial Commitment:** How much local money is available for construction, operations and maintenance? Will it be available for the next twenty years?
- ❖ **Land Use:** Does land use around stations support transit? If not, are plans, ordinances, and design guides in place to make it so?
- ❖ **Growth Management:** Do policies direct development to established urban centers and/or to limit development elsewhere?
- ❖ **Economic Development:** Will station areas spur economic development?
- ❖ **Environmental Benefits:** How will the project improve air quality?
- ❖ **Cost Effectiveness:** What is the cost per rider?

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>In 1997, a diesel-powered light rail vehicle, the RegioSprinter, was demonstrated during two weeks along the Boise Cutoff. Interest in rail transit increased.</p> <p>Circa 1999, the Union Pacific Railroad proposed abandonment of eighteen miles of the Boise Cutoff south of Boise. The City of Boise bought this section from UP.</p> <p>In 2003, a <i>Rail Corridor Evaluation</i> identified intersection improvements, rail upgrades and infrastructure investments that would be necessary at such a time passenger service was implemented along the corridor.</p>	<p><i>Without additional revenues, the fixed-guideway services and its supporting bus system are not fundable and are deemed illustrative.</i></p> <p>Conduct an I-84 Alternatives Analysis to identify effective, reasonable investments to expand capacity & improve operations.</p> <p>Investigate potential and cost for acquisition of the corridor and key right-of-way in potential station areas.</p> <p>Develop transit funding options that could implement the operating and capital needs for public transit.</p>	<p>Acquisition of the rail corridor from the Main Line in Nampa to downtown Boise, including rail and safety improvements. Estimated Cost: \$40,000,000</p> <p>Implement rail or bus rapid transit services along the corridor.</p> <p>Estimated Capital Cost: \$200-300 million</p> <p>Operations Cost: \$8 million per year</p> <p>(Fully implemented public transit system, with rail or BRT service is estimated to cost \$122 million per year for operating)</p>



Robinson/Star Road

Robinson/Star Road is an arterial that will become more important as an alternate to McDermott Road – a potential extension of SH 16.



WHY THIS CORRIDOR MATTERS

The Robinson Road/Star Road corridor currently carries a significant amount of traffic between its termini at Floating Feather Road and northwest of Melba (Owyhee County). The focus, for the purposes of this plan, is the twenty mile segment beginning at Star Road at SH 44 and terminating south of Kuna Road. In 2030, the corridor is forecasted to carry 15,300 trips per day on its busiest segment south of Cherry Lane, decreasing to 800 at its most undeveloped section north of Kuna Road.

Expanding the road to four or five lanes from Greenhurst Road north to Cherry Lane will increase the number of vehicles it carries. An interchange previously planned for Robinson Road would occur one mile east at McDermott Road. (See the SH 16 and McDermott Corridors) The new McDermott Road interchange and corridor would decrease demand on the Robinson Road/Star Road corridor, which would then provide a more local route for north/south travel.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Robinson Road/Star Road to meet CIM goals:

- ❖ The road is recommended to become a four- or five-lane arterial from Greenhurst Road north to Cherry Lane, with design treatments determined by collaborative planning by the City of Nampa, Nampa Highway District, and the Idaho Transportation Department (I-84 vicinity). The Union Pacific Railroad will also be involved due to the rail crossing issues.
- ❖ Continued support for the completion of the corridor plan for Robinson Road/Star Road is needed.

Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the Robinson Road/Star Road corridor is managed consistent with its arterial designation.

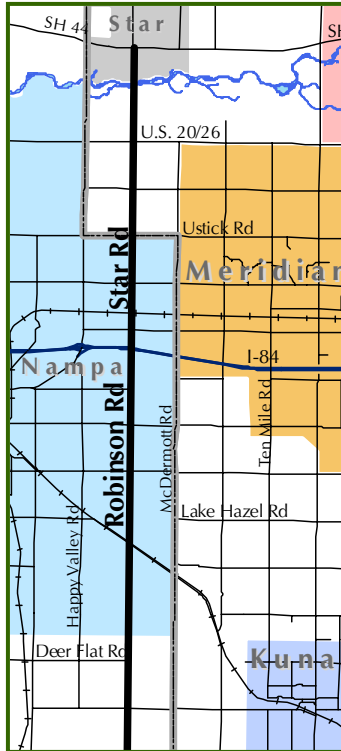
Corridor Prioritization Score

Cost in Millions	\$37.5
\$ per VMT	2
Time Total Savings	2
Connections	1
Regionality	1
Growth Area	5
% of Growth (2x)	1
Transit (2x)	0
Total Score	13

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



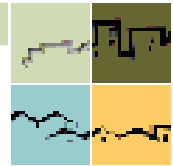
CHALLENGES AND OPPORTUNITIES

Robinson Road/Star Road has an opportunity to provide local north-south travel needs parallel to the McDermott Road corridor, which would be the more regional corridor. It would also provide relief to the Happy Valley Road/Can Ada Road corridor. The planned expansion of the corridor to a four- or five-lane arterial from Greenhurst Road north to Cherry Lane will help alleviate future congestion in a rapidly growing area. An interchange is currently planned for construction on McDermott Road. This will leave Robinson Road/Star Road as the only major corridor separating the Garrity and McDermott interchanges.

Additional pressure on Robinson Road and Star Road are likely due to the Boise State University West Campus and large commercial developments under construction near Garrity Interchange.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>The <i>I-84 Corridor Study Final Report</i>⁹³ completed in 2001 evaluated an interchange at Robinson Road to remove some pressure from the already congested Garrity Interchange.</p> <p>During the development of <i>Communities in Motion</i>, many people supported a north-south major arterial between Ada County and Canyon County in the vicinity of McDermott Road accompanied by a new interchange.</p>	<p>Study the possibility of an interchange at Robinson Road which is included in the <i>I-84 Corridor Study Final Report</i>.</p>	<p>Widen Robinson Road from two lanes to five lanes between Greenhurst Road and Cherry Lane in Nampa. Estimated Cost: \$37,500,000</p>

⁹³ I-85 Corridor Study Final Report URL: <http://www.compassidaho.org/documents/planning/studies/i84finalreport.pdf>



State Highway 16

State Highway 16 is the primary north-south route that links Gem County to the Treasure Valley.

WHY THIS CORRIDOR MATTERS

State Highway 16 (SH 16) is the main commuter route from Gem County to the Treasure Valley. According to the 2000 Census approximately 37% of the Gem County labor force travels to the Treasure Valley for work. The SH 16 corridor has been included in the “Connecting Idaho Program” that was launched by the Idaho Transportation Department and approved by the Idaho Legislature in 2005. The corridor is an important link to a proposed Indian Valley route to the north and to an upgraded McDermott Road south of I-84.



From the Gem County/Ada County border south to Beacon Light Road, the corridor traverses rural areas of northern Ada County. Development in this area has historically been limited due to steep terrain and lack of an interconnected road network and urban services, although development pressure from recently proposed planned communities could quickly affect demand. From Beacon Light Road south to SH 44, the area is experiencing rapid development pressures as the cities of Star and Eagle expand. At least 2,000 lots are under preliminary plat status within one mile of the corridor.

The Idaho Transportation Department will fund a major study of the extension of the highway south to I-84 and amend the recently completed study from SH 44 to the City of Emmett. This study will

meet [National Environmental Policy Act \(NEPA\)](#) requirements and determine the ultimate highway alignment and roadway section. The extension will be located on or near the McDermott Road corridor. By 2030, traffic volumes would range between 25,000 and 42,000 along the corridor.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for State Highway 16 to meet CIM goals:

- ❖ Implement the SH 16 Corridor Study to improve safety and mobility along the corridor.
- ❖ Design and construct a high-speed, limited access roadway connecting existing SH 16 to I-84 at or near McDermott Road.

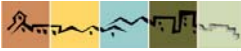
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the SH 16 corridor is consistent with the standards of the Idaho Transportation Department.
- ❖ The Idaho Transportation Department and local jurisdictions need to work together to implement the recommendations of the SH 16 Corridor Plan.
- ❖ Specific area plans should be completed and adopted in advance of urban development in the vicinity of interchanges.

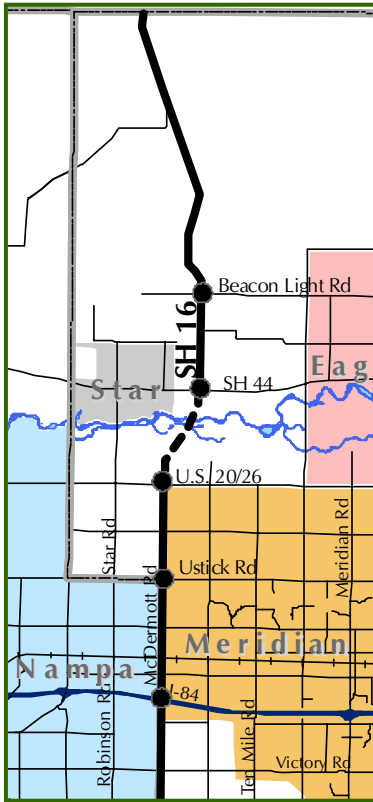
Corridor Prioritization Score

	SH 16	Inter change
Cost in Millions	\$241.9	\$73.6
\$ per VMT	2	1
Time Total Savings	5	1
Connections	1	5
Regionality	4	5
Growth Area	5	5
% of Growth (2x)	3	4
Transit (2x)	5	5
Total Score	33	35

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



CHALLENGES AND OPPORTUNITIES

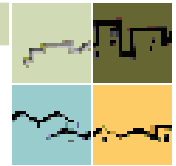
The Idaho Transportation Department would design SH 16 to an expressway/freeway standard. This opportunity exists due to the relatively low amount of development along the corridor. Local governments and ITD will need to discuss and resolve the location of new interchange locations along the highway.

Safety along the corridor has been a concern for the past several years due to rapidly increasing traffic volumes and the number of accidents along the corridor. ITD and local citizens and elected officials have met regularly to identify improvements to the corridor, and ITD has designated the corridor as Idaho's first "safety corridor."

The type of facility represented by the SH 16 corridor could be continued south along the McDermott corridor to connect with the Kuna-Mora corridor. The combination of these three corridors would provide the first major new regional route since the construction of I-84. (See McDermott and Bowmont/Kuna-Mora corridor descriptions.)

(Exact alignment and location of interchanges are subject to further study.)

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>The Idaho Transportation Department initiated a study of SH 16 in 2001 that would result in the completion of a concept report for recommended improvements and an approved environmental document. The ITD has decided to amend the study to have a freeway concept prepared. A total of \$3,200,000 has been spent to date, and an additional \$4,800,000 has been programmed through 2009, of which \$4,500,000 is for right-of-way.</p>	<p>Widen SH 16 between I-84 and the Ada County/Gem Counties Line to Expressway standards including interchanges at Ustick Road, US 20/26, SH 44, Beacon Light, and Chapparral, overpasses at the other roads intersected and a river crossing. Estimated Cost: \$242,000,000</p> <p>Widen SH 16 from three lanes to four-lane from the County line to the substation. Widen to five lanes from substation to SH 52. Estimated Cost: \$94,000,000</p> <p>A new interchange at I-84 in the vicinity of McDermott Road is included on the I-84 corridor page. This interchange will require special designs to facilitate connections to Franklin Road. Estimated Cost: \$74,000,000</p>	<p>Provide park and ride lot at the Ada/Gem Counties Line and transit services from transit locations near I-84 to the park and ride lot.</p> <p>Evaluate the extension of this corridor south to Kuna-Mora Road.</p>

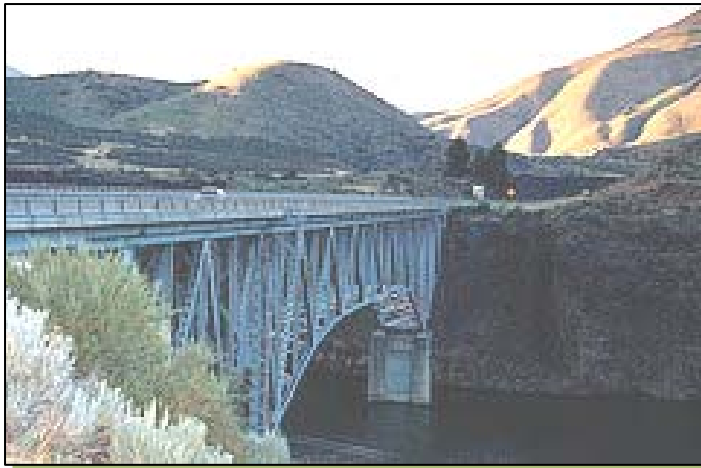


State Highway 21

SH 21 provides connections for Boise County.

WHY THIS CORRIDOR MATTERS

SH 21 runs from the City of Boise to SH 75 in Stanley, Idaho traversing through rugged terrain in the “back country” of central Idaho. SH 21 is one of the most important north-south corridors in Boise County. It provides access for Boise County residents to the jobs and services in Ada and Canyon Counties, but also provides access for tourists throughout the



year into Boise County and beyond and for Ada and Canyon Counties’ residents to weekend and summertime cabins. SH 55 is another important corridor that provides access between Ada and Canyon Counties to Horseshoe Bend and beyond into Valley County and the booming recreation sites in Cascade, Tamarack and McCall. Both SH 21 and SH 55 are also major freight routes, including logging trucks.

The two highways are connected via Garden Valley on a county road. The indirectness of this route has been a concern to Boise County residents and is addressed in a separate corridor write-up, Harris Creek/Centerville Road.

According to the 2000 Census, fifty-two percent of workers living in Boise County commute to Ada County

during the week. The peak traffic may be driven more by the weekend travel and recreational trips, however. The ITD traffic report for July 2005 indicated average weekend traffic measured at Robie Creek was 4,188, compared to the average weekday traffic of 3,670 at that location.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for SH 21 to meet CIM goals:

- ❖ The proposed improvements provide safety on existing highway.
- ❖ Support from the Idaho Transportation Department, Idaho City and Boise County is needed.

Land use decisions needed to implement the plan:

- ❖ Corridor planning along SH 55 and SH 21 will enhance traffic flow and safety. Access management is essential.

LAND USE GUIDING PRINCIPLES

Plan for growth & share in benefits and costs

Facilitate growth in cities & areas of impact to use public infrastructure more efficiently

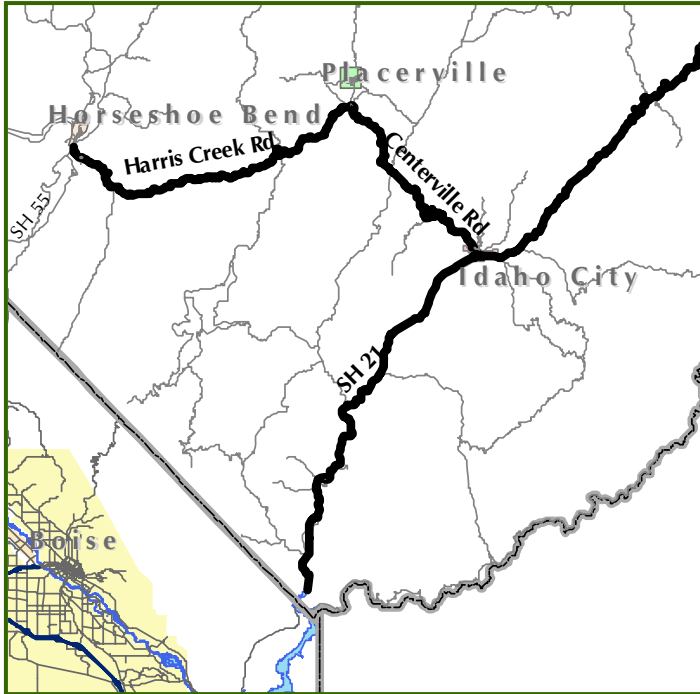
Promote economic vitality & housing choices for all residents while retaining natural beauty

Support a successful central city to maintain regional economic health and vitality

Coordinate transportation and land use decisions to support travel choices



Regional Connection



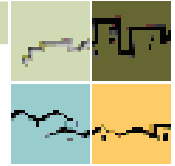
CHALLENGES AND OPPORTUNITIES

SH 21 – This highway runs through the mountains with a tremendous amount of sharp curves. The proposed projects for the highway include additional passing lanes between the City of Boise and Idaho City to improve safety conditions.

There are distinct urban and rural portions of SH 21. West of the Boise River, right of way was purchased to accommodate a future widening. Access rights were also purchased or negotiated at that time. The route was designed for a future bridge to be constructed north of the existing bridge. No funds to widen and/or construct the new bridge are in the fiscally constrained plan.

Also see Harris Creek/Centerville Road Corridor.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
None	Improvements to SH 21 involve safety and geometric improvements rather than adding lanes of travel. Accident data and traffic studies will be needed to identify needs such as passing lanes, guard rails, improved lighting at intersections, and horizontal and vertical curve improvements.	



State Highway 44 (State Street)

State Highway 44 is a major east-west route north of Interstate 84 and links several communities in the Treasure Valley.

WHY THIS CORRIDOR MATTERS

State Highway 44 (SH 44), also known as State Street, is the only east-west highway that links Canyon County to Ada County north of the Boise River. State Street is under ITD jurisdiction as SH 44 from Glenwood to I-84. SH 44 continues south on Glenwood to Chinden Boulevard. From Glenwood east to downtown Boise, State Street is under ACHD jurisdiction. State Street carries high levels of commuter traffic from Middleton and western Ada County, as well as commuters from Gem County via SH 16. Existing travel volumes range from 9,400 average daily traffic at the western terminus with I-84 in Canyon County, to 16,500 in the Star vicinity to 32,000 just west of Horseshoe Bend Road. Volumes are at their highest level of 44,800 cars east of Veteran’s Parkway.



The corridor varies in character from the rural western edge to downtown Boise. Main areas include downtown Middleton, downtown Star, and the urban corridor from Eagle Road to downtown Boise. The City of Middleton has adopted a proposed alignment for a bypass of the city in their comprehensive plan, and the need for a bypass of the City of Star will be reviewed in the corridor study currently underway.

Until additional river crossings can be identified and constructed, such as the Three Cities River Crossing, this highway will need to carry an ever increasing volume of traffic. Future volumes are forecasted to increase to 28,000 to 50,000 by the year 2030, even after the construction of the “relief valves” of the SH 16 extension and Three Cities River Crossing.

Goals for Communities in Motion

- Connections:** Provide safe access and mobility in a cost-effective manner to everyone in the region.
- Coordination:** Achieve better intra-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize impacts to people, historic properties, and the environment.
- Information:** Achieve coordination of gathering data and dispersing better information.

Recommendations for State Highway 44 to meet CIM goals:

- ❖ From Eagle Road west to I-84, the corridor is recommended to be a four-lane, limited access divided arterial with design treatments determined by collaborative planning among Idaho Transportation Department, local highway districts, and local jurisdictions.
- ❖ Continued support for the completion of the corridor plan for SH 44 is needed.

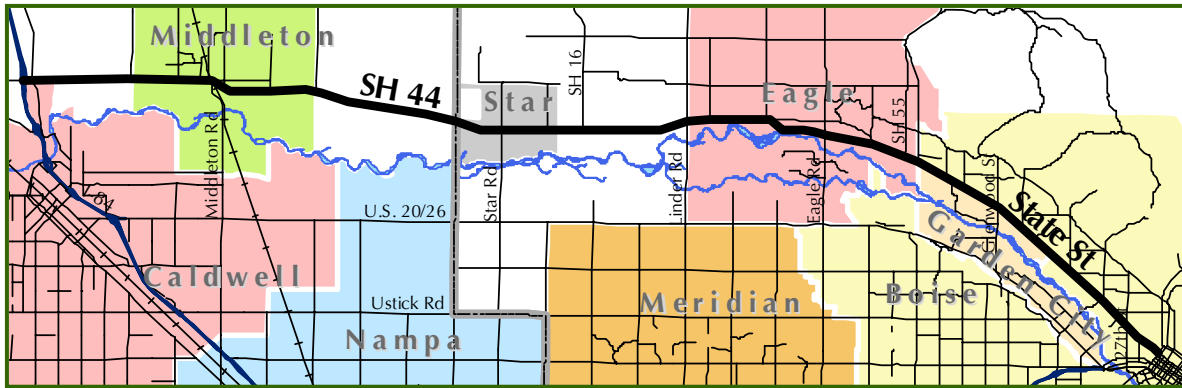
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the SH 44 corridor is consistent with the standards of the Idaho Transportation Department.

Corridor Prioritization Score		
	West	East
Cost in Millions	\$83.6	\$43.8
\$ per VMT	4	5
Time Total Savings	5	1
Connections	1	0
Regionality	3	3
Growth Area	5	5
% of Growth (2x)	3	5
Transit (2x)	5	5
Total Score	34	34
West – Exit 25 at I-84 to Ballantyne Rd East – Eagle Rd to downtown Boise		
Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.		



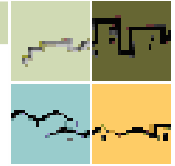
Regional Connection



CHALLENGES AND OPPORTUNITIES

This corridor is rapidly being developed as the cities of Eagle, Star, and Middleton grow. The cost of right-of-way along the corridor has increased dramatically over the past 18 months. The cities of Eagle and Middleton have recognized in their comprehensive plans the importance of maintaining traffic flow throughout the corridor. Eagle has adopted a system of parallel collector roadways that are being built by developers as the city grows. Middleton has adopted an alignment of a proposed alternate route. This action attempts to protect a viable alternate route south of the City of Middleton from development. Though in its early stages, the SH 44 Corridor Study has found broad support for preserving the arterial function of the roadway enhanced with more investment in public transportation services to serve the urban population in the corridor. One challenge to maintaining traffic flow through the corridor is the section of the roadway through downtown Star. Alternatives to reduce traffic volumes through downtown Star will be reviewed.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>The State Street Corridor Study (SH 55 [Eagle Road] to 23rd Street) was completed in 2004. The ACHD Commission committed to a \$57 million, non-traditional, transit option to improve the function of State Street over the next twenty years, which will feature two new lanes for buses and carpools, full sidewalks and bike lanes to promote alternative transportation. Phase II of this project will follow up on recommendations approved under the initial State Street Corridor Study. Work will focus on implementing land use and transportation concepts endorsed in the first phase, including comprehensive plans and regulations.</p> <p>A <u>corridor study</u> is underway for the segment between I-84 in Canyon County to Eagle Road in Ada County. Funding is programmed in FY2006-2008 for the study and partial right-of-way acquisition.</p>	<p>Widen from two lanes to a four-lane limited access divided highway. This project will include a new alternate route through the Middleton area. \$84,000,000</p> <p>Widen State Street between downtown Boise (starting at proposed Multi-Modal Center) to Eagle Road (SH 55) to accommodate a dedicated lane for transit.</p>	<p>Develop a bus rapid transit system between downtown Boise and Eagle Road and transit stations at activity centers along the corridor.</p>



State Highway 45

State Highway 45 connects the region to Owyhee County.



WHY THIS CORRIDOR MATTERS

State Highway 45 (SH 45) connects the City of Nampa and Owyhee County. It serves, however, as an important connection to SH 78, which merges with US 95 into Oregon and SH 51 into Nevada.

SH 45 traverses through a rural portion of the region and fills the need for a variety of travel needs. A local landfill is located just off of SH 45, and waste truck trips from the urban areas to the landfill are numerous. Farm trucks carrying sugar beets and other agricultural products travel from the southern portions of Canyon County to the processing factory north of Nampa. The cheese factory also generates many truck trips taking waste products from the factory to a dump site in the southern area of the region.

The corridor also serves as a commuter route from Owyhee County and the City of Melba to the urban areas of the region. Recreational traffic to the Snake River, Celebration Park, and other sites accounts for many trips, especially in the summer months.

The road is five lanes from downtown Nampa to Greenhurst Road. This portion of the corridor is the most congested part, as it runs through an area of high retail and office space through the City of Nampa. This section of the road is better known as 12th Avenue. South of Greenhurst Road, SH 45 merges to a three-lane facility, then to two lanes just north of Locust Lane.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for State Highway 45 to meet CIM goals:

- ❖ As a corridor providing access to southern Canyon County and across the Snake River into Owyhee County, SH 45 provides regional connections. Additional capacity is needed in the urban portion of the corridor south of Nampa to Locust.

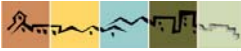
Land use decisions needed to implement the plan:

- ❖ Land-use decisions need to ensure access to the SH 45 corridor is consistent with the standards of the Idaho Transportation Department.
- ❖ Land-use decisions also need to take into consideration the plan for a limited access divided highway along the urban section of the corridor and preserve the right-of-way needed for future improvements.

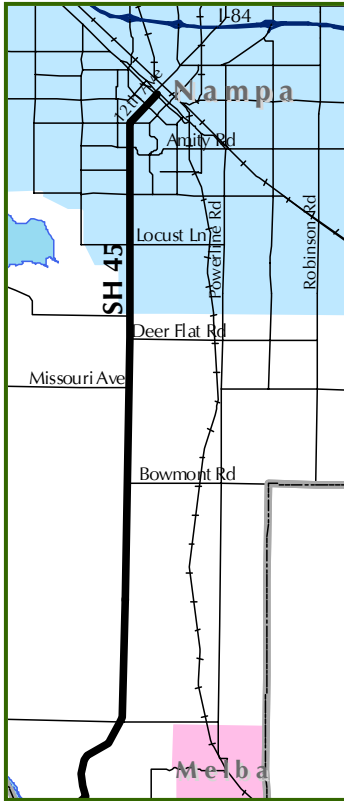
Corridor Prioritization Score

Cost in Millions	\$10.6
\$ per VMT	3
Time Total Savings	1
Connections	1
Regionality	3
Growth Area	1
% of Growth (2x)	1
Transit (2x)	3
Total Score	17

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



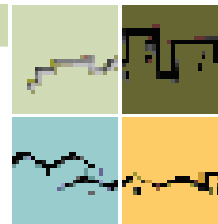
Regional Connection



CHALLENGES AND OPPORTUNITIES

Proposed improvements to the SH 16/McDermott Road corridor and Bowmont/Kuna-Mora Roads provide future opportunities for additional high-speed travel throughout the region. SH 45 will tie in with these future improvements, making it a critical link in the provision of alternatives to the highly congested I-84 corridor.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>In FY 2006, a pavement preservation project is scheduled on SH 45 between Deer Flat Road and Roosevelt Road. Estimated cost: \$432,000.</p> <p>In FY 2007, a pavement preservation project is scheduled on SH 45 between Melba Road and Deer Flat Road. Estimated cost \$1,782,000.</p> <p>A corridor plan on SH 45 from Nampa to SH 78 is scheduled for FY 2009. Estimated cost: \$94,000 (Canyon County portion) Total cost of the plan = \$235,000).</p>	<p>No projects are recommended at this time.</p>	<p>Widen SH 45 from two lanes to four lanes between Deer Flat Road to Locust Lane south of Nampa as a limited access divided highway. Estimated cost: \$10,600,000.</p>

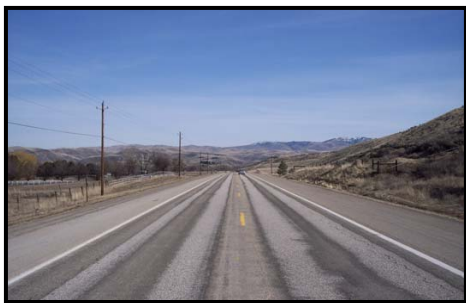


State Highway 55 (Eagle Road) Three Cities River Crossing

State Highway 55 is vital to the region as a major inter/intra-county connector.

WHY THIS CORRIDOR MATTERS – Ada County Section

State Highway 55 (SH 55) connects communities throughout Ada and Canyon Counties and is the primary route for people commuting to and from Boise County and weekend resort destinations such as McCall or Tamarack further north. The Ada County section of the corridor leaves I-84 north along Eagle Road, goes east along SH 44 (State Street), and then turns north to continue into Boise County. Traffic pressures on the corridor are caused from a lack of other major north-south corridors in the area. The corridor changes as it passes through a diversity of areas.



Travel on SH 55 is tied to The Three Cities River Crossing⁹⁴ project (3CRX), planned as a new road and bridge to cross the Boise River and connect the intersection of SH 55 and SH 44 (State Street) on the north with US 20/26 (Chinden Boulevard) on the south. Eagle Road in Ada County is a primary thoroughfare lined with commercial and residential development. The Eagle Road and Fairview Avenue intersection is the highest volume intersection in the Treasure Valley (over 6300 vehicles in the peak hour). Current volumes range from 56,000 north of I-84 to 36,000 at the Boise River. By 2030, volumes will be

slightly higher, but not because of limited demand. Rather, the capacity of this corridor has already been overwhelmed. The Eagle Road Improvement Project is currently listed in the State Transportation Improvement Program under preliminary development (PD).

Transportation Goals for *Communities in Motion*

Connections: Provide options for safe access and mobility in a cost-effective manner for the region.

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

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

Information: Coordinate data gathering and dispense better information.

Recommendations for State Highway 55 Corridor to meet CIM goals:

- ❖ Complete Three Cities River Crossing to relieve congestion on surrounding roadways.
- ❖ Complete the improvements recommended in the Eagle Road Improvement Project, including new traffic signals, increased traffic signal coordination, intersection improvements, median barriers, and pedestrian and bicycle pathways (where desirable) separated from the roadway with landscaping.

Land use decisions needed to implement the plan:

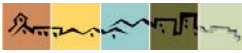
- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Jurisdictions need to work collaboratively in making decisions about proposed new developments along the north Ada County section of the corridor.
 - ❖ Land-use decisions need to ensure access to the SH 55 corridor is consistent with the standards of the Idaho Transportation Department.

Corridor Prioritization Score

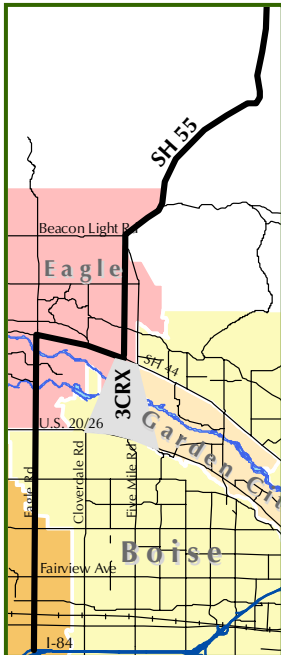
	SH 55 North	3 Cities River
Cost in Millions	\$1.4	\$55.0
\$ per VMT	5	2
Time Total Savings	1	4
Connections	1	5
Regionality	3	3
Growth Area	1	5
% of Growth (2x)	1	4
Transit (2x)	4	3
Total Score	21	33

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.

⁹⁴ Three Cities River Crossing, ACHD Project Website URL: <http://www.achd.ada.id.us/projects/currentprojects/threecities.asp>



Regional Connection



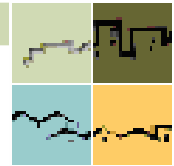
CHALLENGES AND OPPORTUNITIES

As a primary transportation corridor that crosses several cities and counties, State Highway 55 will carry ever larger volumes of traffic. As the region’s population continues to grow, conflicts will continue to arise between the traffic generated by commuters wanting to efficiently travel long distances and local traffic traveling between nearby homes and businesses. Growth in Boise County and in the resort towns further north will place additional traffic pressure on SH 55 in northern Ada County. Cities will be challenged to anticipate and plan for the cumulative effects of proposed developments along the corridor, but outside of city impact areas.

Challenges, however, also create the opportunities. The corridor has the potential to be both an effective thoroughfare and to provide access to residential and commercial developments surrounding it.

Determining how best to resolve the immediate challenges to SH 55 could provide a case study for how to conduct effective land use and transportation planning across multiple jurisdictions. The future of this corridor needs to be considered in concert with proposed improvements to SH 16 and McDermott. With the extensive development and access issues on SH 55, particularly between SH 44 and I-84, speeds are likely to drop even more. ITD has approved a plan to drop the posted speeds on this portion of SH 55 and to construct medians that would control left-turn movements across the roadway. While these system management improvements will help, travel demand will affect parallel roadways such as Cloverdale and Locust Grove.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>In the late 1980s work started to “relocate” portions of SH 55 from current alignments. The portion through downtown Meridian was to move to Eagle Road. A new interchange was constructed at Eagle Road and I-84. A new road was constructed parallel to Horseshoe Bend north of SH 44. Eagle Road was widened in the late 1990s.</p> <p>Rapid growth caused 2004 traffic volumes to exceed the 2015 forecasts. The Eagle Road Arterial Study was completed in 2005 and recommended several strategies to improve traffic flow along the route. The project has moved into the design phase and is called the Eagle Road Improvement Project.</p>	<p>Construct Three Cities River Crossing (3CRX) from SH 44 (State) to U.S. 20/26 (Chinden) at four to five lanes including a new bridge. Estimated Cost: \$55,000,000</p>	<p>Widen SH 55 from two lanes to four lanes as a limited access divided highway between Beacon Light and Brookside north of Eagle. Estimated Cost: \$1,400,000</p> <p>Provide for necessary transit infrastructure, such as bus pull-outs and shelters, along the urban areas of the SH 55 corridor.</p> <p>Construct the recommendations from the Eagle Road Arterial Study. ITD proposed construction in three phases estimated costs:</p> <p>North Phase: \$8,750,000 Central Phase - \$26,810,000 South Phase - \$16,410,000</p>



State Highway 55 (Karcher Road)

State Highway 55 is vital to the region as a major cross-county connector.

WHY THIS CORRIDOR MATTERS – Canyon County Section

State Highway 55 (SH 55) connects multiple communities throughout Ada and Canyon Counties and is the primary route for people commuting to and from Boise County and weekend resort destinations such as McCall or Tamarack further north. The **Canyon County section** of the corridor runs twenty miles from the Snake River, turning east at the Sunnyslope Road corner and following Karcher Road through southern Caldwell and the northwest corner of Nampa before following I-84 into Ada County. SH 55 functions as rural two lane highway until it runs into large commercial developments in Nampa.



Karcher Road faces increasing demands from residential growth in the southern Caldwell area. Lining the corridor is farmland interspersed with new residential subdivisions. Large commercial centers become more prevalent as the road comes into Nampa. This section of road carries over 16,000 cars per day. With multiple access points to all the businesses along the road and a busy center turn lane, safety and congestion are primary concerns.

The Karcher Road Interchange is currently under construction (2006). The new interchange will provide additional traffic through this commercial area of the corridor and provide access to I-84 for the growing residential area.

The road should be widened to a four lane divided, limited access highway. Daily trips carried on this section of the corridor could double by 2030. SH 55 is part of the national highway system.

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

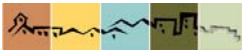
Recommendations for State Highway 55 Corridor to meet CIM goals:

- ❖ Complete the Karcher Interchange to allow increased access to I-84.
- ❖ Widen SH 55 to a four lane limited access divided highway from Sunnyslope to the Karcher Interchange.

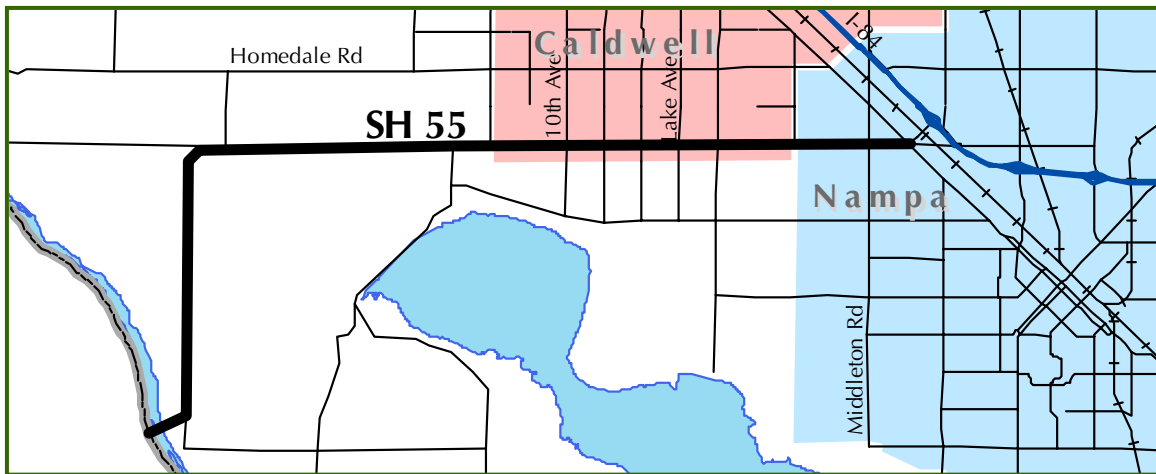
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the SH 55 corridor is consistent with the standards of the Idaho Transportation Department.

Corridor Prioritization Score	
Cost in Millions	\$44.9
\$ per VMT	4
Time Total Savings	2
Connections	1
Regionality	3
Growth Area	3
% of Growth (2x)	2
Transit (2x)	4
Total Score	25
<p>Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.</p>	



Regional Connection

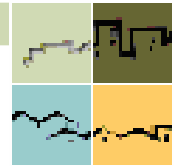


CHALLENGES AND OPPORTUNITIES

As a primary transportation corridor that crosses several cities and counties, State Highway 55 will carry ever larger volumes of traffic. As the region's population continues to grow, conflicts will continue to arise between the traffic generated by commuters wanting to efficiently travel long distances and local traffic traveling between nearby homes and businesses.

The corridor has the potential to be both an effective thoroughfare and provide access to the multiple residential and commercial developments surrounding it.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Widening SH 55 in Canyon County from Marsing to Sunnyslope begins in 2006 for \$12,087,000. The Karcher Road interchange is currently under construction and will be complete in November 2006. This project is expected to cost \$25,379,000. Additional related projects will continue through the fall 2007.</p> <p>Several projects along Karcher Road are funded in the Transportation Improvement Program, including two intersection improvements, widening between Midway Road and Sundance, an upgraded railroad crossing bridge, and a new commuter Park and Ride lot.</p>	<p>No major construction is called for in the plan, but design, access management and right-of-way preservation is essential.</p>	<p>Widen SH 55 from 2 lanes to 4 lanes as a limited access divided highway between Sunnyslope Curve west of Caldwell to Karcher Interchange in Nampa.</p> <p>Estimated Cost: \$44,900,000</p> <p>Provide for necessary transit infrastructure, such as bus pull-outs and shelters, along the urban areas of the SH 55 corridor.</p>



Ten Mile Road

Ten Mile Road links the high-growth areas of Meridian and Kuna.

WHY THIS CORRIDOR MATTERS

Ten Mile Road stretches twelve miles from US 20/26 in Meridian to the vicinity of 4th Street in Kuna. This corridor provides north-south mobility in Meridian and a connection to Kuna. The two primary north-south corridors in the vicinity are planned to be McDermott and Meridian Roads.



Ten Mile Road is bounded by agricultural uses along the northern part of the corridor. Rapid residential development, however, will soon make this primarily a residential corridor with the exception of some commercial and office uses. In addition, the Meridian Waste Water plant is located along Ten Mile Road at Ustick Road.

The City of Meridian Comprehensive Plan identifies a rail station is in the vicinity of the rail line (Boise Cutoff) and Ten Mile Road. Higher densities and mixed land uses are planned for this area.

Ten Mile Road, between Franklin Road and Overland Road, is planned for commercial use.

Further south the corridor is bounded by agricultural uses and is transitioning to low density residential uses near Kuna.

An interchange at I-84 is expected to begin construction in 2008.

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Ten Mile Road Corridor to meet CIM goals:

- ❖ Widen to four or five lanes between Franklin Road and Lake Hazel Road, and Ustick Road and US 20/26.

