

# Prioritization Process and Performance-Based Planning

*Communities in Motion 2050* (CIM 2050) identifies transportation needs to the year 2050, as well as the availability of funding to meet them. The needs are based on the [regional vision](#)<sup>1</sup> and [plan goals](#)<sup>2</sup>—safety, economic vitality, convenience, and quality of life.

[Federal code](#)<sup>3</sup> requires a long-range transportation plan include a [financial plan](#)<sup>4</sup> demonstrating how the transportation plan can be implemented. The plan must be “fiscally constrained” to show only projects that can reasonably be expected to be funded with the revenues anticipated over the life of the plan. CIM 2050 contains \$5.7 billion in funded capital projects (including some Ada County Highway District projects not listed in short-term and long-term funded lists), plus \$5.4 billion in maintenance, operations, and similar expenses. The transportation system needs that are funded in this plan have been identified in local transportation agencies’ capital improvement plans and by the Idaho Transportation Department. Regionally significant capital projects are included in the [short-term and long-term funded lists](#),<sup>5</sup> and the other costs are included in the financial projections.

However, there is not sufficient funding to pay for all the needs identified in CIM 2050. While the long-range plan can only include as “funded” the projects that have been allocated anticipated funding, federal code does allow the plan to identify “unfunded” projects that would be included in the plan if additional resources were to become available. To that end, CIM 2050 identifies additional unfunded regional transportation needs. The [unfunded projects](#)<sup>6</sup> include public transportation improvements, roadway projects, regional pathways, and studies.

## PERFORMANCE-BASED PLANNING

The 2021 Infrastructure Investment and Jobs Act ([IIJA](#))<sup>7</sup> includes provisions requiring state transportation agencies and metropolitan planning organizations such as COMPASS to report performance measures and set targets for safety, infrastructure condition, and system performance for their planning areas. The Federal Highway Administration refers to this practice as Transportation Performance Management (TPM). TPM is a strategic approach that uses system metrics to inform investment priorities and policy decisions to achieve national performance goals.<sup>8</sup>

COMPASS uses federal TPM performance measures as well as CIM 2050-specific performance measures to monitor progress toward meeting national and regional transportation goals. Several measures are tied to the performance of the regional roadway network, including criteria relating to pavement and bridge infrastructure condition, congestion, travel time reliability, and safety. The biennial [Change in Motion score card](#)<sup>9</sup> tracks changes in the TPM and CIM 2050 performance measures and reports progress toward meeting regional goals, objectives, and targets established in CIM 2050.

## NEEDS AND PRIORITIES

COMPASS staff worked with the Active Transportation Workgroup, Freight Advisory Workgroup, Public Transportation Workgroup, and Regional Transportation Advisory Committee to identify needs for each transportation mode. The initial needs included unfunded corridors and projects from [CIM 2040 2.0](#),<sup>10</sup> the predecessor to CIM 2050, [as amended](#).<sup>11</sup> Data from the [congestion management process](#)<sup>12</sup> informed congestion mitigation needs in the regional transportation system. These data were combined with information provided by COMPASS member agencies and workgroup members to develop a list of transportation needs for CIM 2050.

COMPASS then employed TPM principles in a quantitative, performance-based approach to [prioritize](#)<sup>13</sup> those needs. Due to inherent differences in types of projects and funding streams, state roadways, local roadways, public transportation projects, pathways, and studies were each prioritized, or listed, separately.

### State and Local Roadways

COMPASS used the [Travel Demand Forecast Model](#)<sup>14</sup> to determine an estimated “year of need,” or the timeframe when demand on an identified roadway corridor would surpass the capacity of existing infrastructure. Prioritization then focused on projects needed to meet regional demand by 2030, using an objective, two-part scoring process that included an evaluation of each project’s contributions to the CIM 2050 goals based on the performance measures and a “technical analysis” capturing the project’s impact on the transportation network (Figure 1).

