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Idaho's Transportation FUTURE:

getting there together.

Idaho's Transportation Vision

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getting there together.

Idaho's Transportation Vision

Developed by:

Idaho's Transportation Partners

Through the support and collaboration of:

Idaho Transportation Department and Idaho Transportation Board

Facilitation and technical support provided by:

CH2MHILL

Idaho's Transportation Vision was developed in compliance with Title 23 of the United States Code, as amended by the Transportation Equity Act of 1998 (TEA-21), and in co-operation with Idaho's Metropolitan Planning Organizations and through consultation with non-metropolitan areas and Indian Tribal Areas.
Please see Appendix A for further details.

At a Glance

Vision

The citizens of Idaho aspire to have a transportation system that provides convenient access throughout the state and region. They want different means of transport to support the vitality of the state's economy, an abundance of family wage jobs, and "the Idaho way of life." They recognize the need for the efficient flow of freight and other "through traffic" along highways and between airports. They appreciate the ability to slow down to enjoy recreational opportunities afforded by Idaho's natural beauty. Across every region, they desire well-connected pedestrian and bicycle facilities so they do not always have to move in vehicles.

Purpose

Idaho's citizens have imagined how a statewide transportation system might look by the year 2034. They have also clearly defined how they hope that future system will serve their communities and their state. Results of the recent statewide Visioning Process show that Idaho citizens see a need for a broader variety of transportation options. They also want their transportation choices to evolve intelligently over the next 30 years. This transformation will require thoughtful evaluation, careful planning, preservation of options, and coordinated work efforts. The intent of this document is to successfully guide future planning, funding and decisionmaking for the local and statewide transportation system.

Direction

The Vision provides a new tool for sharing rights and responsibilities through a series of mutual principles. Priorities can then be used by Idaho's transportation partners as they make decisions, plan policy, and chart their future operations.

Principles

- Mobility for all users
- Compatibility with the environment
- Preservation of community assets
- Flexibility and responsiveness

Priorities

- Integrate the transportation system
- Support quality of life through endorsement and acceptance
- Provide flexible funding
- Integrate transportation and land use planning at state and local levels
- Support choices for all individuals

The Vision reflects an array of opportunities and checkpoints:

- Support the flow of people, raw materials and products, finished goods, and information
- Collaborate through planning processes
- Clarify relationships between economic vitality, environmental health, and communities
- Allow 30 years to achieve priorities and goals

Action

As the Vision of the transportation system sharpens and matures over time, Idaho's transportation partners will explore new methods to coordinate transportation planning and multimodal corridor preservation activities. Idahoans will develop focus areas, strategies, and action plans to address economic, social, and environmental impacts; interact with the business community and each other; and jointly search for flexible funding alternatives.

Since decisions made today affect the outcome of our future, there is a stated desire for a decisionmaking process that challenges Idaho's transportation partners to achieve the preferred future.

Go & Do...

See http://www.idahofuturetravel.info/ for more information.

Purpose

Idahoans are Heard

More than 750 people from the public and private sectors in Idaho were engaged by the Idaho Transportation Department (ITD). Participants were challenged to envision their preferred future by defining a statewide transportation system for the next 30 years across all highway, public transportation, bicycle, pedestrian, water, air, information technology, and rail systems.

If you are interested in more detailed information from the workshops, outcomes, survey results, or the process, please visit the website at http://www.idahofuturetravel.info/.

Why Focus on Idaho's Future Transportation?

Most Idahoans don't think much about complex transportation systems. If their cars run, if they make all the green lights on the way to work, if the school bus is on time, if construction slows traffic, if a crash happens up the road: those are the transportation challenges Idahoans face, handle, and then forget on a daily basis. That makes it easy to overlook the fact that these highly personal concerns are partially a result of what the current transportation system does, and does not, have to offer. For example, transportation services for air, rail, and other means of travel in Idaho are currently limited by many factors. How Idahoans choose to travel is based, in part, on the current transportation services available throughout our state. Thirty years from now, that will still be true. But 30 years from now, Idaho may look considerably different. If Idahoans want the transportation choices in the year 2034 to meet their needs, they must envision and describe them today.

A Changing Population

In creating a meaningful future Vision for transportation in Idaho, transportation partners first needed to imagine their common future. Projections of Idaho demographics and growth give insight into how transportation systems must change and develop to accommodate a changing population.

