

CHAPTER 6

FUTURE TRANSPORTATION SYSTEM PRIORITIES AND NEEDS

The Treasure Valley’s population is expected to almost double from 600,000 in 2013 to 1,022,000 by the year 2040. That growth will impact future transportation needs.

Table 6.1 shows estimated changes in some of the transportation system characteristics in the next 27 years. The changes are based on an additional 422,160 people, 186,000 households, and 221,000 jobs—the equivalent of adding almost two new cities the size of Boise or five cities the size of Nampa. The changes reflect transportation improvements that are currently funded (see Table 6.2 and Table 6.3).

Table 6.1. Transportation network characteristics: 2013 vs. 2040. 2040 figures account for improvements that are currently funded.

Transportation Network Characteristics	2013	2040*
Population	599,840	1,022,000
Employment	250,697 [†]	461,660
Vehicle miles of travel, average weekday	12,077,400	27,154,000
Hours of delay, average weekday	27,670	430,350
Travel time to/from common destinations (average weekday)		
• Caldwell to downtown Boise	34 minutes	70 minutes
• Nampa to Boise Airport	23 minutes	45 minutes
• CanAda Road in Star to St Luke’s in downtown Boise	30 minutes	60 minutes
• North Meridian to Veteran’s Memorial Parkway	20 minutes	30 minutes
• City of Eagle to St Luke’s Meridian	17 minutes	25 minutes

* Reflects 2040 characteristics with currently funded transportation projects.

[†] Source: Idaho Department of Labor data, June 2013

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

This chapter discusses functional classification as well as COMPASS' congestion management process (CMP) and provides details on funded transportation projects and unfunded transportation needs and priorities; all figures are in current dollars.

The COMPASS Board has chosen to focus federal dollars allocated through this plan on maintenance, so no new capital projects will be funded by federal funds.

However, the plan does include projects with previously committed (budgeted) federal funds and projects on principal arterials and Interstate 84, regardless of funding source, because these projects must be included to comply with air quality conformity regulations (Chapter 9 and Appendix A).

Functional Classification

Streets are classified by how they function within a transportation system—called their “functional classification” (see Figure 6.1). For example, local streets are intended to serve residential areas, not heavy through traffic, while interstate highways are designed for heavy traffic and high speeds. Classification is determined by the service a road supplies, not simply by the size of the road or the amount of traffic it carries. This means roads that look similar may have different functional classifications because they are serving different needs.



Figure 6.1. Examples of functional classifications of roads in the Treasure Valley

The 2040 functional classification map is shown in Figure 6.2, and can also be found [online](#). For the purposes of this plan, the map shows only the interstate and arterial roadways; local and collector streets are not included. This corresponds to the roadways that were included when determining if the future system will conform to air quality standards (Chapter 9) and funding priorities.

Figure 6.2. 2040 functional classification map¹

Congestion Management Process

COMPASS uses a CMP—basically, a set of complementary plans and analytical tools—to gauge the level of congestion, help improve transportation system efficiencies, and design strategies to better manage the transportation system. When developing CIM 2040, COMPASS used its CMP to identify traffic congestion and its causes and propose strategies (management and operations) to relieve congestion. Processes outlined in the CMP are used annually to monitor the performance of the implemented strategies.

Many of the transportation corridor-specific strategies employ technology “tools” such as intelligent transportation systems (ITS), which include coordinating signal timing, adding closed circuit cameras to monitor traffic conditions, and other technologies.

The *Treasure Valley Transportation System: Operations, Management, and Intelligent Transportation Systems (ITS) plan* is an update to the 2006 *Treasure Valley ITS Plan*. This update has highlighted the importance of management and operations to improve the transportation system, with additional emphasis on non-technical aspects of the regional

¹ www.compassidaho.org/documents/prodserv/CIM2040/FunClass_adacan2040_official.pdf

operations program, including:

- agency roles and responsibilities
- regional coordination and agreements
- supporting transportation policies
- integration with regional planning
- performance measurement

This plan provides a blueprint for ITS systems used by various agencies in support of transportation operations. It also describes the projects necessary to build the technology infrastructure to meet the operational needs of the region.

Transportation system management and operations projects are relatively low-cost, but they can provide benefits relative to their investment. Secondly, these strategies can be introduced with relatively short lead times and may provide a near-term solution that defers the need for expensive investments—such as widening or building new roads. Learn more about CMP on the [COMPASS website](#).

Describing the Future Transportation System

A well-connected transportation network based on major roadways is vital to accommodate the growth forecasted in the CIM 2040 Vision. This future regional transportation system will be designed and built to recognize and support neighborhoods, downtowns, and activity centers where new housing and jobs will be concentrated.

While the system continues to rely on highways to provide regional commuting and freight, it would also include high-capacity transit for the State Street/State Highway 44 corridor and the Interstate 84 corridor. Enhanced multimodal infrastructure and services, such as a system of connected pathways and trails, are needed to provide transportation options for all citizens. Investments are necessary to maintain the system, and to ensure streets in the system are “complete” with accommodations for all users.

Highway districts, cities, ITD, VRT, other partners and stakeholders will maintain existing transportation infrastructure and invest in technology to promote a safe and reliable transportation system. The regional transportation system has a continuing role to enhance and support economic development, and preserve and enhance the quality of life for everyone in the region.