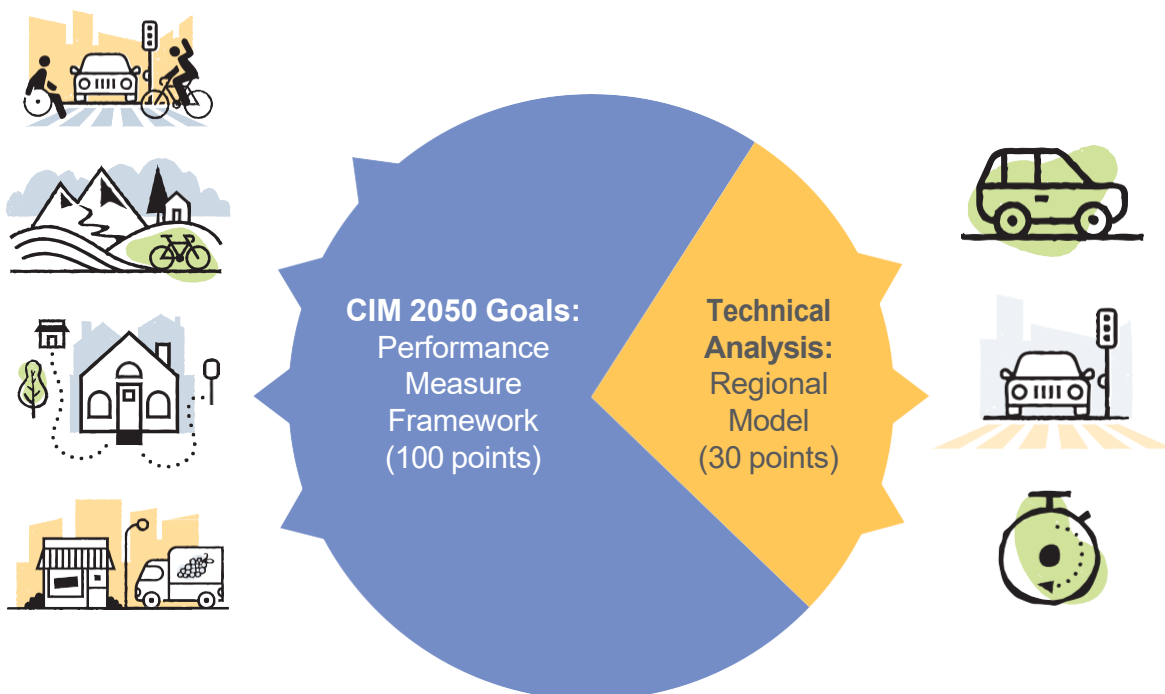


Figure 1. Roadway scoring inputs

### CIM 2050 Goal Area Analysis

Each project's [contribution toward CIM 2050 goals](#)<sup>15</sup>—safety, economic development, convenience, and quality of life—was evaluated using criteria derived from the Performance Measure Framework, including bicycle and pedestrian comfort, auto and public transportation accessibility, auto speed and reliability, environmental protection, and farmland preservation. Each project was evaluated and scored for each goal area separately, then those scores were averaged to produce a “CIM 2050 goal” score (up to 100 points).

### Transportation Technical Analysis

COMPASS used its Travel Demand Forecast Model to evaluate each project's impact on performance of the transportation network—vehicle miles of travel, congested vehicle miles of travel, and vehicle hours of delay. The impacts were quantified by comparing how network performance would be affected if the project was completed versus if it was not. The results were combined to provide the “technical analysis” score (up to 30 points).

### Roadway Project Prioritization

COMPASS staff developed [corridor summaries and score sheets](#)<sup>16</sup> to provide context and data to inform project prioritization. Corridor summaries concisely described the project's location, the current condition of facilities, and the needs for each mode. Project scoresheets listed the total score for each project, as well as the CIM 2050 goal and transportation technical analysis scores individually, and provided an initial ranking based on the scores. The [sheets](#) also described any environmental or equity concerns for each project.<sup>17</sup>

Using this information, [state](#)<sup>18</sup> and [local](#)<sup>19</sup> roadway projects needed by 2030 were prioritized to ensure that any future funding is allocated to projects that address most immediate needs.