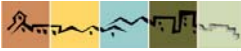
Land use decisions needed to implement the plan:

- ❖ Land-use decisions need to ensure transit supportive densities in the area of planned transit/rail stations and other designated growth areas and discourage development outside existing urban areas.

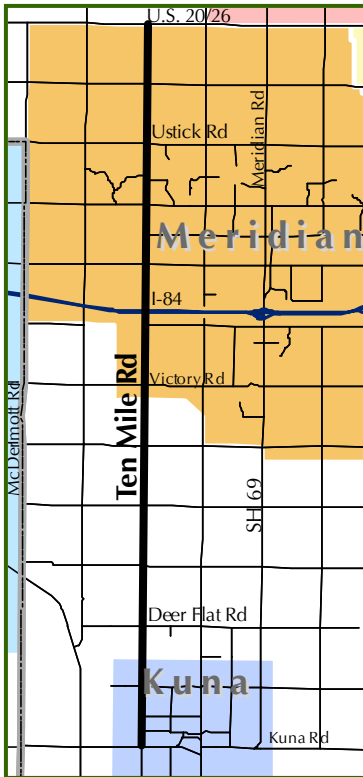
Corridor Prioritization Score

Cost in Millions	\$39.9
\$ per VMT	2
Time Total Savings	3
Connections	5
Regionality	3
Growth Area	5
% of Growth (2x)	4
Transit (2x)	4
Total Score	34

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection

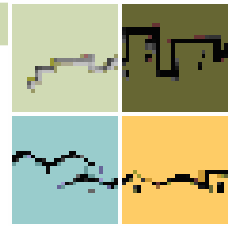


CHALLENGES AND OPPORTUNITIES

Residential development in North Meridian and construction of an interchange at I-84 is likely to lead to substantial demand on Ten Mile Road between Ustick Road and the I-84. In addition, the City of Meridian Comprehensive Plan identifies a mixed-use transit-supportive compact neighborhood in the vicinity of the rail corridor to support a potential rail station. The effort to accommodate anticipated automobile volumes while maintaining the character of this future rail station area may be a challenge.

Rail and rail feeder bus service may provide alternatives to the auto in this corridor.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Construction of an interchange at Ten Mile and I-84 is programmed for FY 2008. Estimated Cost: \$68,650,000</p> <p>Construction between Franklin and Cherry scheduled in 2007. Estimated Cost: \$7,767,000</p> <p>Construction between Ustick and Cherry scheduled in 2007. Estimated Cost: \$7,105,000</p>	<p>Widen Ten Mile Road from two lanes to five lanes between Lake Hazel and US 20/26 (Chinden). Estimated Cost: \$39,920,000 (may be reduced due to budgeted improvements)</p>	<p>When the rail corridor has transit operations and a station is in place, Ten Mile Road will need to accommodate and encourage non-motorized modes through appropriate design and provision of infrastructure, non-motorized paths, and bus pullouts.</p>



US 20/26 (Chinden, Front/Myrtle, & Broadway)

US 20/26 is vital to the region because of its role as an alternate to I-84.

WHY THIS CORRIDOR MATTERS

US 20/26 is second only to I-84 in the amount of regional travel it carries daily and is the longest primary arterial in the two-county region. Since the US 20/26 designation includes large portions of I-84 in eastern Ada County, for the purposes of this plan the focus will be the segment beginning at Broadway Avenue in Ada County and leaving the region in Canyon County northwest of Parma. In 2030, the corridor is forecasted to carry over 45,000 trips per day on its busiest segment



east of Eagle Road to 10,000 at (lowest traveled segment) north of the City of Parma.

The corridor changes character dramatically in its traverse through the region. In Boise, the highway begins as an urban thoroughfare – Broadway Avenue – lined with commercial uses from I-84 to the Broadway Bridge over the Boise River. As the Front Street/Myrtle Street couplet through downtown Boise, the road is bordered by Julia Davis Park and various employment areas, such as the Ada County Courthouse.

Further west, the highway becomes Garden City’s commercial backbone. From Cloverdale Road to Eagle Road, the highway has been improved to five lanes that serves newer commercial areas and a large business park. From Eagle Road to I-84, the road passes through the rapidly developing areas of North Meridian and northeast Caldwell. The highway is only two lanes yet still functions as an alternate route to I-84 for many Canyon County commuters.

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for 20/26 Corridor to meet CIM goals:

- ❖ As an alternative to I-84 to many regional travelers, the US 20/26 corridor from I-84 in Canyon County to McDermott (SH 16) or Eagle Road (SH 55) is recommended to be preserved as an expressway. The section between McDermott and Eagle Roads will need review to determine appropriate standards. US 20/26 from I-84 to Eagle Road is recommended to be built as a four-lane arterial with design treatments determined by collaborative planning among ITD, highway districts and local jurisdictions. West of I-84, US 20/26 will receive operation improvements such as passing lanes and intersection improvements.
- ❖ Continued support for the completion of the corridor plan for US 20/26 is needed.

Land use decisions needed to implement the plan:

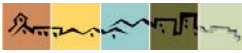
- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the US 20/26 corridor is consistent with the standards of the Idaho Transportation Department.

Corridor Prioritization Score

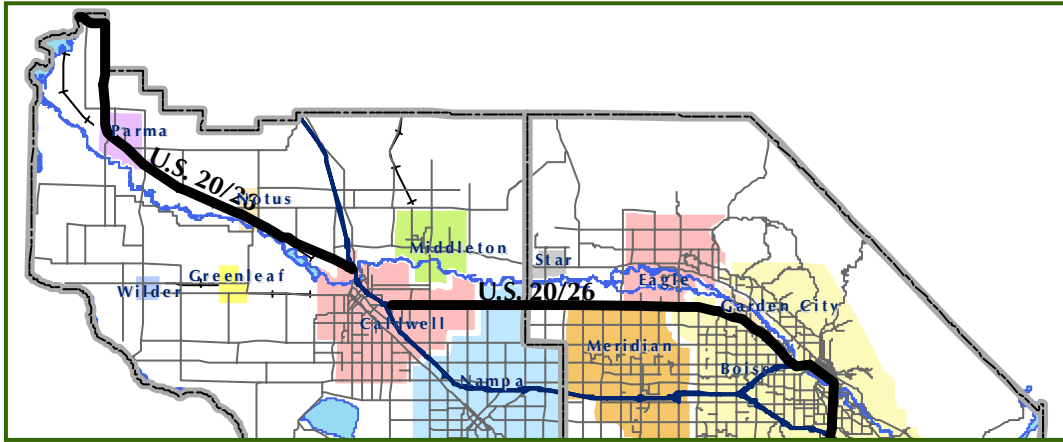
	West	East
Cost in Millions	n.a.	\$202.9
\$ per VMT	5	3
Time Total Savings	1	5
Connections	1	1
Regionality	3	4
Growth Area	2	5
% of Growth (2x)	2	4
Transit (2x)	4	4
Total Score	24	34

West – Parma to Exit 25 at I-84
East – Exit 29 at I-84 to Eagle Road

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection

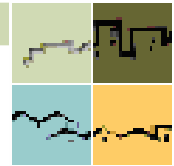


CHALLENGES AND OPPORTUNITIES

Long segments of US 20/26 have the opportunity to become an expressway with the support for access management and corridor preservation by local communities. Some segments will be more challenging, such as the North Meridian area where several subdivisions have been approved within the past two years. Other segments may be unsuitable, such as the segment through the urban core of Garden City. The US 20/26 Corridor Preservation Study has heightened awareness of the importance of this corridor in the regional transportation system and support for its preservation has been received from developers, citizens, and local governments.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>A corridor preservation study⁹⁵ is currently underway for the segment between Eagle Road and I-84 in Canyon County and is expected to be completed in FY2007. The corridor study will produce a corridor plan, an approved environmental document, and right-of-way plans.</p> <p>A reconstruction of Exit 29 in Caldwell is currently funded for construction in 2007.</p> <p>A portion of US 20/26 in downtown Boise was included in the Downtown Boise Mobility Study that COMPASS adopted in December 2005. Recommendations pertaining to US 20/26 include pedestrian crossing enhancements, streetscape improvements, and various improvements to traffic operations.</p>	<p>Widen US 20/26 (Chinden) from two lanes to four lanes as a limited access divided highway between the Franklin Road Interchange in Caldwell to Eagle Road in Eagle/Boise, including grade separated interchanges and overpasses at appropriate locations*.</p> <p>Estimated Cost: \$203,000,000</p> <p>*Actual design, alignment, and type of roadway to be determined by the US 20/26 Corridor Preservation Study. Interim widening and intersection improvements may be necessary due to funding limitations. Preserve sufficient right-of-way widths at major intersections where future grade-separated interchanges are recommended. The City of Meridian does not support grade separation between McDermott Road /SH 16 and Eagle Road.</p>	<p>Make operational improvements to US 20/26 between Parma and Exit 25 in Caldwell.</p> <p>Provide bus service along the corridor from south Boise to Parma.</p> <p>Provide for necessary transit infrastructure, such as bus pull-outs and shelters.</p>

⁹⁵ US 20/26 Corridor Preservation Study, Project Website URL: <http://itd.idaho.gov/Projects/D3/US2026Corridor/>



Ustick Road

The Ustick Road corridor connects cities across Ada and Canyon Counties.



WHY THIS CORRIDOR MATTERS

Ustick Road is one of the longest continuous corridors in the region. It runs thirty-seven miles from the Snake River in Canyon County to Curtis Road in Ada County. The road changes in character several times as it connects undeveloped rural areas with rapidly developing residential and commercial areas in Caldwell, Nampa and Meridian and ends with established neighborhoods and commercial development in Boise.

In Canyon County, the corridor serves as a principal east-west arterial. Largely rural in character, farmland borders much of the road. Several new subdivisions are being built, but they are set well back and are separated from the road by fences. Ustick Road is two lanes and most intersections feature two or four way stop signs. The long-range plan calls for a new interchange connecting Ustick Road to I-84. Ustick Road also connects to McDermott Road, which is planned to transform into an expressway, connecting to both I-84 and State Highway 16.

Traffic volumes that today range between 18,000 trips per day along the busiest sections near Five Mile Road to 1000 trips per day along the more rural sections, will increase to ranges of 10,000 to 38,000 in 2030 when forecasted growth is in place.

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Ustick Road Corridor to meet CIM goals:

- ❖ Construct new interchange at I-84 and Ustick Road.
- ❖ Widen Ustick Road from two to five lanes from Caldwell/Nampa Boulevard to Curtis Road.
- ❖ The specific design of roadway widening at different points along the corridor should be sensitive to the needs and character of surrounding neighborhoods, allowing for pedestrian and bike pathways and landscaped medians where desirable.

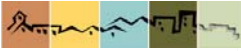
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to take into account the neighborhood area development plans prepared by neighborhood associations bordering Ustick Road.

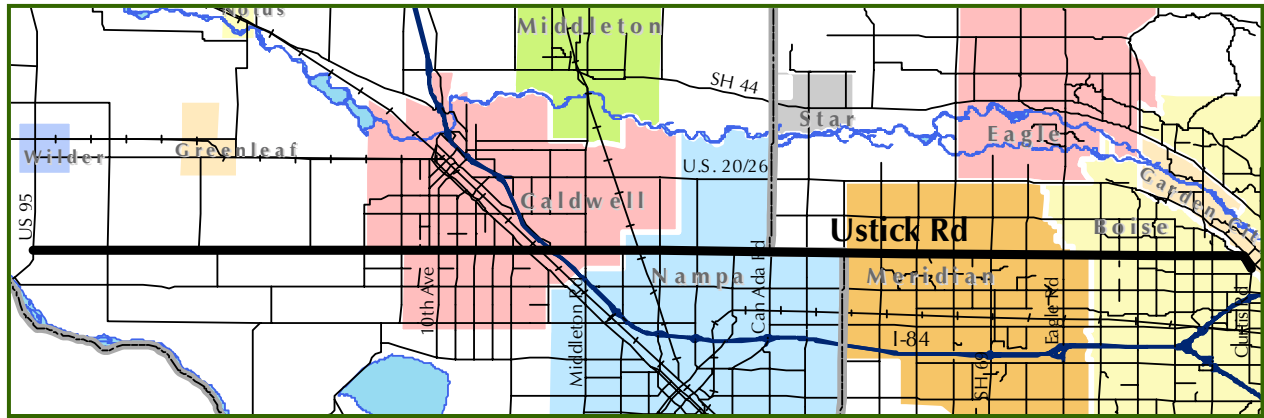
Corridor Prioritization Score

Cost in Millions	\$103.2
\$ per VMT	5
Time Total Savings	5
Connections	1
Regionality	3
Growth Area	5
% of Growth (2x)	5
Transit (2x)	3
Total Score	35

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



CHALLENGES AND OPPORTUNITIES

Ustick Road will continue to face increased traffic pressure as the region grows. Preserving the function of Ustick Road as a principal thoroughfare while creating a neighborhood friendly facility along several sections will challenge the way jurisdictions implement road design. The opportunity for Ustick Road is that it could become a model for how to design a high-capacity road that also serves neighborhood needs. In Ada County, Ustick Road faces increased pressure from the large amount of new residential development in north Meridian and other development in western Ada County. Two elementary schools border the road. Consideration of fronting housing and effects on businesses will need consideration. Neighborhoods are concerned that widening Ustick Road to accommodate more thru traffic will negatively affect the character of their neighborhoods.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Because it connected several communities, Ustick Road used to be the route for the old inter-urban trolley car system.</p> <p>The Ustick Road connection to Curtis Road was completed in 2002. The extension provided a new connection for west Boise and Garden City residents and eased traffic along the largely residential Mountain View Road.</p> <p>Ustick Road from Five Mile Road to Cole Road is scheduled for widening in 2007.</p>	<p>Widen Ustick Road from two lanes to five lanes between Caldwell/Nampa Boulevard in Nampa and Curtis Road in Boise. Estimated Cost: \$103,200,000</p>	<p>Construct new interchange at Ustick Road and I-84. Estimated Cost: \$25,000,000</p> <p>Provide for necessary transit infrastructure, such as bus pull-outs and shelters, along the corridor.</p>

Special Future Studies

During the design of the “optimal” transportation system for the plan, several corridors were considered that lacked sufficient information to determine alignments or designs. These corridors were noted for further study to discover the detail needed to include it in a plan and are shown as a “study box” on the [major capital improvements map](#).⁹⁶ These special studies include (in alphabetical order):

- **Bowmont/Kuna-Mora Road** -- study for possibility of an express-type arterial corridor in the near future. This corridor would connect to the McDermott extension (SH 16) in the distant future and to SH 45 on the west and I-84 on the east. This study would determine alignments, access management needs, and design/implementation options as a future expressway beyond 2030.
- **Cloverdale Road and Five Mile Road** – during discussions of an “optimal” transportation system, these corridors will need improvements. A current study of the Three Cities River Crossing has not been completed, which will establish connections of one or both of these roads across the Boise River to SH 55. Other issues include the potential of an interchange at I-84 and Cloverdale, and connections of one or both of these roads to a future Kuna-Mora expressway.
- **Cloverdale Road to the Eisenmann Interchange** – new connections are needed in the area south of Boise between Cloverdale Road and the Eisenmann Interchange. The study would locate the most desirable and efficient connections.

- **I-84 Interchanges** – study for possible inclusion of an interchange at Robinson Road in Nampa and near Amity Road in Boise. A more complex interchange study is needed to connect Franklin Road to I-84 in the vicinity of SH 16 and McDermott Road. Future interchange locations will be determined during the I-84 study. This study is expected to be funded through GARVEE funding.
- **McDermott Road** – south of I-84, McDermott Road could become an extension of the proposed expressway system on SH 16 connecting to Kuna-Mora Road. This study would determine the feasibility of an expressway, alignments, and access management needs.
- **Purple Sage/Beacon Light Road Extension** – an alignment for the connection of these roadways is needed. Current development activity could preclude any connection, and an alignment is needed to protect rights-of-way.
- **River Crossing in Canyon County** – there is currently a six mile gap (Star Road to Middleton Road) between river crossings in a high-growth area of Canyon County. This study would determine the alignment and connections of a river crossing. The preferred alignment will likely align with either Franklin Road or Northside Road. Once a determination is made, the preferred road will be classified as a principal arterial and the other as a minor arterial.
- **SH 16** – study is currently underway to determine the feasibility of an expressway system, the alignment, access management strategies, and funding measures.
- **SH 16 to SH 55 Connection Study** – in anticipation of future growth north of the City of Eagle, a study would determine feasibility and alignment of a northern connection.

⁹⁶ Proposed Major Capital Roadway and Transit Improvements Map URL: http://www.communitiesinmotion.org/Documents/datareports/majorcapital_D2.pdf

- **SH 69 Extension** – ACHD and the City of Kuna agree that an extension is needed, but differ on the alignment and need for a railroad overpass. The study will consider costs, benefits and environmental issues of the options.
- **Canyon Truck Route Corridor Study** – there is a desire for a route to divert truck traffic south of I-84 west of the City of Caldwell to Kuna-Mora and connecting back to I-84 south of the City of Boise. This study will also include the feasibility of a new river crossing near Weitz Road northwest of the City of Caldwell.

Other transportation studies in the region can be found on the “[Studies Coordination](#)”⁹⁷ website.

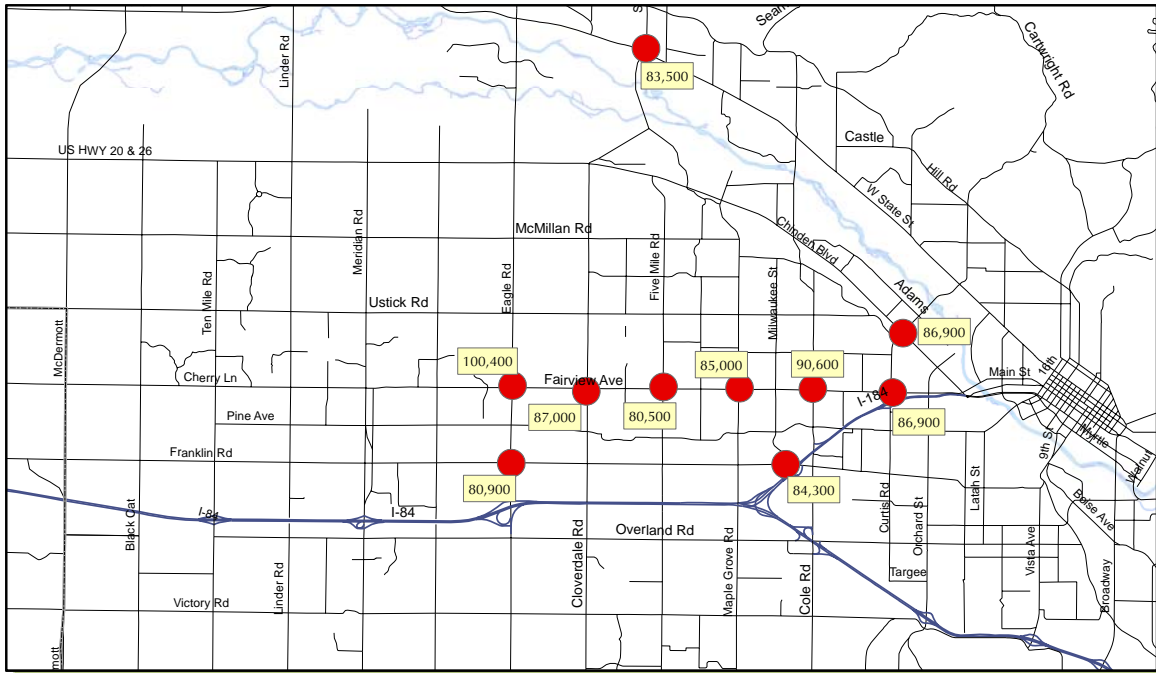
Critical Intersections

COMPASS uses a travel demand model that focuses on regional corridors and travel patterns rather than on specific issues at individual intersections. Certainly the regional corridors are high priorities for investment, but this emphasis does not mean that intersections are not important. In fact, intersections are key to understanding traffic flow on urban roads. This section is intended to highlight the issues and potential approaches in addressing significant intersection problems.

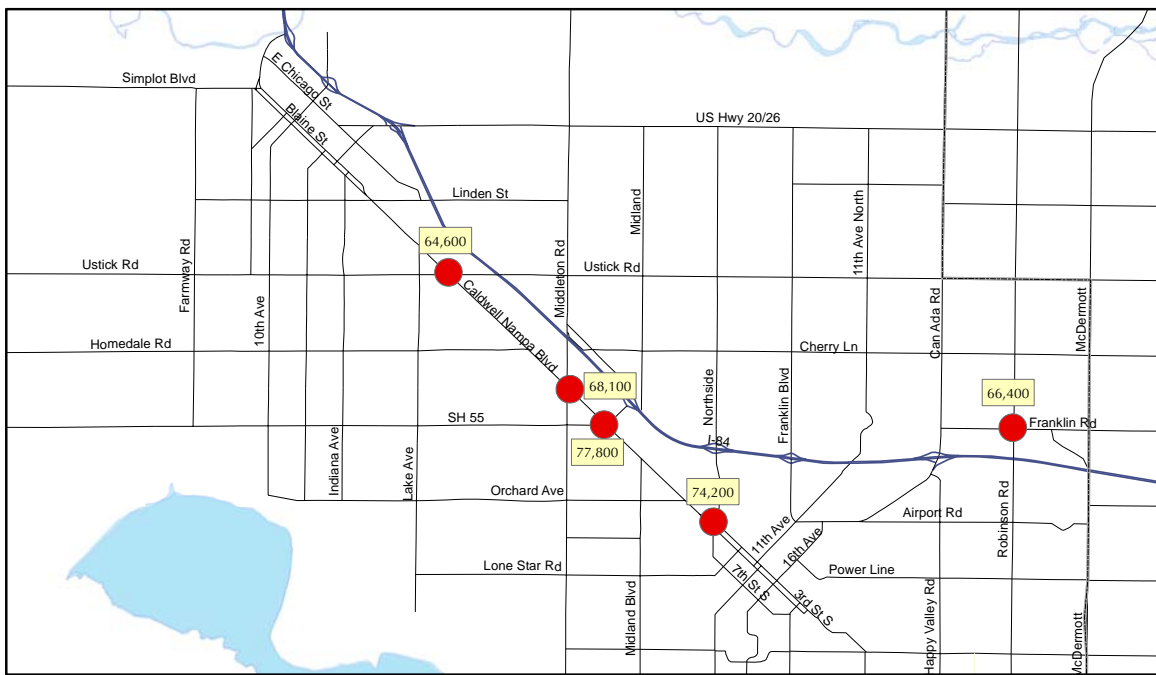
The intersections shown are at-grade intersections. Grade-separated interchanges on I-84 and I-184 may carry high volumes but are better able to handle these high volumes since movements are physically separated. Traffic engineers deal with high levels of intersection volumes in several ways, including:

- Increase the capacity of the intersection by adding more storage for the various traffic movements.
- Separate the movements.
- Reduce or eliminate left-turn movements.
- Improve signal progression to reduce stacking at intersections.

⁹⁷ Studies Coordination URL:
<http://www.compassidaho.org/planning/studies.htm>



Top 10 busiest intersections in Ada County in 2030 using the “Community Choices” growth scenario.



Top 5 busiest intersections in Canyon County in 2030 using the “Community Choices” growth scenario.

The critical intersections shown in the maps above will need special design treatments if they are not to become very large parking lots by 2030.

Whether grade separation, exotic left-turn treatments, or roundabouts are appropriate are questions that need to be considered--and soon or else growth will reduce the options and likelihood of a good solution. A more detailed [white paper on critical intersections](#)⁹⁸ is available.

Enhancement Possibilities

Throughout the process of developing *Communities in Motion*, local residents and officials reiterated that communities want to maintain an individual character. The workshops in November 2004 and February 2005 provided information about roadway design options including main streets, boulevards, and sidewalks. These types of treatments enhance the community through the design of a roadway or transit stop.

In the next twenty to twenty-five years, many of these community enhancements could occur through the federal Surface Transportation Program – Enhancement (STP-E). It is difficult, however, to specify which communities will apply or be approved for these funds. The STP-E programs have a federal aid limit of \$500,000. The local match varies and is based on a sliding scale. Specific categories include: bicycle/pedestrian pathways, scenic, or historic. All the categories must have a strong connection to transportation.

Some examples of the federal enhancement projects funded through FY 2008 follow:

Examples of Federal Enhancement Projects

Year	Project Name and Brief Description	Total Amount	Sponsor
2006	Weiser Recreational Vehicle Trail (Bike/Pedestrian)	\$222,000	City of Weiser
2006	Garden Valley Trail (Bike/Pedestrian)	\$235,000	Miscellaneous
2006	Eckert Pathway Extension II (Pedestrian)	\$644,000	Ada County
2006	Caldwell Depot Rehabilitation (Historical)	\$455,000	City of Caldwell
2007	Boise State University Greenbelt Pathway (Bike/Pedestrian)	\$599,000	Boise State University
2007	Warm Springs Boulevard (Scenic)	\$273,000	ACHD
2008	Canyon Crossroads Transportation Museum in Melba (Historic)	\$410,000	Canyon County
2008	Pennsylvania Ave & 4 th Street (Bike/Pedestrian)	\$450,000	City of Fruitland

⁹⁸ Critical Intersections White Paper URL: <http://www.communitiesinmotion.org/Documents/datareports/Criticalintersections.pdf>

CHAPTER 5

FINDING THE MONEY

Federal Requirements

Federal Regulations⁹⁹ state that the total cost of the investments in the plan cannot exceed the estimated funding available over the life of the plan. This estimate of funds must account for maintenance of the existing and planned transportation system. The projected revenues need to be based on historic trends. The revenue projections can include new funds for which a track record exists. For example, if a gas tax increase has been periodically approved by the state legislature, it would be reasonable to assume future increases. But if in the past, approval of a local option sales tax did not occur then, it would not be reasonable to assume that approval would be granted in the future.

The Importance of Financial Analysis

If you wanted to build a house you would determine how much you could afford to spend. It would be unwise to design a home that would cost \$1 million if your income supports a home costing \$200,000. In addition, any bank looking at your ability to make house payments will look at your other expenses – medical, food, utilities, and other debts. At the same time, your vision of your future home might incorporate some later add-ons if your income goes up. So plan big—as long as

you know the fiscal realities and do not commit to more than you can afford.

The same requirements are placed on preparing a regional transportation plan.

- How much money can we reasonably expect to be available?
- What are our other expenses that will draw upon these resources?
- What new funds might we expect, and on what basis do we expect them?
- What would our desired transportation system cost, including added maintenance for major investments?
- If our transportation “wants” list adds up to more than our resources, what elements are we going to cut—at least until we find more money?

These questions are at the heart of a financially constrained transportation plan and are not much different than any household budget; but the plan deals with billions of dollars.

This chapter covers the sources of funds (income) and the outlay of these funds (expenses). It then looks at how the costs of the desired transportation investments stack up against our expected income, how we might make decisions about what gets done, and where we might look for new revenues to fund the rest of our transportation system. The bottom line is that implement all the road corridors in Chapter 4 of this plan would require another \$628 million, while the expanded transit system presented in Chapter 4 would require another \$1.1 billion to

⁹⁹ Code of Federal Regulations (23 CFR 450), URL: <http://www.washingtonwatchdog.org/documents/cfr/title23/part450.html>, February 23, 2006.

implement. Raising \$1.73 billion over the next 25 years will require increases in fees or taxes.

A Summary of Transportation Revenues

The following tables show the baseline funding available for transportation during Fiscal Years 2004 and 2005 and revenue levels for a four to five year period were used to project future revenues through 2030. As with any projection, a number of assumptions exist:

- Local revenues were forecasted to grow at a 5% rate (lower than the 5.9% average rate for the past four-year period), to be conservative.

- According to the Idaho Transportation Department (ITD), federal reauthorizations would continue to produce a 30% net increase in revenues to Idaho, through the planning horizon.
- Maintenance-related expenditures would remain at approximately 50% of total expenditures on transportation. This is an assumption that should be further evaluated. The [federal rules](#)¹⁰⁰ do require the plan give consideration to investments needed to maintain the existing system.
- Approximately 77% of capacity-related expenditures (or 38% of total expenditures) would be spent on arterials and highways.
- Treasure Valley cities would match available Section 5307 and 5309 federal transit dollars.

Baseline Fiscal Year 04 - 05

Revenues	Highway	Transit	Total
Federal	\$66,456,000	\$7,650,000	\$74,106,000
State	\$41,200,000	\$0	\$41,200,000
Local	\$52,900,000	\$4,020,000	\$56,920,000
Passenger Fares	\$0	\$1,840,000	\$1,840,000
Other	\$0	\$450,000	\$450,000
Total	\$160,556,000	\$13,960,000	\$174,516,000

Forecast 2005 to 2030

Revenues	Highway	Transit	Total
Federal	\$2,313,400,000	\$134,780,000	\$2,448,180,000
State	\$1,171,600,000	\$0	\$1,171,600,000
Local	\$2,726,600,000	\$164,650,000	\$2,891,250,000
Passenger Fares		\$54,740,000	\$54,740,000
Other	\$0	\$11,680,000	\$11,680,000
Total	\$6,211,600,000	\$365,850,000	\$6,577,450,000

¹⁰⁰ Code of Federal Regulations (23 CFR 450),
 URL:<http://www.washingtonwatchdog.org/documents/cfr/title23/part450.html#450.322>

- Transit revenue projections were based upon federal SAFETEA-LU¹⁰¹ and Valley Regional Transit Section 5309 request.
- Federal Transit Administration funding for transit operations in the Boise urbanized area would be reduced over next two years and be eliminated by 2008, as required under SAFETEA-LU. After the 2010 Census, Boise, Meridian, Nampa and Caldwell would be deemed one urbanized area. As a result, all Section 5307 funding for operations after 2012 would be eliminated.
- ACHD Commuteride program would increase to \$2.7 million by 2009.

Where Does The Money Come From?

The resources for transportation shown in the Baseline and Forecast tables (page 2) come from three general sources:

- Federal grants
- State-collected funds
- Local funds

These funds are not always available for any purpose; instead they are often restricted to specific activities. In general, some funds are limited to either roadways or public transportation.

Funds may be further limited to specific types of roads or public transportation. This is an important consideration when looking at the types of transportation we would like to have, but lack the resources. It is not always a simple matter to take the funds from other types of transportation.

¹⁰¹ SAFETEA-LU – acronym for the transportation bill signed in August 2005 for fiscal years 2005-2009. The transportation bill is titled: *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*. Details about SAFETEA-LU are available online: <http://www.fhwa.dot.gov/safetealu/index.htm>.

The funding assumptions in Chapter 5 are tied to the corridor prioritizations in Chapter 4. Changes in the assumptions, including construction, equipment and operations costs, will affect what is financially feasible in this plan. Should federal or local funding not meet assumptions in this analysis or costs increase beyond the level assumed, fewer corridors could be improved. Therefore, there is no explicit or implicit guarantee that the corridors can be completed as shown without additional resources.

Note that construction costs have risen significantly since the cost estimates were developed in 2005. Revenues have not kept pace.

Federal Funds

The federal government is a major funding source of transportation facilities and programs in the U.S. and its territories. Funding authorization comes from legislation approved every six years. The most recent legislation, *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, authorizes the federal surface transportation programs for highways, highway safety, and transit for the five-year period 2005-2009; it was signed into law on August 10, 2005 and replaced *Transportation Equity Act for the 21st Century (TEA-21)*.

For highways, the size of the federal highway budget is impressive. Note that the amounts authorized¹⁰² in the first four years are larger than the obligation authority¹⁰³ amounts. The latter amount is critical, since this is the maximum amount that may be obligated each year. The reason for this is to provide a cushion in case the revenues are not as robust as forecasted.

The withheld amount may be released at some time, if future revenues permit. Several key categories of funding for roadways are under the federal program. The authorizations by each category for Idaho are shown below.

Authorized Funding/Obligational Authority for Federal Highway Programs - US
(In Billions)

	2005	2006	2007	2008	2009	Total
Authorized Amount	\$ 37.7	\$ 38.6	\$ 40.9	\$ 42.3	\$ 33.9	\$ 193.2
Obligational Authority	\$ 34.4	\$ 36.0	\$ 38.2	\$ 39.9	\$ 41.2	\$ 189.5

Authorized Funding for Federal Highway Programs – Idaho ¹⁰⁴
(In Millions)

	Idaho 2006 Revised ¹⁰⁵	2006	2007	2008	2009
Interstate Maintenance	\$35,478	\$36,801	\$37,394	\$37,996	\$38,608
National Highway System	\$47,407	\$49,372	\$50,166	\$50,974	\$51,795
Surface Transportation Program	\$36,055	\$37,876	\$38,291	\$38,843	\$39,469
Bridge Replacement & Rehabilitation	\$15,322	\$15,270	\$15,516	\$15,766	\$16,020
Congestion Mitigation & Air Quality	\$8,084	\$8,365	\$8,499	\$8,636	\$8,775
Recreational Trails	\$1,131	\$1,187	\$1,273	\$1,358	\$1,444
Safety	\$7,812	\$6,925	\$7,061	\$7,199	\$7,339
Rail-Hwy Crossings	\$1,592	\$1,765	\$1,762	\$1,761	\$1,761
Border Infrastructure Program	\$895	\$899	\$1,023	\$1,178	\$1,302
Safe Routes To School	\$990	\$1,000	\$1,000	\$1,000	\$1,000
High Priority Projects	\$27,400	\$27,400	\$27,400	\$27,400	\$27,400
Equity Bonus	\$76,439	\$75,889	\$87,731	\$94,852	\$94,895
Grand Total	\$258,605	\$262,751	\$277,117	\$286,964	\$289,809

¹⁰² Authorized Amount. Upper limit of the amount of funds that can be appropriated for a program established under legislation by Congress. More details about federal budgetary terminology can be found online at http://www.rules.house.gov/archives/glossary_fbp.htm

¹⁰³ Obligation Authority. A "ceiling" on the amount of federal assistance that may be promised (obligated) during a specified time period. <http://www.fhwa.dot.gov/safetealu/factsheets/oblim.htm>

¹⁰⁴ Sources: SAFETEA-LU Authorization - <http://www.fhwa.dot.gov/reauthorization/rta-000-1664ar.xls>

¹⁰⁵ Updated Authorization March 21, 2006) - <http://www.fhwa.dot.gov/safetealu/fundtables.htm>

Note that the revisions in March 2006 reduced the initial authorization by \$4 million. Nationally the reduction amounted to \$1.3 billion.

Some of these programs are targeted toward alternate modes of transportation or toward improved technology to reduce congestion or pollution. Others, notably the Surface Transportation Program, may be flexed¹⁰⁶ to roadway construction/maintenance, pathway construction, transit or vanpool vehicle purchases, other transit capital needs, or limited transit operations costs. National Highway System funds may be used under limited circumstances for public transportation. In general, none of the above sources are reliable for ongoing support for public transportation operating costs. A detailed list of Federal Highway Administration programs is located at the end of this chapter.

Financial support for programs comes from the Highway Trust Fund (HTF) established in 1956. Tax revenues directed to the HTF are derived from excise taxes on highway motor fuel and truck related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. The current federal gasoline tax is 18.4 cents per gallon and 24.5 cents per gallon on diesel. On average, each penny of the federal motor fuel tax produces almost \$1.8 billion in revenues annually. Fuel taxes are by far the largest part of HTF income, constituting 91% of its income in FY 2004.¹⁰⁷ As

noted later, this reliance on the volume of fuel sales can be a weakness.

Federal funding for transit comes under the Federal Transit Administration (FTA) program. SAFETEA-LU provides a combination of trust and general fund authorizations that total \$45.3 billion for public transportation for fiscal years 2005–2009 (\$52.6 billion over the six year period 2004–2009). Just over 80% is derived from the dedicated Mass Transit Account, with only New Starts, Research and FTA Administrative funding coming from the General Fund. All funds, including the General Fund portion, are guaranteed, which means that the guaranteed annual levels are already “paid for” under Congressional budgetary rules. However, guarantees are always subject to change.

The table on the next page shows the breakout of the FTA funding for Idaho transit programs from 2006 through 2009.

Similar to the federal highway funding, federal transit funds are broken into categories of funding. Some can be used in urbanized areas (UZAs)¹⁰⁸ while other funds are intended for services outside the urbanized areas. All of the funding shown is under a formula basis: Idaho does not need to compete for these funds.

¹⁰⁶ Flexed Funds are funds that can be moved from one category to another. There are some restrictions.

¹⁰⁷ Status of the Federal Highway Trust Fund: 1957-2004. <http://www.fhwa.dot.gov/policy/ohim/hs04/pdf/fe210.pdf>

¹⁰⁸ Urbanized Area (UZA) – Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.

Federal Transit Funding under SAFETEA-LU¹⁰⁹

Idaho	Urbanized Formula (5307 and 5340)	Jobs Access/ Reverse Commute (5316)	New Freedom (5317)	Non-Urbanized (5311 and 5340)	Elderly & Persons with Disabilities (5310)	Total
2006	\$6,305,257	\$635,508	\$351,633	\$4,889,655	\$537,815	\$12,719,868
2007	\$6,352,302	\$663,139	\$365,157	\$5,071,595	\$557,451	\$13,009,644
2008	\$6,888,822	\$718,400	\$394,460	\$5,484,750	\$596,724	\$14,083,156
2009	\$7,327,233	\$757,544	\$417,000	\$5,796,196	\$622,251	\$14,920,224
Potential Regional Share Based on 2000 Population Share						
2006	\$3,446,000	\$197,978	\$112,277	\$958,395	\$209,467	\$4,924,117
2007	\$3,471,711	\$206,586	\$116,595	\$994,056	\$217,114	\$5,006,063
2008	\$3,764,935	\$223,801	\$125,952	\$1,075,037	\$232,410	\$5,422,134
2009	\$4,004,539	\$235,996	\$133,149	\$1,136,082	\$242,352	\$5,752,117

Section Funds

Section 5307 – Provides grants for UZAs for public transportation capital investments and operating expenses in areas under 200,000 population from the Mass Transit Account of the Highway Trust Fund. Operating Assistance for those urbanized areas that grew to be greater than 200,000 in population (such as the Boise UZA) or became part of a larger urbanized area is grandfathered in phases (allows 50% of the FY 2002 allocation to be used for operating assistance in FY 2006, 25% of the FY 2002 allocation in FY 2007, and completely phased out by FY 2008). A new Small Transit Intensive Cities formula was established for urbanized areas under 200,000 that provide more service per capita than do other comparable areas.

Section 5309 – Provides funding through a discretionary grant program. Funds are not awarded under formula but must be sought in a competitive process—either through an administrative process with FTA or—more commonly—through a legislative process with

the U.S. Congress determining the awards. Over the last several years, Idaho transit agencies, including those in the region, have been successful in obtaining up to \$4 million per year to fund bus purchases, build bus facilities, provide preventive maintenance, purchase vanpool vehicles, build park-and-ride lots, and purchase other equipment. Section 5309 funds cannot be used for operational costs.

National Funding for Section 5309 Program (In Millions)

	2006	2007	2008	2009
Total 5309	\$822	\$856	\$928	\$984

Section 5311 – Provides capital and operating assistance for rural and small urban public transportation systems. Provides formula capital and operating grants to states for services in other-than-urbanized areas.

Section 5310 – Provides funding through a formula program to increase mobility for the elderly and persons with disabilities. Funds are allocated by formula to the states for capital costs of providing services to elderly persons and persons with disabilities. The Idaho

¹⁰⁹ FY 2006-2009 SAFETEA-LU Estimated Apportionment/Allocations by State for Selected FTA Programs. http://www.fta.dot.gov/documents/SAFETEA-LU_FY06-FY09_State_by_State_Estimates_11_08_05.pdf

Transportation Department awards these funds on a competitive basis each year.

