

## 2 Purpose and Need

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### 3 2.1 Purpose

4 The purpose of the Proposed Action is to increase the transportation capacity of the Idaho  
5 state highway system within Ada and Canyon counties and to reduce north-south travel  
6 times between I-84 and destinations north of the Boise River in the vicinity of the Idaho 16  
7 and Idaho 44 (State Street) intersection.

### 8 2.2 Need

9 The need for the Proposed Action is related to three factors:

- 10 • **Regional Growth.** Proposed planned communities and rapid development in the  
11 communities of Emmett, Eagle, Star, Nampa, and Meridian are increasing travel  
12 demand on Idaho highways and surrounding regional roadways.
- 13 • **Regional Mobility and Circulation.** Current north-south routes connecting I-84 to  
14 Idaho 44 (State Street) are not adequate to meet the future travel demands of the  
15 Treasure Valley.
- 16 • **Congestion on North-South Arterials.** The limited number of river crossings between  
17 Idaho 44 (State Street) and I-84 increases traffic congestion on the surrounding regional  
18 roadways. The capacity of and congestion on regional roadways can be improved by  
19 providing a limited-access roadway between I-84 and Idaho 44 (State Street).

### 20 2.3 Background

#### 21 2.3.1 Regional Transportation Planning

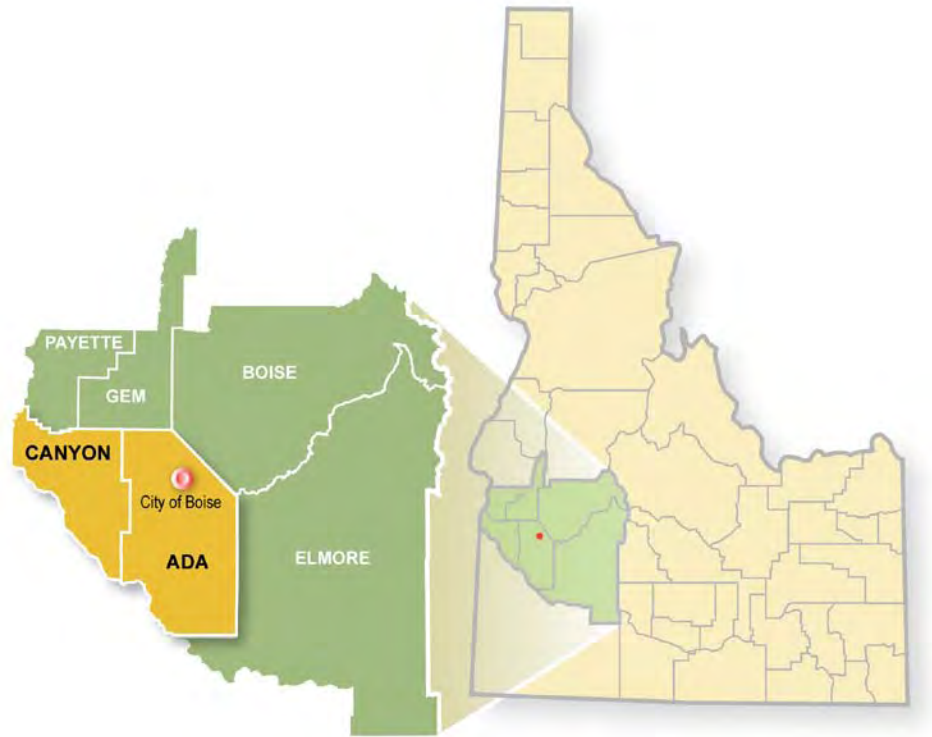
22 *Communities in Motion: Regional Long-Range Transportation Plan 2030 (CIM)* serves as the  
23 regional long-range transportation plan for Ada and Canyon counties. *CIM* also serves as a  
24 transportation planning document for ITD for regional and state transportation routes in the  
25 Boise, Elmore, Gem, and Payette counties (Exhibit 2-1) (COMPASS, 2006c). The COMPASS  
26 board recently approved future population projections for use in the 2010 update to *CIM*,  
27 which confirm the continuing expectation of population growth in Ada and Canyon  
28 counties (Trainor, 2009).