Some significant demographic themes that are anticipated to affect the transportation system of the future include the following:

- **An Aging Population.** The average age in the U.S. will shift from 35 in 2000 to 45+ in 2034. In Idaho, more than 25 percent of the population will be over 65 in 2034. This trend may have the single largest impact on transportation system needs while that population seeks to continue a desirable way of life over what could be an average life expectancy of 100 years!
- **The "Echo Boom" Generation.** This generation includes people born between 1979 and 1994—a number that approaches 60 million in the U.S. This group of individuals will be the core of the economic engine in 2034. Raised in an era of relative privilege and prosperity, this generation will expect a number of choices and highly convenient services.
- **The "Services" Sector of the National and State Economy.** Economic growth in the service sector is predicted to continue to outpace that of production based on natural resources by reflecting areas such as increased tourism and technological advancements.

- **The Overall U.S. Population.** While national population will likely stop growing by 2034 (through the current reduction and leveling of the birth rate), certain areas of the country–particularly western and southern states and urban areas–are expected to see a significant population increase through immigration from other states and foreign countries. According to the Idaho Department of Commerce, by 2030 Idaho's population is expected to increase to 1.9 million people from its current population of 1.3 million. In the western U.S., much of the growth is expected to come from Latino and Asian populations. They will be more likely to expect and use public transportation, especially in the metropolitan areas of Idaho.

Because these changes will affect all Idahoans in the future, they must begin to prepare for them now while there is still time to think, envision, plan, and preserve.

The future must also consider the opinions of current Idahoans. In a public opinion survey performed during the Visioning Process, citizens expressed both their views of the present systems and their concerns for the systems of the future. While generally satisfied with the current highway-focused transportation system, they worry that increasing congestion and limited additional road networks will likely exist in the future. Citizens also see public transportation as a weakness in the current transportation system.

Mode or modal are transportation terms that refer to the different kinds of transportation we can use. Examples of modes include: public transportation, walking, air, automobile, trains, trucks, and bicycling. Modal balance is the effort to ensure that a transportation system safely supports the use of many different kinds of modes.

What Idahoans Envision Over the Next 30 Years

Bringing together Idahoans from all walks of life resulted in a big picture colored with many options. The integrated approach to transportation of the future would need to address mobility for a diversity of users. Mobility would be increased by providing a broader variety of transportation modes. For example, while the highway system will remain a dominant component of the surface transportation system, the provision of other modes (rail, truck, air, information transmission or exchange, public transportation, pedestrian, and bicycle) will play an increasing role. The following describes the various components of Idaho's future transportation system, as envisioned by participants:

Highways–Highway corridors will continue to be the core component of the surface transportation system. While their use today is primarily for trucks and cars, highways will need to accommodate new uses and vehicles as technologies and land uses change. For example, the highway system in congested metropolitan areas could increase capacity through the use of dedicated lanes for high-capacity public transportation or other modes through preservation. To decrease congestion and increase public transportation services, existing highway right-of-way could potentially accommodate additional modes of transportation. The bulk of the essential highway network is currently in place, but some highway realignment and added capacity will continue to be put in place. Preservation of corridors will allow for many more modes and options in the future.

Pedestrian and Bicycle Facilities–In the future system, pedestrian and bicycle facilities will need to become an integrated part of the surface transportation system. As population density increases, more people will need opportunities to walk or bicycle short distances to their destinations. This

integration will also greatly enhance the efficiency and use of public transportation by extending short trips through transport of bicycles and pedestrians on public transportation. For increased overall efficiency and effectiveness, pedestrian and bicycle facilities will need to be well integrated into all roadway corridors. Networks of pedestrian and bicycle facilities will need to support movement that is not car dependent, allowing for easily accessed transit centers and regional telecommuting sites, as well as safe walking and bicycling to work and schools. In addition, the use of financial and security incentives can be made available to increase the use of walking and bicycling.

Bus and Other Public Transportation–Public transportation will need to play a key role within communities in Idaho's future transportation system. Market-based public transportation services could offer a variety of transit services, including increasing the number of stops and frequency of service. Public transportation will need to be increasingly convenient and comfortable to provide a viable alternative to driving. Public transportation will need to offer additional options for safe transportation so that baby boomers will consider voluntarily shifting from private vehicles to avoid the expense of personal vehicles and their greater potential for accidents.