Section 5316 – Provides funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations. Formula allocations are based on the number of low-income persons, with 60% of funds going to designated recipients in areas with populations over 200,000. 20% of funds go to areas under 200,000, with 20% of funds for non-urbanized areas.

Section 5317 – Provides funding to encourage services and facility improvements to address transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Provides a new formula grant program for associated capital and operating costs. Funds are allocated through a formula based upon population of persons with disabilities. States and designated recipients must select grantees competitively. Projects must be included in a locally-developed human service transportation coordinated plan beginning in FY 2007.

Section 5340 – Provides funding under New Growing States and High Density States Formula factors. One-half of the funds are made available under the Growing States factors and are apportioned by a formula based on state population forecasts for fifteen years beyond the most recent US Bureau of the Census; amounts apportioned for each state are then distributed between urbanized areas and rural areas based on the ratio of urban/rural population within each state. The High Density States factors distribute the other half of the funds to states with population densities in excess of 370 people per square mile. These funds are apportioned only to urbanized areas within those states.

While federal funds for transit are important, they need to be kept in perspective. Although SAFETEA-LU provided a significant increase for

public transportation programs in Idaho, the total federal transit funding is only 8% of the total federal funding available to roadways. Also, most systems rely on *dedicated* local or state funds for operating costs and for local match of federal capital funds. In part, this is due to recent (1998) federal rules that prohibit the use of federal funds to cover operating costs in UZAs greater than 200,000 in population. As of 2002, the Boise UZA was determined to be larger than 200,000.

In 2004, federal funds accounted for just 8% of the operating revenues for urbanized transit systems. In the U.S., federal funds were 39% of the capital expenses for 2004. Local funds accounted for 29% of the operating expenses and 46% of the capital expenses.¹¹⁰

¹¹⁰ “National Transit Profile 2004,” National Transit Database, Federal Transit Administration.
URI: http://www.ntdprogram.com/ntdprogram/pubs/national_profile/2004NationalProfile.pdf#search=%222004%20National%20Transit%20Profile%22

State-Collected Funds

Federal funds are of great importance to transportation, but they are not the largest funding source. State-collected funds are the single largest source of funds for transportation. There are two categories of state-collected funds: Highway Distribution Account (HDA) and state sales taxes distributed to local governments.

Highway Distribution Account

Established under the Idaho Constitution in 1941, the Highway Distribution Account (HDA) is the state counterpart of the national Highway Trust Fund. It has been a mainstay of roadway development and maintenance. An important aspect of the HDA is its constitutional restriction to roadway construction and maintenance—not general transportation.

The Idaho Constitution states that,

*...the proceeds from the imposition of any tax on gasoline and like motor vehicle fuels sold or used to propel motor vehicles upon the highways of this state and from any tax or fee for the registration of motor vehicles...shall be used exclusively for the construction, repair, maintenance and traffic supervision of the public highways of this state and the payment of the interest and principal of obligations incurred for said purposes; and no part of such revenues shall, by transfer of funds or otherwise, be diverted to any other purposes whatsoever.*¹¹¹

Court tests of this restriction, more recently concerning use of gas taxes to remediate contamination by leaking underground tanks, have upheld this provision.

The fuel tax was last increased in 1996, when it was increased by 4 cents per gallon to its current level of 25 cents per gallon. Based on inflation

Highway Distribution Account Revenues and Expenditures
(in millions)

Revenue Sources	2000	2001	2002	2003	2004
Fuel Taxes	\$201	\$197	\$201	\$201	\$209
Other Fees/Taxes	\$94	\$116	\$96	\$91	\$92
Total Revenue.	\$294	\$313	\$297	\$293	\$301
Distribution					
Local Roads	\$113	\$119	\$113	\$111	\$114
Law Enforcement	\$15	\$16	\$15	\$15	\$15
ITD	\$168	\$178	\$168	\$166	\$170
Total Distribution	\$297	\$313	\$296	\$291	\$299

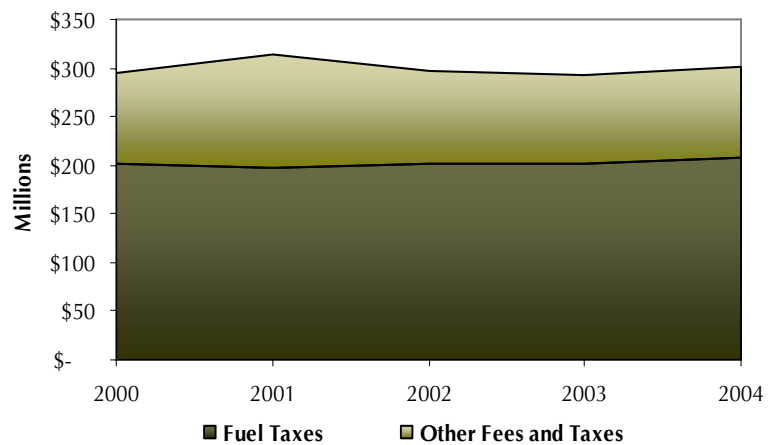
¹¹¹ Constitution of the State of Idaho. Article VII-Finance and Revenue, Section 17 – Gasoline Taxes and Motor Vehicle Registration Fees to be expended on Highways. URL: <http://www3.state.id.us/cgi-bin/constretr?scid=003070717.K>

since 1996, a recent study conducted on behalf of the Idaho Transportation Department’s Forum on Transportation Investment ¹¹² concluded that if Idaho had adjusted the 25 cents per gallon tax to reflect cost changes and increases in vehicle miles of travel, the current tax would need to be at least 38 cents per gallon to have the same buying power it had in 1996.

As depicted above, revenues of the HDA have been fairly flat during the past five years. Also, construction costs rose 20% from 2000 to 2004, eroding the effectiveness of the funds. Construction costs increased nearly 5% in 2005, according to one national source.¹¹³

The cost of materials (steel, asphalt, concrete, etc.) was especially hard hit, with estimated increases of 13% over 2004 prices.¹¹⁴ Rising energy prices and increased demand both at the national and international levels have led to the dramatic upswing in prices. Note that this same inflation affects the buying power of the Federal Trust Fund, which is also heavily reliant on a unit fuel tax.

Idaho Highway Distribution Account Revenue Sources



While the HDA has been a remarkably stable source, improvements in fleet efficiency and changes in vehicle technology have affected its income stream. In addition, the use of a “unit tax” on fuel (a fixed number of pennies per gallon) and a fixed registration fee have degraded the buying power of the revenues. The table on page 9 shows the revenues accruing to the HDA and its distribution (totals may differ due to rounding). To put the HDA funds into perspective, the \$301 million from HDA (2004) is greater than the federal highway funds allocated to Idaho and the federal transit funds combined.

How do the HDA revenues look over the past five years? This is shown in the chart above. During a period of strong statewide growth and remarkable regional growth, the revenues flowing into the HDA remained almost flat. This concerns ITD, which commissioned the Forum on Transportation Investment¹¹⁵ during 2005 to look

¹¹² Forum on Transportation Investment – a special committee set up by ITD to investigate future funding needs in transportation throughout the State of Idaho. URL: http://itd.idaho.gov/info/ti_forum/charter.htm

¹¹³ *Quarterly Construction Cost Report*, 2005 Fourth Quarter Issue. Rider Hunt Levett & Bailey. URL: http://www.riderhunt.com/assets/4th_quarter%202005.pdf

¹¹⁴ Buechner, William, American Road & Transportation Builders Association (ARTBA), November 15, 2005. URL: http://www.artba.org/economics_research/recent_statistics/prod_price_index/prod_price_index.htm

¹¹⁵ Forum on Transportation Investment *Report and Recommendations* URL:

at the long term financial prospects for transportation and to recommend options.

Forum participants concluded "...that Idaho's current transportation revenue structure will not meet the pressing transportation funding needs over the next thirty years. The forum found that no single revenue stream could be counted on to adequately address both state and local needs and all modes of transportation. In fact, the forum's analysis found that multiple sources would be necessary to even come close to meeting funding requirements."¹¹⁶

Other Sources of Funding

The other source of funds collected and distributed by the State of Idaho for transportation is the sales tax. In FY 2004, 11.50% of Idaho's sales tax revenue was distributed to local governments. This was done through a complicated formula:

- About 3.24% was distributed directly to cities. Half of this amount was distributed according to population, and the other half was based on the market value of property within each city.
- Another 3.24% of the sales tax revenue was distributed directly to the counties. Each county received a guaranteed annual amount of \$30,000. The rest was distributed according to population.
- In addition, 4.13% of the sales tax was distributed to counties, eligible cities, and non-school taxing districts according to a

complex formula based on amounts received in 1999, current population (for cities and counties), and current property taxes (for other eligible non-school taxing districts).

- Also, eligible taxing districts received \$13.4 million annually in quarterly distributions from state sales tax revenues to replace property tax on agricultural equipment that was exempted from property tax by legislation in 2001.¹¹⁷

Nearly \$18 billion in taxable sales and uses occurred in 2004: at the 6% sales tax rate in effect in 2004 over \$1 billion in sales taxes were collected. This put almost \$118 million into local government coffers. Of the \$18 billion in taxable sales and uses, \$11.15 billion could be attributable at the county level; and 48% of these receipts were attributable to the six-county region covered in *Communities in Motion*. More than \$6.6 billion in sales and use taxes came from out-of-state sales or from activities that could not be attributed to a specific county.

The sales tax revenues go into the general revenue of cities, counties and highway districts. Unlike the HDA, sales tax distributions are not restricted as to use. They can be used for any public purpose authorized under Idaho law.

<http://www.itd.idaho.gov/info/ti.forum/FinalReport/FTI%20Report-Full%20EDITED.pdf> (2.88 MB)

¹¹⁶ *Report and Recommendations*, Forum on Transportation Investment, page 3.

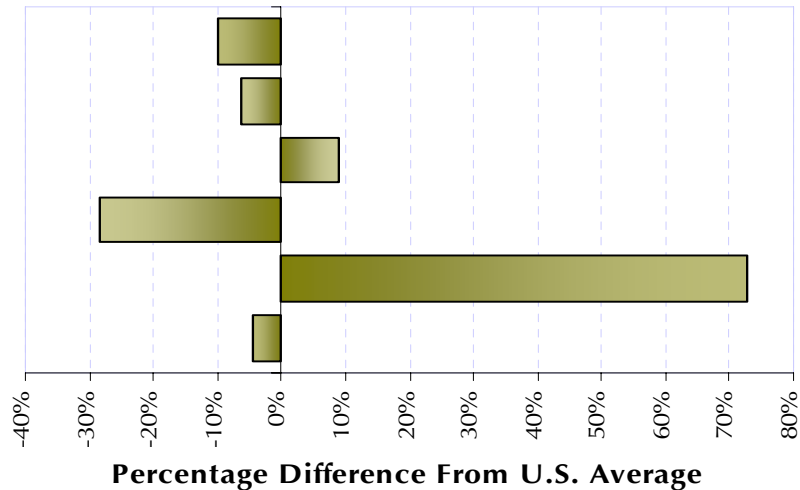
¹¹⁷ "Sales/Use Tax Reports," Idaho Tax Commission (Sales tax receipts by county). URL:http://tax.idaho.gov/SalesUseTaxReports_directory.htm

FY 2002 Taxes - Idaho vs. U.S.

Type of Tax

- Rank 31 - Property
- Rank 27 - Sales
- Rank 22 - Ind. Income
- Rank 30 - Corp. Income
- Rank 3 - Motor Fuels
- Rank 38 - Overall

Rank of 1 = highest tax based on taxes per \$ of income



Local Funding

The third broad source of transportation funds are those collected at the local level. Local funds are shown separated into roadway and transit funding categories.

Roadway Funding

Roadway revenues include

- Property Taxes
- Impact Fees
- Registration Fees

Property Tax: The mainstay for local governments in Idaho is the property tax. Even among taxes—never a popular topic – it has been a controversial revenue source, with multiple attempts by the legislature and citizen initiatives to remedy problems. A study by the Idaho Tax Commission in 2002 concluded that, when compared to national averages, Idaho was 10% under the average in terms of property taxes as a percent of income. Idaho was 73% above the

national average in terms of motor fuel taxes as a percent of income.

Under current Idaho code, the property tax is one of the few tax resources available to local governments. No local option tax exists except for a specialized local option tax discussed below under registration fees and a very limited local option tax for resort cities in Idaho.

The amount of property tax that can be budgeted by each taxing district (a city, county, highway district, school district, or other entity legally empowered to levy a property tax) is limited under Idaho Code.¹¹⁸ This law generally limits an increase to no more than 3% of the previous year's levy, not including any increase based on new construction or annexations. The law allows a larger increase if approved by a supermajority (more than 66.66%) of the voters.

¹¹⁸ Idaho Code Title 63, Revenue and Taxation, Chapter 8. Levy and Apportionment of Taxes. URL:<http://www3.state.id.us/cgi-bin/newidst?scid=630080002.K>

Property Tax Funds Used for Roadways by County

	2000	2001	2002	2003	2004
Total for Ada County	\$15,951,066	\$17,234,805	\$18,317,375	\$19,431,213	\$21,158,403
Total for Canyon County	\$4,767,080	\$5,378,004	\$5,761,390	\$6,509,076	\$6,176,687
Total for Boise County	\$3,382	\$1,782	\$4,307	\$4,478	\$134,633
Total for Elmore County	\$854,073	\$1,006,651	\$882,630	\$930,062	\$1,000,360
Total for Gem County	\$39,436	\$993	\$32,377	\$246,326	\$497,120
Total for Payette County	\$602,082	\$638,352	\$943,348	\$988,633	\$621,451
Total Property Tax	\$22,217,119	\$24,260,587	\$25,941,427	\$28,109,788	\$29,588,654

The revenues raised by property taxes are a significant portion of all the roadway entities. The table below summarizes the property tax revenues used for roadways at the county level. Variations in property tax may be greater when the road functions are within a general purpose local government versus a stand-alone highway district.

Impact Fees: Impact fees are a relatively new revenue source, particularly in Idaho. Impact fees are assessed on specific new development, often at the time a building permit is issued. They must be tied by an analysis to a specific impact on transportation or some other public infrastructure. In the trades this tie is termed a “rational nexus.”

Existing deficiencies and on-going operations and maintenance costs are not eligible for impact fees—at least not in the eyes of courts which have considered the legitimacy of impact fees. When properly implemented, impact fees can be an equitable and an effective way to fund capital

needs—including new roads, widened roads, and other facilities—by identifying the need for these facilities as a result of growth. (Note that school facilities are not one of the eligible uses for impact fees.) Transit capital needs could also be covered by impact fees.

Idaho Code¹¹⁹ defines the approach for impact fees in the state. It is a complex process.

Among the requirements the law includes:

- Levels of service must be defined against which the developments may be considered.
- Individual assessments must be permitted under a defined process.
- Refunds must be made if the fees are not spent on eligible projects within five years.
- Eligible projects must be defined in a capital improvement plan tied to a defined growth plan with a horizon no longer than twenty years.

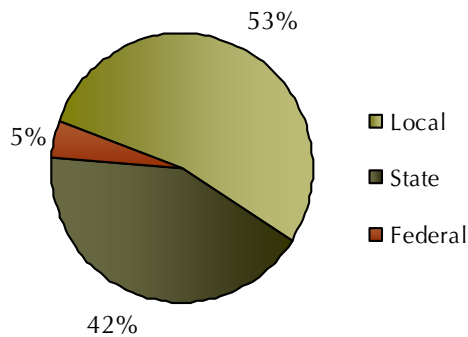
¹¹⁹ Idaho Code Title 67, State Government and State Affairs. Chapter 82 Development Impact Fees.
 URL:<http://www3.state.id.us/idstat/TOC/67082KTOC.htm>
 1

It is this complexity that deters more jurisdictions from implementing impact fees. In the six county region of *Communities in Motion*, only the Ada County Highway District has a significant portion of its revenues from impact fees, generating 98% of the impact fees collected regionally between 2000 and 2004. Over the past five years, impact fees accounted for 14% of ACHD’s revenue and generated 20% during its peak in 2001. The power of this financial tool and its appeal to citizens -- who frequently demand that “growth pay for itself” -- indicate that other jurisdictions may consider implementing impact fees.

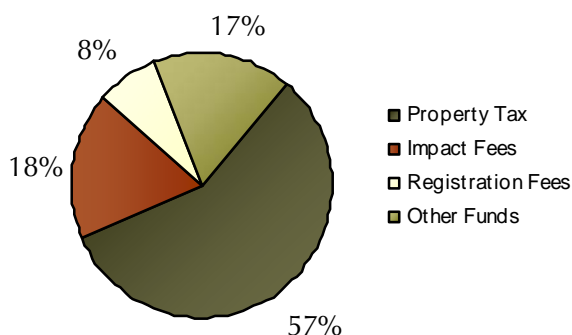
Registration Fees: The state collects registration fees that help fund the Highway Distribution Account. But local governments have a local option registration fee available under Idaho Code¹²⁰ Title 40, Chapter 8. Any county can pass such a local option registration fee by a simple majority of the votes cast in an election, with the amount of the fee to be no more than twice the amount authorized statewide under Idaho law. As with the state-collected registration fee, the local option version can only be used for roadways.

Unlike the impact fee, a registration fee is fairly simple revenue to collect and manage. There is no requirement for a rational nexus, a twenty-year capital improvement plan, or other features called for by the impact fee legislation. ACHD generated an average of \$3.4 million per year from 2000-2004—about 6% of its budget.

Sources of Funding for Local Roads



Sources of Local Funds: 2000-2004



Summary of Local Roadway Funding

Between 2000 and 2004, an average of \$84.8 million was spent each year on local roads—roads not on the state highway system. Local funds are a significant portion of the revenues constituting more than half the resources. State-generated funds account for another 42% of the funds, with federal sources amounting to just 5%.

The single largest source of local funds is the property tax. As shown in the chart “Sources of Local Funds: 2000 – 2004,” property taxes made

¹²⁰ Idaho Code Title 63, Revenue and Taxation, Chapter 8. Levy and Apportionment of Taxes. URL:<http://www3.state.id.us/cgi-bin/newidst?scid=630080002.K>

up 57% of the local road revenue base from 2000-2004. There is wide variation between counties, with Ada County (ACHD) relying on property taxes for 53% of its local revenues, while Canyon County covers 71% of its local revenues with property taxes.

Impact fees were the next largest source, followed by “Other” funds. Other funds could be other fees collected by the roadway entity (such as franchise fees for allowing certain utilities the right to locate in the public right-of-way), interest, and local improvement district fees.

Local option registration fees, while lower than “Other” are probably the biggest cash source available to roadway agencies.

The caution in comparing the two charts on the previous page is that dollars are not equally available by each jurisdiction. Of the total local dollars collected between 2000 and 2004, 76% were collected in Ada County. In 2004, Ada County’s share of the regional population was 59%. Ada County’s take from HDA amounted to 55% of the regional total, so the difference in its resources is not attributable to flaws in the HDA distribution formula.

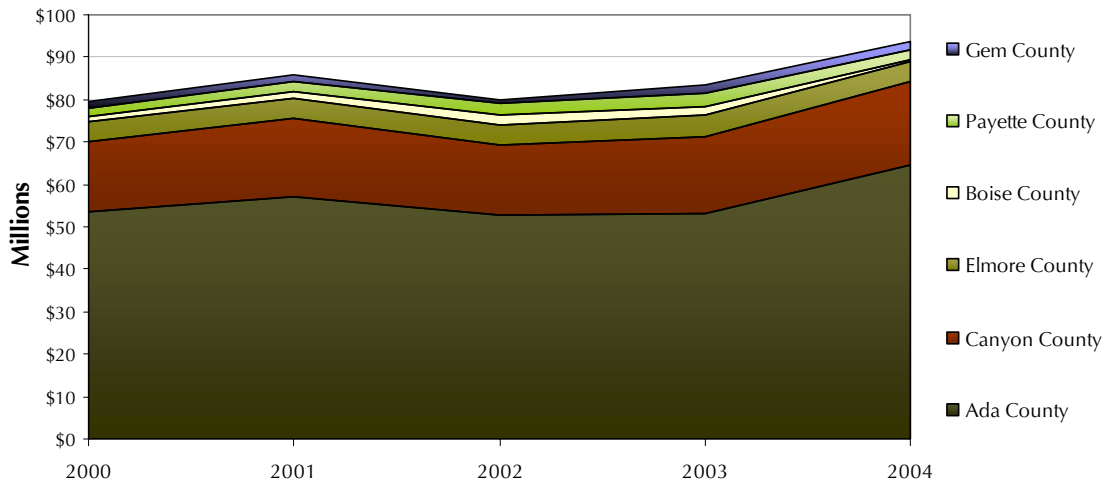
So what is the reason that the Ada County Highway District (ACHD) has a higher percentage of the region’s local resources? It lies in their implementation of the two local option revenue sources: impact fees and local option registration fees. For each source, ACHD accounted for nearly 100% of the collection. Note that ACHD does not require off-site road improvements any more from developers.

These exactions were traded off in the early 1990s for the more equitable impact fee program. A few years later—and after two unsuccessful votes—ACHD obtained voter approval for a local option registration fee. Elimination of these two sources would represent an \$11 million cut in ACHD’s budget—about one-third of its local revenue collection. It should be noted that costs for roadway construction is substantially higher in Ada County due to high standards such as sidewalks and bicycle lanes.

Tables on Local Government Funding¹²¹

¹²¹ Information was compiled from the State of Idaho and other sources in 2005. URL: <http://www.communitiesinmotion.org/Documents/datareports/local-revenues.xls>

Funding Levels by County



The other challenge is similar to that facing the Highway Distribution Account. The revenue base for regional local roads is not responsive to growth. The chart above depicts the total revenue base by county for local roads, so it includes local resources, state-generated funds, and federal. While the total revenue base has increased 18% since 2000, the cost of land and construction has gone up much faster. The National Construction Cost Indicators showed a 21% increase in construction cost between 2000 and 2004.

The *Engineering News Record*,¹²² a major trade publication, noted a 4% jump in construction costs nationally from February 2005 to February 2006. Major culprits were energy, asphalt, steel and concrete—all major elements in road construction. Cost of land needed for rights-of-way has increased far more dramatically with raw land prices through the Treasure Valley area

¹²² *Engineering News Record*, A McGraw Hill Construction Group publication, Building Index, URL:<http://enr.construction.com/features/conEco/subs/default.asp>

nearing and, in many cases, exceeding \$100,000 per acre. An arterial with a one-hundred foot right-of-way will require at least twelve acres of land per mile—meaning that just the land alone could cost well over \$1 million.

Transit Funding

Transit revenues are shown separately from roadways since in Idaho there is no separate funding mechanism for transit. While road entities—city, county or highway district—enjoy property tax powers, local vehicle registration fee options, and access to the Highway Distribution Account, the funding options for transit are more restricted:

- Farebox
- Local government contributions
- Federal funds
- Other (interest, advertising)



Valley Regional Transit Smart Cards

Farebox

Fares paid by transit riders once were either cash or tokens, which were once commonly used to ride buses, trolleys and trains. While cash is still used, modern systems have moved from tokens to a variety of pass cards and even smart cards, which can be recharged via the Internet. These are much like a debit card to buy services on bus, rail and ferry systems.

The bottom line is that whether cash, tokens or smart cards are used, there are no transit systems in the U.S. which fund themselves 100% with fares. In 2004, U.S. transit services recovered 34% of their operating costs out of fares.¹²³ Not surprisingly, larger systems serving 1 million or more persons had a higher recovery ratio at 36% than smaller regions which recovered around 18-19% on average. Heavy rail and commuter rail systems, generally operating in the very largest of

cities, did best, recovering 61% and 47% of their costs, respectively. Light rail systems dropped to 26%--close to the 28% recovered in fixed-route bus systems. Demand responsive systems, which frequently are used for persons with disabilities, elderly passengers and in very low density settings, recovered only about 10% of their costs through fares.

Larger systems do come closer to supporting themselves with fares: the catch is that their overall tax support is actually greater per capita than smaller systems with lower fare recovery.

Valley Regional Transit recovered between 11% and 15% of its operating expenses between 2000 and 2004. While its cost per service hour are fairly typical for cities of similar size, trips per service hour are about half of “peer” communities. The table below shows some statistics from fifteen western cities ranging in size

Peer Cities Comparison

Area	Service Population	Revenue Hours/ Capita	Trips/ Revenue Hour	Farebox Ratio	Public \$ /Capita	Rail Service				
Albuquerque, NM	498,000	0.6	14	25.7	6	12.70%	12	\$43.66	13	
Anchorage, AK	218,145	1.1	8	16.6	13	18.40%	7	\$74.43	9	
Austin, TX	727,000	1.9	3	26.3	5	3.90%	15	\$146.48	3	
Boise, ID	272,625	0.3	15	11.7	15	11.10%	14	\$24.16	15	
Denver, CO	2,545,000	1.3	5	24.8	8	21.00%	5	\$83.12	7	X
Eugene, OR	272,272	1.2	7	25.5	7	17.70%	8	\$76.87	8	
Las Vegas, NV	1,686,827	0.9	12	32.2	2	37.50%	1	\$36.90	14	
Portland, OR	1,253,502	2.1	1	37.1	1	21.80%	3	\$163.90	2	X
Reno, NV	253,000	1.3	6	23.1	10	26.00%	2	\$70.83	10	
Sacramento, CA	1,035,009	1	9	30.3	3	19.10%	6	\$92.93	5	X
Salt Lake City, UT	1,744,417	0.9	13	18	12	17.30%	10	\$59.11	11	X
San Jose, CA	1,731,400	1	10	22	11	12.50%	13	\$133.85	4	X
Seattle, WA	1,788,300	2	2	27.9	4	21.20%	4	\$178.62	1	X
Spokane, WA	334,857	1.6	4	15.9	14	15.90%	11	\$90.39	6	
Tucson, AZ	720,425	1	11	23.5	9	17.30%	9	\$51.50	12	

¹²³ “National Transit Summaries and Trends 2004.” National

from smaller than the current regional population to larger than the forecasted regional population. The region ranks at or near the bottom in most indicators.

Federal Funds: Federal funds are made available to the region out of the Federal Transit Administration program. As noted above, these funds would amount to nearly \$6 million per year for the region by 2009. Under the federal rules, funds under the Section 5307 program described above can be used to cover 50% of the operating costs not covered by fares. If the operating costs were \$1,000,000, and \$200,000 in fares were collected, up to \$400,000 of federal funds could be used to offset the operating loss. There are some offsetting costs that can alter these percentages.

For the Boise UZA, however, none of these funds will be eligible to cover operating costs after 2008, and the Nampa UZA is likely to be deemed

part of the Boise-Nampa UZA in 2012, after the 2010 Census is analyzed. This means that the operating costs for bus services covering nearly 400,000 people will be ineligible for federal assistance. Note that the funds can be used to cover capital costs such as vehicle purchases, major maintenance, and facility construction. Federal funds can be used for operating costs outside the designated urbanized area, which would permit their use for services in western Canyon County and any services in Boise, Gem, Payette, or Elmore Counties.

Local Funds: If fares do not cover the costs of operating transit, where do the funds come from? For most areas, local funds are the main source of local match and operating expenses. As shown below, the Boise transit system receives \$2.7 million in local funds, mostly from the City of Boise.

Sources of Funds – Boise Transit Services

	2000	2001	2002	2003	2004
Fare Revenues	\$664,062	\$626,466	\$734,191	\$713,842	\$822,604
Federal Assistance	\$1,745,973	\$2,154,485	\$2,071,322	\$2,541,811	\$3,885,761
Local Funds	\$1,878,969	\$1,890,896	\$2,371,747	\$3,219,491	\$2,656,814
Other	\$122,122	\$184,700	\$120,161	\$120,526	\$45,168
Total Operating Funds	\$4,411,126	\$4,856,547	\$5,297,421	\$6,595,670	\$7,410,347
Fares as a Percent of Total Funds	15%	13%	14%	11%	11%

Local governments can only provide funds for transit out of their general funds, which are based on property taxes, distributions from the state-collected sales tax and miscellaneous fees. Since the general fund is also used to cover costs for police, fire protection, parks, libraries and other government services, competition for the general fund is strong.

How are projects budgeted?

A plan lays out a long-term vision of where the region is going—or perhaps could go—along with goals and strategies to get there. It is similar to a set of plans drawn up for the house discussed at the start of this chapter. The plan is implemented over the years in a series of programs that take the available funding and allocates them for specific projects. Think of a house that can be built in various stages; you would want the basics to be done early, say a kitchen, long before you might want to build a swimming pool.

Transportation program budgets are prepared every one to two years and maintain a five to six year horizon of projects keyed to priorities.

Some of the key programming documents in this region include:

Transportation Improvement Program (TIP). The TIP is required of metropolitan planning organizations (MPOs) under federal regulation. Any transportation project using federal funds or which is “regionally significant”¹²⁴ must be

included. No federal funds can be spent on these types of projects unless they are included in the TIP. A TIP is a major implementation tool for the plan, since any project in the TIP must be consistent with the adopted plan.

State Transportation Improvement Program (STIP). State transportation agencies such as the Idaho Transportation Department must prepare a document similar to the TIP that covers statewide projects. Within the planning areas of each MPO, the STIP and TIP must mirror each other. That means that the projects included in each document must show the same scope and costs for each project. Neither document can contain a project not contained in the other. This coordination is essential to ensure that neither the MPO nor the State can force a project through without the other’s agreement.

Capital Improvement Program (CIP). (This type of document may go by other names such as a Five-Year Work Program) There are many projects that do not involve federal funding or occur on regionally significant corridors. Many transportation agencies, including cities, counties and highway districts, prepare CIPs that budget funds for street projects such as construction, widening, bridge reconstruction, traffic signals, roadway reconstruction, overlays, etc. These are often short-term (five to six years) budgetary documents although some agencies, including ACHD, use their CIP as a longer range planning tool.

Transit Development Program (TDP). A TDP is the transit equivalent of a roadway CIP. It is more detailed than a twenty-year plan and lays out a budget for implementing new services in accordance with the plan, programs for replacement and new vehicles, other equipment and facility construction.

¹²⁴ Regionally Significant - regionally significant projects involve new construction of or additional lanes of travel on principal arterials, expressways and freeways or fixed-

guideway transit systems such as rail or bus rapid transit. The expanded definition can be located at URL: <http://www.communitiesinmotion.org/Documents/databeports/RegionallySignificantDefinitions.pdf>

Cost of Transportation Projects

Much of this chapter addresses the available resources for implementing transportation projects. While the pool of available dollars is certainly large, it needs to be viewed in the context of what it costs to build, operate and maintain transportation systems. The funds shown on the second page of this chapter regarding the forecast from 2005 to 2030 are not totally available for major capacity projects. In fact, at least half of the resources for roads will go into maintenance.

This takedown is based on reviews of the expenses of regional roadway and transit agencies and the Idaho Transportation Department. The summary is depicted below. Note that when Transit Operations and Maintenance is added to Transit Capital expenses, the total is 8% of the

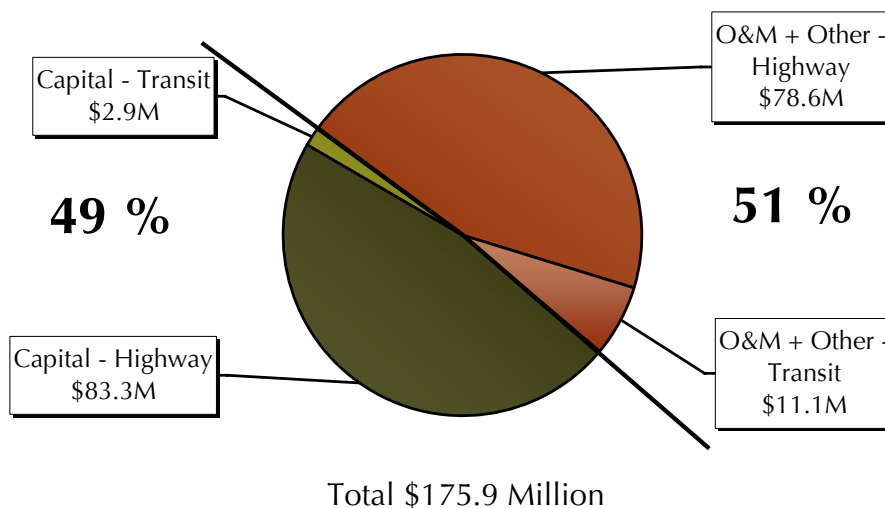
Available Funds for Major Roadway Projects

	Expense	Balance
Total Revenues Available to Roadways	\$6,211,600,000	\$6,211,600,000
Minus O&M (Existing) (50%)	\$3,105,800,000	\$3,105,800,000
Minus O&M for Local Network	\$ 37,960,000	\$3,067,840,000
Minus Additional Maintenance for Community Choices Network	\$ 107,770,000	\$2,960,070,000
Minus Minor Capital	\$ 700,000,000	\$2,260,070,000

total transportation investment.

With the deduction of minor capital items, including construction and widening of collector roads, signal projects, and intersection improvements, the available funding drops even more, as shown above.

FY 04-05 Total Expenditures



How does \$2.3 billion for a six-county area across twenty-five years compare with the cost for roadway construction? A consultant working on the *Communities in Motion* project derived standard costs for typical roadway sections by reviewing recent project expenditures in the region. This evaluation is summarized below.

All costs are shown in 2005 dollars, and no inflation factor was applied to either future expenditures or revenues. These factors were used to calculate costs for the corridors shown in the plan, although some more specific estimates were

available and used for some corridors.

As an example, if a new arterial corridor is ten miles long and proposed for five lanes, with half of the corridor in an urban area and half in a rural area, the total cost estimate would be \$144 million. Additional costs could be added if environmental issues existed in the corridor. Structures needed to cross rivers or railroads could also drive up the cost. Note the right-of-way cost factors in the table above. As raw land costs have dramatically increased in just the past year, the right-of-way portion of projects cannot be overlooked.

Standard Roadway Construction Cost Per Mile Factors

Roadway Type	Construction	Rural Right-Of-Way Cost 35%	Urban Right-Of-Way Cost 50%	Project with Rural Right-Of-Way	Project with Urban Right-Of-Way
Limited Access					
New 4 Lane Section	\$20,173,971	\$7,060,890	\$10,086,986	\$27,234,861	\$30,260,957
Add 2.0 Lanes to Existing	\$11,954,131	\$4,183,946	\$5,977,066	\$16,138,077	\$17,931,197
Principal Arterial					
New 5 Lane Section	\$3,494,409	\$1,223,043	\$1,747,204	\$4,717,452	\$5,241,613
Add 2.0 Lanes to Existing	\$2,003,415	\$701,195	\$1,001,707	\$2,704,610	\$3,005,122
Rural Highway					
New 2 Lane Section	\$672,218	\$235,276	\$336,109	\$907,494	\$1,008,327
New 3 Lane Section	\$794,804	\$278,182	\$397,402	\$1,072,986	\$1,192,207
Add 2.0 Lanes to Existing	\$705,158	\$246,805	\$352,579	\$951,963	\$1,057,736
Boulevard					
New Boulevard Section	\$5,005,037	\$1,751,763	\$2,502,518	\$6,756,800	\$7,507,555
Boulevard Retrofit	\$4,489,141	\$1,571,199	\$2,244,570	\$6,060,340	\$6,733,711
Expressway					
New Expressway Section	\$8,862,386	\$3,101,835	\$4,431,193	\$11,964,221	\$13,293,579
Expressway Retrofit	\$8,259,514	\$2,890,830	\$4,129,757	\$11,150,344	\$12,389,271
Bridge					
Limited Access	\$8,625,000	N/A	N/A	\$8,625,000	\$8,625,000
Principal Arterial	\$7,072,500	N/A	N/A	\$7,072,500	\$7,072,500
Rural Highway	\$3,622,500	N/A	N/A	\$3,622,500	\$3,622,500
Boulevard/ Expressway	\$7,245,000	N/A	N/A	\$7,245,000	\$7,245,000

Annual Transit Operating Cost at Full Implementation

Description	Routes	Cost
Local bus routes serving Ada County	52	\$67,651,584
Downtown Boise Circulator – 2 routes (start with buses and evolve to a streetcar system)	2	\$2,601,984
Local bus routes serving Canyon County	21	\$27,320,832
Rail - Downtown Caldwell to Downtown Boise	1	\$3,843,840
Rail - Boise Towne Square Mall to Micron	1	\$3,843,840
BRT - State Street from Eagle Road to Downtown Boise	1	\$2,601,984
Express Bus route from		
Caldwell into Boise along Ustick Road	1	\$2,601,984
Nampa into Boise along Franklin Road	1	\$2,601,984
Caldwell into Boise along Chinden Blvd	1	\$2,601,984
Express commuter bus routes between Ada/Canyon and Partnering Counties	5	\$6,504,960
Total	86	\$122,174,976

With construction, rights-of-way, structures and preliminary design and studies, the total cost of the major corridors included in *Communities in Motion* within Ada County and Canyon County comes to \$2.63 billion. The cost of the corridors in the Partnering Counties totals another \$219 million, bringing the total roadway corridors tab to \$2.85 billion—or \$628 million more than the maximum amount of revenues available.

Transit costs in the plan are also high, although still significantly less than the total roadway expenditures. One major difference is that capital costs are a comparatively small share of the overall expense unless investing in very expensive fixed-guideway facilities. Subways, common in the very largest cities, can cost hundreds of millions per mile—a cost only justified by the value of surface land and the congestion of the street system.

A report by an official of the U.S. General Accounting Office in 2002 reviewed “...20 Bus

Rapid Transit lines and 18 Light Rail lines and found Bus Rapid Transit capital costs averaged \$13.5 million per mile for busways, \$9.0 million per mile for buses on high occupancy vehicle (HOV) lanes, and \$680,000 per mile for buses on city streets, when adjusted to 2000 dollars. For the 18 Light Rail lines, capital costs averaged about \$34.8 million per mile, ranging from \$12.4 million to \$118.8 million per mile, when adjusted to 2000 dollars.”¹²⁵

Capital costs for the optimal transit network were estimated at \$270 million to construct a fixed-guideway system along the Union Pacific corridor, a downtown circulator in Boise, and at least one bus rapid transit system along State Street between downtown Eagle and downtown

¹²⁵ *Mass Transit, Status of New Starts Program and Potential for Bus Rapid Transit Projects*, Statement of John H. Anderson, Jr., Managing Director, Physical Infrastructure Issues, U.S. General Accounting Office, Testimony before the Subcommittee on Highways and Transit Committee on Transportation and Infrastructure House of Representatives, June 20, 2002, page 10, URL: <http://www.gao.gov/new.items/d02840t.pdf>

Boise. This cost would also include expansion and replacement of buses and construction of a number of stations and intermodal centers related to the transit network.

The operating cost of this system was estimated at \$1.52 billion, assuming a ramping up of service over the next twenty-five years—an average expenditure of \$64 million per year. At full implementation, the annual operating cost of the transit system would be \$122 million per year

What is the shortfall and what does it mean for the average household?

While the above computation of total transportation costs and the shortfall between costs and revenues is important, numbers with many zeroes behind a dollar sign can be numbing. How does a \$1.7 billion shortfall relate to the average household? When taken across twenty-five years and broken down by the number of households projected to exist in the region by 2030, **the extra funding needed per household to invest in the planned roadway and transit networks would amount to less than \$200 per household per year.** This calculation is shown on the table on the following page.