29 The *CIM* document explicitly acknowledges the importance of I-84 and identifies it as the  
30 primary transportation corridor through the Treasure Valley (Ada and Canyon counties).  
31 *CIM* cites convenient access to I-84 as a critical element in supporting planned growth in the  
32 Treasure Valley, and identifies the extension of Idaho 16 from I-84 to Idaho 44 (State Street)  
33 as a primary means of expanding regional access to I-84.

34 The idea of expanding Idaho 16 originated in the planning and community outreach efforts  
35 undertaken by COMPASS in developing *CIM*. These extensive outreach efforts occurred

1 over the period 2003 to 2006 and culminated in the adoption of *CIM* on August 21, 2006, by  
2 the COMPASS Board of Directors.

3 In developing *CIM*, much attention was given to envisioning the type of growth desired in  
4 the Treasure Valley. Two scenarios were developed through the public involvement  
5 process: “Trend” and “Community Choices.” Both scenarios use the projected 2030  
6 population of 825,000 for Ada and Canyon counties, and both include the Proposed Action  
7 in the transportation networks. Table 2-1 illustrates several key elements of each scenario.



8  
9 EXHIBIT 2-1  
10 COMPASS Six-County Planning Area  
11 *Idaho 16, I-84 to Idaho 44 Environmental Study*

TABLE 2-1  
Elements of the “Trend” and “Community Choices” Growth Scenarios from *CIM*

“Trend”	“Community Choices”
Consumes 125,400 acres for development	Consumes 42,200 acres for development
Provides less housing choice 72 percent of housing is single family	Offers more diversified housing 55 percent of housing is single family
Limits alternative transportation 20 percent new homes at transit density	Supports alternative transportation 52 percent new homes at transit density
Generates more vehicular traffic 20.7 million Daily Vehicle Miles Traveled (VMT)	Reduces vehicular traffic 19.6 million Daily VMT

Source: COMPASS, 2006c.

1 The “Trend” scenario allocates future growth based on prevailing residential patterns and  
2 densities using estimates of vacant and redevelopable land. It continues the general pattern  
3 of growth in the region, which has been predominantly low-density residential and  
4 office/commercial uses, with transportation networks designed almost exclusively for the  
5 private automobile.

6 In contrast, the “Community Choices” scenario combines modest land use intensification/  
7 densification along transportation corridors (particularly Idaho 44 [State Street] and the rail  
8 corridors) with additional employment and population growth in outlying communities.  
9 Less suburban residential development is anticipated in this growth scenario, as compared  
10 with “Trend.” With more infill development (and thus increased densities) in the corridor  
11 areas, “Community Choices” consumes less land than the “Trend” and fosters and supports  
12 alternative modes of transportation such as transit, walking, or biking.

13 The public overwhelmingly supported the “Community Choices” scenario, and the  
14 COMPASS Board of Directors subsequently endorsed it. Although *CIM* was adopted by the  
15 COMPASS Board of Directors – a group composed of city and county representatives – the  
16 specific means of implementing and achieving this future development pattern are left to  
17 each individual community and its comprehensive planning and zoning processes.  
18 Accordingly, each community is taking the steps its officials deem necessary and  
19 appropriate to accommodate future regional growth and development.

20 The “Community Choices” land use scenario was the land development pattern used for  
21 COMPASS’ subsequent travel demand forecasts. These forecasts form the basis for much of  
22 the analyses presented in this DEIS.

### 23 2.3.2 The Proposed Action as a Component of *CIM*

24 The Proposed Action is a key component of *CIM* and supports the plan’s four specific goals:

- 25 • **Connections:** Provide options for safe access and expanded mobility choices in a cost-  
26 effective manner in the region.
- 27 • **Coordination:** Achieve better interjurisdictional coordination of transportation and land  
28 use planning.
- 29 • **Environment:** Minimize transportation impacts to people, cultural resources, and the  
30 environment.
- 31 • **Information:** Coordinate data gathering and dispense better information.

