

Implementing the Plan

COMPASS has developed *Communities in Motion 2050* (CIM 2050) to not only be a “plan,” but also to outline how it will be implemented to truly make a difference in the future of the region. CIM 2050

- documents the present state of the transportation system in Ada and Canyon Counties across all transportation modes, and
- charts a course for the maintenance and improvement of the transportation system based on anticipated needs and revenues.

*“A plan without action is not a plan.
It’s a speech.”*

—T. Boone Pickens

CIM 2050 strives to realize the regional [vision](#)¹ and is guided by the region’s [goals](#),² which focus on safety, economic vitality, convenience, and quality of life. These goal areas are defined by 18 [objectives](#)³ that relate to both traditional measures of transportation performance, such as safety, congestion, and reliability, and other measures of regional importance, including farmland preservation, health, and housing affordability.

IMPLEMENTATION POLICIES


Regional implementation policies provide a bridge from the goal areas and objectives to programs and tasks by serving as a reference for the COMPASS Board of Directors and guiding COMPASS staff-level work (Table 1). These policies


- use anticipated available funding in Ada and Canyon Counties to strategically address regional priorities as identified in the regional long-range transportation plan as outlined in the [funding policy](#);⁴
- [coordinate](#)⁵ local plans for land use and transportation investments to implement the CIM 2050 Vision and goals;
- incorporate the [Congestion Management Process](#)⁶ in project prioritization and funding considerations and continue to collect data to help implement appropriate congestion mitigation measures;
- consider the COMPASS [Complete Network Policy](#)⁷ in transportation planning and funding decisions to promote appropriate design of transportation facilities for the needs of all users;
- integrate equitable and sustainable practices in transportation and land use planning and decision-making;
- employ a [grant program](#)⁸ and seek additional funding through competitive funding sources to assist agencies in finding innovative ways to implement CIM 2050;
- [educate and actively engage](#)⁹ the public and stakeholders on best practices for implementing CIM 2050;
- monitor, track, and report on [development activity](#)¹⁰ and changes to comprehensive plans and other related documents; and
- consider the CIM 2050 Vision and goals when developing projects and tasks for the annual COMPASS [Unified Planning Work Program](#).¹¹


In addition to the contributions described in Table 1, the annual COMPASS Unified Planning and Work Program and Budget allocates COMPASS resources to programs and tasks that address CIM 2050 goals.

Table 1. Implementation policy contributions to CIM 2050 goals and objectives

Goal Area	Objectives	Implementation Policies
<p>Safety</p> 	<ul style="list-style-type: none"> • Provide a safe transportation system for all users. • Proactively assess risks and safeguard the security of all transportation users and infrastructure. • Support a resilient transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise. 	<ul style="list-style-type: none"> • Funding Policy allocates funds to improve safe access to schools and provide active transportation facilities. • Congestion Management Process places safety in the forefront of analysis and discussion of congestion mitigation. • Complete Network Policy emphasizes the safety needs of each mode and highlights areas of modal conflict. • Development Monitoring and Review identify opportunities to leverage development to improve safety. • Local Plan Coordination highlights how current developments can acknowledge wildland boundaries and reduce impacts to the environment and improve future resilience. • Complete Network Policy develops modal redundancies, improving system resiliency should any one facility fail. • Grant Program seeks additional funding for projects to improve safety, security, and resilience.

Goal Area	Objectives	Implementation Policies
<p>Economic Vitality</p> 	<ul style="list-style-type: none"> • Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and business to prosper. • Promote freight accessibility and mobility via truck and rail improvements to support the efficient movement of goods and encourage economic development. • Preserve and maintain existing transportation infrastructure. • Provide for a reliable transportation system to ensure all users can count on consistent travel times for all modes. • Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism. • Develop and implement a regional vision to manage the impacts of growth through quantitative tools and objective feedback. • Protect and preserve farmland to support the region's economy, provide a local and sustainable food supply, and retain the cultural heritage of the valley. 	<ul style="list-style-type: none"> • Complete Network Policy promotes multi-modal access to regional activity centers and identifies and supports a regional freight accessibility and mobility network. • Funding Policy allocates funds directly to maintain and preserve the condition of existing infrastructure. • Congestion Management Process identifies unreliable sections of roadway and prioritizes strategies that improve reliability without expanding capacity. • Local Plan Coordination promotes land-use best practices, supports the preservation of farmland, and incorporates local travel and tourism destinations into regional planning. • Development Monitoring and Review provide qualitative and quantitative analyses of development proposals to promote well-managed growth and support the preservation of farmland. • Grant Program seeks additional funding for projects to support economic vitality.