This does not mean that \$200 per year means

Household Share of Needed Funding

Roadways Capital	
Unfunded	\$628,600,000
Annual Unfunded (25 year period)	\$25,144,000
Annual share/household (2030 base)	\$71
Transit Capital	
Unfunded	\$179,170,000
Annual Unfunded (25 year period)	\$7,166,800
Annual share/household (2030 base)	\$20
Transit Operating	
Unfunded	\$919,720,000
Annual Unfunded (25 year period)	\$36,788,800
Annual share/household (2030 base)	\$105
Transit Total	
Unfunded	\$1,098,890,000
Annual Unfunded (25 year period)	\$43,955,600
Annual share/household (2030 base)	\$125
Total Plan	
Unfunded	\$1,727,490,000
Annual Unfunded (25 year period)	\$69,099,600
Annual share/household (2030 base)	\$196

nothing for the household budget. Any expense is important. But it amounts to a little more than \$16 per month. What would that translate to in terms of other expenses?

- Two first run movie tickets. No refreshments, however!
- Seven and a half gallons of gasoline (at \$2.25 per gallon).
- One large pizza from a national chain.

Potential Revenue Sources and Rates

	Rate	Basis
A unit tax on fuel sold in the CIM region	\$0.08	Cents Per Gallon
A sales tax on fuel based on the non-tax portion	4.8%	Based on \$2.12/Gallon With Tax
A fee per registered vehicle	\$157	Fee Per Vehicle
A sales tax	1.14%	Percent
An impact fee on new homes (capital uses only)	\$4,462	Per New Home
A surcharge on income tax	14.9%	Surcharge Rate

- Four mocha lattes.

It becomes a matter of priorities. How important is a better transportation system for the region?

What are some of the potential revenue sources that could or should be considered?

Based on the \$1.7 billion of unfunded investments, what would it take to add enough resources to pay for all the desired roadway corridors and invest in the transit network?

This table provides examples of revenue sources and rates. Except for impact fees, each revenue source is shown with a rate that could generate the entire \$1.7 billion. The calculations are based on 2003 data available for fuel sales, sales tax collection, registered vehicles, home construction and income.¹²⁶

It is possible that, rather than just one of these sources being the total solution, that there would be a mix of sources used. Certainly increases in vehicle registration fees and gas taxes are more likely to accommodate roadway needs. The choice of what sources, if any, would be tapped is up to elected officials and voters.

What would it take to tap these sources?

Any of the above options, except for the impact fee, would require amendments to state law. Barring the provision of a local option registration fee noted earlier, Idaho law does not

grant local option taxing powers to local governments. One exception is under Idaho Code, Title 50, Chapter 10. It allows cities with a population no greater than 10,000 and with a “major” portion of its economy dependent on tourism to submit to its voters a non-property local option tax.

The local option registration fee, which can only be used for roadway purposes, is also constrained to be no more than twice the amount

¹²⁶ Information was compiled from the State of Idaho and other sources in 2005. Since some data was not yet available for 2004, 2003 data were used. URL: http://www.communitiesinmotion.org/Documents/datareports/taskforce_data.xls

established under Idaho Code,¹²⁷ which currently establishes a maximum of \$48 for newer vehicles. Furthermore, changes that would permit a gas or vehicle tax to be used for public transportation or other non-roadway transportation projects would require a change to the Idaho Constitution. However, an increase in the local option registration fee could be sought to remedy the \$628 million needed to construct the roadway portion.

Local option, dedicated taxes for public transportation are not unusual in the U.S. Especially for transit systems in areas with more than 200,000, dedicated taxes are a larger source of funding than general revenues. In 2004, dedicated taxes formed 38% of the financial base for operating costs, versus just 14% for state and local general funds and 7% for federal funds. Where transit agencies had dedicated taxes, sales taxes accounted for 80% of the revenues. Where other local governments collected the dedicated taxes, sales taxes were 67% of the revenue. (Source: National Transit Database 2004) Other dedicated tax sources included property, income, fuel, and other.

To accomplish this will take enabling legislation approved by the Idaho Legislature or by a direct initiative process. The challenge is a long-standing concern about the effects of a local

option tax on the market. Some of the arguments in opposition to a local option tax are:

- Sales taxes collected in the larger urban areas likely to approve a local option tax for transportation would also be borne by residents of more rural areas who shop in the larger metropolitan areas.
- Local option taxes might drive buyers to shop in areas outside the taxing district. This could be especially difficult where the taxing district is near borders with states with no or lower taxes.
- Businesses could face additional administrative costs to track tax collections by special districts.

It is likely that any enabling legislation would require a vote of approval by residents within the district. This is the case with the resort tax under Idaho Code 50-10. Under that legislation, a simple majority is sufficient to approve a local option tax. In many states, any local option tax must be preceded by a capital and operations plan that will provide voters with some assurance as to how the funds will be spent.

¹²⁷ Idaho Statutes, Title 49, Motor Vehicles, Chapter 4 49-402. Motor Vehicle Registration.
URL:<http://www3.state.id.us/cgi-bin/newidst?sctid=490040002.K>

Chapter 5 Appendix

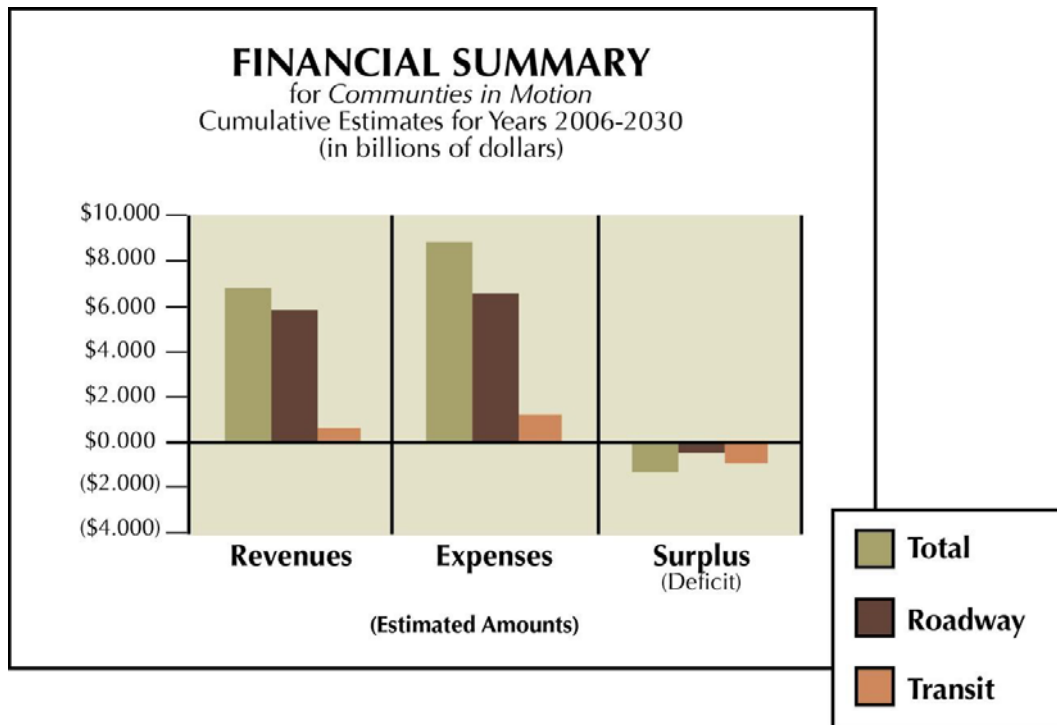
- ❖ *Communities in Motion* Financial Summary
- ❖ Summary List of Federal Highway Programs

Financial Summary for *Communities in Motion*

Revenues (2006-2030)		Expenses (2006-2030)		Needs and Options	
Roadway		Roadway		Funds Needed	
Federal Grants	\$2,310,000,000	O&M	\$3,310,000,000	Road Corridors	\$630,000,000
State Funds	\$1,170,000,000	Minor Capital	\$700,000,000	Transit	\$1,120,000,000
Local Funds	\$2,730,000,000	CIM Corridors	\$2,830,000,000		
Total	\$6,210,000,000	Total	\$6,840,000,000	Total	\$1,750,000,000
Transit		Transit		Possible Options to Raise Needed Funds	
Federal Grants	\$130,000,000	O&M	\$1,520,000,000	Tax/Gallon of Fuel	\$0.08
State Funds	\$0	Capital	\$270,000,000	Sales Tax on Fuel	4.80%
Local Funds	\$160,000,000			Fee/Motor Vehicle	\$160
Fares & Other	\$380,000,000			Sales Tax	1.14%
Total	\$670,000,000	Total	\$1,790,000,000	Increase Income Tax	14.90%

Notes

- ❖ O&M expenses (operating & maintenance) are items such as fuel, cleaning, administration, insurance, etc.
- ❖ Capital expenses are items such as construction, vehicles and equipment, land, etc.
- ❖ Any of the sources shown could raise the \$1.75 billion needed.



Federal Highway Programs

Program	Purpose
Interstate Maintenance	The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System. Construction of additional Single Occupancy Vehicle (SOV) lanes continues to be ineligible for IM program funds.
National Highway System	The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major inter-modal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.
Surface Transportation Program	The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities.
Bridge Replacement & Rehabilitation	The Highway Bridge Program provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.
Congestion Mitigation & Air Quality	The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM ₁₀ , P _{2.5}) which reduce transportation related emissions.
Recreational Trails	The Recreational Trails program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Funds are available to develop, construct, maintain, and rehabilitate trails and trail facilities.
Safety	The program authorizes a new core Federal-aid funding program beginning in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. Each State must have an SHSP to be eligible to use up to 10 percent of its HSIP funds for other safety projects under 23 USC (including education, enforcement and emergency medical services). It must also certify that it has met its railway-highway crossing and infrastructure safety needs.
Rail-Hwy Crossings	To reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings.

<p>Border Infrastructure Program</p>	<p>To improve the safe movement of motor vehicles at or across the land border between the U.S. and Canada and the land border between the U.S. and Mexico. This program replaces the TEA-21 Coordinated Border Infrastructure discretionary program which ends after 2005. States may use funds in a border region, defined as any portion of a border State within 100 miles of an international land border with Canada or Mexico, for the following types of improvements to facilitate/expedite cross border motor vehicle and cargo movements: improvements to existing transportation and supporting infrastructure; construction of highways and related safety and safety enforcement facilities related to international trade; operational improvements, including those related to electronic data interchange and use of telecommunications; modifications to regulatory procedures; international coordination of transportation planning, programming, and border operation with Canada and Mexico.</p>
<p>Safe Routes To School</p>	<p>To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.</p>
<p>High Priority Projects</p>	<p>The High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU [1701]. The funds are available only for the activities described for each project in Section 1702 of SAFETEA-LU, subject to the flexibility described above.</p>
<p>Equity Bonus</p>	<p>The Equity Bonus provides funding to states based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21. Selected States are guaranteed a share of apportionments and High Priority Projects not less than the State's average annual share under TEA-21. This program replaces TEA-21's Minimum Guarantee program.</p>
<p>Federal-aid Obligation Limitation</p>	<p>A limitation is placed on Federal-aid highway and highway safety construction program obligations to act as a ceiling on the obligation of contract authority that can be made within a specified time period, usually a fiscal year, regardless of the year in which the funds are authorized. These limits are imposed in order to control the highway program spending in response to economic and budgetary conditions.</p>

CHAPTER 6

LOOKING BEYOND 2030

Setting the Stage

The federal government requires the life of a regional long-range transportation plan be a minimum of twenty years. *Communities in Motion* was given a horizon year of 2030—twenty-four years beyond the adoption date in 2006. But growth is not likely to stop in 2030. In fact, growth could be much stronger than anticipated through 2030 and the resulting population and employment numbers could be much larger than assumed in the plan. Growth could also slow down, as happened in the 1980s. No one, however, can really know the future; this lack of certainty can still be conveyed in a planning document.

Many larger regions now conduct longer-term forecasts and evaluations. Seattle, Portland, Sacramento and Salt Lake are among the metropolitan areas extending their horizons. A forty or fifty year horizon is used to test transportation systems, while a shorter twenty-year plan contains more detail about projects and



The 50-year time horizon in the scenario process is necessary, in order to see significant effects from land use policies and from transit-building policies, too. The fact that MPOs do 20-year plans biases them against such policies.

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their priorities.

Why take the longer view? A twenty-year plan seems distant, but it is short when considering urban growth and transportation system changes. A significant road widening project may take ten or more years to complete, while a major new corridor – such as a new freeway or rail system – can be ten to twenty years in planning and construction. Land use patterns and travel behavior can take far longer to change. The private automobile has been the dominant mode of urban transportation for three generations.

Designing for the automobile has driven urban form in the Treasure Valley since World War II. Roads, parking lots and garages dominate the urban image. Look at a regional shopping center and its acres and acres of asphalt. Consider the amount of frontage on a home dedicated to the car.

The intent of a longer-term analysis is to put the recommendations of *Communities in Motion* into perspective. Road corridor and public transportation investments that may be seen as unnecessary in terms of growth within the next twenty-five years could be vital to accommodate growth beyond that period. Also consider that forecasts can be wrong.

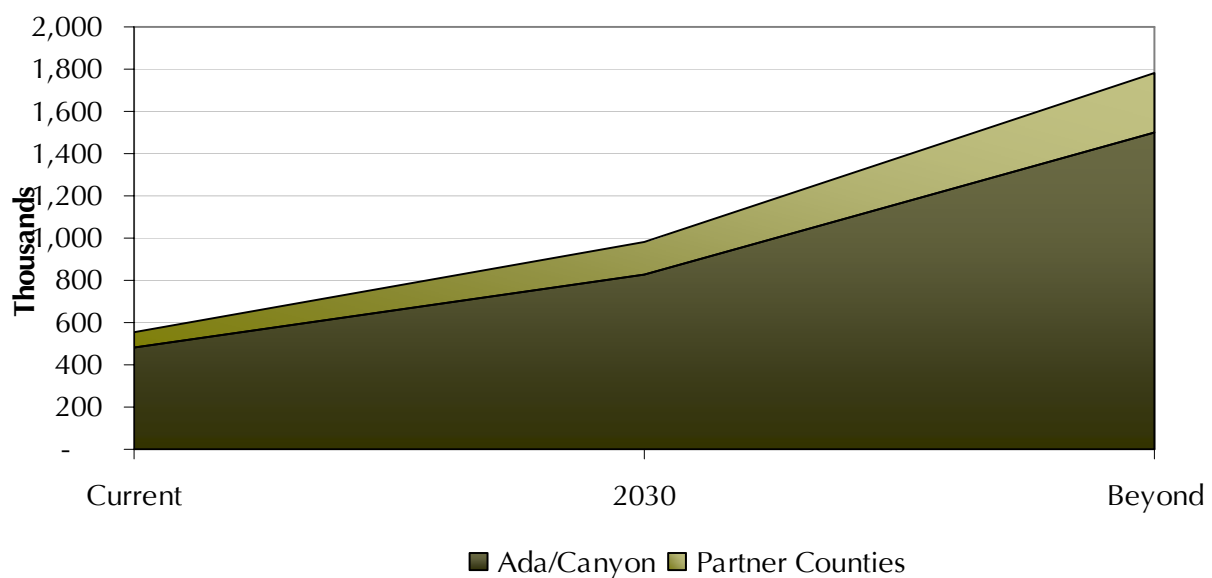
Growth Beyond 2030

The growth envisioned in *Communities in Motion* would add 424,000 residents to Ada, Boise, Canyon, Elmore, Gem and Payette counties, with 344,000 of that increase within Ada County and Canyon County. Employment is expected to increase by 223,000, with 200,000 of these jobs being created in Ada and Canyon.

Growth was projected in a straight-line fashion beyond 2030 to achieve a population within Ada County and Canyon County of approximately 1.5 million and a regional population of nearly 1.8 million. Employment growth was also projected to achieve a two county total of 852,000 and a regional total of 960,000.

Is it far-fetched to consider 1.5 million people in Ada and Canyon Counties? Depending on the annual growth rate used, that number may not be far off. The 825,000 population by 2030 used in *Communities in Motion* is based on an annual growth rate of 2.2%, a heady pace of growth compared to the national growth rate of 0.75%.

Beyond 2030 Population

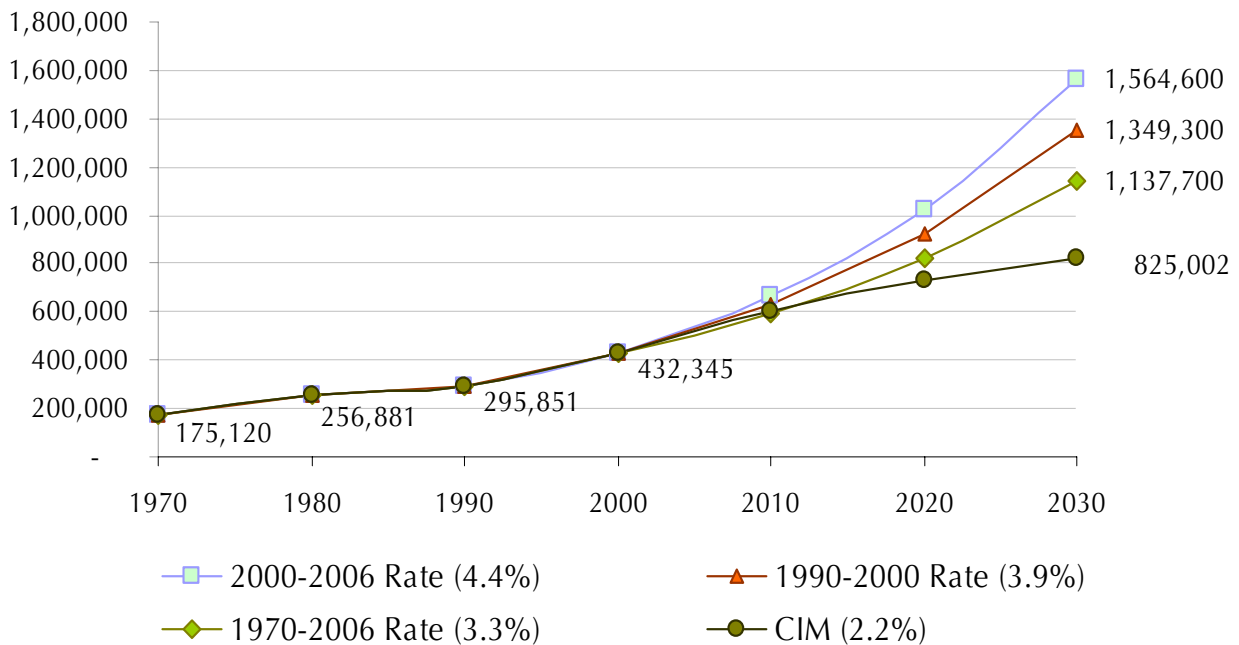


But consider that the annual rate of growth in the Valley since 2000 has been 4.4%, while the longer-term growth rate from 1970 to 2006 was 3.3%. Using these growth rates, the difference in 2030 population can be seen in the chart below.

Examples of inaccurate forecasts and decisions abound. They serve as reminders that there is wisdom in remaining flexible and erring on the side of caution. It is imperative that forecasts be made, knowing that eventually they may be proven wrong; otherwise there is no chance to be right and no opportunity to shape the future.

ACCESS OHIO 2004-2030

Population Growth Rates and Forecasts



Limitations to the Projections

These projections come with limitations:

- Growth scenarios through 2030 were developed with consideration for each area’s capacity for growth, compatibility with communities’ goals, and a regional growth total tied to economic projections. These considerations were not part of projecting growth beyond 2030.
- Growth was projected at each traffic analysis zone (TAZ) based on the rate of growth for that zone between 2005 and 2030.
- The numbers were projected until a 1.5 million population size was reached within Ada County and Canyon County. There is no horizon year for achieving this population.
- Employment was projected in the same manner as population.
- These growth forecasts were modeled in the “Community Choices” roadway and transit networks at full build-out. The process assumes that the entire network would be built and not constrained by available resources. No attempt was made to modify the “Community Choices” network in response to additional travel demand.
- No forecasted travel information was possible for the Partnering Counties.
- No fuel prices or other cost factors were assessed to determine the effects of such prices on growth patterns or travel demands.

Forecasted Growth for Region

	Population			Employment		
	2002	2030	Beyond 2030	2002	2030	Beyond 2030
Ada	328,910	556,890	1,006,000	181,660	313,280	589,000
Canyon	152,430	268,110	493,000	46,060	113,530	263,000
Subtotal	481,340	825,000	1,499,000	227,720	426,810	852,000
Increase	N/A	343,660	1,017,660	N/A	199,090	624,280
Boise	7,070	28,900	53,000	2,240	7,600	15,000
Elmore	29,480	53,700	98,000	14,020	24,100	48,000
Gem	15,500	32,400	59,000	5,910	9,670	19,000
Payette	21,010	38,300	70,000	8,880	13,200	26,000
Subtotal	73,060	153,300	280,000	31,050	54,570	108,000
Increase	N/A	80,240	206,940	N/A	23,520	76,950
Grand Total	554,400	978,300	1,779,000	258,770	481,380	960,000
Increase		423,900	1,224,600		222,610	701,230

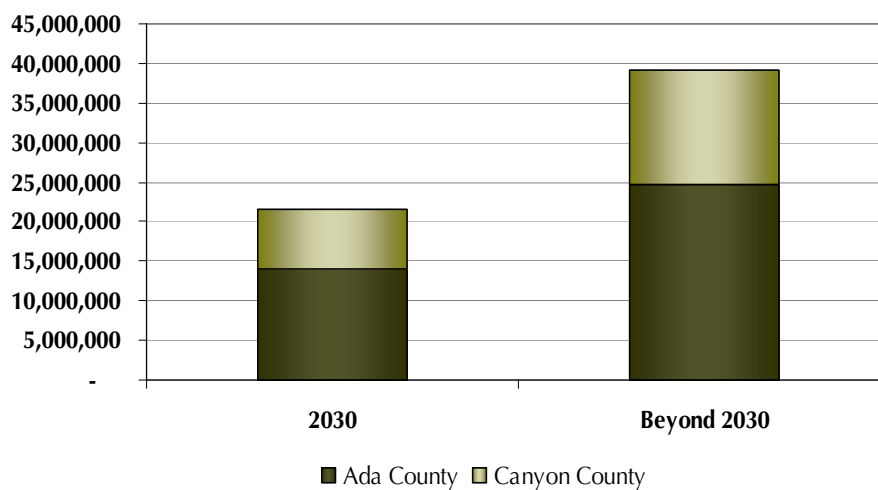
Implications

Although the extrapolation of growth beyond 2030 is not a sophisticated scenario of future growth, the implications of continued growth without a fundamental change in travel modes and investments are daunting.

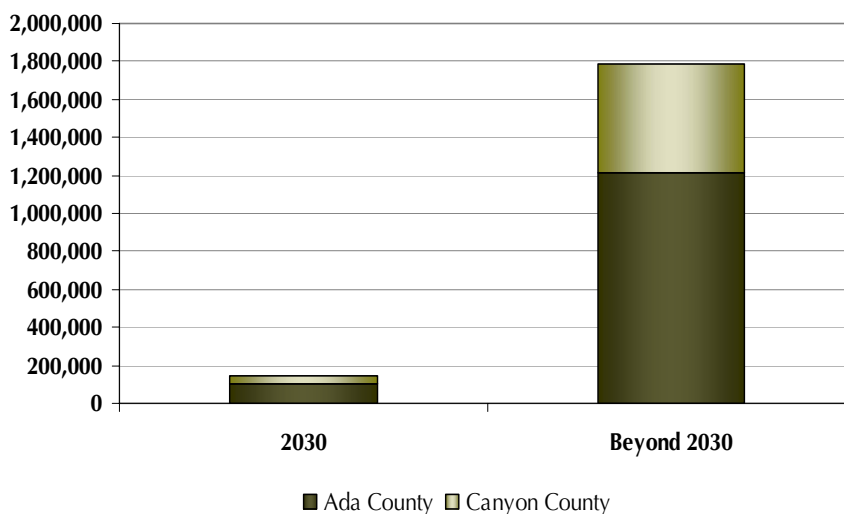
A typical statistic used in transportation plans is “vehicle miles of travel” (VMT). It is a significant statistic since it closely correlates with issues such as air pollution due to vehicles, consumption of fuel, and travel delays. As shown by Figure 2, VMT would jump from approximately 21.6 million under the growth envisioned in *Communities in Motion* by 2030 to 39.2 million under the Beyond 2030 growth.

To put this into comparison, in 2006 VMT is estimated at 11 million, so there would be almost four times the current travel loads at that point. So what does that mean for travel delay? While the VMT nearly doubles under Beyond 2030 growth, hours of delay (Figure 3) go up more than

Vehicle Miles of Travel



Vehicles Hours of Delay



twelve fold from 142,700 hours/weekday to 1,789,000 hours/weekday. Delay is calculated by estimating the “free flow” travel time for a trip and comparing it to the time needed under congested conditions.

Generally these congested conditions would be worst during peak hours. As travel demand

increases, more and more travel will shift outside the “typical” peak hours of 7:00 a.m. to 8:00 a.m. and 5:00 p.m. to 6:00 p.m. In larger metropolitan areas, the travel demand spreads out as travelers seek to shorten their commute times by starting their trips outside the peak hours. In these larger areas, peak hours are likely to last two to four hours during the evening. This is called “peak spreading” and is similar to a market approach in balancing demand and supply. Think of airline travel pricing, where tickets for travel outside of peak demand times cost less than at peak times such as holidays. Travelers see the advantages and adjust their travel patterns.

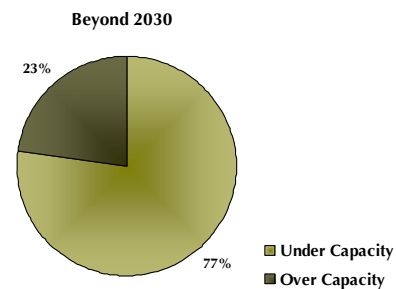
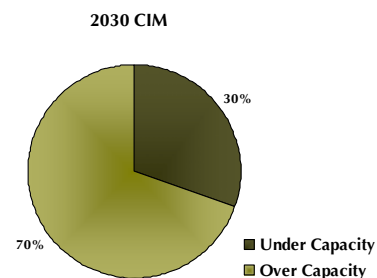
The increase in hours of delay is much greater than the increase in VMT since roadway capacity is being consumed, and congestion is not a linear function. As roadway capacities are exceeded, each increment of demand generates higher levels of delay. Think of vehicles entering a freeway late at night. Due to the low traffic volumes, the effect on traffic flow is slight.

Now think of the same number of vehicles entering at the same point on the freeway at 5:15 p.m. During rush hour, only a slight number of additional vehicles need to change slow moving traffic into traffic that is stopped.

Figure 4 shows that by 2030, with investments specified in Chapter 4, including the unfunded corridors and the transit system, major roadway corridors will be 23% over capacity. Only 5% of major roadway corridors are over capacity today.

But Beyond 2030 shows a much more congested major roadway system as shown in Figure 5. The analysis was done on the 2030 completed roadway and transit networks—again assuming they would be completely funded. With Beyond 2030 population and employment, 70% of the major road network would be over capacity.

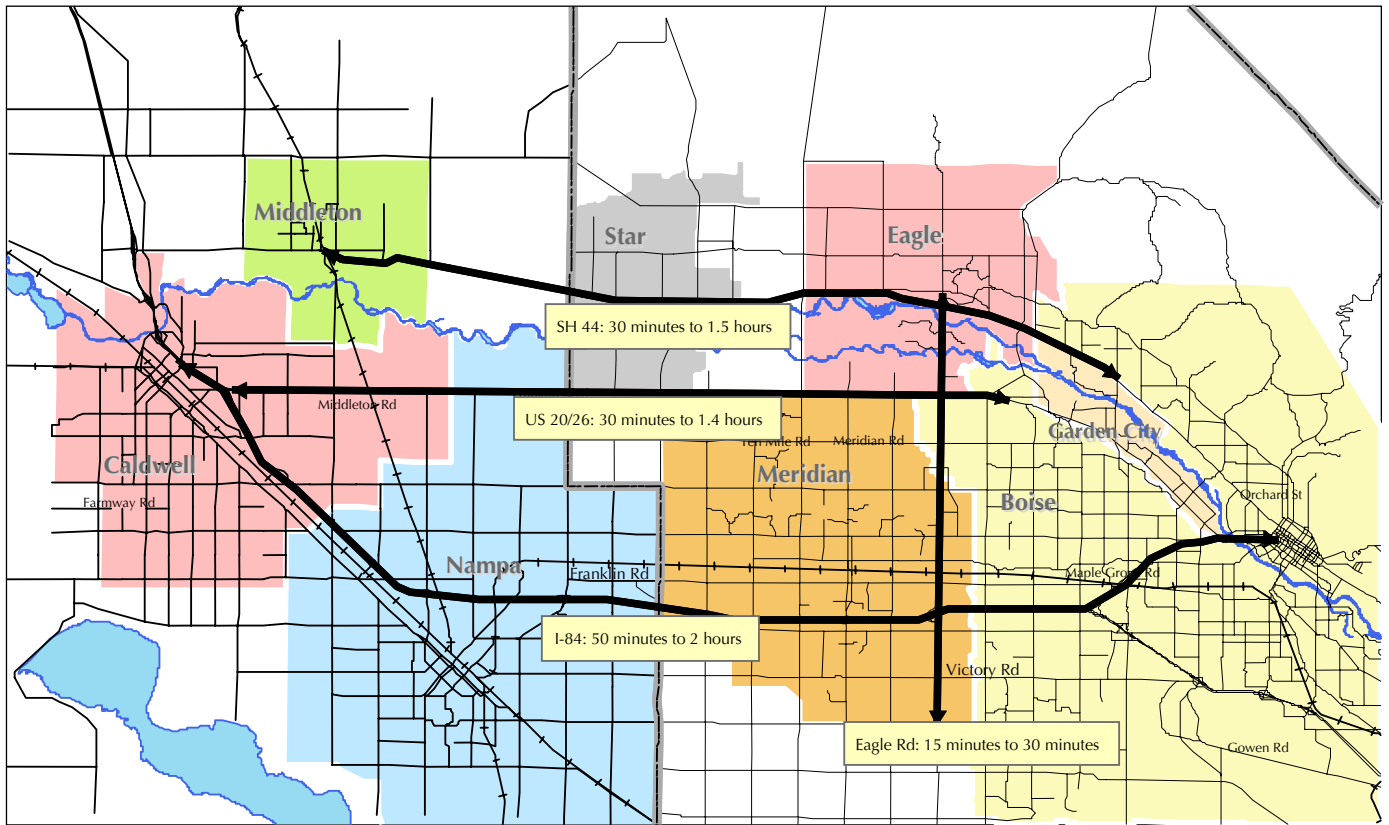
Increases in VMT, hours of delay and percentages of roadway system over capacity are interesting numbers—at least to transportation professionals, but what does it mean to the average driver in the region? Many can identify with a very simple statistic, “How long will it take me to make my trip in the future?” While there are a very large number of possible trips for regional



residents, the analysis picked four common origin-destination pairs, as described below, and mapped the results on the following page.

- I-84, Caldwell to Downtown Boise
- SH 44, Middleton to Northgate Shopping Center
- US 20/26, N. Caldwell to HP
- Eagle Road, SW Boise to Downtown Eagle





Travel Time Increase

This map depicts the increases in travel time. The more important aspect of this analysis is the percentage increases in travel times, which range from a 150% increase to a 200% increase in travel time. Not surprisingly, the greater increases were on the east-west travel route.

The potential of Beyond 2030 indicates the need to:

- Offer alternatives to driving

- Move toward a development pattern that reduces the need to travel
- Preserve future corridors not yet warranted for construction under growth by 2030.

With most roads at or above capacity, widening existing roads even more than proposed in *Communities in Motion* will mean substantial financial costs and cause impacts on the adjacent residences, businesses and other uses.

Comparisons to Other Communities

The potential travel issues are significant, yet they should not be viewed as catastrophic. While 1.5 million is a much larger population than the current 500,000, there are many cities in the west and southwest approaching or over 1 million that are economically vital and maintain a desirable quality of life. These cities have higher congestion than the Treasure Valley. They also put significant money into roadways and transit. All have rail systems. Las Vegas system is privately-owned,

oriented for visitors, and has an extensive bus system in place. In 2004, these communities spent between \$188 and \$972 per household on transit operations and maintenance (O&M) and capital investments such as rail systems. This puts the \$125 per household in new revenue for implementing the transit network in this region as described in Chapter 5 into perspective. Also consider that the average per household roadway expenditure for these regions ranges from \$634 to \$1,505.

	Transit Service Population (1)	Total Annual Transit Expense (1)	Expenditures per Household on Transit (2)	Annual Regional Transportation Plan Expenditures on Roadways (3)	Expenditures per Household on Roadways (3)
San Jose, California	1,731,400	\$520,012,617	\$972	\$1,680,000,000	\$634
Austin, Texas	727,000	\$143,978,488	\$525	\$640,160,000	\$1,125
Denver, Colorado	2,545,000	\$484,848,233	\$490	\$1,557,520,000	\$1,505
Las Vegas, Nevada	1,686,827	\$119,262,312	\$188	\$463,760,000	\$660
Sacramento, California	1,035,009	\$289,957,034	\$757	\$796,571,000	\$1,000
Salt Lake City, Utah	1,744,417	\$168,852,111	\$299	\$758,154,000	\$1,383

Sources:

1. National Transit Database. 2004. Includes operating and capital expenditures. <http://www.ntdprogram.com/ntdprogram/pubs.htm>
2. Census household sizes for the urbanized areas were used to estimate number of households.
3. Expenditures based on average annual roadway investments derived from the respective regional transportation plans. Includes all capital and operating/maintenance expenses for state and local roads. The total investment costs were divided by the number of years covered in each plan.

The Next Plan

Communities in Motion will be updated by July 2010 to meet the four-year update cycle mandated by the Federal Transportation Act, *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). COMPASS may update it sooner, and it will most certainly be amended before the four years are up. As noted in Chapter 3, COMPASS will prepare an Annual Monitoring Report. This report will track growth, transportation investments, transportation performance and policy changes tied to the goals and objectives espoused in *Communities in Motion*.

The next update may not have the same detailed analysis of land use options that was undertaken for *Communities in Motion*, but it will need to address whether land use patterns are shifting to reflect more of the higher density, mixed use developments called for in this plan.

The update will also need to evaluate the pace of development, especially in smaller cities that can see rapid increases in building and subdivision activity. Is the 2.2% growth rate used in developing a 2030 population of 825,000 for Ada County and Canyon County valid—or has it been exceeded year after year?



Pedestrian Friendly Intersection Design (FHWA)

We need to better understand what drives growth in the region and need to consider:

- How strong is the tie between job creation and population growth?
- To what extent will this region see growth as a result of retirees attracted by a favorable climate, outdoor amenities, affordable housing (compared to some regions) and other qualities?
- What about the attraction of the region to younger adults? Will they be seeking a suburban environment or a more diversified urban environment?
- What is the relationship between the pace of housing development and out-of-area speculation?
- Will energy costs begin to affect residential location decisions and choices between driving and other modes?
- How will the escalating raw land prices affect development patterns?
- Will more employment, especially in terms of retail and services, move into areas now seeing a boom in residential construction? Conversely, will residential construction boom near the urban centers increase as has occurred in other metropolitan areas?
- What is the support for expanding the revenue base for public transportation?
- How does the region balance roadway design, traffic growth, and community goals for neighborhood protection and downtown vitality?

In Sum

A plan is not a solution in itself. Rather it offers a destination and a broad set of instructions on how to get there. During three years of *Communities in Motion* public outreach sessions, residents told us loud and clear that they want change in the way this region grows. The intent is to create a future in which there is:

Open space

Well-defined communities

A choice of housing,

Effective public transportation

Better options for walking and biking.

To reach these goals involves investing in transportation, considering the design of our transportation systems, and integrating transportation and land use decisions. The adoption of *Communities in Motion* is not our destination; rather it is the start of our journey.



Appendix

❖ Bibliography

❖ Definitions and Acronyms

❖ Acknowledgements:

Board of Directors – 2006

Steering Committee

Plan Coordination Team

Staff

Public Participation Committee

Consultants

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Definitions

3-C Planning Process	Comprehensive, cooperative, and continuing
Air Quality Non-attainment Area	An area that does not meet the requirements for clean air as set out in the Clean Air Act Amendment of 1990.
Air Quality Maintenance Area	A former nonattainment area that currently meets the requirements for clean air as set out in the Clean Air Act Amendment of 1990.
Americans with Disabilities Act of 1990 (ADA)	A federal law mandating sweeping changes in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities, not just in projects involving federal dollars, but all new public places, conveyances, and employers. The significance of ADA in transportation is mainly in terms of transit operations, capital improvements, and hiring.
Ambient Air	The outdoor air in a given area.
Area of City Impact	A requirement of state law requiring a land use plan that not only plans for the area within the city's legal boundaries, but also plans for areas outside of the city's legal boundaries that are still in the unincorporated area of the county and have not yet been annexed into the city. Officially negotiated areas of city impact are necessary prerequisites for cities to annex adjacent properties.
Arterial Street	A class of street serving major traffic not designated as a highway.
Attainment Area	An area that meets the U.S. Environmental Protection Agency health-based ambient air quality standards as set out in the Clean Air Act Amendment of 1990.
Authorized Amount	Upper limit of the amount of funds that can be appropriated for a program established under legislation by Congress.
Average Daily Traffic (ADT)	The average number of vehicles passing a fixed point in a 24-hour time frame. A convention for measuring traffic volume.
Base Year	An analysis, or study's baseline, or lead off year. The year to which other years are compared.

Bikeway	A facility intended to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.
Blueprint for Good Growth	The Ada County Consortium is a partnership of governments in charge of local land use and roadway planning: Ada County, Ada County Highway District, Boise, Eagle, Garden City, Meridian, Kuna, Star, and the Idaho Transportation Department. The partners want to better coordinate land use and transportation planning in Ada County to ensure that growth is orderly and beneficial for the community's continued prosperity and quality of life.
Boise Cut-off	The section of the rail line between the City of Nampa and the City of Boise north of I-84.
Bus Rapid Transit (BRT)	A transit system that looks and feels like a rail system, but operates like a bus system with rubber tires and no rail. BRT may or may not operate on a dedicated lane.
Clean Air Act (CAA)	Federal air quality laws enforced by the U.S. Environmental Protection Agency.
Capacity	A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period. How well an area can accommodate a stream of traffic in a given place at a given time. Increased capacity can come from building more roads, installing more public transit, or from many other sources.
Capital Assets	An item, usually non-real estate, that has a useful life of greater than one year and a unit cost of \$5,000 or more. Examples: road repair equipment, computer systems, buses.
Capital Program Funds	Financial assistance from the Capital Program of 49 U.S. Code. This program enables the Secretary of Transportation to make discretionary capital grants and loans to finance public transportation projects divided among fixed guideway (rail) modernization; construction of new fixed guideway systems and extensions to fixed guideway systems; and replacement, rehabilitation, and purchase of buses and rented equipment, and construction of bus-related facilities.
Carbon Monoxide (CO)	A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
Categorical Exclusion (CE)	Prepared for projects that do not have a significant impact on the human and natural environment.