Identifying Future Transportation System Needs

COMPASS and its partners determined the region's future transportation system needs using a multi-step approach:

1. COMPASS identified the corridors and projects that should be included in the plan. Using the COMPASS travel-demand forecast model and data describing the current system and travel concerns, COMPASS developed a list of corridors known to have current and/or future deficiencies. This list considered all modes of transportation (auto, transit, bicycle, and pedestrian). Future travel needs were based on forecasted population and employment patterns as described in Chapter 3.
2. COMPASS asked members of the CIM 2040 Planning Team to complete an online survey to rank the resulting list of corridors and projects from high priority to low priority for funding, should additional funding become available in the future. Planning Team members were provided with brief descriptions of the corridors to assist in completing the survey.
3. COMPASS staff compiled the following detailed background information for each corridor for Planning Team members to use in the prioritization process:
 - current and expected land uses around the corridor
 - current and expected 2040 speed loss, travel time, and traffic volume on the corridor (average weekday)
 - expected problems, such as gaps, bottlenecks, and barriers (e.g., benches, canals, rivers) for the corridor, considering all modes of transportation
 - expected improvements through local funding sources
 - current level of service for bicycle, pedestrian, and transit facilities
 - possible environmental concerns along the corridor
 - consideration for minority or low-income populations along the corridor
4. After reviewing the detailed background information for each corridor, the Planning Team discussed and prioritized the corridors and projects over the course of two facilitated meetings, then recommended the prioritization of the corridors to the CIM 2040 Leadership Team.

The Leadership Team reviewed the prioritized list and recommended it to the COMPASS Board for approval. The public was invited to review and comment on the list, and public comments were provided to the COMPASS Board prior to its action (see Chapter 2 for more information on public comment). In September 2013, the Board approved the 33 corridors and projects in the priority order, as listed below and shown in Figure 6.3. Note that while some individual projects along the corridors are funded, **funding is not available to complete any of the 33 items on the list.** These 33 unfunded future needs are the priorities to be completed if and when additional funding—of any kind—becomes available.

CIM 2040 Unfunded Needs (Corridors and Projects) in Priority Order

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

20. North/South Kuna Corridor (railroad crossing in the City of Kuna)
21. Cherry Lane (Middleton Road to Black Cat Road)
22. Lake Hazel Road/Amity Road (as a corridor – Lake Hazel Road, McDermott Road to Linder Road; Amity Road, Southside Boulevard to Black Cat Road)
23. State Highway 55/Midland Boulevard Bottleneck (in City of Nampa)
24. State Highway 45 (Greenhurst Road to Bowmont Road)
25. Victory Road (Happy Valley Road to McDermott Road)
26. US Highway 20/26 (City of Caldwell to City of Parma)
27. Three Cities River Crossing (preserving land for a future project – bridge over the Boise River east of City of Eagle)
28. Star/Robinson Road (Greenhurst Road to Ustick Road)
29. CIM 2040 transit, long-term (capital/operating)
30. Greenhurst Road (Middleton Road to McDermott Road/Happy Valley Road)
31. Happy Valley Road (Greenhurst Road to Stamm Lane)
32. Bowmont Road to Kuna-Mora Road (new connection)
33. Beacon Light/Purple Sage (new connection – preserving land for a future project)

Figure 6.3. CIM 2040 priority corridors²

Some individual capital expansion projects within these corridors are expected to be funded with local or state funds (Table 6.2 and Table 6.3). The remaining, unfunded needs in the 33 corridors are shown in Table 6.5. These unfunded corridors and projects will be the priorities to be completed *when or if* additional funding becomes available.³

Future Transportation Projects

The regional transportation system, including roadways, as well as public and alternative transportation, needs a *currently unfunded* investment of approximately \$4.3 billion to be able to meet the demands of growth and maintenance to the year 2040. That equates to \$160 million *per year* (in current dollars). Of the total amount, \$1.2 billion is needed for ITD expansion projects on state-owned roads, such as US 20/26 and State Highway 55.

² www.compassidaho.org/documents/prodserve/CIM2040/Maps/Priority_Corridors_6_3.pdf

³ More about financial options to obtain necessary funding can be found in Chapter 4.

The regional transportation system needs a currently unfunded investment of \$4.3 billion to be able to meet the demands of growth to the year 2040.

The federal dollars allocated through CIM 2040 for the COMPASS planning area will total about \$664 million (including an annual increase of 1%), or an average of \$25 million a year, over the next 27 years to 2040. This funding comes primarily from the STP and federal transit programs. In CIM 2040, all of this federal funding is directed to roadway and transit maintenance.

The \$664 million **does not include** federal funds awarded to ITD for use throughout the state. However, based on the 2014–2018 average, it is assumed that ITD will spend approximately \$923 million on the state system in the COMPASS planning area through 2040. (This funding comes from a combination of state and federal dollars.) When ITD spends federal funds within the COMPASS planning area, the projects must be consistent with the CIM plan. The total federal/state funds to 2040 in the COMPASS planning area are estimated to be about \$1.6 billion.

Between 2014 and 2040, local revenue sources in Ada and Canyon Counties are estimated to generate about \$3.8 billion, for a total of \$5.4 billion anticipated revenue from local, state, and federal sources.

This section describes how future needs are addressed through local and state dollars, and how much of the need will remain unfunded.

Funded Needs

CIM 2040 includes no new federally funded capital projects. However, some projects funded either with 1) local or state dollars or 2) previously budgeted federal dollars that will occur early in the plan’s timeline are shown in this plan. For state and locally **funded** projects, only projects on principal arterials and Interstate 84 or those deemed “regionally significant” for air quality purposes are shown in the plan, regardless if they are in any of the 33 priority corridors.

Short-term Funded Needs (2014-2018)

Table 6.2 describes capital projects on principal arterials or Interstate 84 that are budgeted for construction by 2018. These projects have been brought forward from prior plans and are budgeted for improvements in the next five years. They are funded by local, state, and/or federal dollars. Note that some of these projects occur on the priority corridors that remain largely unfunded.

Table 6.2. Short-term funded (budgeted) regional capital projects for FY2014–2018.*† These projects are listed in priority corridor order,‡ followed by the rest in alphabetical order.