Airports–Although for-hire private aviation companies serve many Idaho airports, regularly scheduled commercial air service is currently available only in Boise, Pocatello, Idaho Falls, Moscow/Pullman, Twin Falls, Hailey, and Lewiston. The cost and convenience of air travel varies considerably among these cities. The transportation Vision foresees a network of regional airports with affordable lower-volume commercial air and freight. This could be accomplished through the expansion of existing commercial airports or through the use of rapid ground transportation to future regional airports. The goal would be to provide better connections between local community and regional airports located throughout Idaho.

Information Technology Systems–Information technology will also be increasingly important in Idaho's transportation future. In larger communities where there will be an abundance of workers whose jobs are largely information and service-based, there will be a significant amount of telecommuting. Many communities can also provide neighborhood or rural telecommute centers. Some people will work from home on a daily basis while many others will work at home 1 or 2 days per week. Because of reduced work travel, congestion during commute times increases at a slower rate in the future. A second demand for travel comes through electronic commerce. With an increase in online shopping and purchasing, there is an expected decrease in the number of "optional" travel trips within urban and metropolitan areas. The subsequent increase in freight delivery to homes of internet orders will become more efficient and profitable. Therefore, there will be a significant overall decrease in personal cars or trucks, along with increased freight and delivery services on the roads. These changes will have direct effects on sales and gasoline taxes that will require governments to use alternative methods to manage revenues. In addition, computer systems that digitally monitor and facilitate the movement of cars and trucks from human-controlled remote locations, known as Intelligent Transportation Systems, will increase the safe and efficient flow of vehicles within a given corridor or region.

Freight (by road, rail, air, and water)–With six states and Canada adjoining Idaho, along with the furthest inland port in the western U.S. at Lewiston, the transport of freight across Idaho will continue to be essential to the economic vitality of the state and nation. To address concerns about safety and compatibility between cars and trucks,

several system solutions will have to be put in place through preservation of freight corridors. In some locations, existing rail systems will be maximized and realigned as rail corridors to pick up the additional movement of freight. In many places on the interstate system, truck freight will move on a dedicated and electronically monitored system. For example, the Port of Lewiston has begun addressing freight traffic through an improved and consolidated port/rail/truck loading center. Air freight will also increase in the future, creating the need for air to ground transfer centers.

Passenger Rail–Citizens envision passenger rail (light rail or commuter) service in more populated metropolitan communities as conditions warrant**.** These services would provide a convenient mode of travel for commuting and inter-regional circulation. Similarly, they envision a need for inter-city rail service in the future from Boise through Burley, Pocatello, and Idaho Falls with connections to the national passenger rail system (AMTRAK). The timing of passenger rail will depend on when the combination of technology, funding, and enough demand develops. Light train configurations (one- to three-car self-propelled trains) could significantly decrease the expense of passenger train service.

Direction

What Principles Guide Our Future System?

Any successful system is based on guiding principles that define what the system is and under what values that system will operate. The principles for this Vision address not only the fundamental questions related to mobility, but the community benefit and stewardship of the system as well. The principles for Idaho's Transportation System of the Future are shown in the graphic below.

These principles can and likely will come in conflict with each other during the next 30 years. The day-to-day choices Idaho's transportation partners make will move Idaho toward its preferred future. Preserving multimodal options allows the fullest use of the agreed-upon principles, while balancing and managing the conflict between these principles as they arise.

Mobility Need. Mobility in an effective transportation system means the ability to move freely in order to be successful in life, whether attending school, shopping, playing, moving goods and services, or sharing information. There will be shifts in the next 30 years in how one goes from point to point, but most of the basic needs for mobility will remain. "Meet the Mobility Need" also includes the issue of effectiveness of the transportation system from financial and user perspectives. The financial perspective speaks to affordability and focus. The user perspective often is referred to as a series of system "attributes." Many of these system attributes are described in this document. In brief, they are focused on a balanced system with good modal choices, comfort, safety, and reliability.

Compatible with the Environment. Idaho has a history that is strongly associated with its natural resources. The theme of respect and value for our natural environment continues today and into the future. With increased population pressures on communities and transportation systems, there is also a need for a comprehensive and ongoing conversation about what constitutes "quality of life." How to achieve mobility goals while serving as stewards of our natural and historically built treasures will continue to challenge local and state service providers into the future.

