

Goal	Objective	Performance Measure	Description	CIM 2050 Target
Convenience	Accessibility and mobility	Job accessibility (auto)	Average number of jobs accessible by automobile within 15 minutes on average weekday from all Traffic Analysis Zones in the travel demand model.	Informational
Convenience	Accessibility and mobility	Job accessibility (transit)	Average number of jobs accessible by transit within 30 minutes on average weekday from all Traffic Analysis Zones in the travel demand model.	Informational
Convenience	Accessibility and mobility	Households near transit	Percent of total households in Ada and Canyon counties within ½ mile network distance of an existing ValleyRide stop.	> 48% (2030)
Convenience	Accessibility and mobility	Vanpools	Average number of vanpools operating for the year.	20% increase by 2030 (96 total)
Convenience	Accessibility and mobility	Transit passenger ridership	Number of passengers for the year on fixed route transit. Data come from Valley Regional Transit's automatic passenger counters.	Informational
Convenience	Connectivity	Walkability: Public schools	Percentage of households within ½ mile distance of a school that can access the school using the walkable network (½ mile walk)	> 73% (2030)
Convenience	Connectivity	Walkability: Transit stops	Percentage of households within ½ mile distance of a transit stop that can access the stop using the walkable network (½ mile walk)	> 85% (2030)

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Convenience	Connectivity	Walkability: Regional activity centers	Percentage of total households in or within ½ mile network distance of a regional activity center.	TBD
Convenience	Efficiency and congestion management	Annual hours of peak hour delay per capita	Total hours of excessive delay (20mph slower or 60% of the posted speed limit) during peak travel time (weekdays 6am-10am and 3pm-7pm) calculated per capita for the Boise Urbanized Area as required per the FAST Act.	TBD
Convenience	Efficiency and congestion management	Number of “Event” days on the interstate	Number of weekdays in a year with congestion on I-84/I-184 causing a 30% longer commute from Caldwell/Boise (AM peak) or Boise/Caldwell (PM peak). Current commute times average about 30 minutes for both the AM and PM peak hours.	< 15 days (2030)
Convenience	Efficiency and congestion management	Percentage of roadway miles considered highly congested	Percent of roadway miles with travel time index (TTI = Peak Hour Congested Travel Time/Free Flow Travel Time) > 2 for tier 1 congestion management network. Data come from the National Performance Measure Research Dataset and includes interstate, state highway, and other facilities designated as National Highway System.	< 8% (2030)
Economic Vitality	Farmland preservation	Farmland consumption	Percentage of total acres farmland consumed by new development for the reporting period (baseline 2019 farmland inventory).	Preserve 95% of baseline by 2030 (416,682 acres preserved)
Economic Vitality	Freight accessibility and mobility	Truck travel time reliability (interstate)	Weighted (length) average truck travel time reliability measure for the interstate system. Reliability for a roadway is calculated by comparing the 95th percentile travel time to the 50th percentile travel times for peak periods for the year.	Support ITD target as regional target
Economic Vitality	Growth management	Regional activity center catchment	Percentage of households within a 5 minute drive time to a regional activity center.	TBD
Economic Vitality	Growth management	Net fiscal impact of building permits	Net amount of fiscal impact of new development reported in dollars for the reporting period.	TBD

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Economic Vitality	Preservation and infrastructure condtion	Interstate pavement in “good” condition	Percentage of pavement on the interstate system considered to be in good condition.	Support ITD target as regional target
Economic Vitality	Preservation and infrastructure condtion	Interstate pavement in “poor” condition	Percentage of pavement on the interstate system considered to be in poor condition.	Support ITD target; < 1% regional target (2030)
Economic Vitality	Preservation and infrastructure condtion	Non-interstate NHS pavement in “good” condition	Percentage of pavement on the NHS (excluding interstate) considered to be in good condition.	Support ITD target as regional target
Economic Vitality	Preservation and infrastructure condtion	Non-interstate NHS pavement in “poor” condition	Percentage of pavement on the NHS (excluding interstate) considered to be in poor condition.	Support current ITD target; < 2% regional target (2030)
Economic Vitality	Preservation and infrastructure condtion	Bridges in “good” condition	Percentage of deck area on bridges located on the NHS considered to be in good condition.	Support ITD target as regional target
Economic Vitality	Preservation and infrastructure condtion	Bridges in “poor” condition	Percentage of deck area on bridges located on the NHS considered to be in poor condition.	Support ITD target; < 1% regional target (2030)
Economic Vitality	Preservation and infrastructure condtion	Transit state of good repair: Rolling stock	Percentage of rolling stock that has reached or exceed its useful life (age).	Support VRT target as regional target
Economic Vitality	Preservation and infrastructure condtion	Transit state of good repair: Equipment	Percentage of equipment that has reached or exceed its useful life (age).	Support VRT target as regional target