Census Tract	Small, relatively permanent subdivisions of a county that are delineated for all metropolitan areas and other densely populated counties by local census statistical area committees following guidelines set by the U.S. Bureau of the Census.
Congestion Mitigation/Air Quality Program (CMAQ)	Provides federal transportation funding to metropolitan/nonattainment/maintenance areas for projects that improve air quality.
Congestion Management System (CMS)	Systematic process for managing congestion. Provides information on transportation system performance and finds productive ways to manage the growth of congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
Conformity	The compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act (CAA).
Conservation	Care and protection of natural resources.
Consumer Price Index (CPI)	The rate of inflation.
Context Sensitive Design	A concept in transportation design that considers the adjoining land use, site access, community character, pedestrians, multi-modal needs, environmental, and other community interests and considerations when developing transportation system improvements.
Cultural Resources	Resources of a wide variety including archaeology, historic preservation, and environmental preservation.
Department of Transportation (DOT)	Can refer to U.S. DOT or to a state DOT. (Idaho DOT is known as Idaho Transportation Department – ITD)
Development Monitoring Report	An overview of development activity using building permit information collected from city and county jurisdictions in Ada and Canyon Counties.
Environmental Impact Statement (EIS)	Report that details any adverse economic, social, and/or environmental effects of a proposed transportation project for which federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.

Environmental Justice (EJ)	Part of Title VI of the Civil Rights Act of 1964, which prohibits discrimination in any program receiving federal assistance, ensures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.
Environmental Protection Agency (EPA)	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
Existing System Efficiency	Upgrading or supplementing the function of existing facilities through operational improvements.
Expressway	A divided highway for through traffic with controlled access; intersections usually separated from other roadways by differing grades.
Facilities	As used in the transportation world, “facilities” means all the fixed physical assets of a transportation system, such as roads, bus terminals, bridges, bike paths, and train stations.
Federal Highway Administration (FHWA)	A branch of the U.S. Department of Transportation that administers the Federal-Aid Highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other federal lands roads.
Financial Planning	The process of defining and evaluating funding sources, sharing the information, and deciding how to allocate the funds.
Financial Programming	A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Program.
Coarse Particulates (PM₁₀)	One of the six EPA “criteria pollutants” for air quality, and one of the pollutants generated by on-road mobile sources. PM ₁₀ or any airborne solid or liquid particles smaller than 10 microns in diameter.
Fiscal Constraint	Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.
Flexible Funds or “Flex” Funds	Federal transportation legislation allowing the use of certain Federal-aid Highway Program funds for either highway or transit projects.
FONSI	Finding of No Significant Impacts.
Formula Capital Grants	Federal transit funds for transit operators; allocation of funds overseen by Federal Transit Authority.

Forum on Transportation Investment (FOTI)	A special committee set up by ITD to investigate future funding needs in transportation throughout the State of Idaho.
Four Step Modeling Process	Used to estimate future travel demand on a transportation system. The four steps are: trip generation, trip distribution, mode choice, and network assignment.
Federal Transit Authority (FTA) –	A branch of the U.S. Department of Transportation that is the principal source of federal financial assistance to America’s communities for planning, development, and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the Nation’s communities and natural environment, and to strengthen the national economy.
Fixed Route (Bus Service)	A bus line that operates on a specific route that does not vary from day to day. Also referred to as “Fixed Line.”
Grant Anticipation Revenue Vehicle (GARVEE)	Bonds that allow state and local agencies to fund, schedule, and complete large construction projects in a much shorter time frame. Bonding decreases project costs by avoiding future inflation and allow contractors to make more efficient use of labor and equipment. The ability to avoid inflation in real property values decreases project right-of-way costs.
Geographic Information System (GIS)	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
High Occupancy Vehicle (HOV)	Vehicles carrying two or more people.
Interstate Highway System (IHS)	The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the United States to internationally significant routes in Canada and Mexico.
Inspection and Maintenance Programs (I/M)	Local government programs that require vehicles to be inspected and repaired to comply with specific air quality standards, most commonly for carbon monoxide and ozone.
Intermodal	The ability to connect, and the connections between, modes of transportation.
Intermodal Surface Transportation Equity Act of 1991 (ISTEA)	Legislative initiative by the U.S. Congress in 1991 that restructured funding for transportation programs; authorized an increased role for regional planning commissions/Metropolitan Planning Organizations in funding decisions; and required comprehensive regional and statewide long-term transportation plans.

Intelligent Transportation System (ITS)	The application of advanced technologies to improve the efficiency and safety of transportation systems.
Jobs/Housing Imbalance	When people do not live near where they work, the impacts to the transportation system increase proportionally.
Key Number	Numbers are assigned to a programmed project for tracking purposes.
Land Use	Refers to the manner in which portions of land or the structures on them are used (i.e., commercial, residential, retail, industrial, etc.).
Local Street	A street intended solely for access to properties contiguous to it.
Long Range Transportation Plan (LRTP)	Or Regional Transportation Plan (RTP) (the Plan) – a document resulting from regional or statewide collaboration and consensus on a region’s or state’s transportation system, and serving as the defining vision for the region’s or state’s transportation systems and services. In metropolitan areas, the plan indicates all the transportation improvements scheduled for funding over the next 20 years.
Maintenance	Ensuring the long-term existence of current facilities through regular and routine care (such as chip seals, overlays, bulb replacement, etc.).
Maintenance Area	A probationary status for a region that was an air quality non-attainment area but has come into compliance with the Clean Air Act.
Major Destinations	Destinations or places that attract many traffic trips such as shopping centers, major employment centers, large educational facilities, regional parks, large entertainment areas, or downtown centers.
Mobile Source	Mobile sources of air pollution. Some examples include motor vehicles, aircraft, seagoing vessels, and other transportation modes.
Mode	A specific form of transportation, such as automobile, subway, bus, rail, or air.
Models	Simulations of the “real world” that can be used to show the impact of changes in a metropolitan area on the transportation system (such as adding a new road or transit line, or increases in population or employment).

Metropolitan Planning Organization (MPO)	Regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible, in cooperation with the state and other transportation providers, for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.
Nampa Urbanized Area	An area with a specific boundary comprised of the Cities of Nampa, Caldwell, and Middleton, as well as small parts of Canyon County. The U.S. Census Bureau designates urbanized areas, but allows local governments to “smooth” the boundary.
National Ambient Air Quality Standards (NAAQS)	Federal standards that set allowable concentrations and exposure limits for various ambient air pollutants.
National ITS Architecture	A systems framework to guide the planning and deployment of ITS infrastructure. The national ITS architecture is a blueprint for the coordinated development of ITS technologies in the United States. It is unlikely that any single metropolitan area or state would plan to implement the entire national ITS architecture.
National Environmental Policy Act of 1969 (NEPA)	Established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
Non-attainment	Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.
Northern Ada County	The area north of the “Boise Base Line.” The invisible line runs across the county west to east approximately seven miles south of Kuna.
Obligation Authority (OA)	A "ceiling" on the amount of federal assistance that may be promised (obligated) during a specified time period.
Ozone (O₃)	A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and NO _x combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.

Paratransit	A variety of smaller, often flexibly scheduled and routed transportation services using low-capacity vehicles, such as vans, which operate within normal urban transit corridors or rural areas. These services usually serve the needs of people that standard mass transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and people with disabilities.
Parts per Million (PPM)	Parts per million – measurement for pollutants in the air.
Performance Standards or Measures	Indicators of how well the transportation system is performing with regard to such things as level of congestion, average speed, reliability of travel, and accident rates. Used as feedback in the decision making process.
Planning Funds (PLH)	Primary source of funding for metropolitan planning designated by the FHWA.
PM₁₀	Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.
Preservation	To save from change or loss and reserve for a special purpose. It is the most restrictive among management principles and should not be confused with conservation.
Programmed Projects	Projects that have been budgeted for implementation within the next three years.
Public	Anyone who resides, has an interest, or does business in a give area potentially affected by transportation decisions. This includes both individuals and organized groups.
Public Participation	The active and meaningful involvement of the public in the development of transportation plans and programs.
Reformulated Gasoline	Gasoline blended to burn more completely and evaporate less easily. Fewer volatile organic compounds (VOCs) are released into the air, potentially reducing ozone formation.
Regionally Significant Projects	In the planning community, regionally significant projects serve regional transportation needs such as access to and from the major activity centers in the region, and would normally be included in the modeling of a metropolitan area’s transportation network. These projects include, at a minimum, all principal arterial highways and all fixed-guideway transit facilities. Regionally significant projects meet a specific definition developed the Northern Ada County Interagency Consultation Committee on Air Quality (ICC).

Record of Decision (ROD)	Presents the selected transportation decision analyzed in an EIS, the basis for that decision, and the environmental commitments to mitigate for project impacts to the human and natural environment.
Reverse Commute	Travel from home to work, or from work to home, against the main directions of traffic.
Right of Way (ROW)	Priority paths for the construction and operation of highways, light and heavy rail, railroads, etc.
Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)	Authorized in 2005, SAFETEA-LU authorized federal funding for transportation investments for fiscal years 2005-2009. Approximately \$286.4 billion in funding was authorized, the largest amount in history, which is used for highway, transit, and other surface transportation programs.
Safety	Improving the function of the transportation system to provide the safest environment for the public.
Single Occupancy Vehicles (SOV)	Cars with just one occupant, the driver. The large number of single occupancy vehicles on the road at rush hour in cities is recognized as a major cause of pollution.
State Implementation Plan (SIP)	Produced by the state environmental agency. Contains specific strategies for controlling emissions and reducing ambient levels of pollutants, in order to satisfy the CAA requirements for demonstrations of reasonable further progress toward attainment. Transportation plans must conform to state implementation plans.
Smart Growth	A set of policies and programs designed to protect, preserve, and economically develop established communities and valuable natural and cultural resources.
State Planning and Research Funds (SP&R)	Primary source of funding for statewide long-range planning.
Sprawl	Urban form that connotatively depicts the movement of people from the central city to the suburbs. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation as well as other concerns associated with transportation.
Stakeholders	Individuals, organizations, and agencies with an interest in, or who are affected by, the transportation planning process. Includes federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.

State Transportation Improvement Program (STIP)	A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.
Sub-area Plan	A study and plan for future transportation improvements within a small area such as a smaller city or a section of a larger city.
Surface Transportation Program (STP)	Federal-aid highway funding program that funds a broad range of surface transportation capital needs including: many roads, transit, sea and airport access, vanpools, bike, and pedestrian facilities.
Transit	Transportation mode that moves larger numbers of people than does a single automobile. Generally renders to passenger service provided to the general public along established routes with fixed or variable schedules at published fares.
Transit Supportive Housing Density	The amount of housing density needed to support a transit system. Seven units per gross acre is the minimum density that is considered transit supportive. Transit supportive density can be derived a variety of ways including a wide mix of densities that averages seven units per acre or more. This type of density is only expected within one-quarter mile of transit stops.
Transportation Control Measures (TCM)	Specific measures that reduce emissions by either reducing vehicle use or reducing traffic flow. Examples: improved public transit, high-occupancy vehicle lanes, shared-ride services, bicycle/pedestrian facilities, and flexible work schedules.
Transportation Demand Management (TDM)	Programs designed to reduce demand for transportation through various means, such as the use of transit and of alternative work hours.
Transportation Equity Act for the 21st Century (TEA-21)	Authorized in 1998, TEA-21 authorized federal funding for transportation investments for fiscal years 1998-2003. Approximately \$217 billion in funding was authorized, which is used for highway, transit, and other surface transportation programs.
Travel Demand Forecast Model	A computer program that provides a forecast of average (week) day traffic (ADT) for each link of a given transportation network and demographic data set. The model is regularly maintained and updated to include all completed roadway projects. Future-year model networks include anticipated widening and new roadway projects.
Telecommuting	Communicating electronically (by telephone, computer, fax, etc.) with an office, either from home or from another site, instead of traveling to it physically.

Transportation Improvement Program (TIP)	A financially constrained three-year program covering the most immediate implementation priorities for transportation projects and strategies from the metropolitan transportation plan.
Title VI	Part of the Civil Rights Act of 1964. Prohibits discrimination in any program receiving federal assistance.
Transportation Management Area (TMA)	All urbanized areas over 200,000 in population.
Trust Fund	A fund credited with receipts that are held in trust by the government and earmarked by law for use in carrying out specific purposes and programs in accordance with an agreement or a statute.
Unified Planning Work Program (UPWP)	The management plan for the metropolitan planning program. Its purpose is to coordinate the planning activities of all participants in the planning process. The UPWP is also the budget document for the metropolitan planning organization.
Urbanized Area	Area that contains a city of 50,000 or more population plus incorporation surrounding areas meeting size or density criteria as defined by the U.S. Bureau of the Census.
Vehicle Miles Traveled (VMT)	Term used for describing the total number of miles traveled by a vehicle in a given time. Most conventional VMT calculation is to multiply the average length of trips by the total number of trips.

Acronyms

AASHTO	American Association of State Highway and Transportation Officials	EPA	Environmental Protection Agency
ACCHD	Association of Canyon County Highway Districts	FAA	Federal Aviation Administration
ACHD	Ada County Highway District	FHWA	Federal Highway Administration
ADA	Americans with Disabilities Act	FONSI	Finding of No Significant Impacts
ADT	Average Daily Traffic (or Average Daily Trips)	FOTI	Forum on Transportation Investment
AFB	Air Force Base	FTA	Federal Transit Authority
AMPO	Association of Metropolitan Planning Organizations	FY	Fiscal Year
APTA	American Public Transportation Association	GARVEE	Grant Anticipation Revenue Vehicle
BOI	Boise Airport	GIS	Geographic Information System
CAA	Clean Air Act	HDA	Highway Distribution Account
CAAA	Clean Air Act Amendments	HOV	High Occupancy Vehicle
CE	Categorical Exclusion	HTF	Highway Trust Fund
CFR	Code of Federal Regulations	IHS	Interstate Highway System
CIM	Communities in Motion	I/M	Vehicle Inspection and Maintenance Program
CIP	Capital Improvements Program	INPR	Idaho Northern and Pacific Railroad
CMAQ	Congestion Mitigation/Air Quality	ISTEA	Intermodal Surface Transportation Equity Act of 1991
CMS	Congestion Management System	ITD	Idaho Transportation Department
CO	Carbon Monoxide	ITS	Intelligent Transportation System
COMPASS	Community Planning Association of Southwest Idaho	LOS	Level of Service
CPI	Consumer Price Index	LRTP	Long Range Transportation Plan
EIS	Environmental Impact Statement	MIS	Major Investment Study
EJ	Environmental Justice	MPO	Metropolitan Planning Organization

MSA	Metropolitan Statistical Area	SP&R	State Planning and Research Funds
NAAQS	National Ambient Air Quality Standards	SOV	Single Occupancy Vehicles
NEPA	National Environmental Policy Act of 1969	STIP	State Transportation Improvement Program
NOx	Oxides of Nitrogen	STP	Surface Transportation Program
PCT	Plan Coordination Team	TAZ	Traffic Analysis Zone
PE	Preliminary Engineering	TCM	Transportation Control Measures
PL	Planning Funds	TDM	Transportation Demand Management
PPM	Parts per million	TDP	Transit Development Program
O₃	Ozone	TEA-21	Transportation Equity Act for the 21 st Century
O&M	Operations and Maintenance	TIP	Transportation Improvement Program
OA	Obligation Authority	TMA	Transportation Management Area
ROCI	Regional Operations and Capital Improvements Plan	TSCP	Transportation Service Coordination Plan
ROD	Record of Decision	TSM	Transportation System Management
ROW	Right of Way	UPRR	Union Pacific Railroad
RPTA	Regional Public Transportation Authority	UPWP	Unified Planning Work Program
RTTF	Regional Transportation Task Force	USC	United States Code
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users	VMT	Vehicle Miles Traveled
SIP	State Implementation Plan	VRT	Valley Regional Transit

Acknowledgements

Putting together a regional long-range transportation plan is a major challenge. It involves land use, transportation, financing, politics, and a host of other issues. The complexity of planning requires extensive collaboration and a great deal of time. The planning process for *Communities in Motion* kicked off in 2003, meaning it was a three-year effort that involved hundreds of local elected officials, local and state staff, and consultants. They spent many evenings and not a few weekends in getting *Communities in Motion* accomplished.

The 2,000 plus citizens who attended meetings, reviewed documents and gave their ideas and energy to the process cannot be thanked enough. They had the option to stay home or come out and participate. Without citizen participation, any plan is headed for failure.

The Community Planning Association of Southwest Idaho (COMPASS) thanks the following people and organizations for their work and their support during the development of *Communities in Motion*. We hope we listed all the participants and apologize if we missed anyone.

Listing a person as a participant in *Communities in Motion* does not necessarily mean he or she fully supports the recommendations in the plan. As in any plan, a diversity of opinion is guaranteed.

Board of Directors—for adoption of plan, August 17, 2006

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Office of the Governor	Matt Ellsworth
Greater Boise Auditorium District	Pat Rice

Communities in Motion Steering Committee

The Steering Committee for *Communities in Motion* was an advisory group comprised elected officials from the COMPASS Board (the Executive Committee), a County Commissioner from Boise, Elmore, Gem, and Payette counties, a representative of the Idaho Transportation Department, and a representative of Valley Regional Transit. The Steering Committee provided guidance and feedback on the proposed policy recommendations prior to formal presentations to the COMPASS and Idaho Transportation Boards.

The Steering Committee represented their respective agencies and constituents; collaborated in the formulation of a mutually beneficial regional vision and planning process; collaborated in the development of solutions to regional issues and needs; and, provided direction and guidance in the identification of transportation, land use, and economic policy strategies to address regional needs and achieve the regional vision.

The list indicates persons who were invited to participate on the Steering Committee. Some individuals were invited but decided not to participate.

Ada County	Judy Peavey-Derr, Commissioner
Boise County	Dale Hanson, Commissioner
Canyon County	Matt Beebe, Commissioner
Elmore County	Mary Egusquiza, Commissioner
Gem County	Sharon Pratt, Commissioner
	Michelle Sherrer, Commissioner
Payette County	Rudy Endrikat, Commissioner
	Marc Shigeta, Commissioner
City of Boise	Dave Bieter, Mayor
City of Caldwell	Garret Nancolas, Mayor
City of Eagle	Nancy Merrill, Mayor
City of Nampa	Tom Dale, Mayor
City of Meridian	Tammy de Weerd, Mayor
City of Parma	Bob Flowers, Mayor
Ada County Highway District	John Franden, Commissioner
Idaho Transportation Department	Charles Rountree, Planning Division Administrator
	Eric Shannon, District Engineer
Valley Regional Transit	Kelli Fairless, Executive Director

Communities in Motion Plan Coordination Team

The Plan Coordination Team (PCT) comprised technical staff from member agencies and organizations affiliated with the *Communities in Motion* planning process. The PCT provided technical guidance and reviewed concepts and policies developed for the overall project. The list indicates people who were invited to participate on the Plan Coordination Team. Some individuals were invited but decided not to participate.

Ada County	Dean Gunderson
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Ada County Highway District	Katey Levihn
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	Sally Goodell
Boise County	Kathy Brady
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Boise State University	Susan Mason
Canyon County	Bonnie Ford-Le Compte
	Leon Jensen
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	Matt Ellsworth
City of Boise	Karen Gallagher
	Kathleen Lacey
	Hal Simmons
City of Caldwell	Gordon Law
	Brent Orton
City of Eagle	Nichoel Baird-Spencer
City of Star	Craig Eckles
	Gian Paolo Mammone
City of Nampa	Paul Raymond
Idaho Transportation Department	Sue Sullivan
Partnering Counties Representative	Vern Brewer (Holladay Engineers)
Partnering Counties Representative	Joe Haynes (Local Highway Technical Assistance Council)
Assoc. of Canyon County Highway Districts	Tim Richard
	Stephen Freiburger
Valley Regional Transit	Kelli Fairless
	Kevin Bittner
CH2M Hill	Scott Ellsworth
Doherty & Associates	Karen Doherty
ECO Northwest	Terry Moore
Fregonese Calthorpe	David Auscherman
	Radcliffe Dacanay
Kittelson & Associates	Sonia Hennum
	Phil Worth
PlanningWorks	Michael Lauer
RBCI	Rosemary Curtin

COMPASS Staff

COMPASS staff, from the start of the planning process in 2003, through its completion in 2006, contributed to the development of the plan in many ways. From modeling, map-making, and budgeting, to demographic analysis, administrative support, and public involvement, COMPASS staff were integral in the creation and completion of *Communities in Motion*.

Eric Adolfson*	Sherri Pillow
Kendra Anderson	Nicole Prehoda
Clair Bowman	Linda Ritter
Nancy Brecks *	Terri Schorzman *
John Cunningham *	Matt Stoll *
Ross Dodge *	Cindy Thiel
Pam Elliott *	Toni Tisdale *
Ryan Head *	Charles Trainor *
Keith Holmes *	Jeanne Urlezaga *
June Hues (Ramsdell)	MaryAnn Waldinger *
Don Matson *	Yancey Willis *
Carl Miller *	Diane Wilton *
Kate Nice	Debbie Winchar *
Erv Olen	Jay Witt
Patricia Nilsson	

* Indicates COMPASS staff in November 2006.

COMPASS Public Participation Committee

The COMPASS Public Participation Committee reviewed materials and hosted meetings for the “Communities in Conversation” public involvement event, and provided advice and guidance for enriching public engagement for all COMPASS planning efforts.

Brian Ballard	Thad Hoffman
Nan Ballein	Erik McLaughlin
Ester Ceja	Lawrence Rincover
John Dullmeyer	Gary Segers
Sunny Freeman-Genz	Deanna Smith
Miguel Gaddi	Brian Tandrow
Linda Gossett	Todd Wilder
Julia Kertz Grant	Rachel Winer
Patricia Johnson	

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Kittelson & Associates
Fregonese Calthorpe Associates
CH2M Hill
Michael Kodama & Associates
ECO Northwest
Rosemary B. Curtin, Inc., Public Affairs Consulting

And...

Many thanks to the Idaho Historical Museum and the Hispanic Cultural Center of Idaho for allowing COMPASS to host public meetings and workshops in these terrific locations, and most of all, **thank you to the thousands of residents of the Treasure Valley** who participated in developing *Communities in Motion: Regional Long-Range Transportation Plan 2030*.

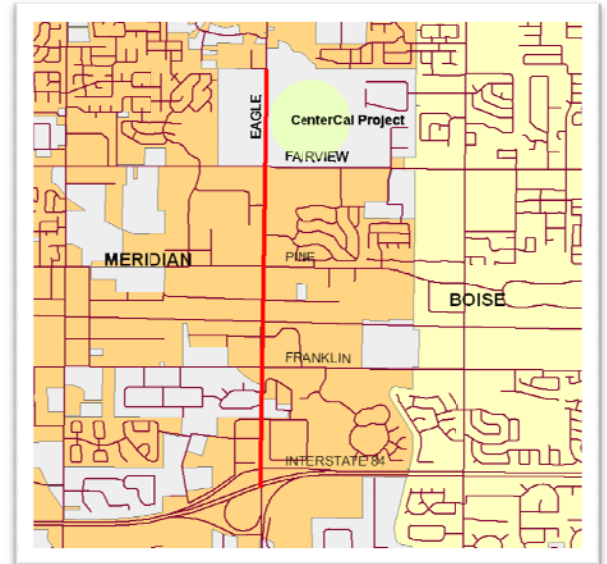
Communities in Motion: Regional Long-Range Transportation Plan 2030

Amendment – Eagle Road Corridor

Comment period: October 8 - 23, 2007

Approved by the COMPASS Board on November 19, 2007

The City of Meridian requested an amendment to *Communities in Motion: Regional Long-Range Transportation Plan 2030* and the *FY2008-2012 Northern Ada County Transportation Improvement Program*. The amendment is for a proposed project that would result in three through lanes in each direction on Eagle Road from I-84 ramps to ½ mile north of Fairview Avenue (River Valley Street)—approximately two miles in length. The cost of the widening to Eagle Road and for associated operational improvements along Eagle Road and Fairview Avenue is estimated at \$15 million, which would be funded by a developer for a project at the northeast corner of the Fairview Avenue/Eagle Road intersection.



The amendment is required since Eagle Road is a regionally significant facility with its principal arterial status.

A public comment period was held from October 8, 2007 through October 23, 2007 with a public open house regarding the project on October 18, 2007 from 3:00 through 7:00 p.m. Out of a total of 49 comments received during the open comment period, 42 supported the improvements and financing method, 6 did not support the improvements and/or the financing method, and 1 supported the improvements with conditions.

The widening project would be funded under a Sales Tax Anticipated Revenue (STAR) mechanism recently enacted under Idaho Code 63-3641 and 40-201. No local or Idaho Transportation Department transportation funds will be used for the widening. The estimated \$15 million cost of widening and operational improvements would be paid by the developer, CenterCal, which would seek reimbursement from the State of Idaho based on sales taxes generated by its project. Additional work could include operational improvements such as medians and turn lanes, but these are not part of the amendment. Also, some work may be required on Fairview Avenue or other Ada County Highway District streets. Fairview Avenue is already shown in *Communities in Motion* for widening to seven lanes.

Analysis

The proposed development and roadway improvements were analyzed for consistency with *Communities in Motion* using the Community Choices land use scenario. The land uses in the Community Choices scenario are consistent with the proposed development at the corner of Eagle Road and Fairview Avenue. Amendments such as the addition of a regionally significant project to the long-range transportation plan and / or current Transportation Improvement Program require an amendment to the air quality conformity analysis. The Eagle Road widening project was tested and found to have a negligible impact on Northern Ada County vehicle emissions forecasts. All emissions forecasts for the various pollutants are below their respective budgets.

Statement of Condition

Should STAR financing not be available, the project would not be eligible for existing roadway funding.

WORKING

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TO PLAN

FOR THE

FUTURE



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

*Communities in Motion
Compliance Supplements*

Report No. 12-2007
Adopted by the COMPASS Board on July 16, 2007

Communities in Motion
Compliance Supplements
July 2007

Table of Contents

Contents

Environmental Mitigation and Consultation Supplement	3
Transportation System Security Supplement	31
Transportation System Safety Supplement	42
Operational and Management Strategies Supplement	46
Public Involvement (“Participation”) Plan Supplement	52
Coordinated Public Transit/Human Services Plan Supplement	58
Analysis by FHWA of Needed Compliance Materials – April 2007	59

Figures

Figure 1 – 100 Year Floodplains	25
Figure 2 – Remediation Sites	26
Figure 3 – Prime Farmlands	27
Figure 4 – Public Parks	28
Figure 5 – Cemeteries	29
Figure 6 – Historic Sites	30
Figure 7 – Idaho Earthquake Profile	32
Figure 8 - Landslide Prone Landscapes of Ada County	33
Figure 9: Evacuation Routes and 100 Year Flood Zones	35

Tables

Table 1- Listed Species in Ada and Canyon Counties	10
Table 2 - Noise Standards by Land Use	12
Table 3 - 2005 Idaho Fatalities	43
Table 4 - Congestion Mitigation Measures	47
Table 5 - Travel Time Benefits of ITS Measures	50
Table 6 - Examples of Groups for Consultation in Updating the Public Involvement Policy	55

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ENVIRONMENTAL MITIGATION AND CONSULTATION SUPPLEMENT

Requirement under SAFETEA-LU

Section 6001 of Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the new transportation bill enacted into law on August 10, 2005, included the following changes to the Federal transportation planning program:

- Metropolitan and Statewide Plans –Environmental Mitigation: Metropolitan and statewide transportation plans (MTPs) must include a discussion of types of potential environmental mitigation activities, to be developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies.
- New Consultations: MPOs and States must consult “as appropriate” with “State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation” in developing long-range transportation plans. Additionally for the Long-Range Statewide Transportation Plan, States must consult with Federally-recognized Tribal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

Regulations implementing SAFETEA-LU were issued in final form on February 6, 2007. 23 CFR 450.322.f(7) states that environmental elements include: “A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;”

The regulations under 23 CFR 450.322.g state that: “The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:

1. Comparison of transportation plans with State conservation plans or maps, if available; or
2. Comparison of transportation plans to inventories of natural or historic resources, if available.”¹

Background

Community Planning Association (COMPASS) adopted *Communities in Motion* in August 2006, while the regulations implementing SAFETEA-LU were still in development. It is important to recognize that the SAFETEA-LU provisions do not apply National Environmental Policy Act (NEPA) provisions to the plans and programs developed by COMPASS. As noted in an evaluation for the Puget Sound Regional Council: “None of the changes in SAFETEA-LU alters how the National Environmental Policy Act (NEPA) relates to an MTP. Typically, MTPs or other regional long-range plans do not involve specific federal approvals or actions that are likely to cause a significant environmental impact. Therefore, MTPs do not need an NEPA Environmental Impact Statement (EIS) to meet the requirements of SAFETEA-LU. However, it is likely that the SAFETEA-LU

¹ _____. Title 23—Highways, Chapter I--Federal Highway Administration, Department Of Transportation, Subchapter E--Planning And Research, Part 450--Planning Assistance And Standards. Reference found on May 24, 2007 at <http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=0f8840df5afe5beaba4d6d2220f4f8c5&rgn=div8&view=text&node=23:1.0.1.5.11.3.1.12&idno=23>.

requirements were written to provide a more consistent consideration of environmental issues from transportation planning through project development.”²

Environmental Inventory

The following environmental elements would be addressed in an environmental discussion of the plan. These elements are derived, as is much of the text, from the Idaho Transportation Department's draft *Environmental Process Manual*.³

1. Air Quality
2. Water Quality/Surface Water
3. Floodplain
4. Groundwater
5. Wildlife, Fish, and Vegetation
6. Wetlands
7. Noise
8. Hazardous Materials
9. Wild and Scenic Rivers
10. Agricultural and Farmland
11. Public Lands Section 4(f), 6(f) and forests
12. Historic, Cultural and Archeological
13. Social and Economic Conditions
14. Environmental Justice
15. Visual Impacts - Light and Glare

1. Air Quality

The federal government mandates that any transportation projects using federal funds or deemed to be “regionally significant” in nonattainment and maintenance areas cannot contribute to a degradation of air quality (40CFR93). Thus, transportation plans must “conform” to air quality plans. Transportation conformity is demonstrated when a nonattainment or maintenance area can show, within the applicable guidelines and regulations, that planned transportation projects listed in a transportation program or plan will not cause or contribute to exceedances of the Environmental Protection Agency's (EPA's) health based air quality standards. A finding of nonconformance would prevent the implementation of certain federally funded and/or regionally significant transportation projects.

Only EPA's criteria pollutants are subject to conformity analyses. One of two tests is used in a conformity demonstration:

- Build/No Build: Conceptually, this process is rather simple; estimate the amount of a given pollutant emitted in a region before the programmed projects are built (No Build Scenario) and after construction (Build Scenario). If the emissions from the Build Scenario are equal to or less than the emissions from the No Build Scenario, conformity has been demonstrated. This test is used for nonattainment or maintenance areas when motor vehicle emissions budgets are not established.

² _____. *Consideration of Environmental Mitigation in the 2007 Update of Destination 2030*. (DRAFT). Technical Memorandum Prepared for the Puget Sound Regional Council. Parametrix. September 1, 2006. Document found in May 2007 at <http://www.psrc.org/projects/mtp/D2030update/enviro.pdf>.

³ _____. Draft *Environmental Process Manual*. January 2007. Document found in May 2007 at http://itd.idaho.gov/manuals/Online_Manuals/Environmental/Environmental.htm.

- Budget: State air quality implementation or maintenance plans for nonattainment or maintenance areas will often have maximum limits on the amounts of pollutants that transportation related sources emit. These maximum emissions limits on transportation related sources are known as “budgets”. A transportation conformity budget test consists of a comparison between regional emissions estimates that include the impacts associated with planned transportation projects to the established budget. If the budget is not exceeded by the emissions estimate, then conformity has been demonstrated.

During the preparation of *Communities in Motion*, the Idaho Department of Environmental Quality (IDEQ) was directly involved, sitting on the COMPASS Regional Technical Advisory Committee which received frequent updates on the plan development. IDEQ also received early drafts of the plan and were consulted in the development of the conformity analysis. IDEQ staff sits on the Interagency Consultation Committee (ICC) which oversees the assumptions used in the conformity finding.

A transportation air quality conformity demonstration with budget tests was developed for the Ada County portions of the *Communities in Motion* pursuant to 40CFR93. EPA’s MOBILE6 emissions model and COMPASS’ most current travel demand model were used to estimate pollutant emissions from transportation sources. The Northern Ada County Interagency Consultation Committee on Transportation Conformity (ICC) approved the modeling methodologies and assumptions used in the regional emissions analyses including the Ada County transportation model networks. Additionally, COMPASS’ Transportation Model Advisory Committee (TMAC) approved the calibrated travel demand model used. Demographic assumptions and forecasts used in this demonstration were developed from the *Communities in Motion* endorsed growth scenario (“Community Choices”).

The *Northern Ada County PM10 SIP Maintenance Plan and Redesignation Request* contains motor vehicle emissions budgets for three pollutants: coarse particulate matter (PM10), oxides of nitrogen (NOX), and volatile organic compounds (VOCs).

Emissions budget tests, as required by 40CFR93.118, demonstrate conformity of the Ada County portions of *Communities in Motion* and the FY2006-2010 Northern Ada County TIP through the year 2030.

The Carbon Monoxide (CO) Limited Maintenance Plan (Limited Maintenance Plan and Request for Redesignation to Attainment for the Northern Ada County Carbon Monoxide Not-Classified Nonattainment Area) does not contain any motor vehicle emissions budgets. This is because, per the Environmental Protection Agency (EPA), areas under a “Limited Maintenance Plan” are not required to conduct regional emissions analyses to demonstrate conformity. However, COMPASS conducts a CO emissions analysis as requested by the Idaho Department of Environmental Quality (IDEQ) to aid in the regional air quality planning. COMPASS is committed to working through the ICC to identify and implement mitigation measures that will counteract CO emissions increases resulting from anticipated improvements to the regional transportation system should they be requested by IDEQ.⁴

⁴ _____ . *Northern Ada County Transportation Conformity Demonstration of Communities in Motion*. Report No. 07-2006. Community Planning Association. August 2006. Most of the information in the section on Air Quality was extracted from this document.

2. Water Quality/Surface Water

Water quality and other surface water issues that must be addressed during development of transportation projects include storm water discharge, work on shorelines or in floodplains, interference with stream flows, use of herbicides, water rights and construction in floodplains, water, or other critical areas.

Water quality standards are implemented through Clean Water Act (CWA) Section 401 permits. Applications for water quality related permits include the National Pollutant Discharge Elimination System (NPDES) permits. The listing of salmonids under the Endangered Species Act (ESA) has triggered the development of new requirements for water quality issues. Planning processes under the ESA, CWA, and NEPA are becoming increasingly integrated. The Environmental Protection Agency (USEPA), Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), U. S. Army Corps of Engineers (COE) and state Department of Environmental Quality (DEQ) are working to ensure that Idaho's water quality permits and procedures meet the goals and requirements of the ESA. As a result, regulations related to threatened and endangered salmonids are in the process of being incorporated into permits related to the CWA.

The State of Idaho is required to identify its polluted water bodies every two years and submit the 303(d) list to USEPA. The list is comprised of "water quality limited" estuaries, lakes, and streams that fall short of state surface water quality standards, and which are not expected to improve within the next two years. USEPA requires the state to set priorities for cleaning up threatened waters and to establish a Total Maximum Daily Load (TMDL) for each. A TMDL, or water cleanup plan, entails an analysis of pollutant loadings to determine how much pollution a water body can take and still remain healthy for its intended beneficial uses. The cleanup plan also includes recommendations for controlling the pollution as well as a monitoring plan to verify compliance with established TMDLs. For certain water bodies, TMDLs have been set; for others, TMDLs are being developed by DEQ.

Once developed, the TMDLs are tied to COE Section 404 and 401 water quality permit requirements. The DEQ web site provides access to a list of approximately 650 water bodies currently identified as impaired or threatened. The list identifies the locations of the water bodies, the water quality standards each exceeds, and by how much the standards are exceeded. Idaho's Final 1998 Section 303(d) list of Impaired and Threatened Water bodies is online via:

<http://www2.state.id.us/deq/water/basins/303dmap.htm> or
<http://www.uidaho.edu/cfwr/pag/pag14es.html>.

Within Ada and Canyon Counties, there are two bodies of water for which water quality TMDL plans have been developed:

- Lower Boise River - *Lower Boise River TMDL: Subbasin Assessment, Total Maximum Daily Loads*. December 18, 1998. Revised: September 29, 1999.
- Snake River - *Mid Snake River/Succor Creek Subbasin Assessment and Total Maximum Daily Load*. April 2003.

Lower Boise River.

The lower Boise River is a 64-mile stretch of river that flows through Ada County, Canyon County, and the city of Boise, Idaho. The river flows in a northwesterly direction from its origin at Lucky Peak Dam to its confluence with the Snake River near Parma, Idaho. Major tributaries include

Fifteen Mile Creek, Mill Slough, Mason Creek, Indian Creek, Conway Gulch, and Dixie Drain. (IDEQ has separate documents addressing these tributaries.)

The *Lower Boise River TMDL* states that "The lower Boise River watershed drains 1290 square miles of rangeland, forests, agricultural lands, and urban areas. The lower Boise River is a 64 mile stretch that flows through Ada County, Canyon County, and the city of Boise, Idaho. The watershed also drains portions of Elmore, Gem, Payette, and Boise counties. The river flows in a northwesterly direction from its origin at Lucky Peak Dam to its confluence with the Snake River near Parma, Idaho. Major tributaries include (but are not limited to) Fifteenmile Creek, Mill Slough, Mason Creek, Indian Creek, Conway Gulch, and Dixie Drain."⁵ The plan noted that three segments of the Boise River are listed for sediment, with the sections lying primarily from the Glenwood Bridge to the west.⁶ It found that two segments of the Boise River, Star to Notus and Notus to the Snake River require the development of TMDLs for bacteria.⁷

Of the seven listed pollutants, only sediment and bacteria require TMDLs. Pollutant targets are based on existing water quality criteria for bacteria and on a numeric interpretation of the state narrative standard for sediment. Because the lower Boise River is a major tributary to the lower Snake River, phosphorus (total and dissolved) will be examined for possible load and waste load allocations after completion and approval of the Snake River-Hells Canyon TMDL.

The study goes on to note:

"Land in the Treasure Valley is rapidly transitioning from agricultural uses to urban uses. Changes in land use will continue to occur throughout the implementation process and into the future. ... The management of impacts from land use changes can result in achievement of the TMDL reduction goals when BMPs are applied. When agricultural activities are the existing land use, the management of development impacts may actually result in a net decrease in pollutant loading. The end result is a load reduction from agricultural land uses and a reduction credit for urban land uses that should be accounted for."⁸ Conversely, the plan found that "...development results in impervious surfaces that eliminate the natural retention provided by vegetation and soil in an undeveloped area. Increasing impervious surfaces increases the quantity of water delivered to the water body during storms. This results in increased runoff with more rapid peak discharges. ... An increase in impervious surface also decreases the amount of rainfall available for infiltration. During dry weather periods, urban streams tend to have less flow because groundwater recharge and stormwater infiltration has been diminished. Without infiltration, the groundwater will not be recharged and the stream will lose this potential source of water."⁹

The types of mitigation appropriate are discussed under the Groundwater section.

Snake River.

⁵ _____ . *Lower Boise River TMDL Subbasin Assessment, Total Maximum Daily Loads*. Idaho Department of Environmental Quality. December 18, 1998. Revised: September 29, 1999. p.1. Document found in May 2007 at www.deq.state.id.us/water/data_reports/surface_water/tmdls/boise_river_lower/boise_river_lower_noapps.pdf

⁶ *ibid.* p. 58.

⁷ *ibid.* p. 69.

⁸ _____ . *Lower Boise River: Total Maximum Daily Load. Urban/Suburban Source Implementation Plan*. Idaho Department of Environmental Quality. December 2003. p. 14. Document found in May 2007 at www.deq.state.id.us/water/data_reports/surface_water/tmdls/boise_river_lower/boise_river_lower_plan_appB.pdf.