Meeting the communities' needs can best be accomplished by respecting community values and engaging communities in the dialogue about transportation solutions, including their benefits and impacts to the community and society.

Asset to the Community. For this principle, community is defined as including those groups, regions, stakeholders, and users that are affected by and use the system. Each community is responsible for defining itself and what constitutes success for its transportation system. For the system of 2034 to be effective, leaders of different communities will need to work together to define and commit to the policies and approaches that will most effectively knit Idaho's transportation system together. Additionally, the existing transportation infrastructure is a unique asset that will require continued operation, maintenance, and modification to serve future system needs. Modification and/or expansion to address system needs must be done within

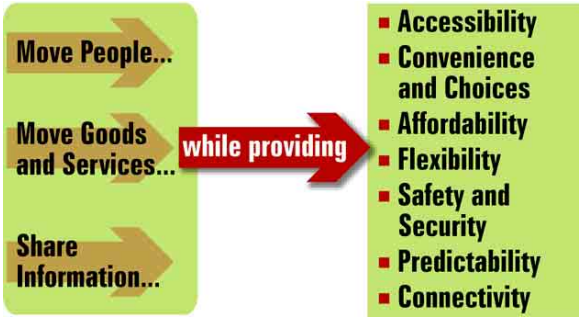
the scale and context of the community to maintain the asset value. As with any asset group, foreclosing options by failing to preserve possible uses can be detrimental to its long-term value.

Flexible and Responsive. With this principle comes the recognition that while addressing the future, time is passing. Many new needs, ideas, opportunities, and realities will arise in the next 30 years. Constant and committed efforts must be taken toward Idaho's Vision of a fully balanced transportation system. This means that the Vision must be open to options, opportunities, and community input as time passes.

"Visioning does not deal with future decisions, but with the future of present decisions." *Peter Drucker, Professor of Social Science and Management at Claremont Graduate University, California*

What Kind of Transportation System do Idahoans Want?

The citizens of Idaho have consistently stated that the future transportation system should:



These flows support human needs that include health, jobs, recreation, safety, and the overall vitality of Idaho and Idaho's economy. Participants provided more detail about these needs by stating that the future transportation system must facilitate both movement and connection by providing for:

- Regional travel across the state and to adjoining states and Canada for personal needs, business, and tourism;
- Well-planned pedestrian and bicycle facilities within and between communities;
- Farm-to-market and forest-to-mill access;
- Convenient access to recreational areas;
- A balance between convenient access and maintaining lands in their natural state;
- Flow of commercial goods and services to and from the state;
- Flow of commercial goods and services within and through the state;
- Better information technology to link people and businesses without traveling;
- Enhanced public transportation; and
- Maximum use of the current transportation systems and related infrastructure using the best available knowledge, experience, and resources, within and outside of Idaho.

How Should the System Perform?

While the image of a system that matches a long-range Vision can be described, events will likely occur that alter the parts or the entire image. Therefore, the process must provide for changes and adjustments that can be implemented in a consistent manner. Maintaining consistent implementation of system elements can be ensured by creating measures related to a set of system attributes that preserve options. These attributes then describe the desirable qualities of the future system. The following attributes of an ideal transportation system were identified by participants at the six regional workshops during the spring of 2003:

- **Accessibility.** The system should provide access to all parts of the state. Additionally, the system should be accessible to all users regardless of income, physical or mental condition, or their ability to operate an automobile.
- **Convenience and Choices.** Modes of transportation such as trains, commercial aircraft, and buses should be available and reliable enough to allow an individual to conveniently reach their destination. In addition, terminals or connections to these modes should be located at convenient

locations with safe and convenient pedestrian access between modes.

- **Affordability.** The use of the transportation system should not create undue burden on lower income or disadvantaged groups, while assuring that all economic sectors provide equitable financial support to the system.
- **Flexibility.** To maximize the return on public investment, the transportation infrastructure should be planned and built in a way that allows for many possible uses. For example, rail, air, and road corridors should be planned and preserved now for future transportation uses. This keeps options open for how those corridors may be used efficiently in the future.
- **Safety and Security.** The system should provide a high level of safety and security for users and nearby non-users of the system.
- **Predictability.** The system should be consistent and reliable across all modes. This means that the system is planned, preserved, operated, maintained, and configured in a balanced and multimodal manner. When traveling by car, bus, train, plane, bicycle, or walking, Idahoans can rely on transportation and the appropriate facilities to be there consistently when and where needed.
- **Connectivity.** In addition to connecting people and places, the system should provide for connections between modes. For example, bus riders and automobile drivers should be able to conveniently connect to rail or commercial air service and vice versa. Transfer of freight from one mode to another (truck to rail, air or barge) should be convenient and efficient.