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Economic Vitality	Preservation and infrastructure condtion	Transit state of good repair: Facilities	Percentage of facilities with a condition rating below 3. Criteria for rating facilities developed by Valley Regional Transit.	Support VRT target as regional target
Economic Vitality	Reliability	Interstate travel time reliability	Percentage of person miles traveled (average annual daily traffic X occupancy X segment length) on the interstate considered reliable for the year. Reliability for a roadway is calculated by comparing the 80th percentile travel time to the 50th percentile travel time for peak periods for the year.	Support ITD target as regional target
Economic Vitality	Reliability	NHS travel time reliability (excluding interstate)	Percentage of person miles traveled (average annual daily traffic X occupancy X segment length) on the NHS (excluding interstate) considered reliable for the year. Reliability for a roadway is calculated by comparing the 80th percentile travel time to the 50th percentile travel time for peak periods for the year.	Support ITD target as regional target
Economic Vitality	Reliability	Transit reliability (% of trips delivered on time)	Percentage of stops on fixed route transit with arrivals no later than 5 minutes past scheduled and departures no earlier than scheduled for the reporting period.	90% (2030)
Health	Open Space	Walkability: Public parks	Percentage of households within ½ mile distance of a public park that can access the park using the walkable network (½ mile walk).	> 74% (2030)
Quality of Life	Environment	Non-single-occupancy vehicle mode share	Percentage of commutes completed using modes other than single occupancy vehicle for five-year period based on American Community Survey estimates for Boise Urbanized Area as required per the FAST Act.	25% (2030)
Quality of Life	Environment	Total emission reductions in Congestion Mitigation and Air Quality Program (CMAQ)	Total emissions reductions for all projects funded by CMAQ funds, by applicable criteria pollutant and precursors for which the area is designated nonattainment or maintenance.	0
Quality of Life	Health	Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways	The percentage of arterial and collector roadway that have existing bikeways as defined as a division of a road marked off with painted lines, for use by cyclists, not including sharrows or other markings within automobile lanes or multiuse pathways that allow for bicycle travel.	>30% (2030)

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Quality of Life	Health	Bicycle/pedestrian volumes	Average of annual volumes from selected fixed bike pedestrian counters.	Informational
Quality of Life	Housing and affordability	Housing affordability	<b>TBD</b>	<b>TBD</b>
Quality of Life	Open Space	Miles of trails and pathways	Percentage increase of the miles of trails and pathways from previous reporting period (source: COMPASS Trails and Pathways inventory).	1% increase per year (643 miles total by 2030)
Safety	Resiliency	Percentage of new residential units permitted in the wildland urban interface	Percentage of newly permitted housing units permitted in the wildland-urban interface.	< 5% (2030)
Safety	Resiliency	Percentage of new residential units permitted in the floodplain	Percentage of newly permitted housing units permitted in the floodplain.	< 5% (2030)
Safety	Resiliency	Percentage of bridges in the floodplain in "poor" condition	Percentage of bridges located in the floodplain considered to be in "poor" condition.	0% (2030)
Safety	Safety	Number of auto fatalities (5-YR Avg.)	Five-year rolling average of auto fatalities. This number excludes bicycle and pedestrian fatalities related to autos.	Support ITD target; Regional target of 12% reduction each year to achieve 75% decrease (13.1) by 2030
Safety	Safety	Number of serious injuries (5-YR Avg.)	Five-year rolling average of auto serious injuries. This number excludes bicycle and pedestrian serious injuries related to autos.	Support ITD target; Regional target of 12% reduction each year to achieve 75% decrease (123.9) by 2030

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Safety	Safety	Rate of auto fatalities (5-YR Avg.)	Five-year rolling average of the rate of auto fatalities. The rate is calculated by auto fatalities per 100,000,000 vehicle miles traveled in Ada and Canyon Counties.	Support ITD target; Regional target <b>TBD</b>
Safety	Safety	Rate of auto serious injuries (5-YR Avg.)	Five-year rolling average of the rate of auto serious injuries. The rate is calculated by auto serious injuries per 100,000,000 vehicle miles traveled for the year in Ada and Canyon Counties.	Support ITD target; Regional target <b>TBD</b>
Safety	Safety	Non-motorized fatalities and serious injuries (5-YR Avg.)	Five-year rolling average of bicycle and pedestrian fatalities and serious injuries.	Support ITD target; Regional target of 12% reduction each year to achieve 75% decrease (21.90) by 2030
Safety	Safety	Total injury crashes (5-YR rolling average)	Five-year rolling average number of auto crashes involving injury for the reporting period.	Regional target of 12% reduction each year to achieve 75% decrease (1343.14) by 2030

<b>"Did you know?" Factsheets</b>		
<b>Goal</b>	<b>Objective</b>	<b>Description</b>
Economic Vitality	Economic Vitality	Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and business to prosper.
Economic Vitality	Travel and Tourism	Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism.
Safety	Security	Proactively assess risks and safeguard the security of all transportation users and infrastructure.
Quality of Life	Equity	Provide equitable access to safe, affordable, and reliable transportation options.