CIM 2040 Priority Corridor	Project	Total Cost, Current \$	Total Cost, Year of Expenditure \$†	Key Number§
1	I-84, Meridian Road Interchange to Five Mile Road – rebuild I-84	\$26,545,000	\$26,545,000	13057
1	I-84, Meridian Road Interchange, Meridian – redesign and rebuild interchange	\$46,031,000	\$46,031,000	10939
2	State Street and Collister Drive Intersection – reconstruct and widen to a seven-lane by three-lane intersection, including realignment of Collister Drive and construction of an access road for existing alignment and capacity needs	\$5,280,000	\$6,110,000	13481
3	US 20/26, Intersections of Meridian Road and Locust Grove Road, Meridian – add right turn lanes on eastbound side of US 20/26	\$1,410,000	\$1,518,000	13941
4	Intersection of State Highway 55 (Karcher Road) and Midway Road, Nampa – add traffic signal and other operational improvements	\$4,640,000	\$4,818,000	13025
4	State Highway 55 (Karcher Road), Intersection of Karcher Road and Indiana Avenue, Canyon County – add traffic signal and other operational improvements	\$3,822,000	\$3,960,000	13475
4	State Highway 55 (Karcher Road), Intersection of Karcher Road and Lake Avenue, Canyon County – add traffic signal and other operational improvements	\$4,310,000	\$4,460,000	12383
4	State Highway 55 (Karcher Road), Intersection of Karcher Road and Middleton Road, Nampa – add intersection improvements	\$6,172,000	\$6,172,000	12046
7	Franklin Road, Black Cat Road to Ten Mile Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. Includes intersection widening at Franklin Road and Black Cat Road.	\$11,336,000	\$11,630,000	12368
9	Ustick Road, Linder Road to Meridian Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes	\$2,960,000	\$3,204,000	RD202-35

CIM 2040 Priority Corridor	Project	Total Cost, Current \$	Total Cost, Year of Expenditure \$ [†]	Key Number [§]
9	Ustick Road, Meridian Road to Locust Grove Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes	\$5,415,000	\$5,736,000	RD202-37
9	Ustick Road, Locust Grove to Leslie Way – widen from two to five lanes with curb, gutter, sidewalks and bike lanes	\$3,005,000	\$3,005,000	RD205-05
22	Amity Road, Chestnut Street to Kings Corner – widen to four lanes with curb, gutter, and sidewalks	\$8,401,000	\$8,401,000	10541
32	Bowmont Road, Lynwood to State Highway 45, Nampa – realign Bowmont Road from Lynwood to State Highway 45	\$4,129,000	\$4,276,000	12898
-	21st Avenue, Chicago Avenue to Cleveland Boulevard, Caldwell – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes	\$2,727,000	\$2,822,000	13052
-	Cole Road, I-84 to Franklin Road – widen from three to five lanes with curb, gutter, sidewalks, and bike lanes	\$5,242,000	\$5,674,000	RD207-16
-	I-84, Broadway Avenue Interchange, Boise – redesign and rebuild interchange and railroad overpasses	\$42,966,000	\$42,966,000	09821
-	I-84, Broadway Interchange to Gowen Interchange, Traffic Control	\$1,470,000	\$1,470,000	13846
-	I-84, Gowen Road Interchange, Boise – redesign and rebuild interchange and add third lane in each direction on I-84 between Broadway and Gowen Interchanges	\$36,865,000	\$36,865,000	09822
-	Intersection of State Highway 55 (Eagle Road) and State Highway 44, Ada County – add safety improvements	\$1,038,000	\$1,098,000	13476
-	Linder Road and Deer Flat Road Intersection, Kuna – add intersection improvements, including curb, gutter, sidewalks, and bike lanes	\$1,986,000	\$2,127,000	13492
-	Middleton Road and Ustick Road Roundabout, Caldwell – build roundabout at the intersection	\$1,215,000	\$1,318,000	13487
-	Old Highway 30, Plymouth Street Bridge, Caldwell – replace one-lane bridge with a new two-lane structure	\$9,240,000	\$10,155,000	13494

CIM 2040 Priority Corridor	Project	Total Cost, Current \$	Total Cost, Year of Expenditure \$ [†]	Key Number [§]
-	State Highway 55 (Eagle Road), I-84 to River Valley, Meridian – add one lane each direction	\$11,206,000	\$11,206,000	13473 13349
-	State Highway 55, Intersection of Eagle Road and McMillan Road, Ada County – add intersection improvements	\$5,365,000	\$5,365,000	13058
-	South Cemetery Road, State Highway 44 to Willow Creek, Middleton – construct a new road linking State Highway 44 and Middleton Road by way of Sawtooth Lake Drive	\$3,342,000	\$3,547,000	12048
-	US 20/26, Broadway Bridge, Boise – rebuild the Broadway Bridge to six-lane section, to include pedestrian facilities	\$19,552,000	\$19,877,000	11588
TOTAL SHORT-TERM BUDGETED REGIONAL CAPITAL PROJECTS		\$278,675,000	\$280,356,000	

* Capital projects on I-84, principal arterials, and/or using federal funds

[†] Costs are adjusted assuming a 2% per year inflation rate.

[‡] Projects are listed in priority corridor order for table-to-table comparison purposes only.

[§] The key number is the tracking number for each project, and can be used when looking for project details in other documents.

The following eight categories of projects describe additional federally funded investments into the transportation system during the first five years of this plan (FY2014–2018). The percentage shown corresponds to the cost of all projects budgeted for these first five years. ([View the specific projects.](#))

Safety

Twenty-six safety projects are funded over the next five years throughout Ada and Canyon Counties. These projects cover a range of elements such as sidewalk improvements and road and railroad intersection improvements, at a total cost of **\$17.4 million**. Safety projects consume about 4.2% of the FY2014–2018 budget.

Bridge Rehabilitation and Replacement

Nine bridge rehabilitation or replacement projects are funded over the next five years

throughout Ada and Canyon Counties. Bridge projects range in cost from just over \$100,000 to more than \$16 million depending on the length of bridge and type of structure. These bridge projects have a total cost of **\$44.0 million** and consume about 10.8% of the FY2014–2018 budget.⁴

Paved Pathways

Nineteen paved pathway projects are funded over the next five years throughout Ada and Canyon Counties. These projects include trail projects in Boise, Eagle, Meridian, and other areas in the two-county region. These types of projects account for **\$4.4 million**, or 1% of the FY2014–2018 budget.