Helping Us Get There

To assist in implementing the Vision for the transportation system of the future, a set of assumptions was developed that allowed future scenarios to work. Scenarios are different options for how the actual system might look, feel, and operate. These assumptions form the basis for the transportation system of the future by providing priorities. In other words, they help ensure that the system elements can be achieved as long as planning and preservation of options continues. These assumptions, when grouped together with the focus on an integrated transportation system, become the top operational priorities for a successful transportation system of the future. The priorities are strongly related not only to each other, but also to the principles. Combined with the system needs and attributes, they create a comprehensive framework for achieving the transportation system of the future. These operational principles and priorities remain fixed, while focus areas change over time. Focus areas, strategies, and action plans will be developed to accompany each priority and provide accountability and forethought. Continued citizen and stakeholder involvement and education will be essential for achieving this operational portion of the Vision.

To better understand the work and challenges associated with Idaho's priorities, a group of stakeholders developed both potential approaches and responsibilities for these priorities. This work directly influences the overall implementation plan for the Vision. To assist with this effort, stakeholder groups provided initial descriptions that present a framework for each of these priorities.

There are a number of questions that can help shape the conversation in the state: What does Idaho want economically? How does Idaho want communities to look and feel? What kinds of services does Idaho want? How does Idaho want to manage its natural resources? What role does transportation play in community, regional, and state success? What are the goals Idahoans hold for the state – socially, economically, and environmentally?

Idaho's Transportation Priorities

Transportation of the future must be planned, preserved, developed, operated, and maintained in a fully integrated manner. The future transportation services that Idahoans want require preservation of both physical and capital resources, thoughtful development, and more understanding about the implications of competing needs.

An integrated planning approach will be required to achieve a balanced transportation system where modal choices exist beyond private vehicles. Oversight and integration from policy-level groups that have the ability to govern, coordinate, influence, and mediate development patterns will be a requirement for success of this new approach. Additionally, ongoing education and communication about options can provide better decisionmaking.

Currently, transportation plans are created with attention to existing local and regional plans and public needs. In addition, there has been initial success in ensuring that all planning processes are well-integrated through such processes as corridor planning and integration with federal environmental procedures.

For example:

Focus Area

- Develop regional transportation management systems for the efficient and safe movement of goods and people.

Strategy

- In congested metropolitan areas, develop integrated traffic management systems that coordinate the efficient and safe flow of freight and people on local and state system roadways.

Action Plan

- Develop partnership agreements and business plans between ITD, local highway jurisdictions, public transportation providers and emergency response systems to expand and operate regional traffic management systems.

Idaho's transportation future will support the quality of life and be endorsed by stakeholders and citizens who own and use the system. First and foremost, this priority acknowledges that citizens have the right to understand and develop their own goals for their quality of life. Second, it recognizes the importance of transportation and the economic, social, and environmental health of the state. Finally, this priority requires continued endorsement as critical to both the success and context of the other priorities in a future system.

For example:

Focus Area

- Improve communication within and between communities to better understand transportation needs.

Strategy

- Engage regional transportation zoning, land use, and citizens in a dialogue to define policies and goals.

Action Plan

- Develop a collaborative multimodal education program focused on communication.

The transportation system of the future will be provided through adequate funding that allows multimodal flexibility, with state and local commitment to integrated transportation and land use planning. A clear message was received that communities need support for expanding available funding to address the transportation solutions needed for economic vitality and livable communities. This may include such things as the ability to raise local-option taxes, create funds through bonding, preserve rights-of-way for multimodal corridors, and use existing state and federal funds in a more integrated and flexible manner. Implementation of this priority requires significant commitment to engaging the legislature and Congress in a long-term, focused, and proactive manner. Under this priority, Idaho's transportation partners see the interdependence of all the priorities—again

reinforcing the need for a strong partnership approach among all the participants.

For example:

Focus Area

- Develop revenue-enhancing options.

Strategy

- Adapt revenue sources to coincide with future vehicle fueling and propulsion systems to ensure continued operation and maintenance of the transportation system.

