

Introduction

Communities in Motion is the plan for Ada and Canyon County’s future transportation system. *Communities in Motion 2050* (CIM 2050) lays out a 28-year two-county vision for growth and transportation. It sets regional goals,¹ identifies needed investments for all transportation modes, and includes strategies for managing congestion and achieving identified goals.

CIM 2050 is constrained by an anticipated budget. It lists projects that are funded² in the short-term—through Fiscal Year 2026—and in the long-term, to year 2050. In addition, the plan includes needed, but unfunded, roadway, public transportation, and regional pathway projects, as well as unfunded studies. The highest priority projects for all modes will be the focus of future funding efforts. For roadway projects, these include unfunded, as well as long-term funded, projects.

Community Planning Association of Southwest Idaho

The Community Planning Association of Southwest Idaho (COMPASS)³ is an association of local governments working together to plan for the future of Ada and Canyon Counties. COMPASS functions as the metropolitan planning organization (MPO) for two urbanized areas in southwest Idaho: the Boise Urbanized Area in Ada County and the Nampa Urbanized Area in Canyon County. COMPASS has served as the MPO for the Boise Urbanized Area since 1977 and the Nampa Urbanized Area since early 2003. The COMPASS planning area consists of all of Ada and Canyon Counties (Figure 1).

COMPASS members⁴ consider factors that affect the quality of life for area residents when making decisions about transportation and setting priorities for spending federal transportation dollars over the next 20+ years. The COMPASS Board of Directors⁵ adopts the regional long-range transportation plan, *Communities in Motion*, to reflect those decisions and priorities.

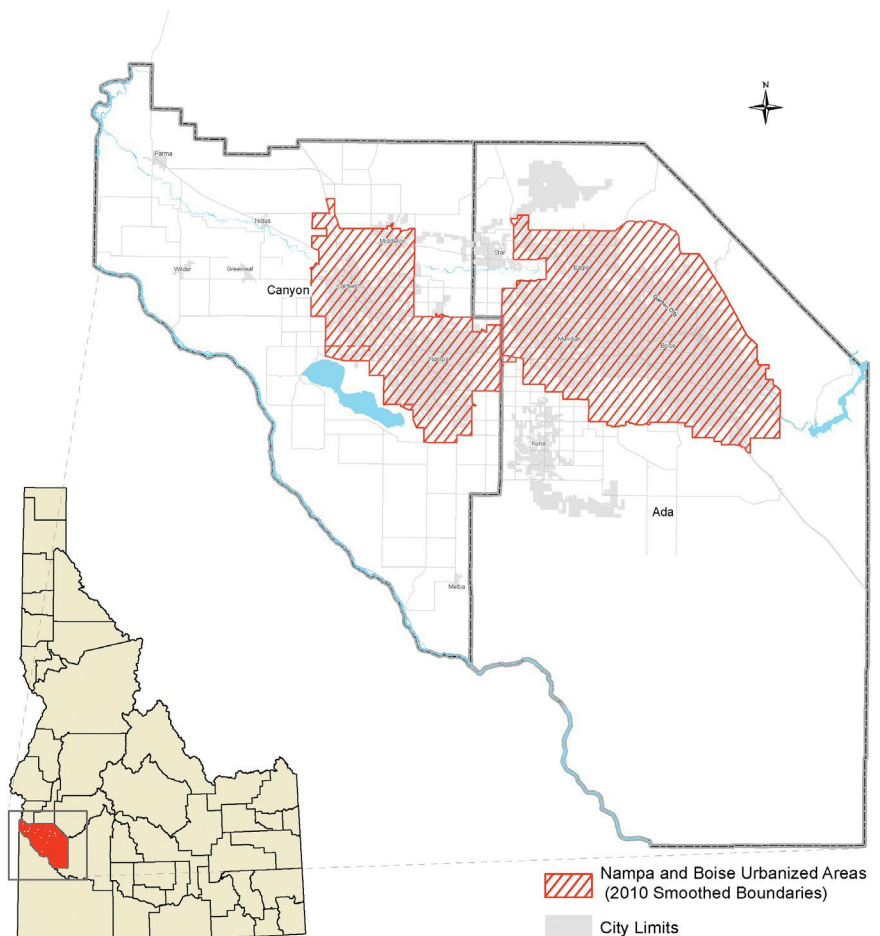


Figure 1. The COMPASS planning area

Regional Long-Range Transportation Plan: *Communities in Motion 2050*

A long-range transportation plan such as CIM 2050 is a plan for a multimodal transportation system, addressing future auto, freight, bicycle, pedestrian, and public transportation needs. The federal government requires a plan be in place before providing funds for transportation projects. The plan is updated (or a new plan written) every four years and must look at least 20 years into the future to address future needs of the region based on projected growth, land use, demographics, and other factors. Public participation is an important part of the planning process and is discussed in more detail in [Public Participation](#).⁶