⁹ *ibid.* p. 5.

While the Boise River runs through the heart of the planning area for *Communities in Motion*, the Snake River, representing a far greater flow of water, is geographically peripheral to the region. The *Mid Snake River/Succor Creek Watershed TMDL Implementation Plan*¹⁰ indicates that 72% of the land is owned by the Bureau of Land Management, while 22.4% is privately owned. The State of Idaho owns most of the balance. Of the private lands within the watershed most "... are used primarily for livestock grazing in the mountain areas and farming along lower elevations of the tributary streams and the Snake River."

Given the peripheral nature of the watershed to the region covered by *Communities in Motion* and the near-total agricultural/open space uses in the watershed, no significant ramifications are seen for this area based on the plan. Note that increased urban/suburban development in southwest Canyon County could have implications for this watershed.

3. Floodplain

Rivers and streams are prone to periodic flooding due to a number of causes. Building transportation facilities across a river or stream (transverse) or along a river or stream (longitudinal) can trigger a NEPA process. The 100-year floodplain boundary is the trigger point in Idaho. (A 100 year floodplain means that in any year, there is a 1% chance of flooding—not that flooding would only occur once every 100 years.) For work in floodplains that requires permit approval, environmental documentation must explain the impacts the project will have on these areas, and on the resources within those areas. Furthermore, Presidential Executive Order 11988 (May 24, 1977) directs federal agencies to avoid to the extent possible adverse impacts associated with floodplains and to avoid direct or indirect support of floodplain development. Longitudinal intrusions are of special concern.

Within *Communities in Motion*, a number of new river crossings are recommended along the Boise River:

- Vicinity of Franklin Road in Canyon County (Study only).
- SH 16 Extension from SH 44 to I-84. (Environmental work underway.)
- Three Cities River Crossing. (Environmental work completed in 2006.)

Widening of existing river crossings are recommended at:

- Middleton Road.
- Linder Road.

In addition to the Boise River crossings, a number of flood zones along area streams would be affected by the recommended improvements in the plan. See Figure 1 for the general location of floodplains in the region.

4. Groundwater

Two regulations are of special significance to groundwater;

- Clean Water Act (CWA) of 1972 - CWA (33 USC §§1251-1387) was enacted to maintain and restore the chemical, physical, and biological integrity of the waters of the U.S. The broader

¹⁰ _____. *Mid Snake River/Succor Creek Watershed TMDL Implementation Plan*. Idaho Department of Environmental Quality. June 2005. p. 9. Found in May 2007 at http://www.deq.idaho.gov/water/data_reports/surface_water/tmdls/snake_river_succor_creek/snake_river_succor_creek_plan_part1.pdf

jurisdiction under this law includes not only navigable waters, but also most waters of the country and adjacent wetlands.

- National Pollutant Discharge Elimination Control System (NPDES) 1990 - In 1990, the Environmental Protection Agency (EPA) published final regulations for the NPDES storm water discharge permits (40 CFR Part 122). The purpose of this legislation is to improve the quality of the nation's rivers, lakes, and streams by reducing pollution from non-point sources. These regulations are administered by EPA and the Idaho Department of Environmental Quality. Construction activities disturbing more than five acres require a permit for storm water runoff.

Pollutants, notably sediments and transportation-related chemicals, are of concern. So too is the loss of aquifer recharge as permeable surfaces are covered by concrete and asphalt. These concerns exist during construction and on-going operation of transportation facilities.

General mitigation may include:

- Establishing procedures for control of runoff from construction projects.
- Design of storm sewers to catch sediment runoff and prevent it from reaching streams and rivers.
- Use of basins to detain runoff and allow absorption.
- Reduction of materials such as sand on icy roads.
- Increased road/surface sweeping to pick up materials before they can enter the storm sewers.
- Use of permeable surfaces where appropriate to reduce the loss of aquifer recharge.

Many of these measures are currently in use by agencies in the region.

5. Wildlife, Fish, and Vegetation

This element relates to wildlife, fish, and habitat that apply to transportation projects, particularly the implications of Endangered Species Act (ESA) species listings. Issues involve threatened and endangered species, critical habitat, wildlife, fish, and vegetation. Wildlife, fish, and sensitive plants require special consideration during project planning and development. In addition to ESA compliance, areas of particular concern include:

- Direct effects from construction such as noise disturbance or other disruption of habitat.
- Interference to essential wildlife functions such as wintering, foraging, migration, breeding and/or rearing.
- Degradation or loss of essential habitat.
- Habitat fragmentation and edge effects.
- Effects related to collisions between vehicles and animals.
- Loss of animal or plant populations.
- Impacts to wildlife food resources.
- Water quality impacts.
- Effects on migration or dispersal of organisms including mammals, reptiles, amphibians, fish, insects, and/or ground dwelling birds, where the project could create or exacerbate barriers to movement.

Water quality and wetlands are also relevant to consideration of fish and wildlife issues.

If a transportation project involves federal funds or permits, or if it is on federal lands, it is said to have a federal nexus. If the project has a federal nexus, it must comply with NEPA and the ESA,

particularly Section 7. All projects, regardless of funding source, must comply with Section 9 of the ESA. The recent salmonid listings under the ESA have triggered the development of new policies and requirements at all jurisdictional levels. Some of the information mentioned in this section is in draft form and is in the process of being revised. Because agencies and municipalities are actively creating strategies to address the ESA listings, this section will be updated regularly as policies and regulations change.

Table 1- Listed Species in Ada and Canyon Counties

<i>Listed Species</i> ¹¹	<i>Comments</i>	<i>Ada County</i>	<i>Canyon County</i>
Gray wolf (<i>Canis lupus</i>)	XN - Experimental/Non-essential population	X	X
Bald eagle (<i>Haliaeetus leucocephalus</i>)	LT - Wintering/Nesting area	X	X
Bull trout (<i>Salvelinus confluentus</i>)	LT	X	
Idaho springnail (<i>Pyrgulopsis idahoensis</i>)	LE - Mainstem Snake River Only	X	X
<i>Proposed Species</i>			
None		X	X
<i>Candidate Species</i>			
Yellow-billed cuckoo (<i>Coccyzus americanus</i>)		X	X
Proposed Critical Habitat for Bull Trout	Yes	X	

LE - Listed endangered
 LT - Listed threatened
 XN - Experimental/non-essential population
 PE - Proposed Endangered
 C - Candidate

At a regional plan level, the detailed identification of impacts on wildlife habitat, including wetlands, is not possible. Broad identification of winter grazing areas will be made as part of a geographic information system database. Wetlands will also be identified. As with wetlands, the preferred strategy is avoidance of habitat, followed by restoration on-site, replacement and mitigation.

6. Wetlands

The term "wetlands" means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetlands provide important functions and values, including groundwater recharge, flood flow alteration, water quality improvements, erosion control and shoreline stabilization, and fish and wildlife food and habitat. This section includes information on wetland inventory, assessment, mitigation, and related procedures that should be followed when it is anticipated that an ITD project may have an impact on wetlands. It should be noted that wetland issues have the potential

¹¹ Source: U.S. Fish and Wildlife Service. Informational list on the Internet. Not intended for consultation purposes. Information found on Internet in May 2007 at <http://www.fws.gov/Idaho/IdahoCounties.htm>.

to trigger an analysis of aquatic and terrestrial wildlife and habitat in the vicinity of the wetland (see Section 1000).

Planning processes under the ESA and the Clean Water Act (CWA) are becoming increasingly integrated. The Environmental Protection Agency (USEPA), Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), U. S. Army Corps of Engineers (COE), and state Department of Environmental Quality (DEQ) are working to ensure that Idaho's wetland permits and procedures meet the goals and requirements of the ESA. In turn, ITD is incorporating ESA related issues into its water quality procedures and design standards.

Impacts of transportation projects that may adversely affect wetlands include: sediment loads and deposition; toxic runoff; alteration of natural drainage patterns; water level increases or decreases; wetland filling or displacement; wetland draining due to channel straightening, deepening, or widening; and development in the wetland buffer areas that protect and shield the wetland from adverse impacts to water quality and habitat functions. When wetlands are adversely affected by a transportation project, ITD provides compensation for the impacts by restoring, enhancing, and/or creating wetlands.

The preferred policy is to avoid to the fullest extent practicable any activities that would adversely affect wetlands during the design, construction, and maintenance of the state transportation system. The next level would support federal and state "no net loss" policies by protecting, restoring, and enhancing natural wetlands that are unavoidably and adversely impacted by transportation-related construction, maintenance, and operations activities. The emphasis is to take appropriate action to minimize impacts and to mitigate impacts that cannot be avoided, as required by federal, state, and local laws. In the event of unavoidable impacts, project development would consider the use of mitigation concepts. These include wetland mitigation banking and advanced mitigation such as wetland preservation where no overall net loss of functions will result.

Wetland analysis and impact mitigation are integral parts of the engineering and environmental process. Early review and analysis of project alternatives by regulatory and resource agencies, combined with effective inter-office coordination, are key elements in meeting project schedules and developing a successful wetland management program.

Environmental Evaluations sometimes include information on additional aquatic resources (such as streams) together with wetland issues. In routine wetland practice, the primary discipline reports (Wetland Inventory Report, BE/BA, Conceptual Mitigation Plan, and Wetland Mitigation Plan) provide the basis for responding to wetland issues. To facilitate the production of a wetland discipline report, technical documents that pertain directly to a given discipline report are included as reference documents for that particular report.

7. Noise

To help ensure that comparative analyses of project alternatives include consideration for minimizing or avoiding traffic noise impacts, comprehensive planning and coordination should be accomplished as early as possible in the project development process. This could reduce or eliminate the need for costly abatement later in the design process. This section focuses primarily

on environmental noise procedures for highways. The level of noise (defined as unwanted sound) near state highways depends on six things:

- Traffic volume
- Speed of the traffic
- Percentage of trucks in the flow of traffic
- Distance to the highway
- Intervening topography and structures
- Atmospheric conditions

The Federal Highway Administration (FHWA) has established Noise Abatement Criteria guidelines (absolute noise impact) for several categories of land use activities; which include the following Leq noise levels:

Table 2 – Noise Standards by Land Use

<i>Type</i>	<i>Noise Level</i>	<i>Land Use Description</i>
Category A	Leq = 57 dBA ¹²	Lands on which "serenity and quiet are of extraordinary significance and serve an important public need....."
Category B	Leq = 67 dBA	Picnic areas, recreation areas, parks, residences, motels, schools, churches, libraries, and hospitals.
Category C	Leq = 72 dBA	Developed lands, properties or activities not included in Category A or B (i.e., most commercial and industrial activities).
Category D	Leq = n.a.	Undeveloped lands.
Category E	Leq = 52 dBA	Interior of residences, libraries, etc.

In determining and abating traffic noise impacts, primary consideration is to be given to exterior areas. Abatement will usually be necessary only where frequent human use occurs and a lowered noise level would be of benefit.

Heavier traffic volumes, higher speeds, and a greater percentage of trucks generally increase traffic noise. There are a number of several strategies for controlling transportation-related noise:

- Preserve existing buffer zones. Work with local jurisdictions to retain lands adjacent to highways in open space uses, promote the use of berms, and preserve beneficial topographic features along with the use of trees, shrubs, and other vegetation to soften the landscape.
- Support local jurisdictions in establishing principal routes for buses and trucks.
- Review local land use plans and advise local agencies to help achieve compatible development along highways.
- Identify potential noise impacts and mitigation measures early in the planning and design stages of highway improvements.
- When applicable, purchase R/W for lane additions from the side least affected by noise and other environmental impacts rather than purchasing equal amounts of R/W from each side. This strategy not only reduces environmental impacts, it reduces the number of R/W

¹² dBA refers to the sound pressure of noise relative to a standard reference level and measured on a logarithmic scale. An increase of 10 dBA would indicate a sound twice as great. Increases or decreases of 3 dBA or less are barely detectable. The subject is extremely complex. More information can be found at an FHWA website http://www.fhwa.dot.gov/ENVIRONMENT/noise/faq_nois.htm.

negotiations with adjacent property owners and can improve noise levels for residences on the opposite side of the road.

A traffic noise analysis is required by law for Type I federally funded projects. Type I projects:

- Involve construction of a highway on new location;
- Substantially change the horizontal or vertical alignment of an existing highway;
- Increase the number of through traffic lanes on an existing highway.

FHWA policy memorandums have clarified that “increasing the number of through traffic lanes on an existing highway” includes:

- The addition of ramps or ramp lanes at interchange locations;
- The addition of an auxiliary lane between interchanges if the lane is at least 1.5 miles long or if the lane is made continuous through a series of successive interchanges; or
- The addition of a full lane to a highway.

In rare cases, a traffic noise analysis is also required for projects that are not Type I. This occurs when the project itself creates a noise impact, for instance when a side slope or berm is flattened for design purposes and adjacent noise sensitive receptors are affected.

8. Hazardous Materials

Soil and groundwater contamination from hazardous substances and petroleum products is often encountered on transportation projects. Also, some projects may generate hazardous materials. For example, projects with structures (enhancement or bridge projects) may involve asbestos containing materials and/or lead-based paint requiring testing and analysis during project development. During project development activity, an initial site assessment is performed to identify possible or known contamination sources. Results of an initial site assessment may be used to determine applicable regulatory requirements before, during, or after construction.¹³

In some cases, such contamination is known due its association with existing or historic uses such as dry cleaning plants, auto body shops, industrial facilities, or fuel/chemical storage facilities. Often, however, contamination is discovered via site visits and soil testing.

Avoidance of known contaminated sites is the preferred strategy due the high cost of remediation. Figure 2 depicts the identified remediation sites in Ada and Canyon Counties.

9. Wild and Scenic Rivers

Many Idaho rivers are protected or under consideration for protection by a Federal, State, or local government agency. Federal and State legislation protects the wild and scenic values of certain rivers. Transportation projects may adversely affect wild and scenic rivers if they are within a one-quarter mile of a river shoreline and:

- Require an EIS or EA.
- Require new right-of-way, earth moving, grading, or pile driving.
- Involve a bridge replacement.

¹³ _____. Project Development Process Manual. Texas Department of Transportation. p. 3-18. Document found in May 2007 at <http://ftp.dot.state.tx.us/pub/txdot-info/gsd/manuals/pdp.pdf>.

For such projects, FHWA encourages early coordination with responsible management agencies. If the river area meets Section 4(f) criteria for protection of certain parks, recreational areas, wildlife or waterfowl refuges, and historic properties, a Section 4(f) report may be required in addition to a NEPA document.

Glossary.

- Designated River – River area added to the National Rivers System by an act of Congress.
- Nationwide Rivers Inventory – A national listing of rivers potentially suitable for inclusion in the National Rivers System.
- Recreational River Areas – Rivers or sections of rivers that are readily accessible by road or railroad that may have undergone some impoundment or diversion in the past.
- Scenic River Areas – Rivers or sections of rivers free of impoundment, with shorelines or watersheds still largely undeveloped, but still accessible in places by roads.
- Study River – River area to be studied to determine if it qualifies for addition to the National Rivers System.
- Wild River Areas – Areas or sections of rivers of the United States that are free of impoundment and generally inaccessible, except by trail, with watersheds or shorelines essentially untouched and waters unpolluted. They represent vestiges of America prior to European settlement.
- Modified Natural – River area where the associated natural environment of the river area is relatively undisturbed with little evidence of cultural development and natural resource management. Forest roads, hunters' cabins, and semi-primitive campgrounds may be evident. Natural features dominate the viewscape.
- Primitive – River area that is in pristine condition with minimal evidence of human activity.
- Rural – River area characterized by extensive agricultural and other resource-related activities. Cultural development is typically scattered homes and communities.
- Urban – River area intensively modified by cultural activities and primarily residential or light commercial development. The river has high water quality and highly rated natural features such as historical and archaeological sites, fisheries resources, wildlife, or recreational values.
- Wilderness – Areas defined in the Wilderness Act where "the earth and its community of life are untrammelled by man, where man is a visitor who does not remain...."

The Wild and Scenic Rivers Act (PL 90-542, 16 USC Chapter 28) designates certain rivers for special protection. Federally designated Wild and Scenic Rivers within Idaho are:

- Clearwater River – Kooskia to Lowell
- Lochsa River – Confluence with Selway River to Powell River Ranger Station (part of Clearwater system)
- St. Joe River: - Confluence of the north Fork of the St. Joe River to St. Joe Lake
- Main Salmon River – Mouth of North Fork to Long Tom Cabin
- Middle Fork of the Salmon River –Dagger Falls to the confluence of the Middle Fork and the Main Salmon.
- Snake River – Hells Canyon Dam to section 1, T5N, R47E, Willamette Meridian
- Rapid River – Headwaters of the main stem to National Forest Boundary, and west fork, wilderness boundary to main stem

These Idaho rivers are included on the Nationwide Rivers Inventory and are protected by CEO regulations. In addition, the U.S. Forest Service is proposing several rivers that are not on the National Rivers Inventory for special consideration. This list includes the following:

- Bruneau River -- The entire main stem.
- Moyie River -- The segment from the Canadian border to its confluence with the Kootenai River.
- Priest River -- The entire main stem.
- St. Joe River -- The entire main stem.
- Salmon River -- The segment from the town of North Fork to its confluence with the Snake River.
- Owyhee River, South Fork, Oregon. -- The main stem from the Oregon-Idaho border downstream to the Owyhee Reservoir.
- Snake River, Wyoming. -- The segment from the southern boundaries of Teton National Park to the entrance to Palisades Reservoir.
- Snake River, Washington, Oregon, and Idaho. -- The segment from an eastward extension of the north boundary of section 1, township 5 north, range 47 east, Willamette meridian, downstream to the town of Asotin, Washington.

Based on these existing and potential segments, it does not appear that any Wild and Scenic River issue is triggered by recommendations in *Communities in Motion*.

10. Agricultural and Farmland

The loss of productive farmland to highways, urban sprawl, and other types of development is cause for concern. Highways may increase the pressure for conversion from farming to other uses. By making inaccessible areas more accessible, highways increase potential for development. In turn, development increases land values, tending to make farming economically infeasible. Adjacent development is seen as incompatible with farming, and farming activities may be considered a "nuisance" by newcomers. Additional traffic moving at high speeds creates a safety hazard for slow moving farm machinery. Farmlands may be converted as a result of locating a new road in a farming area, rebuilding and/or enlarging an existing road, or adding an interchange from an interstate highway in a rural area. Conversion may indirectly result when land remaining in a tract partially taken for right of way can no longer be farmed because the project would restrict access, or is converted because of accessibility to a new highway.

Farmlands defined as "prime," "unique," or of state or local significance are protected by federal and state legislation. Early consultation with the Natural Resources Conservation Service (NRCS) and state and local agencies is recommended. During project development, a farmland conversion impact rating process is used, in coordination with these agencies, to determine the degree of impact and whether alternatives or mitigation will be necessary. Environmental documents are prepared based on the results of this rating.

Abbreviations and acronyms used in this chapter are listed below.

- DOA - U.S. Department of Agriculture
- FPPA - Farmland Protection Policy Act
- NRCS - Natural Resource Conservation Service

Glossary.

- Farmland of Statewide or Local Importance – Farmland, other than prime or unique farmland, that is of statewide or local importance for the production of food, feed, fiber, forage, or oil-seed crops, as determined by the state or local government agency or agencies, using U.S. Department of Agriculture guidelines.
- Indirect Conversion – Acres remaining in a tract that is partially taken for right of way which (a) could no longer be farmed because the project would restrict access, or (b) would likely be converted because of accessibility to a new highway.
- Prime Farmland – Land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor, and without intolerable soil erosion. Prime farmland includes land that possesses the above characteristics and may include land currently used as cropland, pastureland, rangeland, or forestland. It does not include land already in or committed to urban development or water storage.
- Site – Any alternative alignment on a highway project, including areas converted directly (within the right of way) or indirectly by a proposed action (see “Indirect Conversion”).
- Unique Farmland – Land other than prime farmland that is used for production of specific high-value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture supply to economically produce sustained high quality or high yields of specific crops when treated and managed according to acceptable farming methods. Examples of such crops include lentils, nuts, annual cropped white wheat, cranberries, fruits, and vegetables.

Communities in Motion emphasizes compact development with the cities’ areas of impact. Figure 3 depicts the location of corridors relative to prime farmlands. Note that the prime farmlands depicted include lands outside the areas served by irrigation. Many of the prime farmlands within the areas affected by the proposed corridors are within areas of impact already identified for urban development.

11. Public Lands Section 4(f), 6(f) and forests

This element regards projects that will affect Section 4(f) public lands and Section 6(f) outdoor recreation lands. These requirements often overlap with those for projects affecting historic properties, and cultural and archaeological resources. The element also projects affecting state and national forest lands, which are designated for timber harvest. Projects affecting public forestlands are not subject to Section 4(f) or Section 6(f); however, other regulations apply.

The major legislative mandates and requirements discussed in this section are:

- Public Lands – Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303) applies to projects using a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site (23 CFR 771.135). Section 4(f) may also apply to Wild and Scenic Rivers. Section 4(f) is a federal requirement and needs to be considered in any NEPA document. A NEPA action does not always require a 4(f) evaluation. For example, if there is no Section 4(f) nexus, the NEPA document need only explain that Section 4(f) does not apply to the project.
- Outdoor Recreation – Section 6(f) of the Land and Water Conservation Funds (LWCF) Act applies to conversion of outdoor recreation property acquired or developed with grant assistance from an inter-agency Committee for Outdoor Recreation.

- Department of Transportation Act and Implementing Regulations. Protection of certain public lands and all historic sites was originally mandated in Section 4(f) of the 1966 Department of Transportation Act. This section was repealed in 1983 and later codified without substantive changes as 49 USC 303. However, it is still referred to as Section 4(f) in the FHWA Environmental Procedures (23 CFR 771) and popularly by many ITD staff. Section 4(f) declares a national policy to preserve, where possible, “the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” (Historic properties are identified through consultation with SHPO under Sec. 106 of National Historic Preservation Act. (36 CFR 800)

Transportation projects can cross these special lands only if there is no feasible and prudent alternative and the sponsoring agency demonstrates that all possible planning to minimize harm has been accomplished.

The term feasible relates to practicable (doable) in that the action is capable of being done. The intent of the above statement appears to mean that if avoidance is possible, it must be used. The restrictor is the term “prudent” that implies care or reason. Care and reason are subjective terms that may mean different things depending on perspective. Using the term “extraordinary magnitude” from the 4(f) structure avoidance format, it would seem that a cost or engineering effort of extraordinary magnitude is not required to avoid a 4(f) property. Here again, extraordinary magnitude is subjective but may be easier quantified. For instance doubling the cost of an action may constitute an extraordinary magnitude. Rerouting an alignment to miss an abandoned historic building may be extraordinary magnitude and may not be prudent although it is feasible.

Any time a new alignment or expansion of an existing alignment threaten to impact a 4(f) property, the proposed alternatives must include an avoidance alternative. The avoidance design will document the information needed to determine if avoidance is feasible and prudent and if it may exhibit cost considerations of extraordinary magnitude.

In addition, before approving use of these lands for a transportation project, supporting information must demonstrate that there are unique problems or unusual factors involved in the use of alternatives that avoid these properties or that the cost, social, economic and environmental impacts, or community disruption resulting from such alternatives reach extraordinary magnitude. In addition to mandating protection of certain land uses, FHWA rules require that when the project’s impacts in the proximity of the protected area are so severe that the resources’ activities, features, or attributes are substantially impaired, then Section 4(f) is also called into effect even if the project does not actually intrude into the protected use. Impacts may include:

- Resources affected by noise levels.
- Aesthetic features of the resource compromised by the transportation facility.
- Access restricted, substantially diminishing the utility of the resource.
- Vibrations impair use of the resource and diminish the value of wildlife habitat.

Figures 4 and 5 show the location of public parks and cemeteries, respectively, around the region.

12. Historic, Cultural and Archeological

This element considers impacts to historic, or cultural, resources subject to the state and federal regulations summarized below:

- National Environmental Policy Act. The National Environmental Policy Act (NEPA), 42 USC Section 4231, requires that all actions sponsored, funded, permitted, or approved by federal agencies undergo planning to ensure that historic and cultural resources are given due weight in project decision-making.
- National Historic Preservation Act, Section 106 and Implementing Regulations (NHPA). The National Historic Preservation Act of 1966, as amended (16 USC 470f, Section 106), requires federal agencies including FHWA to take into account the effects of a project on properties included in or eligible for inclusion in the National Register of Historic Places and, to the maximum extent possible, complete planning and actions necessary to minimize harm to any National Register eligible property.
- Department of Transportation Act, Section 4(f) and Implementing Regulations. Protection of certain public lands and National Register eligible or listed historic and prehistoric properties was originally mandated in Section 4(f) of the 1966 Department of Transportation Act and later codified without substantive changes as 49 USC 303. Section 4(f) declares it a national policy to preserve, where possible, "the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Highway projects can use these special lands only if there is no feasible and prudent alternative and the sponsoring agency demonstrates that all possible planning to minimize harm has been accomplished.
- Design, Arts, and Architecture Program. To further implement NEPA, Sections 106 and 110 (16 USC 470(f)(h-2)) and Section 4(f), the U.S. Department of Transportation inaugurated its Design, Arts, and Architecture in Transportation Program in 1978. The program requires that environmental impact statements document the consideration of design quality in projects which involve public use areas or sensitive locations such as parks or historic districts.
- Inter-modal Surface Transportation Efficiency Act (ISTEA). ISTEA (1991) established a Transportation Enhancement Program (23 U.S.C. 101(g)-133(b)), which offers broad opportunities and federal dollars to take unique and creative actions to integrate transportation into communities and the natural environment. Eligible activities include: acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, preservation of abandoned railway corridors (including the conversion and use for pedestrian or bicycle trails), control and removal of outdoor advertising.
- TEA-21 Transportation Equity Act for the 21st Century (TEA-21). The Transportation Equity Act for the 21st Century (TEA-21) continues the national transportation policy directions established by ISTEA. TEA-21 was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998- 2003. The TEA 21 Restoration Act, enacted July 22, 1998, provided technical corrections to the original law. ISTEA also mandated creation of a Scenic Byways Program (23 U.S.C. 101(g)-133(e). FHWA has set criteria for designating scenic byways, based upon their scenic, historic, recreational, cultural, archaeological, and/or natural intrinsic qualities. For details on scenic byways, see FHWA's web site: (<http://www.fhwa.dot.gov/> Click on FHWA Programs, then Environment, then Environmental Guidebook, then Scenic Byways. For transportation enhancements information, see: (<http://www.fhwa.dot.gov/environment/guidebook/contents.htm>)
- Archaeological Resources Protection Act (ARPA). The Archaeological Resources Act of 1979 (ARPA) applies to archaeological resources on tribal lands and non-tribal lands under federal jurisdiction; for example: the Bureau of Land Management (BLM), National Park Services, or

U.S. Army Corps of Engineers (COE). Under this legislation, ITD must apply for and obtain a permit when such resources could be impacted by a project (see Section 1800.07).

- Idaho Graves Protection Act. Title 27 Idaho Statutes, Cemeteries and Crematoriums, Chapter 5 - Protection of Graves. This Idaho law requires that graves disturbed by construction or other activities be re-interred at public expense.

A map illustrating properties on the National Historic Register is shown in Figure 6. The list of properties was obtained from the Idaho State Historic Preservation Office published reports.^{14 15} It is important to note that this list does not include potential properties that could be listed or properties that could fall under the above regulations. Due to concerns about protecting archeological and some historic sites, these locations are not published and are available only to qualified persons.

Figures 4 and 5 depict public parks and cemeteries in the region.

Mitigation Measures.

- Early consultation with the State Historic Preservation Officer (SHPO) and other interested persons and parties during the early stages of planning.
- As with many environment issues the first preferred strategy is to avoid adverse impacts.
- If it is not possible to avoid adverse impacts, minimization and mitigation of impacts would be pursued.
- Relocation, marking and other measures are also listed as measures.

13. Social and Economic Conditions

This element addresses considerations related to potential social and economic impacts of a transportation project, including the following categories:

- Social – Impacts on community cohesiveness, changes in neighborhood travel patterns, accessibility, recreation, school districts or community facilities, traffic safety and public safety, and environmental justice issues such as low-income, minority or transit dependent.
- Economic – Impacts to the local economy and long-term impacts that may lead to significant economic loss of business and employment.
- Housing – Impacts on established housing areas.
- Relocation – Impacts that would require relocation of housing or businesses. For related information on environmental justice issues, see Section 2000.

Given the urban setting of *Communities in Motion*, many of its projects would require extensive detail concerning social and economic impacts.

ITD has prepared three report checklists to assist in preparing the social and economic impacts sections of environmental documents. These studies should be performed in coordination with local agencies.

¹⁴ Davis, Belinda and Swanson. Ann. *The National Register of Historic Places in Idaho*. Idaho State Historical Society. 1997. Found on the Internet in May 2007 at <http://www.idahohistory.net/NatRegister.pdf>.

¹⁵ _____. "Register of Historic Places in Idaho: Addendum to Listings. September 1, 1997 through April 30, 2007." Idaho State Historical Society. Found on the Internet in May 2007 at <http://www.idahohistory.net/NatRegisterAddendum.pdf>.

- **Social Elements.** This Social Impacts Report covers such things as community cohesion, recreation, regional and community population characteristics and growth, public services, pedestrian and bicycle facilities, safety, and environmental justice. The “affected environment” covered by this report includes community cohesion (neighborhood population characteristics and linkages with churches, schools and other community facilities); parks and recreation activities and facilities; population characteristics and growth government, religious and social facilities and services; pedestrian and bicycle facilities); and environmental justice.
- **Economic Elements.** The Economic Impacts Report covers such things as the area’s general economic climate, established business districts, and businesses related to transportation facilities. The “affected environment” covered by this report includes: overall economic climate, farm and business activity, employment, property values, and local economy.
- **Relocation.** The Relocation Impacts Report covers the potential for transportation projects to result in relocation of residences or businesses. The “affected environment” covered by this report includes: population characteristics (such as ethnicity and race, handicapped, elderly, family, income level, owner/tenant status); businesses (numbers and types of businesses and farms), employment, availability of replacement sites; and long term stability of the area.

FHWA Resources. The following FHWA publications on community impacts may be useful in analyzing social and economic impacts.

- National Community Impact Assessment Research Design Team – Recommendations for Development of the Strategic Plan. Prepared for FHWA by the Center for Urban Transportation Research, University of South Florida (April 1999).
- Community Impact Mitigation Handbook. Publication No. FHWA-PD-98-024 (May 1998).
- Community Impact Assessment: A Quick Reference for Transportation. Publication No. FHWA-PD-96-036 (September 1996). See description in Section 2000.05.

These documents may in future be available online at FHWA’s web site: <http://www.fhwa.dot.gov/> Click on FHWA Programs, then Environment, then Environmental Justice (under Transportation), then Resources, or <http://www.fhwa.dot.gov/environment/ejustice/lib/index.htm>

14. Environmental Justice

On February 11, 1994, President Clinton signed Executive Order (EO) Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requiring Federal agencies to identify and address disproportionately having and adverse human health and environmental effects, including the interrelated social and economic effects or their programs, policies and activities on minority and low-income populations in the United States. It builds on the principles if Title IV of the Civil Rights Act of 1964 which provides that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program of activity receiving Federal financial assistance.” U.S. department of Transportation (U.S.DOT) Order 5610.2 and FHWA Order 6640.23 provide implementing guidance on EO 12898.

Appropriate implementation of Title VI, EO 12898, and the U.S.DOT and FHWA orders will be accomplished through implementation of the FHWA NEPA process. As described in Section 200, this process includes identifying social and economic effects that are interrelated with natural or physical environmental effects, considering alternatives, coordinating with agencies, involving the public, and utilizing a systematic interdisciplinary approach. Identifying and addressing the issues,

will prevent discrimination and avoid, minimize or mitigate disproportionately high and adverse impacts. This section summarizes environmental justice (EJ) requirements for ITD projects. See related information in Section 1900.

The EJ analysis requires in-depth studies of communities affected by a transportation project and effective community outreach, in order to correctly identify potential impacts. This process is intended to ensure that the project avoids, minimizes or mitigates adverse effects on minority and low-income populations. FHWA's Community Impact Assessment, and other documents referenced in this section provide guidance for completing this type of study.

Glossary.

- Adverse Impacts –The totality or significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of manmade or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion; isolation, exclusion or separation of minority or low income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of benefits of U.S. DOT programs, policies, or activities.
- Disproportionately High Impact – The adverse impact is disproportionately high if it is predominately borne by a minority and/or low income population, or will be suffered by the minority and/or low income community and is appreciably more severe or greater in magnitude than the adverse impact that will be suffered by the remainder of the community.
- Environmental Enhancement – May be added to a transportation project to improve community acceptance (see 1990 FHWA Environmental Policy Statement). Environmental enhancements are incorporated into a project as part of routine decision-making to make it more compatible with and sensitive to community needs.
- Environmental Justice – Refers to the process of identifying and addressing disproportionately high and adverse human health and environmental effects on minority and low income populations. Incorporating environmental justice into the project development process entails documenting the demographics of affected minority and low income populations, recognizing any adverse impacts associated with the project alternatives, and identifying avoidance, minimization or mitigation measures for disproportionately high and adverse impacts.
- Low Income – A household income is at or below the Department of Health and Human Services poverty guidelines for that size of household.
- Minority – A person who is:
 - Black (having origins in any of the black racial groups of Africa)
 - Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race)
 - Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands) or
 - American Indian or Alaskan Native (having origins in any of the original peoples of North America, and who maintains cultural identification through tribal affiliation or community recognition).

- Readily Identifiable – Quickly and easily indicated or established.

15. Visual Impacts -Light and Glare

Visual perception is an important component of environmental quality that can be affected by transportation projects. The location, design, and/or maintenance of transportation facilities may adversely affect visual features of the landscape, and concern over adverse visual impacts can be a major source of project opposition.

Because of the public nature and visual importance of transportation projects, both negative and positive visual impacts must be adequately assessed and considered during project development. In discussing and reviewing the visual impacts of a highway project, two views must be considered: the view from the road and the view of the road. Americans have repeatedly ranked pleasure driving on scenic roads as one of their favorite pastimes. Researchers have also shown that the view from the road is the basis for much of what people know about the everyday environment and for their mental image of the landscape. In addition, transportation corridors create a major component of the urban and rural environment.

The view of the road has only more recently been systematically considered, but is equally important. Projects must be carefully planned to ensure that pleasing vistas for travelers are not developed at the expense of views from surrounding areas.

During project development, visual impacts, including aesthetics, light, and glare, should be considered by evaluating the view from the road as well as the view of the road. The visual element of environmental studies has two components:

- Visual Quality Assessment – A description and assessment of the view from the road, using federal criteria.
- Visual Element Study – A graphic and narrative analysis that identifies the visual impacts of the project on the view from the road and the view of the road. It identifies significant adverse impacts and mitigation through design or other design elements.

PURPOSE AND NEED STATEMENT

A purpose and need statement is a seminal document in the NEPA process. It establishes the reason why something needs to be done (what issues now and will exist) and builds the framework for evaluating alternatives. It is not a description of what is to be done, however. For example, the statement “The need is to build a new four-lane highway from A to B” describes an alternative rather than describing the reason why a new four-lane highway may be needed.

The purpose and need statement should include a “project status” section which briefly describes project history including actions taken to date, other agencies and governmental units involved, actions pending, schedules, etc. The following list identifies items to consider when developing the purpose and need statement:

- Results of preliminary plans or studies.
- Supporting legislation – Is there a legislative mandate for the project?
- Safety – Is the project necessary to correct an existing or potential safety hazard?
- Transportation system linkage – Does the project provide a connecting link in the transportation system?

- Maintenance and operational deficiencies – Does the project correct existing deficiencies such as substandard geometrics, load limits, roadway cross-section, or high maintenance costs?
- Transportation demand exceeding capacity – What is the Level of Service of the existing and proposed facility? Is the project in conformance with adopted state and urban transportation plan(s)?
- Economic development – What projected economic development or land use changes show the need to improve highway capacity?
- Modal relationships – How will the facility interface with and serve to complement air, rail, and port facilities, mass transit, etc.?
- Include results of preliminary planning studies. (See 1440: Determine need for Major Investment Study).¹⁶

GENERAL MITIGATION MEASURES

1. Institutionalize the Environmental Review Process for Plans and Programs. Create a standing notification list for plans and programs regarding environmental reviews. This group would include:

- U.S. Department of Transportation – Federal Highway Administration and Federal Transit Administration
- Idaho Transportation Department
- Idaho Department of Fish and Game
- U.S. Bureau of Reclamation
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- U.S. Forest Service
- U.S. Bureau of Land Management
- U.S. Natural Resources Conservation Service
- Idaho Department of Environmental Quality
- State and local historic preservation offices

This review would link land use, transportation, and environmental resource planning initiatives through early, interactive agency and community involvement. This step will improve decisions and greatly reduce the time, effort, and cost to reach transportation decisions. Efficiency will be gained by two screening steps and an efficient permitting process built into the transportation planning and project development process.