Action Plan

- Develop policies and partners to change approaches to permitting and revenue sourcing.

The transportation system of the future will support transportation choices for all individuals and clearly address the needs of all populations, including those with low incomes, people with disabilities, and the aging population. The definition of this priority is self-explanatory. This balanced and equitable approach is both the goal and outcome of successfully accomplishing the other priorities.

For example:

Focus Area

- Create safe routes for kids to walk or ride bicycles to school.

Strategy

- Provide appropriate school location decisionmaking and development of medium-density communities with additional modal options.

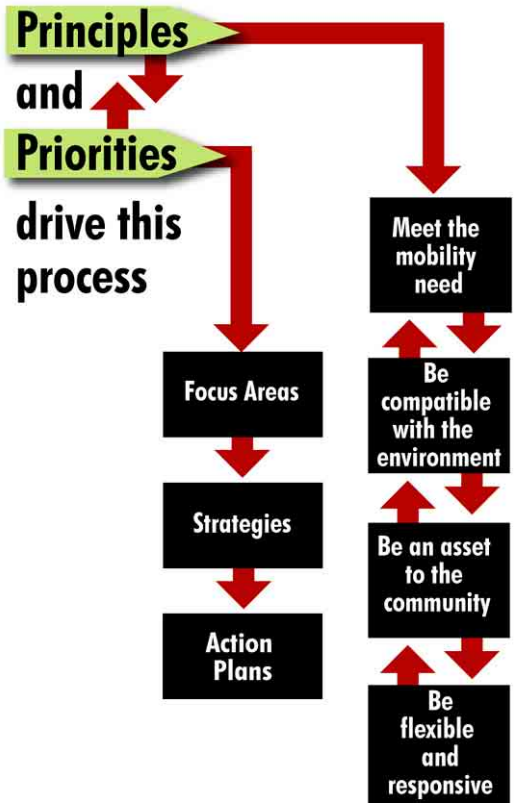
Action Plan

- Educate officials in existing communities about the addition of special transportation features such as bicycle paths and traffic calming.

Action

Realizing the Vision One Step at a Time

As the Vision for the transportation system of the future sharpens and matures over time, Idaho's transportation partners will explore new methods to coordinate transportation planning and multimodal corridor preservation activities. Idahoans will address economic, social, and environmental impacts, interact with the business community and each other, and jointly search for flexible funding alternatives. The graphic below summarizes the flow and interconnection among the principles and priorities.



Coordination and implementation will require an internal and external focus. Idaho's transportation partners must continually work to make the principles and priorities of the Vision a primary source for internal management and decisionmaking. Externally, each partner must work with system users and providers to maintain consistency across larger priorities. For example, ITD considers itself a key part of the transportation service community. However, ITD is only one part. Along with others in an integrated implementation approach, ITD will coordinate how it meets its mission with the focus areas, strategies, and action plans necessary for implementing the Vision. ITD expects its partners to do the same, while sharing different roles for leading, supporting, implementing, and measuring efforts under the broader Vision. Further, Idaho's transportation partners will continue to be affected by social, economic, and political decisions from many levels. Only under an integrated planning and implementation approach can this Vision be realized.

Measuring Implementation and Using Evaluation Tools

Since decisions made today affect the outcome of our future, there is a stated desire for a decisionmaking process that continues to guide and direct transportation leaders and implementers toward the preferred future. This decisionmaking process can be described as one that will preserve options by continually measuring the effectiveness of an individual project or program to achieve the goals of the future system. Projects or programs that do not meet these measures would receive lower or no priority for funding and/or implementation. Complete measures for the system will be developed and updated on a regular basis. Initially, the following implementation strategies will contribute to good choices for the future transportation system:

- **Recognize continuing growth in mobility demand and determine ways to reduce its impact.** If the travel need can be met in a non-travel manner, demands for construction to expand the existing system can be redirected. By starting with this educational strategy, it may be possible to eliminate, or at least reduce, the need for other strategies. When participants asked for an integrated

approach to land use and transportation planning, they were focusing attention on addressing mobility through reducing personal vehicle use. Community development that occurs with significant density creates walking and bicycling options that can reduce the need to expand existing road networks. Similarly, information technology solutions can provide options that allow people to work or shop from home or neighborhood telecommute centers, using financial and/or physical incentives to slow the growth in travel demand.