32 Consistent with *CIM*, additional goals include reducing future traffic congestion while  
33 improving north-south mobility, increasing access to I-84, and improving traffic circulation  
34 throughout the region.

35 That the Proposed Action is a key component of *CIM* is supported by the following (all  
36 drawn from COMPASS, 2006c):

- 37 • The future Idaho 16 interchange at I-84 in the “vicinity of McDermott” Road is identified  
38 as Priority No. 9 in a listing of 19 major capital improvements within Ada and Canyon  
39 counties. The cost of the Project is estimated at \$73.6 million.

- 1 • The extension of Idaho 16 from the Ada/Gem county boundary to I-84 is listed as Priority  
2 No. 13 in the compilation of 19 major capital improvements, and estimated at  
3 \$241.9 million.
- 4 • Selected excerpts from *CIM* read as follows:<sup>1</sup>
  - 5 – “[Black Cat Road] will not be a primary regional route due to its lack of access to  
6 I-84, no river crossing, and its very proximity to McDermott Road, which is planned  
7 to be the major north-south route.”
  - 8 – “When Gowen [Road] improvements are complete, Lake Hazel will then connect...  
9 Travelers will also use the corridor to access McDermott Road, which is planned as a  
10 major north/south commuter expressway with an I-84 interchange.”
  - 11 – “Robinson Road/Star Road has an opportunity to provide local north-south travel  
12 needs parallel to the McDermott Road corridor, which would be the more regional  
13 corridor.”
  - 14 – “Ten Mile Road stretches 12 miles from US 20/26 (Chinden Boulevard) in Meridian  
15 to the vicinity of 4th Street in Kuna. This corridor provides north-south mobility in  
16 Meridian and a connection to Kuna. The two primary north-south corridors in the  
17 vicinity are planned to be McDermott and Meridian Roads.”
  - 18 – “McDermott is vital to the region because of its role as a north-south route.”
  - 19 – “Regardless of these challenges, the potential for McDermott Road as a high capacity  
20 north-south route cannot be overlooked. ... Considered with its connections to  
21 SH [Idaho] 16 through to Gem County and to Kuna-Mora Road across to I-84,  
22 McDermott will be a major regional corridor.”

23 An environmental study and the initial phase of the Proposed Action are listed in the  
24 FY2009-2013 STIP. The STIP, the culmination of an integrated process for transportation  
25 planning and project selection, represents a fiscally sound, set (1 to 5 years) capital  
26 improvement plan for Idaho’s surface transportation program.