CIM 2050 is an update to [CIM 2040 2.0](#),⁷ which was adopted in 2018. It extends the planning horizon to the year 2050 and includes a new [CIM 2050 Vision for growth](#),⁸ [four regional goal areas](#),⁹ and associated objectives and [performance measures](#).¹⁰ The four goal areas are:

- safety
- economic vitality
- convenience
- quality of life

To implement the goals, COMPASS will follow [nine regional policy statements](#),¹¹ including a [funding policy](#)¹² and a [Complete Network Policy](#),¹³ to ensure the transportation system serves the needs of all users. The process used to prioritize transportation projects for funding was grounded in the goals, funding policy, Complete Network Policy, and CIM 2050 Vision.

While the [financial forecast and funding plan](#)¹⁴ have been updated for CIM 2050, the ultimate conclusion, that funding is inadequate to fully address future transportation needs, remains unchanged from previous plans.

Federal Requirements

CIM 2050 meets all federal requirements for a regional long-range transportation plan. Guidelines for transportation planning are included in past and current federal transportation laws, including 2021's Infrastructure Investment and Jobs Act ([IIJA](#)),¹⁵ which states that [metropolitan planning](#)¹⁶ shall consider projects and strategies that will:

1. support economic vitality, especially by enabling global competitiveness, productivity, and efficiency;
2. increase the safety of the transportation system for motorized and non-motorized users;
3. increase the security of the transportation system for motorized and non-motorized users;
4. increase the accessibility and mobility of people and freight;
5. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;



6. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. promote efficient system management and operation;
8. emphasize the preservation of the existing transportation system;
9. improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. enhance travel and tourism.

IIJA provides additional funding, which is reflected in the CIM 2050 financial forecast, and compels MPOs to include the integration of housing, transportation, and economic development strategies in transportation planning.

Conclusion

This regional plan meets all requirements for a long-range transportation plan. While funding has increased as compared to previous long-range transportation plans, the increase in funding has not kept pace with the increase in needs. The bottom line remains that funding is insufficient to fully meet the future needs for maintenance, congestion management, and growth¹⁷ as identified in CIM 2050. COMPASS will continue to seek additional funding¹⁸ to address this discrepancy.

The funding that *is* available is slated to be invested¹⁹ in current maintenance needs, short-term and long-term capital projects, and projects addressing safety and operational needs, studies, and more to serve motorists, public transportation users, cyclists, pedestrians, and freight.

ENDNOTES

- 1 CIM 2050 goals, <https://cim2050.compassidaho.org/cim-2050-goals>
- 2 CIM 2050 funded projects, https://cim2050.compassidaho.org/wp-content/uploads/CIM2050Funded_All.pdf
- 3 COMPASS, www.compassidaho.org
- 4 COMPASS members, <https://compassidaho.org/compass-members/>
- 5 COMPASS Board of Directors, www.compassidaho.org/people/boardmemberslist.htm
- 6 Public Participation, CIM 2050, <https://cim2050.compassidaho.org/PublicParticipation.pdf>
- 7 CIM 2040 2.0, compassidaho.org/CIM2040-2.0
- 8 CIM 2050 Vision for growth, <https://cim2050.compassidaho.org/regional-vision/cim-2050-vision>
- 9 CIM 2050 goals, <https://cim2050.compassidaho.org/cim-2050-goals>
- 10 CIM 2050 performance measures, https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM_2050_Performance_Measures_Final.pdf
- 11 Implementation, CIM 2050, <https://cim2050.compassidaho.org/Implement.pdf>
- 12 CIM 2050 funding policy, <https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050FundingPolicyGoals.pdf>
- 13 Complete Network Policy, www.compassidaho.org/documents/people/policies/CompleteNetworkPolicy_Final_Dec2021_2022-01.pdf
- 14 Financial Plan, CIM 2050, <https://cim2050.compassidaho.org/FinancialPlan.pdf>
- 15 Infrastructure Investment and Jobs Act of 2021, <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
- 16 Federal regulations outlining planning requirements: “Scope of the metropolitan transportation planning process.” Code of Federal Regulations. Title 23, 450.306. [www.ecfr.gov/current/title-23/part-450#p-450.306\(a\)](http://www.ecfr.gov/current/title-23/part-450#p-450.306(a)), and “Development and content of the metropolitan transportation plan.” Code of Federal Regulations. <https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section134&num=0&edition=prelim>
- 17 CIM 2050 unfunded future needs, <https://cim2050.compassidaho.org/wp-content/uploads/2022/07/PriorityProjectListsCIM2050.pdf>
- 18 See note 14.
- 19 See note 2.