### Public Transportation

The unfunded public transportation needs were prioritized by the [Public Transportation Workgroup](#)<sup>20</sup> using the process approved as part of the [CIM 2050 Project Prioritization Process](#).<sup>21</sup>

The workgroup considered a future unfunded high-capacity network (“premium network”), frequent network, and express network for prioritization and ranked them in that order. Only the routes in the premium network were prioritized as projects based on three quantitative criteria:

1. Access: *Does the route provide more access to residential and commercial services in 2050?*
2. Equity: *Does the route improve service in minority and low-income areas?*
3. Productivity: *Does the route attract riders by 2050?*

The rankings of the [unfunded public transportation needs and the prioritized premium routes](#)<sup>22</sup> will be used to inform future funding decisions.

## Pathways

The [Active Transportation Workgroup](#)<sup>23</sup> identified needed regional pathways, focusing on unfunded portions of off-street segments. The identified needs were then prioritized to generate a list of the highest-priority needs using a [methodology](#)<sup>24</sup> that considered proximity, equity, and connectivity (Figure 2). When data were available, right-of-way information and parcel ownership were shared with the workgroup but were not considered as part of the prioritization process.

The workgroup identified a group of [13 pathway segments](#)<sup>25</sup> as regional priorities of equal importance for future funding.

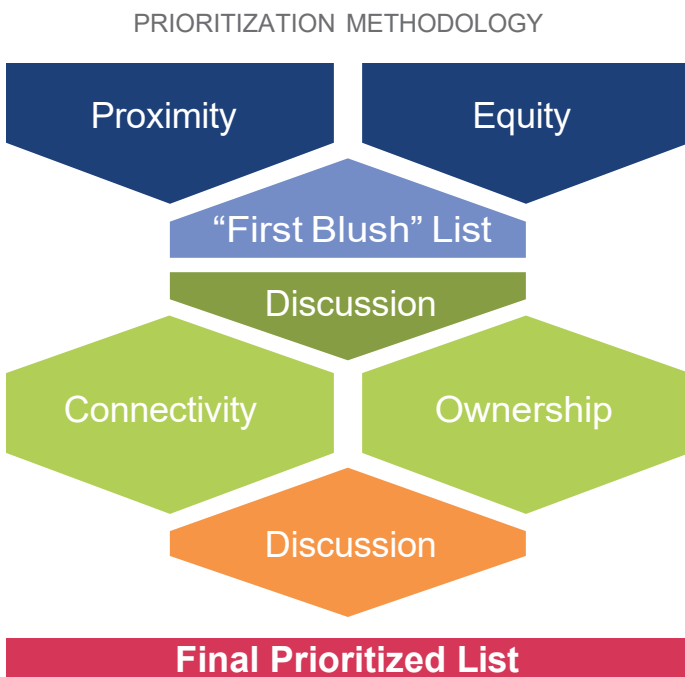


Figure 2. Pathway prioritization inputs

## Studies and Unprioritized Roadway Needs

When examining future transportation needs, [nine unfunded studies](#)<sup>26</sup> were identified as priorities to help prepare the region for future transportation projects. In addition, [12 unfunded roadway projects](#)<sup>27</sup> were identified as priorities for future funding between 2031 and 2050.

## SUMMARY

Employing objective and performance-based criteria to identify needs and evaluate priorities is critical to ensuring limited resources are efficiently used to meet the region’s goals. For CIM 2050, COMPASS employed TPM principles to identify and prioritize near-term needs across multiple travel modes. The [results of that process](#)<sup>28</sup> will be used to focus any additional funds that may become available, as well as COMPASS’ efforts to pursue competitive grants, on the highest priority regional needs.