Roadway Maintenance

Twenty-eight roadway maintenance projects are funded over the next five years throughout Ada and Canyon Counties. These projects cover a range of maintenance elements, such as seal coating and resurfacing of existing roadways, at a total cost of **\$92.7 million**, or 22.7% of the FY2014–2018 budget.

Studies/Planning/Special Projects

Thirty-five studies, planning, or special projects are funded over the next five years throughout Ada and Canyon Counties. These projects range from supporting planning efforts for various municipalities to conducting an alternatives analysis for the Boise downtown circulator. These types of projects have a combined cost of **\$14.5 million**, or 3.5% of the FY2014–2018 budget.

Public Transportation

One hundred twenty-five public transportation projects are funded over the next five years throughout Ada and Canyon Counties. These projects cover bus service operations, maintenance of existing facilities, and bus replacements, with a combined cost of **\$49.98 million**, or 16.7% of the FY2014–2018 budget.

Intelligent Transportation System

Nine ITS projects are funded over the next five years throughout Ada and Canyon Counties. These projects include the installation of adaptive signal technology to numerous intersections. These nine projects cost **\$4.2 million**, or 1% of the FY2014–2018 budget.

Travel Demand Management

Eleven Travel Demand Management projects are funded over the next five years

⁴ Note: Projects that add travel lanes on bridges or overpasses are listed in Table 6.2.

throughout Ada and Canyon Counties. These projects, including improvements to the ACHD Commuteride program, total **\$1.4 million**, or roughly three-tenths of 1% of the FY2014–2018 budget.

Local Investments

Local transportation agencies in Ada and Canyon Counties are projected to spend, on average, \$166 million each year on the local road system between 2014 and 2040. This does not include deferred maintenance or the major corridor and transit improvements to offset the effects of the area’s projected growth through 2040.

Long-term Funded Needs (2019-2040)

The projects listed in Table 6.3 include those on principal arterial roads that involve additional lanes or new construction, using local or state funding, for 2019–2040. Note that some of these projects occur on the priority corridors that remain largely unfunded. Table 6.1 (above) illustrates the effects of these investments on the transportation system. The projects are listed here for informational purposes only and are not subject to prioritization or additional planning reviews through CIM 2040. This information is from *ACHD’s 2012 Capital Improvement Plan* and from ITD’s District 3 plans.

Other minor and/or local budgeted projects can be found in the [Regional Transportation Improvement Program](#) or an individual jurisdiction’s capital improvements program, and are also described in the [corridor summaries](#).

Table 6.3. Long-term funded regional capital transportation projects for FY2019–2040. These projects are listed in priority corridor order,* followed by the rest in alphabetical order.

CIM 2040 Priority Corridor	Project	Estimated Cost in 2014 Dollars (does not include inflation) ¹	Year of Expenditure \$*	Year of Expenditure	Key Number ¹
2	State Highway 44, State Highway 16 (Emmett Highway) to Linder Road – widen from two to four lanes	\$22,100,000	\$30,250,000	2019-2025	TBD
2	State Street, State Highway 44 (Glenwood Street) to Pierce Park Lane – widen from five to seven lanes	\$1,170,000	\$1,600,000	2019-2025	RD2012-123

CIM 2040 Priority Corridor	Project	Estimated Cost in 2014 Dollars (does not include inflation) ¹	Year of Expenditure \$ ²	Year of Expenditure	Key Number ³
2	State Street, Pierce Park Lane to Collister Drive – widen from five to seven lanes	\$6,030,000	\$8,250,000	2019-2025	RD2012-124
2	State Street, Collister Drive to 36th Street – widen from five to seven lanes	\$9,090,000	\$12,440,000	2019-2025	RD2012-125
2	State Street, 36th Street to 27th Street – widen from five to seven lanes	\$4,550,000	\$6,230,000	2019-2025	RD2012-126
3	US 20/26, Smeed Parkway to Middleton Road, Caldwell – widen from two to six lanes	\$12,600,000	\$17,260,000	2019-2025	13921
3	US 20/26, Locust Grove Road to Eagle Road – widen from two to four lanes	\$20,800,000	\$43,820,000	2026-2040	TBD
4	State Highway 55, 10th Avenue to Midway Road – widen from two to four lanes	\$21,492,000	\$45,280,000	2026-2040	TBD
4	State Highway 55, Midway Road to Middleton Road – widen from two to four lanes	\$7,164,000	\$9,800,000	2019-2025	TBD
6	Linder Road, Overland Road to Franklin Road – widen from two to five lanes. Project costs do not include construction of a new I-84 overpass.	\$3,150,000	\$6,640,000	2026-2040	RD2012-80
6	Linder Road, Franklin Road to Cherry Lane – widen from two to five lanes	\$2,490,000	\$3,410,000	2019-2025	RD2012-81
6	Linder Road, Cherry Lane to Ustick Road – widen from two to five lanes	\$5,970,000	\$12,580,000	2026-2040	RD2012-82
6	Linder Road, Ustick Road to McMillan Road – widen from two to five lanes	\$2,730,000	\$5,750,000	2026-2040	RD2012-83
6	Linder Road, McMillan Road to US 20/26 (Chinden Boulevard) – widen from three to five lanes (east side of the road only)	\$1,420,000	\$1,940,000	2019-2025	RD2012-84
6	Linder Road, US 20/26 (Chinden Boulevard) to State Highway 44 (State Street) – widen from two to seven lanes	\$20,660,000	\$28,270,000	2019-2025	RD2012-85