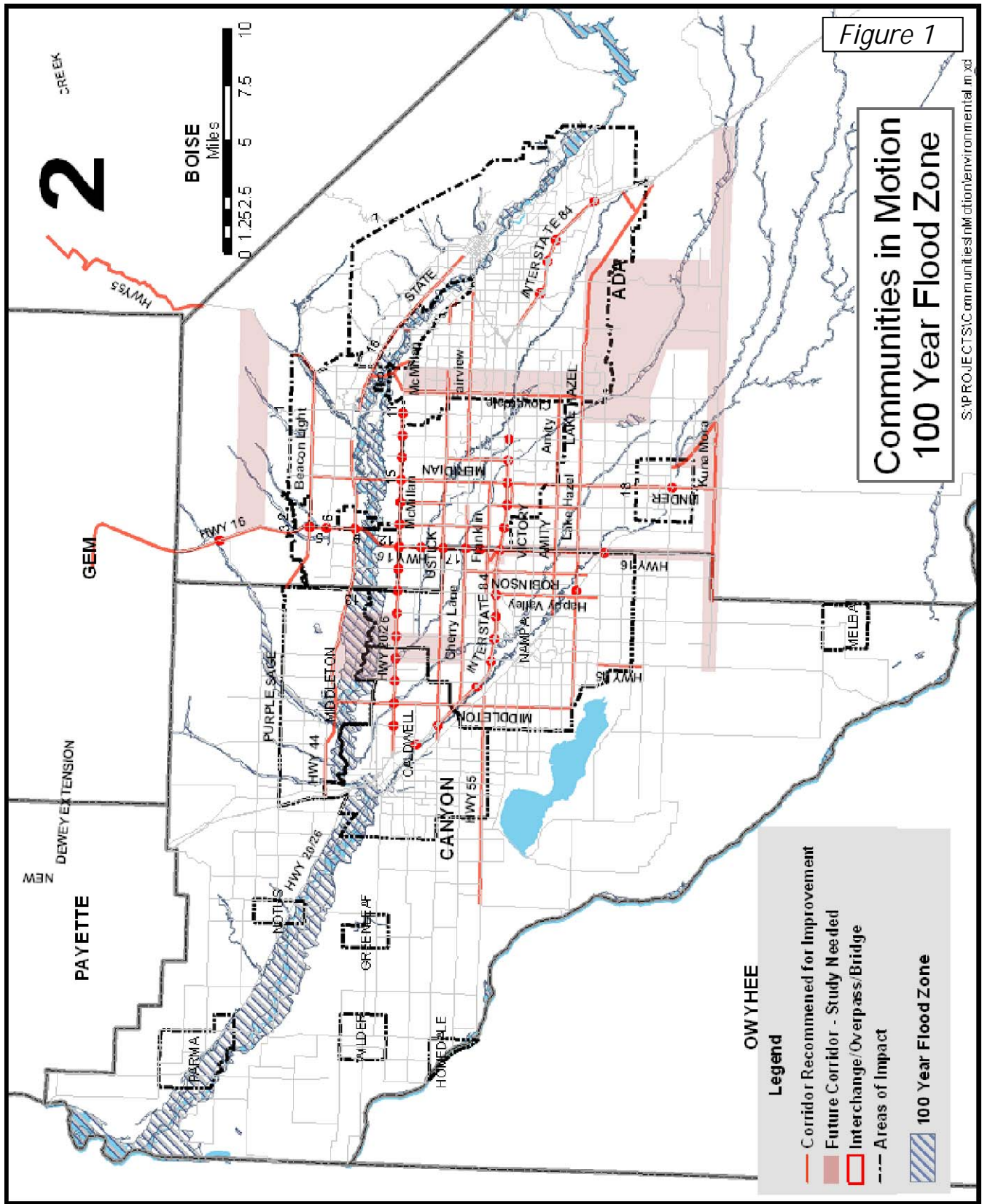
Challenges:

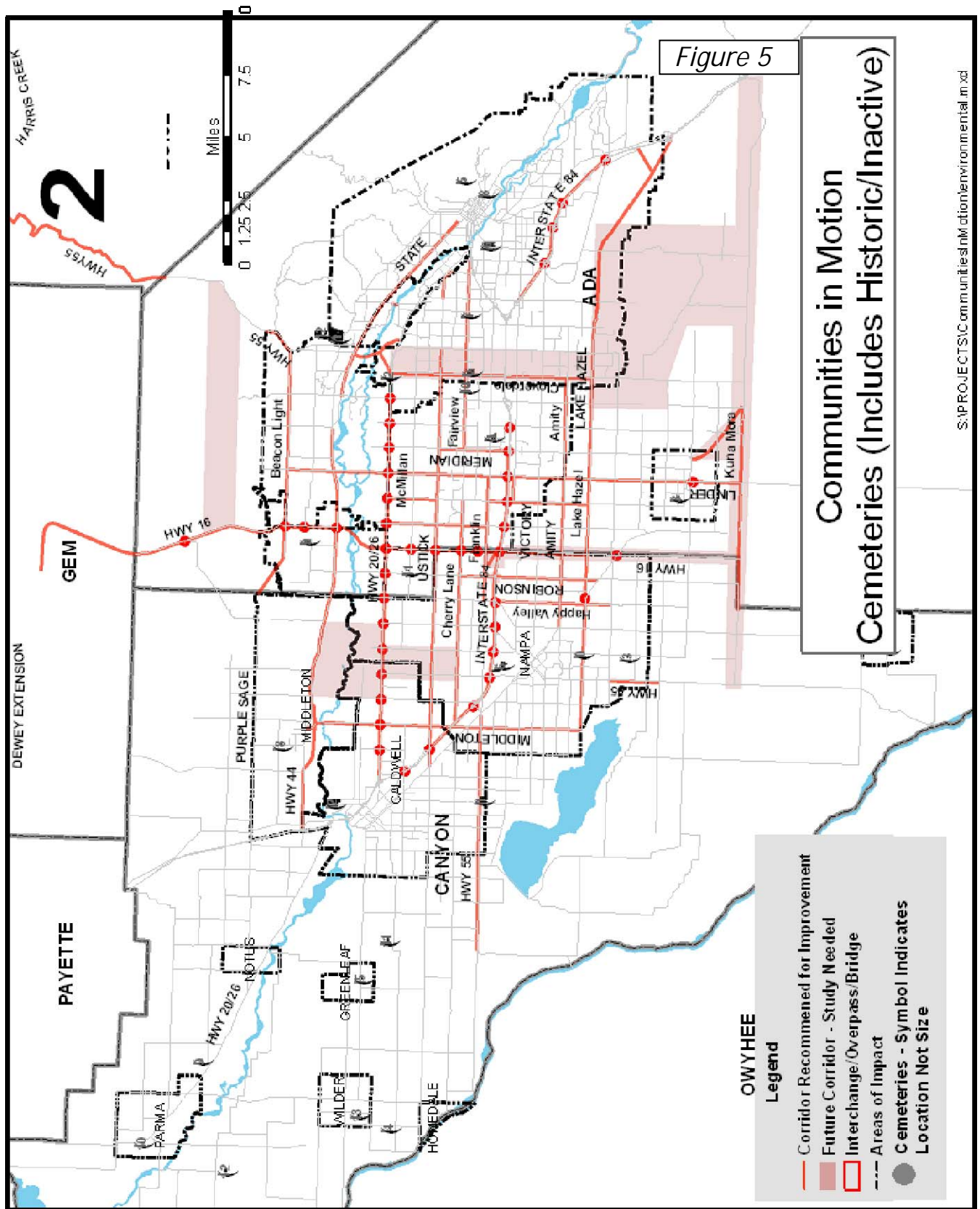
- Get the "right people" to the table. As many agencies have found, including the Florida Department of Transportation¹⁷, mid-level staff may have a harder time in accepting new procedures than senior management.

¹⁶ _____. Project Development Process Manual. Texas Department of Transportation. pp. 3-13 to 14. Document found in May 2007 at <ftp://ftp.dot.state.tx.us/pub/txdot-info/gsd/manuals/pdp.pdf>.

¹⁷ _____. *Florida's Efficient Transportation Decision-Making Process*. FHWA Case Study. Found in May 2007 at http://www.environment.fhwa.dot.gov/integ/case_florida.asp. Much of the language and elements in this strategy have been taken from this example.

- Overcome status quo decision-making processes.
 - Get more comfortable with the planning level of detail available through GIS and tied to planning-level transportation alternatives.
 - Time and budget requirements. Review time, development of GIS databases, and increased calendar time for plan development will challenge COMPASS and the participating agencies.
2. For each proposed corridor in the draft plan, develop a “purpose and need statement” that can help guide consideration of alternatives. These statements may also be of use in subsequent, project-level NEPA processes.
 3. For each proposed corridor in the draft plan, develop a scope of issues based on known or potential conditions within the general corridor area. This process would involve the appropriate Federal, State and local agencies described above.
 4. Based on the scope of issues, the next update to the plan will note whether the impacts can possibly be avoided, the preferred mitigation strategy, or whether minimization of impacts or compensation (replacement on or off site) is more likely. For wetlands and wildlife habitats, a frequent mitigation measure is the establishment of off-site banks.
 5. Continue to work with processes such as the “Transportation Land Use Integration Plan” to consider corridor design elements (context sensitive design) that promote improvements beneficial to multiple uses, community development and visual appearance.
 6. Develop Geographic Information System Environmental Database that can better identify potential environmental issues early in the planning stage.





TRANSPORTATION SYSTEM SECURITY SUPPLEMENT

Requirement under SAFETEA-LU

Metro planning processes are encouraged... "To the extent practicable" to be coordinated with security initiatives undertaken by the State, MPO transit operators, and localities. Metro plans should include a security element that incorporates or summarizes the priorities, goals, or projects set forth in other transit safety and security planning and review processes, plans, and program. (§306(a) & (h) and 322(h))

Transportation System Issues.

The interstate provides primary access to and from the Treasure Valley. I-84 is the main transportation route for the trucking industry in the northwestern U.S. It also provides a connection from the Treasure Valley eastward to Salt Lake City and beyond. S.H. 44 and U.S. 20/26 are east/west routes connecting I-84 in Canyon County to downtown Boise in Ada County. S.H. 16 and S.H. 55 provide access to Ada County from the north while S.H. 21 and S.H. 69 are gateways to the east and south, respectively. Major Ada County roadways tend to be relatively level and well-maintained with adequate width.

Several highways intersect Canyon County including U.S. 95 and 20/26; S.H. 44, 45, 55, and 19. U.S. 20/26 is the major access road for the communities of Parma and Notus. U.S. 95 along with S.H. 55 and 19 provide the main connections to Greenleaf, Wilder, and Melba.

The following six potential threats to the Treasure Valley transportation system have been identified: snow, fires, dams, earthquakes, landslides, and floods.

Snow

Southwest Idaho is prone to occasional extreme cold temperatures and severe snow storms. Winter storms can create slick roads and reduce driver visibility, causing transportation accidents. Blowing snow can form large drifts and block important transportation links. Techniques such as installing snow fencing and maintaining snow removal equipment can help ensure movement of traffic along major corridors such as I-84.

Fires

Wildland fires can impede or prevent traffic flow throughout the transportation infrastructure. Large fuel accumulations occur adjacently to some rights-of-way, particularly in the Boise Foothills. Roadway and railway corridors can be cleared of wildland fuels by employing methods such as mowing, spraying, grazing, and harvesting. ITD contracts for mowing transportation links throughout the six-county region. However, the timing and frequency of mowing along the I-84 corridor have been insufficient to minimize the risk of fire hazards. ITD is currently working with the BLM to explore ways to create a firebreak along I-84 from Boise to Glenns Ferry.

Dams

IDWR is charged with administering dam safety throughout the state. They regulate impoundment structures 10 feet tall and higher or those storing more than 50 acre feet of water. IDWR inspects each dam at a minimum of once every two years. Every dam inspected is given a risk classification to grade potential downstream losses and damages that could occur from dam failure during typical flow conditions. Black's Creek, Lucky Peak, Arrowrock, and Anderson Ranch dams are all

classified as “high risk” by IDWR. 91 of the 567 dams inspected by IDWR are currently listed as high risk.

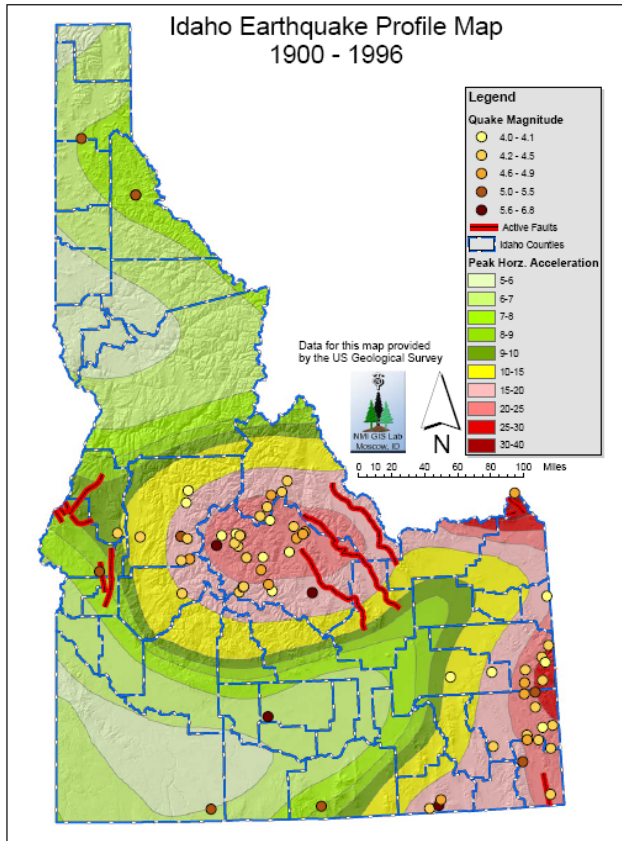


Figure 7 - Idaho Earthquake Profile (AHMP1 - p. 132)

Earthquakes

Idaho is ranked fifth in the nation for potential earthquake hazards behind California, Nevada, Utah, and Alaska. Ground movement during an earthquake can collapse buildings and bridges, blocking travel corridors. The increased congestion could prevent timely emergency response. Ada County is bordered by two fault zones that show evidence of activity during the current geologic time period. However, most structures in the region were constructed without regard for seismic hazards. Historical records, dating back to 1872, show that Boise has not experienced any damaging earthquakes (Figure 7). Downtown Boise can expect some older multistory buildings to suffer damage or collapse in the event of a moderate earthquake. The structural elements in historic buildings can be reinforced to decrease the potential hazard they pose during an earthquake. All of the cities within Ada County have adopted the International Building Code (IBC). In 2002 the IBC incorporated the 1991 Uniform Building Code (UBC), which sets

construction standards for different areas in the nation based on potential seismic activity. Enforcement of proper land-use and development policies can also reduce the hazards associated with earthquakes.

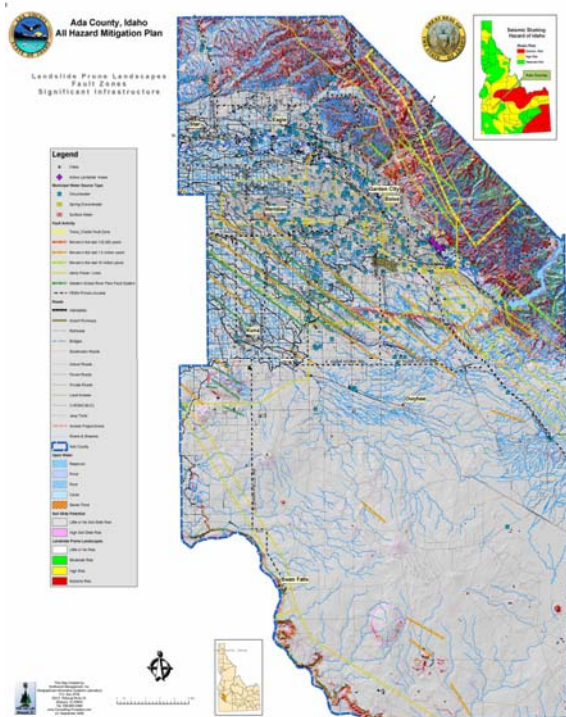


Figure 8 - Landslide Prone Landscapes of Ada County (AHMP1 - p.124)

Landslides

Large scale landslides in Ada and Canyon Counties are unlikely due to the relative flatness of the region. However, steep terrain in the Boise Foothills puts this area at high risk for landslides (Figure 8). Population growth and planned communities in the Boise Foothills increases the risk of transportation routes being blocked due to soil slides. Residents or county representatives living in landslide prone areas should develop evacuation plans for travel routes. Communities should establish landslide and bank failure locations for use in transportation planning. Proper land-use planning is one of the most effective and economical tools available to avoid hazards caused by landslides. Land-use zoning districts should discourage or restrict development in steep, unstable areas.

Floods

The Federal Emergency Management Agency (FEMA) identified 319 general miles of road within Ada County flood zones. They also identified 11 miles of primary and secondary access roads in flood zones along with 6.1 miles of railroad tracks. There are 19 motor vehicle bridges crossing the Boise River in Ada County and most have been built to accommodate 100-year flood events. The majority of primary access routes into the Treasure Valley are bordered by moderately sloping or flat rangelands. However, a 100 year flood event would affect a large portion of downtown Boise as well as many roads and bridges. A detour around I-184 through downtown Boise would be problematic in the event of a flood due to the high volume of traffic in and around the area. Alternate routes would be available, although additional time would be required to reach emergency locations. Ada and Canyon Counties could engineer mechanical processes to clean debris from the Boise River at critical river crossings.

West Nile Virus

The West Nile virus (WNV) was discovered in the U.S. in 1999 and first was detected in Idaho in 2004. It affects many mammals, including humans, although in most cases of human infection, major illness is rare. If an illness does arise, the most common form is mild and may include a fever and/or headache with complete recovery. This is called West Nile fever. Serious illness can occur in a few individuals, typically people over the age of 50 or those with other underlying medical conditions or weakened immune systems. More severe infections are marked by a rapid onset of a high fever, including head and body aches, disorientation, tremors and, in the most

severe cases, paralysis or death. These severe symptoms are due to encephalitis, an inflammation of the brain. Usually, symptoms occur from 5 to 15 days after the bite of an infected mosquito. There is no specific treatment for infection, but hospitalization may improve the chances of recovery. There is no vaccine available for humans.

WNV is transmitted by the bite of an infected mosquito. West Nile virus is maintained in nature in a silent transmission cycle between certain mosquitoes and certain wild birds. Some infected migratory birds, while appearing healthy, can carry the virus into a new area. Local mosquitoes may proceed to transmit virus from these birds to other birds, animals or people by their bite.¹⁸

In 2006, there were 434 cases reported in Ada and Canyon Counties with symptoms of WNV, of which 79 were "neuroinvasive."

Elimination of breeding conditions for mosquitoes is a major strategy. Shallow, standing water in place over 6-20 days is needed for mosquito eggs to mature.¹⁹ Since drainage swales and storm sewers may often create these environments, designs and maintenance practices that would reduce or eliminate standing water should be considered. Among the measures the Idaho Department of Environmental Quality recommends are:

- Usage of grass swales, porous pavements and sand filters to allow waters to percolate into the soil more readily.
- Designing slopes of swales to carry water off more quickly.
- Inspection of existing storm water facilities to determine if standing water is an issue.
- Introduction of native species of minnows to consume mosquito larvae.
- Conservation of natural drainage and treatment systems.
- Aeration devices such as fountains.
- Maintenance to remove vegetation, clear drains, and fill ruts and depressions that trap water.

General Findings

There are two general themes in the documents reviewed:

- Transportation facilities are subject to damage or destruction from flooding or earthquake threats. The principal transportation facilities threatened would be bridges crossing the Boise or Snake Rivers due to debris piling up on the upstream side of the structures.
- Transportation facilities are critical elements in evacuations. These can be broken into two elements:
 - Roadways – Used for general evacuations in the event of flooding or fires.
 - Transit – Used for populations unable to drive in the event of an evacuation. Security plans specifically note the need to involve Valley Region Transit and other owners of buses, especially those with lift equipment.

The following map depicts the 100 year flood zones in Ada and Canyon Counties. While the multiple bridge crossings represent a potential high risk to structures in the event of a flood, they

¹⁸ _____. Frequently Asked Questions about West Nile Virus. Idaho Department of Health and Welfare. Found on the Internet in July 2007 at <http://www.healthandwelfare.idaho.gov/site/4278/default.aspx>

¹⁹ _____. "Appendix F – Mosquitoes and Stormwater Management. Idaho Department of Environmental Quality. Document found on the Internet in July 2007 at http://www.deq.idaho.gov/water/data_reports/storm_water/catalog/sec_4/appf.pdf.

also provide multiple routes for evacuation in the event of a natural or man-made disaster. Note that the major flood risk represented by the Boise River still allows a very high degree of access north and south for residents on either side of the river.

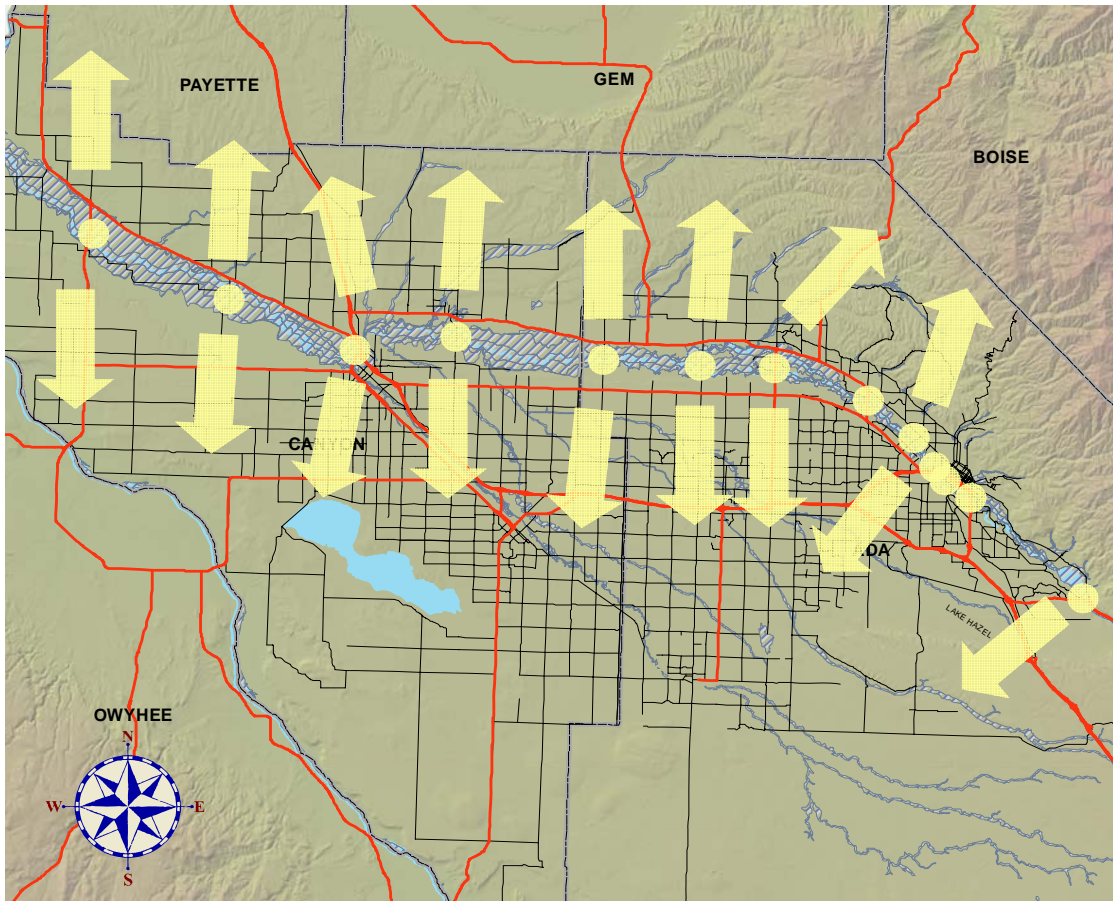


Figure 9: Evacuation Routes and 100 Year Flood Zones

The transportation system, with its extensive grid also provides multiple routes for evacuation in the event of other, more localized disasters such as wildfires or hazardous material spills. Landslides and wildfires are of primary concern in the foothills area north of the developed portion of the region. Some attention should be given to evacuation routes should more growth occur in these areas.

TRANSPORTATION RELATED REFERENCES FROM SECURITY PLANS

1. Within Ada County, 319 general miles of road were identified as being inside a flood zone identified by FEMA with another 11 miles of primary and secondary access roads being within a flood zone. In addition, 6.1 miles of railroad were identified as being within a flood zone. AHMP1. p. 75 – Affected facilities
2. Eighteen road bridges crossed the Boise River in Ada County. AHMP1. p. 76 – Affected facilities
3. “The Idaho Transportation Department and the Ada County Highway District have reader boards and signs, as well as alternative power sources to help direct traffic during an emergency. AHMP1. p. 76 - Evacuation
4. “The primary access into Boise is via Interstate 84 from either the east or west. State Routes 55 and 69 provide ingress from the north and south, respectively. All of these routes are well traveled not only by commuters, but also by intra and interstate travelers. Due to the extensive use of these roadways, most water crossings have been adequately built to accommodate 100 year flood events. These routes are bordered by moderately sloping or flat rangelands throughout the Treasure Valley. There are numerous alternative routes to these primary routes; however, due to the volume of traffic in and around Boise, bypassing Interstate 84 or 184 through the city center as a result of a flood event would be problematic.” AHMP1. p. 88- Evacuation
5. “A large portion of downtown Boise as well as numerous roads and bridges would be greatly affected by a flood event. Alternative routes would be available during most floods; however, this can add additional time to reach a desired destination or emergency location.” AHMP1. p. 88- Evacuation – Boise River
6. “Access into the Boise Foothills is provided by several different roadways. Hill Road and State Route 21 travel along the base of the foothills with secondary routes splitting off into many of the main drainages where development has occurred. Seamans Gulch Road, Pierce Park Road, Stewart Gulch Road, Bogus Basin Road (Crane Creek), Mile High Road (Hulls Gulch), and Rocky Canyon Road (Cottonwood Creek) are the main access routes in the Foothills. Many of these roads continue on towards the Boise National Forest and therefore, provide residents only one way out into the valley. Currently, there are 1,036 points in the Boise Foothills where a road is within the zone of influence (crossings or immediately adjacent) of a stream.” AHMP1. p. 93 - Evacuation – Foothills
7. “The primary access into Garden City is via Interstate 84 or State Route 44 from either the east or west. State Route 55 provides ingress from the north and south. All of these routes are well traveled not only by commuters, but also by intra and interstate travelers. Due to the extensive use of these roadways, most water crossings have been adequately built to accommodate 100 year flood events. These routes are bordered by moderately sloping or flat rangelands throughout the Treasure Valley. There are numerous alternative routes to these primary routes; however, due to the volume of traffic in and around Boise and Garden City, bypassing Interstate 84 or 184 through the city centers as a result of a flood event would be problematic.” AHMP1. p. 96 - Evacuation – Boise River
8. “The primary access into Eagle is via State Routes 44 and 55. All of these routes are well traveled not only by commuters, but also by intra and interstate travelers. Due to the extensive use of these roadways, most water crossings have been adequately built to accommodate 100 year flood events. These routes are bordered by moderately sloping or flat rangelands throughout the Treasure Valley. There are numerous alternative routes to these primary routes;

- however, due to the volume of traffic in and around Eagle, bypassing these main thoroughfares as a result of a flood event would be problematic." AHMP1. p. 100 - Evacuation – Boise River
9. "Many of the bridges over Dry Creek are not adequate to withstand a 100-year flood. Specifically, the bridge on State Street, which is also the identified emergency evacuation route, will bottleneck and cause flooding of a large portion of downtown Eagle. Larger culverts and better engineered bridges are needed to alleviate this problem." AHMP1. p. 101 – Infrastructure
 10. "The primary access routes for Meridian are Interstate 84 from the east or west and State Routes 55 and 69 from the north and south. Meridian Road is also a main thoroughfare through the downtown area. Due to the high volume of traffic on these routes, most bridge and culvert crossings are engineered to withstand a 100-year flood event. There is a multitude of alternative routes throughout the area; however, closing one of these main roadways due to a flood event would cause considerable traffic problems." AHMP1. p. 104 – Evacuation
 11. "The primary access routes into Star are State Route 44 from the east and west, State Route 16 from the north, and Star Road from the south. All three of these routes and several others maybe affected by flooding. There are numerous alternative routes throughout the area, but due to relative flatness of the landscape, many of these routes may be affected by flooding as well." AHMP1. p. 106 – Evacuation
 12. "The primary access into Kuna is provided by State Route 69 from the north and Kuna Road from the east and west. There are also numerous secondary routes throughout the area that could provide safe evacuation/emergency routes if the primary roadways were compromised." AHMP1. p. 109 – Evacuation
 13. "The Boise Foothills contain or contribute to nearly all of the potential landslide impact area of Ada County." AHMP1. p. 121 – Landslides
 14. "As the population of the Treasure Valley, including Boise, Garden City, Eagle, and Star, has exploded in recent years, many individual residences and planned communities have been developed along the outskirts of the cities. Additionally, many of the drainages have become populated as well. Much of the Boise Foothills area is at a high risk of both landslides and soil slides, which could be disastrous for thousands of homeowners." AHMP1. p. 125 – Boise Foothills
 15. "Document all landslides, bank failures, "washouts", and manmade embankment failures. Each failure should be located on a map with notations about time of failure, repair (if made), and descriptions of the damaged area. This could become a County directive to the road and bridge crews." AHMP1. p. 126 - Establish a Countywide landslide hazard identification program
 16. "Land-use planning is one of the most effective and economical ways to reduce landslide losses by avoiding the hazard and minimizing the risk. This is accomplished by removing or converting existing development or discouraging or regulating new development in unstable areas. Buildings should be located away from known landslides, debris flows, steep slopes, streams and rivers, intermittent-stream channels, and the mouths of mountain channels. In the State of Idaho, restrictions on land use generally are imposed and enforced by local governments by land-use zoning districts and regulations." AHMP1. p. 126 – Restricting development in landslide prone landscapes
 17. "Residents or county representatives who live and work in landslide prone areas should follow these recommendations prior to a storm event: ... Develop emergency response and evacuation plans for individual communities and for travel routes. Individual homeowners and

business owners should be encouraged to develop their own evacuation plan." AHMP1. p. 128 – Public Education

18. "All of the communities in Ada County have similar risks to severe weather. Extremely cold temperatures and severe snow accumulations are not commonplace, but they do occur occasionally. Due to the large traffic flows that occur along Interstate 84 and through the main population centers, snow removal equipment should be maintained and available throughout the county." AHMP1. p. 151 – Individual Community Assessments
19. "2006 review the bridge crossings and culverts along primary access routes in the county to determine restrictions in cases of flooding. 2006 Develop replacement needs list to make crossings suitable to allow flood water passage or road relocations where needed." 2007 Create implementation plan for making changes. AHMP1. p. 165 – Table 8.3. Action Items for Infrastructure Enhancements.
20. "Transportation Infrastructure (road and rail networks): Wildland fire poses little direct threat to roadways. However, ignitions along highways and roadways contribute significantly to fire load across the county and should be address as part of the implementation of this plan. Various alternatives from herbicides to intensive livestock grazing coupled with mechanical treatments have been suggested. A variety of approaches will be appropriate depending on the landowner, fuels present, and other factors.
Many roads in the county have limiting characteristics, such as steep grades, narrow travel surfaces, sharp turning radii, low load limit bridges and cattle guards, and heavy accumulations of fuels adjacent to some roads. This is particularly true in the Boise Foothills. Roads that have these characteristics and access homes and businesses are the priority for improvements in the county. Furthermore, alternate access routes into populated areas are absent. Access improvements should be made where possible.
There are a number of active railways that pass through Ada County. The routes generally traverse relatively level rangelands with few curves, grades, or sidings; however, the potential for an ignition due to sparks, hot stack carbon, or blown brake shoes emitted by a train is significant. Care should be taken to keep the railroad corridor clear of wildland fuels by mowing, grazing, harvesting, or other means." AHMP2 p. 138 – Transportation Infrastructure
21. "BLM fire and fuels managers, in cooperation with the Idaho Transportation Department, are currently exploring methods and means to treat the right-of-way fuels and create a firebreak on both sides of, and in the median, of the Interstate from near Boise to Glens Ferry. ITD currently contracts for mowing rights-of-way in a larger geographic area and the timing and frequency of mowing in the Boise-to-Glens Ferry strip has not been sufficient to minimize fire hazards and ignitions." AHMP2 p. 147 – Interstate 84 Corridor
22. "The main highways weaving through the county are U.S. 95, 30, 20, and 26; State Route 44, 45, 55, and 19; and Interstate 84. Interstate 84 traverses the northeastern corner of the county entering near Nampa, passing through Caldwell, and exiting near Sand Hollow. I-84 provides adequate on/off ramps for easy access to all communities. I-84 provides the main transportation route for the trucking industry in the northwestern section of the United States. I-84 also provides good connections eastward to Salt Lake City and points beyond. U.S. Routes 20 and 26 provide access to the communities of Notus and Parma west of the main urban center. U.S. 95 and State Routes 55 and 19 connect Greenleaf, Wilder, Huston, and Roswell to the main arterial roadways as well as other communities. State Highway 45 travels south from Nampa to the communities of Bowmont, Melba, and Walters Ferry. Many access points along the Snake River are also reached via this route. These are all two lane highways that not only

provide a transportation network, but also provide quick access in emergency response situations." CAHMP1 p. 30 – Highways

23. "Smaller roads maintained by the County provide access to the adjoining areas within the county, including recreational areas and rural agricultural hubs. Many roads in the county were originally built to facilitate farming and ranching activities. As such, these roads can support trucks and emergency response equipment referenced in this document. Many of the new roads have been built for homesite access, especially for new subdivisions. In most cases, these roads are adequate to facilitate emergency response equipment as they adhere to county building codes. County building codes for new developments should be adhered to closely to insure this tendency continues." CAHMP1 p. 37 – Transportation
24. Canyon County needs to develop a landslide hazard identification program which includes a review of landslide hazard mapping when developing County transportation and comprehensive plans. CAHMP1 p. 120 – Proposed Activities table
25. Canyon County needs to "enforce a policy to engineer bridge and culvert crossings on canals with the same standards as river and stream bridges and culverts." CAHMP1 p. 122 – Action Items in Safety and Policy
26. Canyon County needs to "develop a replacement needs list to make crossings suitable to allow flood water passage or road relocations where needed." CAHMP1 p. 124 – Action Items for Infrastructure Enhancements
27. Canyon County needs to engineer a mechanical process to clean debris from the Boise River channel at critical river crossings. CAHMP1 p. 126 – Action Items for Infrastructure Enhancements
28. "Many roads in the county have limiting characteristics, such as steep grades, narrow travel surfaces, sharp turning radii, low load limit bridges and cattle guards, and heavy accumulations of fuels adjacent to some roads. Roads that have these characteristics and access homes and businesses are the priority for improvements in the county. Furthermore, alternate access routes are absent in many areas. Access improvements should be made where possible. Specific recommendations for these roads are enumerated in Table 5.3." CFMP2 p. 118 – Infrastructure
29. "Nineteen motor vehicle bridges cross the Boise River within Ada County. The Idaho Transportation Department (ITD) and the Ada County Highway District (ACHD) maintain these bridges as indicated below.
 - Highway at Star – ACHD
 - Eagle Highway (South Channel) – ITD
 - Eagle Highway (North Channel) – ITD
 - Broadway Avenue – ITD
 - Eckert Road (Barber Park) – ACHD
 - Linder Road (South Channel) – ACHD
 - Linder Road (North Channel) – ACHD
 - Glenwood Street – ITD
 - Veteran's Memorial Parkway (South Channel) – ACHD
 - Veteran's Memorial Parkway (North Channel) – ACHD
 - Main Street – ACHD
 - Fairview Avenue – ACHD
 - Interstate 184 Connector, eastbound – ITD
 - Interstate 184 Connector, westbound – ITD
 - Americana (Sixteenth Street) – ACHD

- Eight Street – ACHD
- Capitol Boulevard – ACHD
- East ParkCenter – ACHD
- Highway 21 – ITD

ACFRP p. 5-6 - Boise River

30. "ValleyRide may provide transportation for pedestrians and people with disabilities, time permitting. Evacuation bus routes should be as follows: 8th-9th streets, 13th-15th streets, Harrison Boulevard-21st Street, 26th-28th streets. See IP-3.01." ACFRP p. 18 – Evacuation Zone Descriptions
31. "The Department of Transportation (DOT) collaborates with DHS on all matters related to transportation security and transportation infrastructure protection, and is additionally responsible for operating the National Airspace System. DOT and DHS collaborate on regulating the transportation of hazardous materials by all modes (including pipelines)." NIPP p.22
32. "Requires DHS to develop and implement a National Strategy for Transportation Security and transportation modal security plans; enhance identification and credentialing of transportation workers and law enforcement officers; conduct R&D into mass identification technology, including biometrics; enhance passenger screening and terrorist watch lists; improve measures for detecting weapons and explosives; improve security related to the air transportation of cargo; and implement other aviation security measures;" NIPP p. 139 - Intelligence Reform and Terrorism Prevention Act of 2004³⁶
33. "Reduction of Visibility. Blowing snow and reduced sunlight during winter storms can make travel, walking and driving, dangerous. Transportation accidents (automobile and other vehicle) are the leading cause of death during winter storms." SHMP p. 63
34. "Strategy SHMP-HM04: Control Upstream Sediment and Debris Sources Actions Address road-related sediment and debris by: Implementing watershed restoration programs which will eliminate roads at high risk of failure and/or no longer needed for the forest transportation system. Encouraging landowners to stabilize abandoned roads and remove unnecessary and non-functioning culverts." SHMP p. 138
35. "Strategy SHMP-IS01: Improve Bridge Safety Actions Evaluate the potential of future flood damages during the base flood discharge to existing bridges and overpasses in flood hazard areas. The assessment should identify those transportation structures at risk and develop appropriate retrofitting options. Work with local and other agencies that have transportation structure oversight responsibilities. Implement aggressive retrofitting programs for at-risk bridges and overpasses. Evaluate and, if found appropriate, authorize by executive action, the use of more conservative event frequencies for design criteria for bridges and culverts. The designs of many older bridges do not meet current engineering standards. These bridges may be susceptible to failure in the event of significant flooding. In addition to posing immediate health and safety issues, the loss of even a single bridge could cause significant disruptions for isolated communities. Consideration should also be given to adopting more conservative standards for design to allow for a greater margin of safety in newly constructed bridges." SHMP p. 156
36. "Strategy SHMP-IS09: Install Snow Drifting Controls in Critical Areas Actions Install snow fencing and/or related technologies in areas where important highways are at-risk of blockage during storm events. Background & Contribution to Strategy Winds during winter storm events can form large drifts from even small amounts of snowfall, blocking important transportation

links. Snow fencing and similar techniques are minor investments in maintaining clear roads.”
SHMP p. 159

References:

1. *National Infrastructure Protection Plan*. Department of Homeland Security. 2006. (NIPP)
2. *Ada County, Idaho All Hazards Mitigation Plan. Volume I*. Northwest Management, Inc. October 2006. (AHMP1)
3. *Ada County, Idaho All Hazards Mitigation Plan. Volume 2 - Ada County, Idaho*
4. *Wildland-Urban Interface Wildfire Mitigation Plan*. Northwest Management, Inc. 2006. (AHMP2)
5. *Ada County, Idaho All Hazards Mitigation Plan. Volume 3 - Appendices*. Northwest Management, Inc. October 2006. (AHMP3)
6. *Ada County Wildfire Response Plan*. Ada City-County Emergency Management. June 2006. (ACWRP)
7. *Ada County Flood Response Plan*. Ada City-County Emergency Management. January 2006. (ACFRP)
8. *Ada County Hazardous Materials Response Plan*. Ada City-County Emergency Management. March 2006. (ACHMRP)
9. *The Idaho State Hazard Mitigation Plan*. State of Idaho Military Division. Bureau of Homeland Security. 2004. (SHMP)
10. *Canyon County, Idaho All Hazards Mitigation Plan. Volume I*. Northwest Management, Inc. June 2006. (CAHMP1)
11. *Canyon County, Idaho, All Hazards Mitigation Plan. Volume II - Canyon County Wildland-Urban Interface Wildfire Mitigation Plan*. Northwest Management, Inc. June 2006. (CFMP2)
12. *Canyon County, Idaho, All Hazards Mitigation Plan. Volume II - Appendices*. Northwest Management, Inc. June 2006. (CAHMP3)

TRANSPORTATION SYSTEM SAFETY SUPPLEMENT

Requirements under SAFETEA-LU:

Metro plans are encouraged to be consistent with the State's Strategic Highway Safety Plan (SHSP) and other transit safety and security planning and review processes, plans and programs. (§306(a) & (h) and 322(h))

Transportation Safety Issues

The Draft *State of Idaho Strategic Highway Safety Plan* was issued in early 2007 and has not yet been approved by the Idaho Transportation Board. The following materials have been excerpted from the draft.

"Deaths and injuries resulting from traffic crashes are a serious public health concern and are not conducive to the high quality of life expected in the State of Idaho. In 2005, there were approximately 1.43 million people residing in Idaho, nearly 1 of every 520 thousand was killed and 1 of every 104 thousand was injured in a traffic-related crash. Furthermore, traffic crashes continue to be the leading cause of death in children and young adults between the ages of 3 and 33. The economic loss due to traffic crashes in Idaho in 2005 is estimated at \$1.8 billion. This substantial impact within local communities relative to medical costs, lost wages, insurance costs, taxes, police, fire and emergency medical services, legal and court costs, as well as property damage, is significant.