System demand and capacity are terms that relate to the ability of any transportation mode to carry all the travelers that want to be on that system at any given time. Capacity issues are most significant at those times when people are traveling to work and school, as well as for recreational activities on weekends. These are referred to as "peak times." Many travelers on highway or city road systems believe that there is a serious congestion problem. This can result in the misperception of system capacity by seeing it only when it is most strained.

- **Balance highway solutions with other modes.** In many instances, the first strategy will not completely address the growth in demand. This second strategy can balance road and highway expansion by using higher capacity vehicles or other related modes to address the demand for travel. For example, reliable and predictable public transportation service offers a high capacity solution within communities when conditions warrant. Using the existing capacity of the rail network and airport network in Idaho to provide additional passenger and freight service are strategies for non-highway regional travel. Without increased planning and preservation of options in the future, such a balance cannot be assured.

- **Maximize the efficiency of the existing system**. The third strategy focuses on maximizing capacity of the existing system through transportation planning and preservation of multimodal corridors. Education will play a key role in maximizing options, while requiring additional financial and technical resources to do so. This strategy also provides stronger technological and operational ties between the state and local systems. In turn, the volume of vehicles is better channeled and distributed. Another approach would be to ensure the availability of effective intermodal centers (such as park-and-ride lots) for transferring from cars to public transportation in rural to urban situations. In each case, substantial capacity can be added by being informed and efficient about how choices are made.

- **Provide additional highway capacity**. The fourth strategy includes some highway system expansion that will likely be necessary to achieve the desired future. Expanding such modal choice fits in the context and priorities of a fully integrated and multimodal system. To accomplish this, Idaho's transportation partners will need to assist communities and regions with strategies that best meet their needs by bringing parties to the table when decisions are being made.

Go & Do...

Since decisions made today affect the outcome of our future, the decisionmaking process must challenge Idaho's transportation partners to achieve the preferred future. Keys to successfully implementing a Vision include the ability to make decisions today that will take the Vision forward, while adjusting to current realities. Idaho's transportation partners have defined the scope of this Vision to be statewide and multimodal. This necessitates continued work at building effective partnerships that transform systems for future needs.

The Vision challenges Idaho's transportation partners to develop a number of strategies, focus areas, and action plans to assure success. These approaches include:

Overall Focus Areas, Strategies, and Action Plans

- Implement simple, immediate changes
- Coordinate resources and knowledge
- Provide education and outreach
- Integrate deployment and positioning actions through Vision understanding, endorsement, and implementation
- Identify and define roles and responsibilities
- Plan and budget for action

Specific Focus Areas, Strategies, and Action Plans

Interagency Partnerships and Coordination

- Create regional transportation and land use councils
- Undertake planning and preservation actions
- Inform economic and social choices

Creative Financing, Program Delivery, and Asset Management

- Explore revenue enhancing options
- Integrate operation, maintenance, and system design
- Manage freight alongside passenger systems

Planning, Education, and Preservation

- Create regional transportation and land use councils
- Increase education and outreach
- Develop analytical and planning toolboxes
- Realign strategic, modal, and business plans

To fully realize some of these goals may well take up to 30 years. However, committed partners are taking immediate action to align their choices, day-to-day activities, and future plans with the Vision. This is where Idaho's transportation partners must go and do!

"At the heart of the visioning process is a belief that what we do today dictates where we will be tomorrow - that our next steps determine our direction, and that our direction determines our destination. Working together we can take our existing transportation system to one that serves our future needs. We also believe that we must not limit our future by a lack of imagination."

Charles L. Winder, Chairman
Idaho Transportation Board

Want to Know More?

An Adobe Acrobat version of the Vision document and background information is available on Compact Disc. To obtain a printed or electronic copy, call (208) 334-8201. To download these documents, visit the website at http://www.idahofuturetravel.info/.

Background Information Available on Compact Disc:

Appendix A: Statement of Compliance
Appendix B: The Process for Getting There Together
Appendix C: Workshop Summaries
Appendix D: Public Opinion Survey
Appendix E: Vision Summary Matrix
Appendix F: Modal Summaries
Appendix G: Population Density Trends in Idaho
Appendix H: Funding for Transportation

The website also contains additional documentation of the inputs and outputs of the visioning process in Idaho. To access this information and learn more about the process, visit the website at http://www.idahofuturetravel.info/.

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