CIM 2040 Priority Corridor	Project	Estimated Cost in 2014 Dollars (does not include inflation) ¹	Year of Expenditure \$ ²	Year of Expenditure	Key Number ³
6	Linder Road, State Highway 44 (State Street) to Floating Feather Road – widen from two to five lanes	\$3,300,000	\$4,520,000	2019-2025	RD2012-86
6	Linder Road, Floating Feather Road to Beacon Light Road – widen from two to five lanes	\$4,020,000	\$5,500,000	2019-2025	RD2012-87
7	Franklin Road, McDermott Road to Black Cat Road – widen from two to five lanes	\$2,910,000	\$6,130,000	2026-2040	RD2012-59
9	Ustick Road, McDermott Road to Black Cat Road – widen from two to five lanes	\$3,060,000	\$6,450,000	2026-2040	RD2012-136
9	Ustick Road, Black Cat Road to Ten Mile Road – widen from two to five lanes	\$2,790,000	\$5,880,000	2026-2040	RD2012-137
9	Ustick Road, Ten Mile Road to Linder Road – widen from two to five lanes	\$2,770,000	\$3,790,000	2019-2025	RD2012-138
22	Amity Road, Black Cat Road to Ten Mile Road – widen from two to five lanes	\$2,970,000	\$6,260,000	2026-2040	RD2012-5
22	Lake Hazel Road, Linder Road to State Highway 69 (Meridian Road) – widen from two to five lanes	\$3,040,000	\$6,400,000	2026-2040	RD2012-67
22	Lake Hazel Road, State Highway 69 (Meridian Road) to Locust Grove Road – widen from two to five lanes	\$4,620,000	\$9,730,000	2026-2040	RD2012-68
22	Lake Hazel Road, Locust Grove Road to Eagle Road – widen from two to five lanes	\$4,500,000	\$9,480,000	2026-2040	RD2012-69
22	Lake Hazel Road, Eagle Road to Cloverdale Road – widen from two to five lanes	\$2,830,000	\$5,960,000	2026-2040	RD2012-70
22	Lake Hazel Road, Cloverdale Road to Five Mile Road – widen from two to five lanes	\$3,000,000	\$6,320,000	2026-2040	RD2012-71

CIM 2040 Priority Corridor	Project	Estimated Cost in 2014 Dollars (does not include inflation) [†]	Year of Expenditure \$ [‡]	Year of Expenditure	Key Number [‡]
22	Lake Hazel Road, Five Mile Road to Maple Grove Road – widen from two to five lanes	\$2,970,000	\$6,260,000	2026–2040	RD2012-72
22	Lake Hazel Road, Maple Grove Road to Cole Road – widen from two to five lanes; extend/construct five-lane roadway to Cole Road	\$2,590,000	\$5,460,000	2026–2040	RD2012-73
22	Lake Hazel Road, Cole Road to Orchard Ext-1 – construct new five-lane roadway	\$3,900,000	\$8,220,000	2026–2040	RD2012-74
22	Lake Hazel Road, Orchard Ext-1 to Pleasant Valley Road – construct new five-lane roadway	\$5,280,000	\$11,120,000	2026–2040	RD2012-75
22	Lake Hazel Road, Pleasant Valley Road to Eisenman Road – construct new five-lane roadway	\$23,870,000	\$50,290,000	2026–2040	RD2012-76
-	Eagle Road, Lake Hazel Road to Amity Road – widen from four to five lanes	\$3,180,000	\$6,700,000	2026–2040	RD2012-36
-	Eagle Road, Amity Road to Victory Road – widen from two to five lanes	\$3,220,000	\$6,780,000	2026–2040	RD2012-37
-	Eisenman Road, Lake Hazel Road to I-84 Interchange – construct new five-lane roadway	\$810,000	\$1,710,000	2026–2040	RD2012-39
-	Fairview Avenue, Meridian Road to Locust Grove Road – widen from five to seven lanes	\$4,010,000	\$5,490,000	2019–2025	RD2012-46
-	Fairview Avenue, Locust Grove Road to State Highway 55 (Eagle Road) – widen from five to seven lanes	\$3,650,000	\$5,000,000	2019–2025	RD2012-47
-	Fairview Avenue, State Highway 55 (Eagle Road) to Cloverdale Road – widen from five to seven lanes	\$3,310,000	\$6,970,000	2026–2040	RD2012-48
-	Fairview Avenue, Cloverdale Road to Five Mile Road – widen from five to seven lanes	\$4,010,000	\$8,450,000	2026–2040	RD2012-49

CIM 2040 Priority Corridor	Project	Estimated Cost in 2014 Dollars (does not include inflation) [†]	Year of Expenditure \$ [‡]	Year of Expenditure	Key Number [‡]
-	Fairview Avenue, Five Mile Road to Maple Grove Road – widen from five to seven lanes	\$5,430,000	\$11,440,000	2026–2040	RD2012-50
-	Fairview Avenue, Maple Grove Road to Cole Road – widen from five to seven lanes	\$4,320,000	\$9,100,000	2026–2040	RD2012-51
-	Fairview Avenue, Cole Road to Curtis Road – widen from five to seven lanes	\$4,470,000	\$9,420,000	2026–2040	RD2012-52
-	Glenwood Couplet, Cole Road to Goddard Road – construct new three-lane roadway; reconfigure Glenwood/Mountain View/Goddard intersection; and reconstruct Cole/Glenwood intersection	\$1,090,000	\$2,300,000	2026–2040	RD2012-62
-	Orchard Extension, Gowen Road to Victory Road – construct new seven-lane roadway	\$2,860,000	\$6,030,000	2026–2040	RD2012-110
-	Ten Mile Road, Lake Hazel Road to Amity Road – widen from two to five lanes	\$2,980,000	\$6,280,000	2026–2040	RD2012-128
-	Ten Mile Road, Amity Road to Victory Road – widen from two to five lanes	\$3,030,000	\$6,380,000	2026–2040	RD2012-129
-	Ten Mile Road, Victory Road to Overland Road – widen from two to five lanes	\$4,010,000	\$5,490,000	2019–2025	RD2012-130
	TOTAL LONG-TERM FUNDED REGIONAL CAPITAL PROJECTS	\$270,216,000	\$488,830,000		

* Projects are listed in priority corridor order for table-to-table comparison purposes only.

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

[#] Calculated for the middle year of the year-of-expenditure range, assuming inflation to be 4% per year.

[‡] The key number is the tracking number for each project, and can be used when looking for project details in other documents.