Goal Area	Objectives	Implementation Policies
<p>Convenience</p> 	<ul style="list-style-type: none"> • Develop a regional transportation system that provides access and mobility for all users via safe, efficient, and convenient transportation options. • Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips. • Manage and reduce congestion with cost-effective solutions to improve efficiency of the transportation system. 	<ul style="list-style-type: none"> • Complete Network Policy promotes multi-modal connectivity, accessibility, and mobility, identifying key corridors and fostering connections to important destinations. • Congestion Management Process identifies and manages congested roadways, prioritizing efficient and cost-effective solutions over increased capacity. • Funding Policy allocates funds specifically to support regional multi-modal connectivity. • Local Plan Coordination and Development Monitoring and Review promote efficient land-use patterns that support active and public transportation while reducing congestion. • Grant Program seeks additional funding for projects to improve access and mobility, connectivity, and efficiency, and manage congestion.

Goal Area	Objectives	Implementation Policies
<p>Quality of Life</p> 	<ul style="list-style-type: none"> • Develop and implement a regional vision and transportation system that protect and preserve the natural environment. • Develop and implement a regional vision and transportation system that enhance public health. • Develop and implement a regional vision and transportation system that preserve open space and promote connectivity to open space areas, natural resources, and trails. • Promote development patterns and a transportation system that provide for affordable housing and transportation options for all residents. • Provide equitable access to safe, affordable, and reliable transportation options. 	<ul style="list-style-type: none"> • Local Plan Coordination and Development Monitoring and Review support affordable housing and help to preserve open space by encouraging efficient development patterns. • Complete Network Policy promotes a complete active transportation network, supporting healthier mode choices while preserving key connections to public parks and access to open space. • Congestion Management Process reduces congestion, which has a dramatic impact on emissions, addressing environmental concerns and improving public health. • Equitable and Sustainable Practices promote regional equity by highlighting the particular needs and safety concerns of underserved communities. • Educating and Engaging the public in two-way dialogue helps ensure a diverse set of voices are heard and the needs, desires, and concerns of traditionally underserved populations are considered.

IMPLEMENTATION PROGRAMS

To support the implementation of CIM 2050 goals, COMPASS works to bring additional funding into the region and manages the following three programs to support member agencies' implementation efforts.

Resource Development Plan

COMPASS develops an annual [Resource Development Plan](#)¹² to guide efforts to increase the amount of outside resources invested in the Treasure Valley to support the implementation of CIM 2050.

The plan includes specific projects and general focus areas submitted to COMPASS by member agencies through an application process. The plan is then approved annually by the COMPASS Board of Directors and is used to direct COMPASS staff efforts in supporting member agencies as they seek competitive and/or external funding.

The member agency projects are matched with applicable funding sources, including federal-aid transportation funding, *Communities in Motion* Implementation Grants (discussed below), and others. They are then prioritized within those funding categories.

The highest ranked projects are funded to the extent that available funding allows. However, as funds are limited, not all projects in the plan can be funded through traditional sources. The remaining unfunded projects and general focus areas become the priorities for COMPASS grant assistance efforts.

COMPASS assists with developing grant applications in several ways, including

- finding and sharing grant opportunities;
- matching projects with funding sources;
- determining funding eligibility and interpreting guidelines;
- reviewing grants;
- writing grants;
- managing grants; and
- providing letters of support.

