

Package Strip Sets

Set A: Bypass/Loop Road

90% Roadway Funding/10% Transit Funding

- Maintains current funding split between roadways and transit
- 30 miles of new limited access road (like an expressway or freeway bypass)
- No funds for public rail transit
- Limited funds available for other improvements (freeway, rural highway, arterials)
- Very limited bus service

Set B: Public Rail Transit

65% Roadway Funding/35% Transit Funding

- Significant shifting of funding commitments to transit
- 24 miles of public rail transit on the existing Nampa/Boise rail corridor
- Expanded bus system to support public rail transit
- No funds for a new limited access road (bypass)
- Greater funding for freeways, rural highways and arterials

Set C: No Rail Transit, No Bypass

80% Roadway Funding/20% Transit Funding

- Expand bus transit system
- Strong rural highway program
- Strong arterial improvement program
- Support freeway and urban highway program

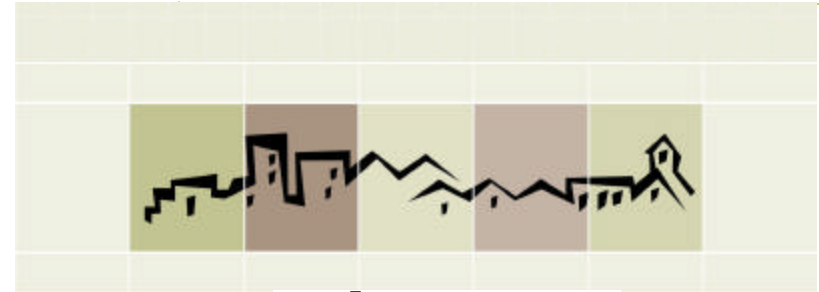


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Transportation Planning Workshops — 2005

February 2:

Hispanic Cultural Center of Idaho, Nampa

9:00 am—noon

6:00—9:00 pm

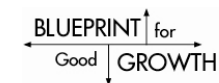
February 3:

Idaho Historical Museum, Boise

9:00 am—noon

1:30—4:30 pm

6:00-9:00 pm



In conjunction with the *Blueprint for Good Growth*,
a project of Ada County governments.

Communities in MOtion

Background

The six-county region will have almost \$1.25 billion available over the next 25 years to improve and expand the transportation system. Today we spend approximately 90% of our available transportation improvement funds on roadways and the remaining 10% is spent to provide transit within the region.

Participants at the November workshops provided several ideas for improving the transportation system over the next 25 to 50 years, including development of public rail transit along the existing rail corridor between Nampa and Boise, and construction of a new limited access road that would go around part of the more urban areas of the region. Each idea requires between 20% and 50% of the available funds to build and operate for 25 years. Therefore, it is unlikely both could be accomplished.

The February workshops will focus on transportation and include the ideas developed by participants at the November workshops. To start, the group will discuss and choose which land-use scenario best represents their desired future: Workshop Average, Satellite Cities, Concentrated Mixed-Use Corridors, or Trend. Participants will then select a “package” of transportation improvements from a choice of three. One package will include the new limited access road, another will include the public rail transit improvement, and the third package will have a range of improvements that excludes the new limited access road and the public rail transit.

Land Use Scenarios



Workshop Average

A “middle of the road” scenario with a development pattern that is dense in some locations and dispersed in others. The scenario reflects the average distribution from the November workshops.



Satellite Cities

Growth is evenly dispersed throughout the region. Smaller towns grow into complete self-sustaining cities with a mix of housing and employment. A new town forms adjacent to I-84 south of Boise.



Concentrated Mixed-Use Corridors

Growth concentrates along high-capacity, multi-modal transportation corridors, becoming the most concentrated growth scenario with the highest mix of alternative transportation options.



Trend

Growth continues as it is now, with many of the farms and rural areas converted to residential development. The majority of jobs will be in Ada County, mainly in Boise. Communities will grow together as farm land is filled with development.

See back page for “packages” of transportation improvement strip sets