Federally Funded Maintenance Programs

As described earlier, the COMPASS Board directed that federal funds be focused on maintenance of the existing transportation system. This is a shift from the past, when approximately half of available federal funds were expected to be used for capital or expansion projects.

The Surface Transportation Program is one federal funding source available to local jurisdictions through the Federal Highway Administration (FHWA). STP funds are the most flexible and can be used for a variety of projects, including alternative transportation and transit. The STP funds dedicated to urban areas are programmed (budgeted) at the local level and are some of the funds budgeted through this plan; therefore, the COMPASS Board determines how these funds are used in the region. The Board directed these funds be used as follows:

- Specific “off-the-top” funds for each urbanized area:
 - \$220,000 for ACHD’s Commuteride program in the Boise Urbanized Area and \$55,000 in the Nampa Urbanized Area
 - \$232,000 for COMPASS planning in the Boise Urbanized Area and \$99,000 in the Nampa Urbanized Area
- Percentage splits of remaining funding (maintenance):
 - 82% for roadway maintenance projects (also includes bridges and ITS)
 - 15% for public/alternative transportation maintenance projects
 - Up to 3% for planning or special projects

The funding split will be calculated as a five-year rolling average to allow flexibility for a larger project in any of the categories to move forward and still remain consistent with the policy. An illustration of these percentage splits using the approximate amount of local STP funding available, based on FY2013 funding levels, is provided in Table 6.4. Other federal and state funding sources are discussed in Chapter 4.

Table 6.4. Approximate split of surface transportation program funds, based on FY2013 funding levels

	Approximate Funds per Year	Commuteride and COMPASS	Roadway (82%)	Public/ Alternative Transportation (15%)	Studies/ Special Projects (3%)
Boise Urbanized Area	\$8,500,000	\$220,000 \$232,000	\$6,599,360	\$1,207,200	\$241,440
Nampa Urbanized Area	\$1,868,000	\$55,000 \$99,000	\$1,405,480	\$257,100	\$51,420

Maintenance funds will be set aside and specific projects will be prioritized two to four years prior to funds being available, as maintenance needs are best evaluated in that time frame rather than the seven- to eight-year time frame more common to capital projects. Maintenance for roadways includes preservation and restoration work that does not widen the road with more traffic lanes.

In the Boise Urbanized Area, roadway maintenance funds will be set aside for ACHD’s maintenance program. In the Nampa Urbanized Area, the roadway maintenance funds will be distributed on a five-year rolling average among five highway agencies—Canyon Highway District No.4, City of Caldwell, City of Nampa, City of Middleton, and Nampa Highway District No. 1—based on arterial lane miles.

Maintenance for public/alternative transportation includes repairing and replacing existing vehicles, equipment, or facilities needed to operate the existing system.

Safe Routes to Schools (Chapter 5) coordination is a top priority for the area. TAP specifically includes funding for this coordination. The COMPASS Board allocates TAP funds in the Boise Urbanized Area and determines TAP priorities for the Nampa Urbanized Area, but these funds are not allocated through this plan. Additional resources for Safe Routes to Schools can be applied for through the STP’s Special Projects category.

Bike lanes and sidewalks could be included as projects under the roadway, public/alternative transportation, and/or studies/special projects categories, depending on the nature of the project.

Roadway maintenance, particularly in the areas of chip sealing and maintenance overlays, and including some bridge rehabilitation or reconstruction, has an estimated annual

regional need of \$80 million (does not include state/US highways or the interstate). The local agencies currently fund about \$50 million of this; they defer about \$30 million a year. ITD has a goal for at least 82% of pavement statewide to be in good or fair condition. As of 2012, ITD was meeting that goal, with 86% of the pavement rated as good or fair.

The estimated need to maintain transit equipment and facilities is about \$3 million per year.

Unfunded Needs

Table 6.5 lists the unfunded projects needed in the 33 CIM 2040 priorities regardless of possible/potential funding source or roadway classification. Both the project descriptions and the estimated costs represent planning-level assumptions and there is no commitment for funding any of them.

Table 6.5. CIM 2040 priority corridors, unfunded needs to 2040

CIM 2040 Priority Corridor	Project	Estimated Cost in 2014 Dollars (does not include inflation)
1	Interstate 84 (Centennial Way Interchange to Franklin Boulevard Interchange) – widen to six lanes; replace four overpasses and two canal bridges	\$115,500,000
2	State Highway 44/State Street High Capacity Corridor Exit 25 to State Highway 16 – widen to four lanes and construct new roadway from Canyon Lane to Duff Lane in the city of Middleton (\$140,800,000) Glenwood Street to downtown Boise – transit capital, increased service frequency, pedestrian and bike facility improvements, additional transit amenities, and other related improvements (\$197,400,000)	\$338,200,000
3	US Highway 20/26 (Chinden Boulevard) (Middleton Road to Locust Grove Road) – widen to four lanes ⁵	\$199,350,000
4	State Highway 55 (Snake River to the City of Nampa) – widen the highway and Snake River bridge to four lanes	\$45,240,000

⁵ The draft Environmental Assessment for US 20/26 (<http://itd.idaho.gov/projects/d3/US2026Corridor/>) includes the eventual widening of US 20/26 from State Highway 16 to Eagle Road from four to six lanes. This additional widening would add an estimated cost of \$25,400,000.

An additional local need overlapping the priority corridor has been identified. This project, construction of local frontage roads and slip ramps between Aviation Way and Midland Boulevard, is anticipated to cost \$135,800,000 and is not included in the above cost estimate. It is anticipated to be paid for by a developer.