In 2005, there were 275 people killed in 243 fatal crashes. The corresponding traffic-related death rate was 1.84 deaths per 100 million annual vehicle miles traveled (AVMT) while nationally the average rate was 1.46 deaths. From 1996 to 2005, there has been a reduction in the Idaho fatality rate, but more must and can be done to eliminate this terrible loss of life and suffering. Deaths and injuries resulting from traffic crashes are a serious public health issue." p. 3 – Executive Summary

"Statewide Mass Casualty Incident (MCI) plan Develop a statewide field operations plan that coordinates multi-agency EMS response to scenes involving many injured patients; currently each local EMS agency's plan varies for the on scene practices for multi-vehicle and/or multi-victim crashes." p. 18 – Sample of Recent Implemented Strategies

Highway-Rail Grade Crossings

"Idaho has approximately 1665 miles of railroad line and 1439 public highway-railroad grade crossings. Of these crossings, 1260 or 88 percent, are on the local system. Furthermore, there are 1184 private highway-rail grade crossings and 16 pedestrian-railroad grade crossings in the State.

The railroad safety environment in Idaho is characterized by intense use of both the rail and highway systems. Rail ton-miles of travel, as well as highway vehicle miles traveled, have both increased substantially over the past 10 years. In the same time frame, the number of rail-related incidents has declined by approximately 68 percent.

In 2005 there were no fatalities due to crashes at public highway-rail grade crossings. While vehicle-train crashes are not as frequent as other types of traffic crashes, they tend to be more severe than a typical vehicle-vehicle crash. A vehicle-train crash is over 40 times more likely to result in a fatality than a crash not involving a train.

The Problem

- Train-vehicle collisions are rare, yet are often severe when they occur.
- Of the 20 collisions in 2005, 10 (50 percent) resulted in an injury.
- The majority of train-vehicle collisions occur in rural areas. Rural railroad crossings typically do not have gates or flashing lights to indicate an approaching train.
- Nationally, approximately 50% of all train-vehicle collisions occur at crossings equipped with flashing lights or flashing lights and gates
- Collisions with trains cost Idahoans almost \$930,000 in 2005. This represents less than 1 percent of the total cost of collisions in Idaho.” p. 19 – Highway-Rail Grade Crossings

Sample of Recent Implemented Strategies

- “Educate motorists on the hazards of highway-rail grade crossings and the motorists’ responsibility to comply with existing laws.
- Enforcement of crossing laws.
- Improved highway-railroad warning systems with highway traffic signal systems.
- Performed comprehensive engineering grade crossing reviews, including corridor-based studies.
- Initiated a statewide project to upgrade all crossings marked with only passive crossbuck warning signs with Ida Shields.
- Initiated a light emitting diode (LED) signal upgrade program.
- Experimental use of polymer concrete bridge panel and edge beam crossing surface with flashing in-roadway warning lights.
- Experimental use of directional Wayside Horn warning system.
- Installation of crossing gates, signs and signals at crossings.
- Upgrading crossing signal equipment circuitry to constant warning time.” p. 22 – Sample of Recent Implemented Strategies

Intersections

“Although intersections only constitute a small portion of the overall highway system, in Idaho they are the location of 33 percent of all traffic crashes in urban areas and 8 percent of those occurring in rural areas. The majority (59 percent) of all fatal crashes occur at non-intersection locations, suggesting that the severity of intersection crashes is lower than elsewhere. Furthermore, it is expected that crashes are concentrated at intersections, since they create numerous conflict points where differing traffic movements converge in one place.”

Table 3 - 2005 Idaho Fatalities

<i>All Intersections</i>	53
<i>Rural Intersections</i>	
<i>Stop Sign</i>	25
<i>Traffic Signal</i>	1
<i>Unsignalized</i>	5
<i>Urban Intersections</i>	
<i>Stop Sign</i>	15

<i>Traffic Signal</i>	4
<i>Unsignalized</i>	3

Sample of Recent Implemented Strategies

- “Increased roadway safety enhancements:
 - LED signals
 - In-pavement lighting
 - Interconnected signals
 - Experimental use of flashing yellow arrows
 - Exclusive left-turn lanes
 - Roadway lighting
 - Audible pedestrian signals
 - Countdown pedestrian crosswalk signals
 - Blue “tattle tale” lights
 - Also see Aggressive Driving for behavior related strategies”
- p. 37 – Intersections

Roadway Departure

“Each year, roadway departure crashes account for more than 183 deaths, or about two-thirds of all Idaho highway fatalities. One of the most serious lane departure crashes is a “head-on” crash, which occurs when a vehicle departs its travel lane and collides with an oncoming vehicle. Another lane departure crash that often results in fatalities and life-altering injuries is a “run-off-road” crash, which occurs when a vehicle departs its travel lane and collides with a fixed object or overturns.

The ideal solution to roadway departure crashes is to keep vehicles from leaving the travel lane. One means of doing so is to identify cost-effective strategies that reduce unintentional lane departures. For events when departure is imminent, the primary objective is to alert the driver beforehand. The secondary objective is to assist the driver in safely returning to the travel lane and minimize the consequences of departure by creating clear zones along the roadside. The most common fixed objects involved in run-off-road crashes are trees, and the results of such crashes are generally quite severe.”

p. 38 – Roadway Departure

Work Zone

“Each year, hundreds of work zones present hazards, inconveniences, and delays to motorists. The definition of a work zone-related motor vehicle crash is a crash that occurs in the vicinity of a work zone (construction, maintenance, or utility) or within an area marked by appropriate signing. This designation does not imply that the crash was caused by the work activity or zone. Most work zone crashes that occur on US and State Highways, involve passenger vehicles (96%), and occur between 8:00 AM and 4:00 PM. To improve work zone safety, increased communication, coordination, and cooperation among stakeholders is necessary. To facilitate this process, ITD formed a Work Zone Safety Team in response to high-profile fatal crashes and includes a wide range of stakeholders.”

p. 46 – Work Zone

Sample of Recent Implemented Strategies

- “Training and certification of traffic control personnel and flaggers.
- Development of a policy to address worker/traveler safety and mobility.
Annual safety evaluation of work zones” p. 48 – Work Zone

Elements in Communities in Motion Consistent with the draft State of Idaho Strategic Highway Safety Plan

While *Communities in Motion* was adopted months before the issuance of the *State of Idaho Strategic Highway Safety Plan*, there are consistent areas between the two documents:

- *Communities in Motion* includes a number of grade-separated rail crossings on several corridors, including Linder, Lake Hazel, Kuna/Meridian (SH 69) and McDermott Roads.
- Consideration of the Boise Cut-off between the Nampa railyard through Boise for commuter services will entail review of the crossings, with a strong likelihood that any implementation of services will require most or all crossings to be equipped with gates.
- Access management along arterial roads is a high priority in *Communities in Motion*. One benefit of access management is the reduction in the number of conflict points at intersections.
- *Communities in Motion* also recommends some major corridors be evaluated and developed as expressways, with grade-separated intersections at the major traffic crossings.
- A policy in *Communities in Motion* calls for the evaluation of high-volume intersection designs that can improve traffic flow and reduce accidents. This study will commence in Summer 2007.
- *Communities in Motion* includes a policy that maintenance and safety projects should have priority over new construction or widening. The project prioritization process incorporates consideration of safety benefits.
- The plan emphasizes multi-modal transportation and the prioritization process includes points for projects which promote/enhance walking, biking and transit. Where projects would promote pedestrian or bicyclist safety via measures such as audible signals, embedded crosswalk flashers, and other features, additional points would be granted.

OPERATIONAL AND MANAGEMENT STRATEGIES SUPPLEMENT

Requirement under SAFETEA-LU

SAFETEA-LU provisions state long-range transportation plans and congestion management plans must include "operational and management strategies to improve the overall performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods." Recently, COMPASS completed and adopted its first six-county regional long-range transportation plan in August 2006.

CIM Strategies and Summary

Communities in Motion (CIM), the regional long-range transportation plan, includes eight strategies and summary principles²⁰ which are intended to inform and guide the direction of CIM. Three of the eight strategies support the SAFETEA-LU Planning and Operations provisions.

3. An essential outcome of the plan must be the establishment of a regional transportation investment prioritization system to provide and maintain a safe, efficient, multi-modal transportation system.
5. Maintenance and safety of the transportation system are highest priority when considering funding allocations.
8. Performance standards, including Levels of Service, may vary depending on a corridor's context (e.g., a downtown area versus a suburban area).

The strategies were further defined by four goals, several objectives and tasks²¹. All the goals acknowledge the important role of management and operations in maintaining the performance of the transportation system, whether by providing better connectivity or improving coordination among the agencies planning activities and data gathering. For example, the Connections goal is to "provide options for safe access and expanded mobility choices in a cost-effective manner in the region". Each goal is accompanied by objectives which provide more detail. The Connections goal is followed by five objectives and each objective is followed by specific tasks. These tasks are mechanisms or activities intended to achieve the established objectives. Many of these tasks are measurable and also assign responsibility.

Objective 1.2 is to "maintain the existing transportation infrastructure to provide an interconnected transportation system for the movement of people and goods." Under this objective are specific tasks that will assist in reaching this goal. The tasks that are needed to achieve this objective from developing criteria for scoring projects for the Transportation Improvement Program to tracking conditions on the existing transportation system. Another side to managing the transportation system focuses on the demand to travel. Objective 1.4 clearly focuses on this issue and states "develop and implement transportation alternatives and land use patterns to achieve an average mode split of 5% of all trips". This can be accomplished by developing new land use ordinances that support the use of public transportation and endorse Valley Regional Transit's quest to secure dedicated funding to expand and improve transit.

The CIM Annual Performance Monitoring Report is designed to track progress towards the established goals and objectives. This report includes data on various items such as building permit activity, percentage of households within walking distance to a bus route, and travel times on selected primary east-west corridors. The travel time data collection process was established in

²⁰ *Communities in Motion*, page 41

²¹ *ibid.*, pages 42-48

2003 and is documented in congestion management process (CMP) formally referred to as congestion management system.

Congestion Management System Plan

One option for addressing management and operations strategies in the planning process is through the development of a congestion management process (CMP) formally referred to as congestion management system.

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) required metropolitan planning organizations in Transportation Management Areas (TMAs) to implement a congestion management system plan. An urbanized area is designated a TMA when its population exceeds 200,000. The results of the 2000 Census indicated that the population of the urbanized area in Northern Ada County was 272,625. Therefore, on July 8, 2002 the Federal Highway Administration officially designated the urbanized area in Northern Ada County as a TMA.

A document outlining the elements of the Treasure Valley’s congestion management system, *The Treasure Valley Congestion Management System Plan*²² (CMP), was adopted by the Community Planning Association (COMPASS) Board with Resolution 10-2005 on March 21, 2005. Treasure Valley’s CMP outlines how travel time data will be collected and used. Specific definitions for congestion and a “toolbox” of mitigation strategies are also part of the plan. It was designed using universal management system framework. Long-range transportation plans and transportation improvement programs establish a plan for achieving a desired regional transportation system. To achieve the desired transportation system, the Treasure Valley CMP collects travel time data, conducts analysis, and reports annually on the performance of the transportation system. Once deficiencies are identified, the transportation agencies that COMPASS serves can then determine how best to improve the transportation system’s performance. Through project development, transportation agencies mitigate congestion. These projects or program are then included into transportation plans and eventually implemented through project construction or policy implementation. Transportation system impacts associated with implementation can then be measured during the following year travel time data collection.

The Treasure Valley CMP provides guidance on mitigation measures to the local transportation agencies in the form of a “Toolbox”. As more data are collected, further quantitative and/or qualitative evaluations of the “Toolbox” may be possible.

Table 4 - Congestion Mitigation Measures

<i>Mitigation Measures</i>	<i>Local Status and Progress</i>
Access Management policies	COMPASS was awarded an AMPO grant to develop an Access Management “Toolkit”. This document is complete and provides different mechanisms with which to manage access. COMPASS will assist member agencies in developing access management ordinances.
Employer Based Strategies	ACHD’s Commuteride Marketing and Outreach staff works with employers, governmental agencies, community groups and transportation professionals throughout the Treasure Valley to reduce traffic congestion and improve air quality by promoting alternatives to

²² *The Treasure Valley Congestion Management System Plan.*

<http://www.compassidaho.org/documents/prodserv/reports/TreasureValleyCMSFinal.pdf>

Table 4 - Congestion Mitigation Measures

Mitigation Measures	Local Status and Progress
	driving alone. More information is available at http://www.commuteride.com/
Intersection Improvements	Signal re-timing in Downtown Boise, Meridian, and the addition of over 120 signals over the past 7 years
New or increased access to transit	Percent of households with walk distance to a bus route is reported in the CIM Annual Performance Monitoring Report
Intermodal Project integration / design	Transportation Land Use Integration Plan roadway design standards in both Ada and Canyon counties that conform to existing and planned land uses, new method of defining functional classification, long-range corridor preservation plan.
Comprehensive Plan land use strategies Zoning Ordinance Standards	The Blueprint for Good Growth project involves the development of a plan and specific tools to implement the Blueprint for Good Growth Phase I Goals. These tools include, for example, Adequate Public Facility (APF) Ordinances, Area of City Impact, Open Space Preservation Techniques, Transit Oriented Zoning and Transportation Corridor Overlay Districts, Right of Way Preservation, and Access Management. More information is available at http://www.blueprintforgoodgrowth.com/
Intelligent Transportation Systems* *More information on the development of the recent ITS plan is below.	Since 1998 the following ITS deployments have been accomplished: 63 Closed Circuit Televisions 33 Freeway Speed Monitoring Stations 7 Dynamic Message Signs 35 ACHD Arterial Signal Video Detection
Non-motorized Mode Improvements	ACHD's Pedestrian-Bicycle Transition Plan is complete, and the Roadways to Bikeways Bicycle Master Plan for Ada County is underway. More information is available at http://www.achd.ada.id.us/Departments/PP/RoadwaysBikeways.aspx

The Treasure Valley Intelligent Transportation Systems Strategic Plan²³ (ITS Plan), developed by McFarland Management, LLC in association with Iteris, was completed in September 2006. The COMPASS Board adopted the recommendations²⁴ listed in the ITS plan in Section 7 on with Resolution 03-2007 on October 16, 2006. This plan completely replaces the 1999 *Intelligent Transportation Plan* due to the significant growth in population, resulting traffic, and progress in the deployment of ITS technology and related infrastructure. The Treasure Valley's population has increased by nearly 30 percent from 2000 Census to 2006 and added more than 120 traffic signals. Another indicator of population growth and resulting congestion is apparent in the miles of roadways categorized with "high" levels of congestion based on the travel time data collected. The *Annual Congestion Management System Report*²⁵ for 2006 travel time data indicates an increase in the roadway miles that are highly congested from 24 to over 38 miles (both directions) from 2005 to 2006.

²³ *Treasure Valley Intelligent Transportation Systems Strategic Plan*. Found in May 2007 at http://www.compassidaho.org/documents/planning/studies/tv%20ITSstrategicplan_final.pdf

²⁴ *ibid.* pages 7-1 and 7-2

²⁵ *Annual Congestion Management System Report*
<http://www.compassidaho.org/documents/prodserv/reports/2006cms.pdf>

In the past eight years, significant progress in the deployment of ITS technology and related infrastructure has been made throughout the Treasure Valley prolonging the efficiency and improving the operations of existing facilities (Section 2.0 includes the more details regarding many of the items listed below). Some of the major accomplishments and on going efforts include:

- Expansion of the ACHD Transportation Management Center, including software to manage ITS assets and providing a regional Internet webpage with comprehensive traveler information
- Significant growth in the traffic signal network, centralized control, and management sophistication
- Signal re-timing effort completed for 96 signals in Downtown Boise and signal timing for special events
- Deployment of Closed Circuit Television (CCTV) cameras, Dynamic Message Signs (DMS), traffic monitoring and other field devices
- Strengthening of the link between transportation agencies and emergency responders, including the sharing of CCTV camera images used to enhance incident management activities
- Deployment of communications infrastructure supporting data transmissions and operations
- Formation of Valley Regional Transit (VRT), the regional transit authority, who is focusing management efforts and laying the foundation for true regional transit services linking major population and business areas
- Planning for a regional center to enhance the coordination and collaboration of transportation and emergency response operations
- ACHD's Commuteride van pool service expanded to 70 vans
- Congestion Management Process plan developed and approved in 2006
- Annual travel time data collection on state highways and principal arterials since 2003
- Access Management Toolkit under development includes different mechanisms with which to manage access. Rather than a "one size fits all" approach this would allow jurisdictions to pick and choose strategies that are appropriate for their jurisdiction. COMPASS staff will be responsible for assisting jurisdictions in developing access management ordinances and policies.
- Interagency Regional Operations Center Phase 2 funded by ITD and is near completion. This phase encompassed a range of items such as opt-in status by agencies to the level of security needed for each co-locating entity.
- Transportation Improvement Program Prioritization Process development includes a category and point system for projects for congestion management, ITS projects and Transportation Demand Management.

As areas growth and transportation systems mature, managing and maintaining the operation of facilities becomes increasingly important - especially those facilities where capacity expansion is too costly and not an option. Potential benefits of ITS deployment range due to size of the area, the ITS technology deployed, extent of the application and system integration (ITS plan page 1-3).

Below is a table from the ITS Plan summarizing the quantitative benefits of specific ITS projects and programs around the country.

Table 5 - Travel Time Benefits of ITS Measures

<i>Potential Benefit</i>	<i>Measurement Range</i>	<i>Involved Jurisdictions</i>
Reduction in travel time	4% - 18%	Seattle, Cincinnati, Boise, Fargo
Reduction in delay time	4% - 17%	Seattle, Tucson, Cincinnati, Boise
Reduction in incident response times	20%	San Antonio
Reduction in crashes	3% - 41%	Seattle, Tucson, Cincinnati, San Antonio
Reduction in incident duration time	12% - 36%	Fort Lauderdale, Salt Lake City
Reduction in vehicular stops	6% - 27%	Boise and California
Reduction in transit trip time	24% - 30%	Seattle, Tucson
Benefit-cost ratio	6:1 - 31:1	Seattle, Tucson, Cincinnati, Boise, Houston, Fort Lauderdale, and California

Sources: Various studies conducted by the jurisdictions listed encompassing partial and full ITS deployments. Data includes actual before and after evaluations, as well as model forecasts using the ITS Deployment Analysis System (IDAS) software.

One way the Treasure Valley can monitor the effectiveness (or deterioration) of the transportation system with actual data is through travel time data collection. Each year since 2003, ITD and COMPASS staff drive Treasure Valley interstates and principal arterials a minimum of four times in each direction during the AM peak, then again during the PM peak (6:30 to 8:30 AM and 4:00 to 6:30 PM). The period with the highest average travel time is compared to the free flow, or ideal travel period (2:00 AM to 5:00 AM). A computer program and strict driving procedures are utilized to ensure data reliability, reproducibility, and comparability. The ratio of peak travel time to free flow travel time is used to produce an index which classifies congestion.

The travel time data also provides additional monitoring especially those corridors that experience over a 50% change in the travel time from the previous year. Potential reasons for these changes are identified in the annual report. Only a few roadway segments experience a decrease in travel time by more than 50%. Several more roadway segments are listed in Appendix B which have decreased (or increased) by more than 20%. For example, Eagle Road between St. Luke's Lane and Franklin Road decreased by 47% due to the addition of a median that restricted left-turns to the signalized intersection. All Treasure Valley Annual Congestion Management System Reports and tables of historical travel time data²⁶ are available on the COMPASS website. The travel time data collection effort and results provide information on the existing system and performance. However, it is important to identify strategies needed to manage and maintain the system in the future – short and long term.

Based on discussions and meetings with the ITS Plan participants and stakeholders a series of needs and functional requirements to further manage and improve the system were developed and include the following:

- Freeway Management Systems

²⁶ Treasure Valley congestion management plan, annual reports and historical travel time data, COMPASS, URL: <http://www.compassidaho.org/prodserv/cms-intro.htm>

- Traffic Signal Control Systems
- Transit Management Systems
- Incident Management Systems
- Regional Traveler Information Systems
- Emergency Management Systems
- Operations and Maintenance

The ITS Plan goes further and specifically identifies the need for 100 projects and programs at an estimated cost of \$102 million²⁷. The projects and programs are grouped into short, medium or long term, include detailed description of the projects, cost estimates, ITS category and identify key stakeholders. Implementation of ITS technology, corridor management and other architecture is not without challenges. Although, ITS may be a cost effective way to improve the efficiency of our system it must compete for funding – even against capacity expansion projects. Once the TIP Prioritization Process goes into effect (starting with 2013 funds) ITS projects will compete for funding against only public transportation, non-motorized pathways, and studies.

The Treasure Valley has made tremendous progress in recognizing and investing in the management of the existing system. This is supported by the numerous ITS project completed in the past eight years and the continued focus on how to use technology to further the operations of the system. However, many of the Treasure Valley's priority corridors, interstate and state highways, are still maturing and in some cases capacity expansion is the top priority.

Starting with the 2007 CMS Annual Report an additional section addressing the previous year's efforts in congestion management, ITS project deployment, infrastructure investment, plans and programs will be developed. If possible, quantitative measurements will be included for tracking progress.

²⁷ *Treasure Valley Intelligent Transportation Systems Strategic Plan. Section 6 pages 6-8 through 6-32*

PUBLIC INVOLVEMENT ("PARTICIPATION") PLAN SUPPLEMENT

Requirement under SAFETEA-LU

MPOs are to develop, adopt and utilize "participation plans" that:

1. Provide reasonable opportunities for interested parties (including users of transportation services and recipients of transportation assistance) to comment on the plan and program;
2. Be developed in consultation with all interested parties; and
3. Afford participants an opportunity to comment on the plan prior to approval 45 day comment period). (§316(a))

Provision of reasonable opportunities for interested parties, including users of transportation services and recipients of transportation assistance, to comment on the plan and program

COMPASS developed the Stakeholder Outreach Plan for Communities in Motion: Regional Long-Range Transportation Plan 2030 in concert with members of the public, with the "regional technical advisory committee," with the COMPASS Board, and with the project consulting team. In preparing the plan, COMPASS intended it to be comprehensive, effective, and meaningful. Plan was a dynamic document that was modified in response to emerging issues and data and was tied to thematic phases that built and enhanced public participation throughout the planning process. These included communication protocols and materials, public events such as presentations and workshops, media activities, surveys, and public meetings. Specifically, Communities in Motion public involvement:

- Provided an open planning process with many opportunities for public participation.
- Communicated accurate, understandable, and timely information to the public.
- Gathered input by providing people with meaningful opportunities to participate.
- Complied with requirements of Title VI Civil Rights Act of 1964 and ensure all citizens regardless of race or income have the opportunity to participate.
- Built upon previous COMPASS Communities in Motion public involvement efforts.

A key goal for CIM was to engage the public more significantly and more creatively that had been done with past plans, particularly in light of thousands of new residents. The COMPASS Board adopted the plan on August 21, 2006. Local elected officials commended the agency's unprecedented effort to involve the public in the planning process.

A strong visual image and educational opportunities were essential to the public involvement approach. During the three-year project, over 2000 residents participated in:

- Twenty business leader forums
- Five community cafés
- Two sets of workshops (four-five sessions in each workshop event)
- Two sets of open houses
- Five educational presentations
- Forty speaker's bureau presentations
- A final public hearing (in both Ada and Canyon counties)
- The culminating (and original) "Communities in Conversation" special event. Nicknamed "Meeting in a Bag", this event allowed groups to take the materials, set up meetings at their times and locations, and use the materials to craft their own responses to the draft plan.

These opportunities drew thousands of people and elevated the level of discussion about the importance of long-range planning. Process and results are documented on the project's website: www.communitiesinmotion.org (including a film produced about the process).

Consultation with all interested parties

COMPASS developed the Stakeholder Outreach Plan for Communities in Motion: Regional Long-Range Transportation Plan 2030 in concert with members of the public, with representatives of neighborhood associations, with the "regional technical advisory committee," with the COMPASS Board, and with the project consulting team. Also, COMPASS developed materials in Spanish, and met with special needs communities. The Stakeholder Outreach Plan for CIM identified many key groups which COMPASS contacted during the planning processes.

Opportunity to comment on the plan prior to approval 45-day comment period

In the mid-1990s, COMPASS officials decided that a public involvement policy, rather than a specific plan, was a more effective tool for public involvement initiatives. The policy outlines elements that must be included in each public involvement plan (PIP) developed – or tailored – for transportation planning projects. These resulting PIPs are subject to review by public officials from affected areas, their representatives, and/or representatives from affected constituent groups.

COMPASS updates the public involvement policy every three years. The most recent update, in October 2006 came as a result of the most significant effort made to include interested stakeholders in the development of the policy. This included:

- Convened COMPASS administrative and planning review team to evaluate process and policy, and to develop comment form
- Convened members of the COMPASS Public Participation Committee to review the policy and comment form
- E-mail sent to 1345 people on August 23, 2006, titled: "COMPASS requests comment on revision to its public involvement policy"
- Legal Notice appeared in the Idaho Statesman and the Idaho Press Tribune on August 25, 2006
- Display ads appeared in the Idaho Statesman and the Idaho Press Tribune from August 24, 2006 – August 27, 2006
- Posted "request for comment" on the COMPASS website (including comment form)

The comment period ran from August 23, 2006 – October 6, 2006.

Examples of policy implementation at the plan level:

- Public Involvement Plan for Corridor Study: US 20/26 (March 2006)
This Public Involvement Plan guided the Community Planning Association of Southwest Idaho (COMPASS) and the Idaho Transportation Department (ITD) District 3 on public engagement for the U.S. 20/26 Corridor Preservation Study. This plan included public involvement goals and activities that took place to meet those goals. COMPASS and ITD reviewed and approved the concepts. Public involvement was crucial to the success of this study. The U.S. 20/26 corridor is located in two counties, several cities and two local highway districts. In order for the corridor to be preserved and the outcomes of this study to be implemented, the U.S. 20/26 study team engaged, informed, listened to, and gained consensus from the local jurisdictions.

Input and acceptance from the public and stakeholders (residents, business owners, commuters, developers, etc.) was an important element of this study. COMPASS and ITD were committed to providing the local communities with ongoing communications and meaningful opportunities to participate in the decision-making process for this study. The public involvement plan for this study meets the requirements set forth in the National Environmental Policy Act (NEPA) and the guidelines of ITD and the Federal Highway Administration.

- Public Engagement Plan for Treasure Valley High Capacity Transit Study (in development)
In May 2007, the project team began developing the public involvement approach for the TVHCTS, which included site location for the multi-modal center in downtown Boise, the alignment for the downtown circulator, and the rail connection to downtown. The public involvement plan built on planning efforts of the past several years and took public input from those efforts into account. The COMPASS Public Participation Committee (comprised of 15 people representing many different groups) reviewed and provided input on the draft public engagement plan.

Review/update process for the participation plan

The next update of the Public Involvement Policy will be in 2009. To do so, COMPASS will:

- Continue to work with the Public Participation Committee.
- Identify groups with special transportation needs.
- Review the effectiveness of public involvement activities in Communities in Motion, the corridor studies, the Treasure Valley High Capacity Transit Study, and others, to accommodate new issues, approaches, and techniques.

Consultation with all interested parties

COMPASS will consult with interested parties in updating its Public Involvement Policy and all public participation plans by:

- Identifying and listing groups (many are listed in current public involvement planning documents – see below)
- Identifying and listing individual contacts within groups
- Contacting groups
- Bringing groups together to review the approach for updating the document(s) and asking how they best receive and give information during a planning process

Table 6 - Examples of Groups for Consultation in Updating the Public Involvement Policy

Federal Officials and Agencies

Federal Highway Administration
 Federal Departments
 Department of Energy
 Department of Labor
 Environmental Protection Agency
 Department of Agriculture
 Bureau of Land Management
 Department of Homeland Security

Environmental Justice

Low income
 Minority
 Disabled
 Elderly

State Officials and Agencies

Governor's office
 State legislators
 Idaho Transportation Board
 Department of Commerce
 Department of Health and Welfare
 Rural and Community Economic Development
 Department of Education
 Department of Environmental Quality
 Idaho State Police
 Department of Parks and Recreation
 Idaho Tax Commission
 Department of Water Resources
 Women's Commission
 Idaho Automobile Dealers Advisory Board
 Motor Carrier Advisory Committee
 Idaho Transportation Department (headquarters and District 3)
 Idaho Commission on the Arts

Local Officials and Agencies

Mayors
 City council members
 Highway district commissioners
 Planning and zoning commissioners
 Staff
 Sheriff
 Police Chief
 Fire Chief
 Public works
 Transportation committees
 COMPASS staff/board

Airports and Rail

Boise Airport
 Nampa Airport
 Caldwell Airport
 Idaho Northern Pacific Railroad
 Union Pacific Railroad

Public Transportation Providers

Valley Regional Transit
 Commuteride
 Contract services
 Community Transportation Association of Idaho
 Public Transportation Advisory Council

Utilities

Idaho Power
 Intermountain Gas
 United Water

Bike and Pedestrian Organizations

ACHD Bicycle Advisory Committee
 Boise City Greenbelt Committee
 League of American Bicyclists
 Southwest Idaho Mountain Biking Association
 Treasure Valley Cycling Alliance
 Federal Aid Committees

Local agencies/associations

Sage Community Resources
Idaho Smart Growth
Local Highway Technical Assistance Council (LHTAC)
Association of Realtors
Association of Idaho Cities
Association of Idaho Counties
Central District Health
Southwest District Health

Arts and Culture

Boise Art Museum
Discovery Center of Idaho
Idaho Historical Museum
Black History Museum
Preservation Idaho
Zoo Boise
The Cabin (literary center)
Boise Philharmonic
Idaho Human Rights Education Center
Hispanic Cultural Center of Idaho
Idaho Shakespeare Festival
Boise City Arts Commission

Education

Boise State University
Albertson College
Northwest Nazarene University
Parent Teacher Associations
School boards and staff

Businesses/employers

Top 10-20 employers/businesses
Regional Transportation Task Force
Idaho Association of Commerce and Industry
Chambers of Commerce
National Federation of Independent Business

Freight Movers

List of freight movers in the Treasure Valley
Trucking Associations

Major Regional Attractions

Bogus Basin Ski Resort
World Center for Birds of Prey
Idaho Steelheads
Idaho Center
Roaring Springs
Boise Hawks
Boise Centre on the Grove
Bank of America Center
Boise State University Athletics and Events

Downtown Associations

Boise
Nampa

Civic and Community Organizations

Minorities and Low Income
Migrant councils
Idaho Independent Living Commission
Idaho Commission on Hispanic Affairs
Idaho Commission for the Blind
National Assoc for the Advancement of Colored People
Developmental Disabilities Council

Seniors

Commission on Aging
Senior centers
American Association of Retired People

Healthcare Providers

St. Alphonsus Regional Medical Center
St. Luke's Regional Medical Center
Primary Health
Mercy Medical Center
Walter Knox Memorial Hospital
Terry Reilly Health Services

Environmental Groups

Idaho Conservation League
Sierra Club
The Nature Conservancy
Snake River Alliance
Idaho Rivers United

Tourism

Southwest Idaho Travel Council

Boise Convention & Visitors Bureau

Verification that the policy and process will involve (or attempt to involve) users of transportation services and recipients of transportation assistance (e.g., and local school districts)

COMPASS will review the list (above) and amend it where we lack identified groups, especially those who have special transportation needs. COMPASS will make certain that these groups are contacted (including letter and one-on-one meetings) and will verify contact by keeping a written record of all communication.

COORDINATED PUBLIC TRANSIT/HUMAN SERVICES PLAN SUPPLEMENT

Requirement under SAFETEA-LU

SAFETEA-LU includes a new coordinated planning requirement which applies to the following funding programs, 5310, 5316 and 5317. The new coordinated planning requirement states that all projects funded under these three programs must be "derived from a regional coordination plan". Although guidance was provided regarding the development and content of the coordination plan, substantial latitude was given to local jurisdictions regarding the specifics.

Measures Taken:

Valley Regional Transit (VRT) formed the Regional Coordinating Council (RCC) in January 2006. COMPASS has a seat on this group. The RCC is an advisory committee that is responsible for advising on VRT's coordination efforts. Consistent with this responsibility, the RCC advised on the development of a scope of work used to select a consultant to assist with the development of a coordination plan in response to the requirements in SAFETEA-LU.

Consistent with the FTA guidance, COMPASS (in the role of Metropolitan Planning Organization) was substantially involved in both the development of the plan and in the conduct of the outreach of the plan. The project selection process will be conducted with the assistance of COMPASS. This is again responsive to FTA guidance. The VRT Board adopted the SAFETEA-LU required portion of the coordinated plan on May 16, 2007.

The Region 10 FTA office provided specific advice regarding integration of the coordinated plan with the long range plan. This will take place during amendments and updates to the long range plan, as recommended.

Analysis by FHWA of Needed Compliance Materials – April 2007

The following table was prepared by Scott Frey, FHWA-Idaho Office, using the February 2007 regulations to review the *Communities in Motion*. Highlighted sections indicate where supplemental materials were deemed necessary.

<i>SAFETEA-LU Provisions</i>	<i>Regulatory (23 CFR 450) Requirements and References</i>	<i>Recommendations</i>	<i>Actions Underway</i>
Metro Plan Cycles:	Maximum Plan Cycles: 4 Yr Plan AQ Areas 5 Yr Plan Otherwise (§322(c) & (i))	4 yr plan cycle. Plan expires Aug. 2010.	
TIP Cycle and Scope:	TIP Cycle and Scope: Max TIP Cycle = 4yrs Min TIP Scope = 4yrs (§324(a))	Currently 1 year cycle and 5 year scope. No changes or additions needed.	
Environmental Mitigation:	Metro Plan shall include a discussion of potential environmental mitigation activities (at the policy and/or strategic levels). Develop in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation. (§322(f)(7))	Current plan (Ada Co) addresses noise, air, wetlands, historic, and wildlife. Recommend: Documentation of consultation and identification of potential mitigation activities.	An addendum regarding environmental issues and mitigation strategies will be developed.
Expanded Consultation:	Plan to be developed, as appropriate, in consultation with State, Tribal, and local agencies responsible for land use mgmt, natural resources, environmental protection, conservation and historic preservation (§316(b), 322(g),	Not addressed in current plan. Recommend: Expand and document consultation process, as appropriate to address the cited agencies.	No formal consultation process was used with these agencies. Will document whether notice was provided to these agencies. Will also submit the corridor recommendations to the appropriate agencies and seek their input on the environmental issues and mitigation strategies.

SAFETEA-LU Provisions	Regulatory (23 CFR 450) Requirements and References	Recommendations	Actions Underway
<p>Planning Factor: Promote consistency with State and local planned growth and economic development patterns.</p>	<p>Plans should promote consistency with growth and development patterns through coordination with local and regional planning and economic development agencies. (§306(a))</p>	<p>Current plan and process are generally consistent with this requirement.</p> <p>No changes or additions needed.</p>	
<p>Planning Factor: Increase the security of the transportation system for motorized and non-motorized users.</p>	<p>Metro planning processes are encouraged... "To the extent practicable" to be coordinated with security initiatives undertaken by the State, MPO transit operators, and localities. Metro plans should include a security element that incorporates or summarizes the priorities, goals, or projects set forth in other transit safety and security planning and review processes, plans, and program. (§306(a) & (h) and 322(h))</p>	<p>Current plan and process do not specifically address this.</p> <p>Recommend: Expand plan consultation to include Idaho Homeland Security and Idaho State Police. Develop new safety element for the plan to incorporate or summarize safety and security plans, policies, and strategies.</p>	<p>Obtained plans from State and local agencies. Will extract those transportation elements that bear upon regional transportation planning and programming.</p> <p>A special chapter on safety and security issues will be created.</p>
<p>Planning Factor: Safety</p>	<p>Metro plans are encouraged to be consistent with the State's Strategic Highway Safety Plan (SHSP) and other transit safety and security planning and review processes, plans and programs. (§306(a) & (h) and 322(h))</p>	<p>Current plan does not specifically address this. State's SHSP will not be completed until October 2007.</p> <p>Recommend: Coordinate with State in development of SHSP and incorporate and reflect this document in the plan when it is completed.</p>	<p>Will coordinate with ITD regarding SHSP process. Identify any conflicts or gaps between the two documents (transportation plan and SHSP)</p>

<i>SAFETEA-LU Provisions</i>	<i>Regulatory (23 CFR 450) Requirements and References</i>	<i>Recommendations</i>	<i>Actions Underway</i>
Operational and Management Strategies	The plan shall include operational and management strategies to improve performance of existing transportation facilities. As an example, address the identification and implementation of TSM/TDM strategies. (§322(f)(3))	Current plan addresses this issue by reference to the MPO's Congestion Management System. Recommend: Add a new chapter or sub-chapter addressing TSM/TDM or expanding this subject in the CMS.	Will amend the CMS plan to include TSM/TDM strategies.
Participation Plan	MPOs are to develop, adopt and utilize "participation plans" that: 1. Provide reasonable opportunities for interested parties (including users of transportation services and recipients of transportation assistance) to comment on the plan and program; 2. Be developed in consultation with all interested parties; and 3. Afford participants an opportunity to comment on the plan prior to approval 45 day comment period). (§316(a))	The MPO has a public involvement policy in place which directs it to develop specific public involvement plans for its many planning activities. The certification review commended the MPO for its current process. Recommend: The MPO should revisit/update its participation plan. This update should be done in consultation with all interested parties. Also, verification should be made that the MPO policy and process specifically address outreach to users of transportation services and recipients of transportation assistance (e.g., Idaho Offices of the Aging and Health and Welfare, and local school districts)	Will review participation process with assistance of the COMPASS Public Participation Committee. COMPASS will ensure notification and outreach to transportation service users and recipients of transportation assistance.

<i>SAFETEA-LU Provisions</i>	<i>Regulatory (23 CFR 450) Requirements and References</i>	<i>Recommendations</i>	<i>Actions Underway</i>
Visualization Techniques	Development of the transportation plan and TIP shall, to the maximum extent practicable, employ visualization techniques to describe these plans and TIPs. Examples might include orthophotos, GIS-based composite mapping, and other visual representations such as before and after renderings. (§316(a)(1)(iii))	The development and representation of the current transportation plan and TIP utilize various visualization techniques. Recommend: The MPO should continue its use of visualization techniques including the incorporation new systems and approaches as they become available.	No explicit action needed
Internet Site	MPOs should publish and make available on the internet its plans and TIPs. (§316(a)(1)(iv))	The MPO has an established internet site where it provides current information including its transportation plans and TIPs. No changes or additions needed.	No action needed.
Congestion Management Process	Transportation Management Areas are to develop and utilize Congestion Management Processes (formerly Congestion Management Systems) in the development of their plans and TIPs (§320)	The MPO was commended during the recent TMA certification review for the quality of its Congestion Management System. No changes or additions needed.	No action needed.

<i>SAFETEA-LU Provisions</i>	<i>Regulatory (23 CFR 450) Requirements and References</i>	<i>Recommendations</i>	<i>Actions Underway</i>
TMA Certification Cycle	Transportation Management Areas are to have certification reviews at least every four years. (\$334(b))	The MPO had its first TMA Certification Review in April 2005. The next review should be conducted by April 2009.	No action needed.
Coordinated Public Transit/Human Services Plan	As a prerequisite to receiving FTA funds for: 1. Special Needs and Elderly. 2. Job Access and Reverse Commute. 3. New Freedom (5310, 5316, and 5317 funds), proposed projects much come from a public transit / human services transportation plan. This plan should be coordinated and consistent with the metropolitan transportation planning process. (\$306(g))	Recommend: Incorporation of a public transit / human services transportation plan into the area's existing transit plan.	Work is underway on a human services transportation plan between COMPASS, Valley Regional Transit, and relevant state, local and private entities.

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