## ENDNOTES

- 1 CIM 2050 Vision, [https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM\\_2050\\_Vision\\_Map\\_Final.pdf](https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM_2050_Vision_Map_Final.pdf)
- 2 CIM 2050 goals, <https://cim2050.compassidaho.org/cim-2050-goals>
- 3 “Development and Content of Metropolitan Transportation Plan,” *Code of Federal Regulations*, Title 23, 450.324(a). [www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450-p-450.324\(a\)](http://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450-p-450.324(a))
- 4 Financial Plan, CIM 2050, <https://cim2050.compassidaho.org/FinancialPlan.pdf>
- 5 CIM 2050 funded projects, [https://cim2050.compassidaho.org/wp-content/uploads/CIM2050Funded\\_All.pdf](https://cim2050.compassidaho.org/wp-content/uploads/CIM2050Funded_All.pdf)
- 6 CIM 2050 unfunded projects, <https://cim2050.compassidaho.org/wp-content/uploads/CIM2050Unfundedall.pdf>
- 7 Infrastructure Investment and Jobs Act of 2021, <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
- 8 Transportation Performance Management: What, Why, and How, [www.fhwa.dot.gov/tpm/about/if13008.pdf](http://www.fhwa.dot.gov/tpm/about/if13008.pdf)
- 9 Change in Motion Reports and Tools, COMPASS, <https://compassidaho.org/change-in-motion-reports/>
- 10 Communities in Motion 2040 2.0, <https://compassidaho.org/CIM2040-2.0/>
- 11 CIM 2040 2.0 amendments, <https://compassidaho.org/regionalplanarchives/>
- 12 Congestion management process, <https://www.compassidaho.org/documents/prodserv/reports/2022CongestionManagementSystemTechnicalDocument.pdf>
- 13 CIM 2050 prioritization process, [https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050\\_PrioritizationProcess.pdf](https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050_PrioritizationProcess.pdf)
- 14 Regional Travel Demand Modeling, COMPASS, <https://compassidaho.org/regional-travel-demand-modeling/>
- 15 CIM 2050 performance measures, [https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM\\_2050\\_Performance\\_Measures\\_Final.pdf](https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM_2050_Performance_Measures_Final.pdf)
- 16 CIM 2050 corridor score sheets and summaries, [https://cim2050.compassidaho.org/wp-content/uploads/2022/08/CIM2050\\_Priority\\_Corridor\\_ScoreSheets\\_Summaries.pdf](https://cim2050.compassidaho.org/wp-content/uploads/2022/08/CIM2050_Priority_Corridor_ScoreSheets_Summaries.pdf)
- 17 Ibid.
- 18 CIM 2050 state priority projects list, <https://cim2050.compassidaho.org/wp-content/uploads/PriorityProjectsstate.pdf>



- 19 CIM 2050 local priority project list, <https://cim2050.compassidahoh.org/wp-content/uploads/PriorityProjectsLocal.pdf>
- 20 Public Transportation Workgroup, [www.compassidahoh.org/people/workgroups.htm#ptwg](http://www.compassidahoh.org/people/workgroups.htm#ptwg)
- 21 See note 13.
- 22 CIM 2050 unfunded public transportation system priorities, <https://cim2050.compassidahoh.org/wp-content/uploads/PriorityProjectsPT.pdf>
- 23 Active Transportation Workgroup, [www.compassidahoh.org/people/workgroups.htm#atwg](http://www.compassidahoh.org/people/workgroups.htm#atwg)
- 24 See note 13.
- 25 CIM 2050 unfunded regional pathway priorities, <https://cim2050.compassidahoh.org/wp-content/uploads/PriorityProjectsPathway.pdf>
- 26 CIM 2050 unfunded study priorities, <https://cim2050.compassidahoh.org/wp-content/uploads/PriorityProjectsStudies.pdf>
- 27 Unfunded roadway system priorities, <https://cim2050.compassidahoh.org/wp-content/uploads/2022/07/PriorityProjectsRoadOther.pdf>
- 28 See note 16. <https://cim2050.compassidahoh.org/wp-content/uploads/PriorityProjectListsCIM2050.pdf>