Communities in Motion Implementation Grants

The [Communities in Motion Implementation Grant program](#)¹³ provides financial assistance directly to member agencies in support of important local projects that contribute toward CIM 2050 goals and objectives. The grant program requires that projects

- provide better access to public transportation, bike, and pedestrian facilities to offset congestion; and/or
- invest in town centers, main streets, and existing infrastructure as identified in *Communities in Motion*; and/or
- develop specific area plans for activity centers consistent with *Communities in Motion* and with planned integration of alternative transportation systems.



Communities in Motion Implementation Grants are more flexible than other funding sources and can be applied to many project types, including planning products, regulatory tools, economic/market analyses, concepts/designs, and construction. A grant may fund a single stand-alone project or support a phase or component of a larger project.

Project Development Program

The [Project Development Program](#)¹⁴ also helps COMPASS member agencies secure funding to develop projects that implement the CIM 2050 goals and objectives. It helps transform member agency needs and ideas into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement information to ensure readiness for future funding applications. A well-defined and well-scoped project supports a stronger grant application and, once funding is awarded, is more likely to be delivered on time and within budget.

Several consulting firms with a wide range of expertise are pre-screened by COMPASS to conduct project development work in partnership with COMPASS staff. Projects selected for the program are matched with consulting firm(s) with the appropriate expertise, based on the project type and needs. Projects that enter the program as vaguely defined concepts emerge the next year with all the essentials to compete for funding.

Together, the Resource Development Plan, the *Communities in Motion* Implementation Grant program, and the Project Development Program animate the “grant program”-related implementation policy. They direct staff fund-seeking efforts toward regional priorities as identified by the CIM 2050 goals and offer support to the CIM 2050 goal implementation efforts of others.

MOVING FORWARD

A plan helps visualize a destination and offers a broad set of directions for getting there. But fully realizing the vision described here requires careful consideration of how the transportation system is designed and making transportation investments that contribute toward safety, economic vitality, convenience, and quality of life for all users.

In addition to the funding programs discussed above, other efforts outlined in the implementation policies, including [Appendix A of the Congestion Management Toolkit](#),¹⁵ [Development Review Checklists](#),¹⁶ [Development Monitoring Report](#)¹⁷ and the COMPASS [Complete Network Policy](#),¹⁸ support the implementation of the plan. It is important to remember this is not a conclusion, but a beginning. The adoption of *Communities in Motion 2050* is not our destination; it is the start of the journey.

ENDNOTES

- 1 CIM 2050 Vision, https://cim2050.compassidah.org/wp-content/uploads/2022/07/CIM_2050_Vision_Map_Final.pdf
- 2 CIM 2050 goals and objectives, https://cim2050.compassidah.org/wp-content/uploads/2022/07/CIM_2050_Goals_Objectives_apprDec2020.pdf
- 3 Ibid.
- 4 CIM 2050 funding policy and goals, <https://cim2050.compassidah.org/wp-content/uploads/2022/07/CIM2050FundingPolicyGoals.pdf>
- 5 Development Review, COMPASS, <https://compassidah.org/development-review/>
- 6 Congestion Management Process, www.compassidah.org/prodserv/cms-intro.htm
- 7 Complete Network Policy, www.compassidah.org/documents/people/policies/CompleteNetworkPolicy_Final_Dec2021_2022-01.pdf
- 8 Communities in Motion Implementation Grants, COMPASS, www.compassidah.org/prodserv/reglrtranpl-CIM_implementation_grants.htm
- 9 Communication and Public Awareness, COMPASS, <https://compassidah.org/public-involvement-plans/>
- 10 Development Monitoring Report, COMPASS, www.compassidah.org/prodserv/gtsm-devmonitoring.htm
- 11 Unified Planning Work Program, COMPASS, www.compassidah.org/people/budget.htm
- 12 Resource Development Plan, COMPASS, <https://compassidah.org/resourcedevelopment/>
- 13 See note 8.
- 14 Project Development Program, COMPASS, www.compassidah.org/prodserv/projectdev.html
- 15 Congestion Management Toolkit, Appendix A. www.compassidah.org/documents/prodserv/reports/2022CongestionManagementSystemTechnicalDocument.pdf
- 16 See note 5.
- 17 See note 10.
- 18 See note 7.