### 27 2.3.3 Data in Support of Needs

#### 28 Regional Growth

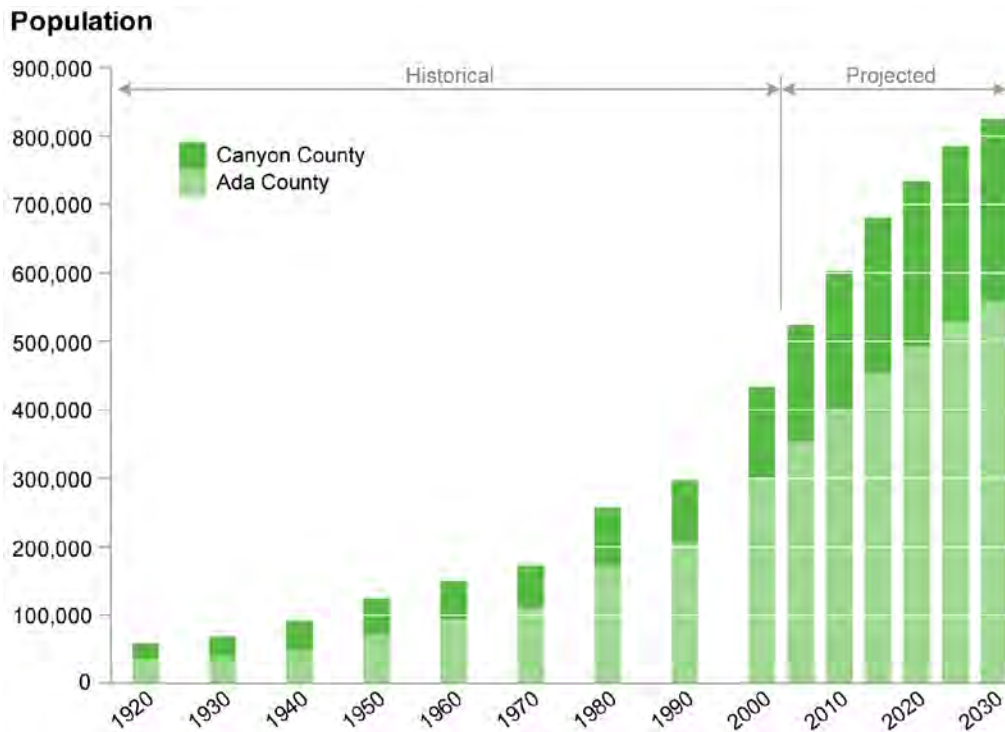
29 Population is growing in the Treasure Valley and is projected by COMPASS to reach 825,000  
30 in Ada and Canyon counties by 2030 (COMPASS, 2006c) (Trainor, 2009). The resultant  
31 increased traffic is placing greater demands on the existing transportation network.  
32 Addressing these demands is related directly to the purpose of the Proposed Action:  
33 increasing personal mobility within Ada and Canyon counties and to reducing north-south  
34 travel times between I-84 and destinations north of the Boise River.

35 Population in Ada and Canyon counties grew 74 percent and 57 percent, respectively,  
36 between 1980 and 2000, reflecting average annual growth rates of 2.8 percent and  
37 2.3 percent, respectively (Exhibit 2-2, Table 2-2). COMPASS estimates a 36 percent increase

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<sup>1</sup> The frequent reference in *CIM* to a “McDermott Road corridor” is not to be confused with those Build alternatives aligned on or alongside McDermott Road in this DEIS. *CIM* generally references a generic corridor location, whereas this DEIS evaluates specific alternatives with defined layouts.

1 in the two-county population between 2000 and 2008 alone, an average annual growth rate  
 2 of 4 percent (U.S. Census Bureau, 2000; COMPASS, 2006c). The COMPASS board recently  
 3 approved a 2035 population projection of 1.046 million for use in the 2010 update to *CIM*.  
 4 This estimate confirms a forecast continuation of population growth in Ada and Canyon  
 5 counties (Trainor, 2009).



6

7 **EXHIBIT 2-2**  
 8 Historical and Projected Population in Ada and Canyon Counties, 1920-2030  
 9 *Idaho 16, I-84 to Idaho 44 Environmental Study*

10 Regional growth was robust in the 1970s, but a national recession early in the decade and  
 11 other factors tempered growth in the 1980s, when population grew only 1.4 percent per  
 12 annum on average in the two counties. Population growth rebounded in the 1990s,  
 13 however, with the combined population of the two counties increasing at an average annual  
 14 rate of 3.9 percent (Table 2-2). COMPASS projects steady population growth through 2030,  
 15 but not at the rates seen in the 1970s and 1990s.

16 Historical population growth rates in the Treasure Valley exceed those of the state and nation  
 17 as a whole. From 1980 to mid-2007, U.S. Census data reveal the population of Ada and  
 18 Canyon counties rose roughly 115 percent, compared to increases of approximately  
 19 59 percent for Idaho and 33 percent for the U.S. In effect, the population of the two counties  
 20 doubled in less than 27 years. In percentage terms, the growth in the counties was roughly  
 21 double that of Idaho and 3-1/2 times that of the entire country (U.S. Census, 2008).