CIM 2040 Priority Corridor	Project	Estimated Cost in 2014 Dollars (does not include inflation)
5	Regional park and ride lots (near-term improvements) – upgrade four existing lots and build 11 new lots throughout Ada and Canyon Counties	\$10,125,000
6	Linder Road (includes river crossing and new overpass – Lake Hazel Road to State Highway 44) – widen to five lanes and construct new I-84 overpass	\$17,720,000
7	Franklin Road (bottleneck between Star Road and McDermott Road) – widen to five lanes	\$4,400,000
8	Caldwell/Nampa Boulevard (Linden Street to Orchard Avenue) – upgrade all 11 existing traffic signals and implement identified ITS projects	\$39,300,000
9	Ustick Road, Montana Avenue to McDermott Road Montana Avenue to Star Road – widen to five lanes with curb, gutter, sidewalks, and bike lanes (\$61,200,000). Star Road to McDermott Road – widen to five lanes with curb, gutter, sidewalks, and bike lanes (\$2,460,000).	\$63,660,000
10	Regional park and ride lots (medium-term improvements) – upgrade 16 existing lots and build nine new lots throughout Ada and Canyon Counties	\$11,700,000
11	valleyconnect near-term (capital/operating) – improve existing (2013) transit route frequencies and develop transit stations as appropriate to accommodate service changes Total cost estimate is \$846,900,000. The unfunded portion is \$487,100,000, as shown.	\$487,100,000
12	Treasure Valley High Capacity Corridor (study to determine locally preferred option) – conduct an environmental analysis to identify a locally preferred alternative. This is necessary to secure New Starts/Small Starts funding.	\$10,000,000
13	State Highway 45 reroute (in City of Nampa – Bowmont Road to Interstate 84) – provide a more efficient route from State Highway 45 directly to I-84. This project will include changes to 2nd and 3rd Streets South, 11th and 12th Avenues South, 11th Avenue North, 7th Street South, Yale, and Northside Boulevard.	\$24,800,000
14	State Highway 16/McDermott Road (Kuna-Mora Road to Ada/Gem County Line) McDermott Road, Kuna-Mora to I-84 – widen to four lanes with access control, construct new connection to Kuna-Mora Road, and new railroad overpass. Widen to five lanes from Lake Hazel Road to new I-84 interchange. State Highway 16 (Expressway), I-84 to State Highway 44 – construct new four-lane expressway with interchanges at I-84/Franklin Road, Ustick Road, US 20/26, and State Highway 44. State Highway 16 (Highway), State Highway 44 to Ada/Gem County line – widen to four-lane limited-access highway with interchanges at Beacon Light Road and Chaparral Road.	\$525,000,000

CIM 2040 Priority Corridor	Project	Estimated Cost in 2014 Dollars (does not include inflation)
15	Boise Downtown Circulator – add circulator service in downtown Boise to improve mobility among primary destinations	\$41,900,000
16	<i>valleyconnect</i> medium-term (capital/operating) – expand upon <i>valleyconnect</i> near-term by adding approximately 20 new routes Cost shown is the net change from the near-term to expand service in the medium-term.	\$470,600,000
17	State Highway 55 (Beacon Light Road to Ada/Boise County Line) – widen to four lanes and construct three new interchanges	\$85,700,000
18	Middleton Road (State Highway 55 in City of Nampa to Main Street in the City of Middleton) – widen to five lanes with curb, gutter, sidewalks, and bike lanes, and reconstruct I-84 overpass and river crossing	\$85,300,000
19	Overland Road (multimodal corridor plan) – develop a multimodal plan to expand and evaluate other options	TBD
20	North/South Kuna Corridor (railroad crossing in the City of Kuna) – construct railroad crossing in the city of Kuna	\$17,000,000
21	Cherry Lane (Middleton Road to Black Cat Road) – widen to five lanes with curb, gutter, sidewalks, and bike lanes	\$78,000,000
22	Lake Hazel Road (McDermott Road to Linder Road) – widen to five lanes with curb, gutter, sidewalks, and bike lanes. Also see Greenhurst Road, priority 30.	\$9,300,000
	Amity Road (Southside Boulevard to Black Cat Road) – widen to five lanes with curb, gutter, sidewalks, and possibly bike lanes	\$14,500,000
23	State Highway 55/Midland Boulevard Bottleneck (in City of Nampa) – add a south-bound lane on Midland Boulevard from westbound ramp to overpass	\$900,000
24	State Highway 45 (Greenhurst Road to Bowmont Road) – widen to four lanes	\$64,200,000
25	Victory Road (Happy Valley Road to McDermott Road) – widen to three lanes	\$8,500,000
26	US Highway 20/26 (City of Caldwell to City of Parma) – widen to four lanes and reconstruct Exit 26 to accommodate the additional lanes	\$78,800,000
27	Three Cities River Crossing (preserving land for a future project: bridge over the Boise River east of City of Eagle) – construct new four-lane river crossing	\$82,500,000
28	Star/Robinson Road (Greenhurst Road to Ustick Road) – widen to five lanes, including the I-84 overpass	\$40,300,000

CIM 2040 Priority Corridor	Project	Estimated Cost in 2014 Dollars (does not include inflation)
29	CIM 2040 transit, long-term (capital/operating) – expands upon <i>valleyconnect</i> near- and medium-term by adding new service routes and improving frequencies of planned routes Cost shown is the net change from the medium-term to the long-term.	\$295,100,000
30	Greenhurst Road (Middleton Road to McDermott Road/Happy Valley Road) – widen to five lanes, including curb, gutter, and sidewalk, and construct new five-lane extension and railroad overpass from Happy Valley Road to McDermott Road. Also see Lake Hazel Road, priority 22.	\$60,000,000
31	Happy Valley Road (Greenhurst Road to Stamm Lane) – widen to five lanes, including curb, gutter, and sidewalk	\$46,100,000
32	Bowmont Road to Kuna-Mora Road (new connection) – rebuild existing road and construct extensions on approximately seven miles of this two-lane roadway. This project also includes two canal bridges and one railroad overpass.	\$63,000,000
33	Beacon Light/Purple Sage (new connection – preserving land for a future project) – rebuild existing road and construct approximately five miles of a new two-lane roadway	\$38,000,000
	UNFUNDED TOTAL PROJECT NEEDS	\$3,471,795,000

Table 6.6 compares two 2040 scenarios: what the transportation network would look like if *currently unfunded* projects do not become completed vs. if they were to receive funding and be completed. The table shows that, even with all the prioritized improvements, by 2040, the overall congestion and travel times will increase from current levels due to population growth.

Figure 6.4 illustrates the speed loss by 2040 if only the improvements with current funding are built.

Table 6.6. Transportation network characteristics: 2013 vs. 2040 if currently funded and unfunded projects were completed

Transportation Network Characteristics	2013	2040*	2040 Funded Plus Unfunded†
Population	599,840	1,022,000	1,022,000
Employment	275,610‡	461,660	461,660
Vehicle miles of travel, average weekday	12,077,000	27,138,000	26,860,000
Hours of delay, average weekday	27,670	430,100	233,100
Hours of delay, average weekday			
• Caldwell to downtown Boise	35 minutes	70 minutes	50 minutes
• Nampa to Boise Airport	25 minutes	50 minutes	40 minutes
• CanAda Road in Star to St Luke's in downtown Boise	30 minutes	50 minutes	40 minutes
• North Meridian to Veteran's Memorial Parkway	20 minutes	25 minutes	25 minutes
• City of Eagle to St Luke's Meridian	15 minutes	20 minutes	15 minutes

* Reflects 2040 characteristics with currently funded transportation projects completed.

† Reflects 2040 characteristics with currently funded and currently unfunded projects completed.

‡ Source: Idaho Department of Labor data, August 2013

Figure 6.4. 2040 loss of speed due to congestion with funded roadway and transit projects⁶

⁶ www.compassidaho.org/documents/prodserv/CIM2040/fundedonly.pdf

Figure 6.5 illustrates the speed loss by 2040 if both the currently funded projects and the currently unfunded improvements were built.

Figure 6.5. 2040 loss of speed due to congestion with funded plus unfunded roadway and transit projects⁷

Transportation System Performance Measures and Targets

COMPASS will track progress toward meeting system-related goals by monitoring the following performance measures and reporting on progress toward achieving defined targets for 2040.⁸ Targets take into account the anticipated growth and its impact.

- Travel time index (interstate)
 - o Current: 1.18
 - o Target: 2.17

- Travel time index (non-interstate)
 - o Current: 1.55
 - o Target: 1.83
- Transit level of service completion
 - o Current: 62%
 - o Target: 81%
- Peak hour travel time (downtown Caldwell to downtown Boise)
 - o Current: 35 minutes
 - o Target: 80 minutes
- Bridge conditions (percentage of bridges not “functionally obsolete”)
 - o Current: 87%
 - o Target: 87%
- Bridge conditions (percentage of bridges not “structurally deficient”)
 - o Current: 96%
 - o Target: 100%
- Annual transit ridership
 - o Current: 1,418,311
 - o Target: 2,500,000
- Sidewalks per roadway mile
 - o Current: 38%
 - o Target: 50%
- Bikeways per roadway miles
 - o Current: 16%
 - o Target: 25%
- Miles of trails and pathways
 - o Current: 195.7 miles
 - o Target: increase from previous year

Travel time index (TTI) refers to the ratio of peak travel time to free-flow travel time. A TTI of 2.0, for example, means that it takes twice as long to travel a given roadway during the peak or congested period as during free-flow or ideal conditions. Over 1.25 is considered “congestion” in this metric.

Pedestrian level of service is the typical pedestrian’s perception of the travel experience based on the characteristics of the roadway, including sidewalks; and traffic volumes and speeds.

Bicycle level of service is the same concept, but from a bicyclist’s point of view, and includes bike lanes.

Scores reflect the current score as a percentage of the optimal score.

⁷ www.compassidaho.org/documents/prodserv/CIM2040/fundUnfund.pdf

⁸ See Chapter 10 for a discussion on the development of CIM 2040 performance measures and targets.

- Pedestrian level of service completion
 - Current: 77%
 - Target: 89%
- Bicycle level of service completion
 - Current: 70%
 - Target: 85%
- Freight travel time index (local routes, non-interstate, on freight corridors only)
 - Current: 1.70
 - Target: 2.04
- Vehicle emissions (coarse particulate matter [PM10])
 - Current: 24.4 tons/day
 - Target: Less than 60.1 tons/day
- Household connectivity (how closely households are linked to schools, parks, and grocery stores within a reasonable walking distance—about 1/4-mile)
 - Current: 8% (61,568)
 - Target: 14% (214,584)

The annual performance monitoring report, with data on progress toward meeting all regional performance measures, as well as reports from past years, is available on the [COMPASS Performance Dashboard](#). The 2014 report will be the first to address these specific performance measures.

Summary

This plan lists funded improvements to the regional transportation system as well as priorities for future needed, *but unfunded*, improvements. The unfunded needs are listed beginning on [page 110](#), and more detailed descriptions of each of these prioritized corridors and projects can be found [online](#). These descriptions will be updated as conditions change in the corridors and/or as projects are completed. Table 6.2 and Table 6.3 describe the projects that are funded through 2040, and Table 6.5, the needs that remain unfunded in this plan. Both the project descriptions and estimated costs represent planning-level assumptions of needed improvements and do not represent agency commitment.

The total amount necessary for improving and maintaining the transportation system to meet future needs is estimated⁹—in current dollars—to be about \$9.7 billion (about \$359 million per year), with about 44% (\$4.3 billion total, \$159 million per year) of that unfunded (Table 6.7). The remaining 56%, or \$5.4 billion, is locally or federal/state-funded (Table 6.8).

Table 6.7. Transportation needs, funding, and shortfall*

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

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

Table 6.8. Transportation funding sources*

Source	Average Annual Amount	Projected Total, 2014-2040
Federal	\$24.6 million	\$664 million
State [†]	\$34.2 million	\$923 million
Local [‡]	\$140.7 million	\$3.8 billion
TOTAL	\$200 million	\$5.4 billion

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

[†] Includes federal funds spent by Idaho Transportation Department.

[‡] Includes state and local-generated funds.

COMPASS will continue its efforts to secure additional funding to complete a transportation system that supports the Treasure Valley's future needs.

⁹ Estimated future needs are higher when inflation is considered.