- 1 Both historical and projected populations in Ada and Canyon counties are depicted in  
 2 Exhibit 2-2 and Table 2-2. The 2000 population of 432,345 is expected to nearly double to  
 3 825,000 by 2030, an average annual growth rate of 2.2 percent over the 30-year period.<sup>2</sup>

TABLE 2-2  
Historical and Projected Population in Ada and Canyon Counties, 1980-2030

Year	Ada	Canyon	Ada and Canyon
1980	173,125	83,756	256,881
1990	205,775	90,076	295,851
2000	300,904	131,441	432,345
<i>2008</i>	<i>402,550</i>	<i>187,170</i>	<i>589,720</i>
<i>2030</i>	<i>556,894</i>	<i>268,108</i>	<i>825,002</i>
Average Annual Rate of Growth (Percent)			
1980-1990	1.7	0.7	1.4
1990-2000	3.9	3.9	3.9
2000-2008	3.7	4.5	4.0
1980-2000	2.8	2.3	2.6
1980-2008	3.1	2.9	3.0
2000-2030	2.1	2.4	2.2

Italicized figures represent forecast figures.

Source: U.S. Census Bureau, 2000; COMPASS, 2006c.

- 4 COMPASS projects robust growth as well for the larger COMPASS planning area consisting  
 5 of six counties: Ada, Boise, Canyon, Elmore, Gem, and Payette. In 2000, U.S. Census data  
 6 reveal approximately 504,000 residents in the six counties (Table 2-3); COMPASS predicts  
 7 up to an additional 474,000 people will live in these counties by 2030 (COMPASS, 2006c).  
 8 Ada County, with roughly 60 percent of the 2000 population, and Canyon County, with  
 9 26 percent, are the more populous counties. Together, the two counties account for  
 10 86 percent of the total population in 2000, and a projected 84 percent in 2030.

TABLE 2-3  
Historical and Projected Population by County in Six-County COMPASS Planning Area, 1920-2030

Year	Ada County	Boise County	Canyon County	Elmore County	Gem County	Payette County	Six-County Total	Ada and Canyon Counties
1920	35,213	1,822	26,932	5,087	6,427	7,021	82,502	62,145
1930	37,925	1,847	30,930	4,491	7,419	7,318	89,930	68,855
1940	50,401	2,333	40,987	5,518	9,544	9,511	118,294	91,388
1950	70,649	1,776	53,597	6,687	8,730	11,921	153,360	124,246
1960	93,460	1,646	57,662	16,719	9,127	12,363	190,977	151,122
1970	112,230	1,763	61,288	17,479	9,387	12,401	214,548	173,518
1980	173,125	2,999	83,756	21,565	11,972	15,825	309,242	256,881
1990	205,775	3,509	90,076	21,205	11,844	16,434	348,843	295,851

<sup>2</sup> While a population of 825,000 is the basis of *CIM*, a second economic forecast commissioned by COMPASS projects a 2030 population as high as 984,000 for the two counties (Church, 2007).

TABLE 2-3  
 Historical and Projected Population by County in Six-County COMPASS Planning Area, 1920-2030

Year	Ada County	Boise County	Canyon County	Elmore County	Gem County	Payette County	Six-County Total	Ada and Canyon Counties
2000	300,904	6,670	131,441	29,130	15,181	20,578	503,904	432,345
2030	<i>556,894</i>	<i>28,900</i>	<i>268,108</i>	<i>53,700</i>	<i>32,400</i>	<i>38,300</i>	<i>978,302</i>	<i>825,002</i>
% of 2000 Total	59.7	1.3	26.1	5.8	3.0	4.1	100.0	85.8
% of 2030 Total	<i>56.9</i>	<i>3.0</i>	<i>27.4</i>	<i>5.5</i>	<i>3.3</i>	<i>3.9</i>	<i>100.0</i>	<i>84.3</i>

Italicized figures represent forecast figures.

Source: U.S. Census Bureau, 2000; COMPASS, 2006c.

1 COMPASS projects continued growth in employment through 2030 as well, with an  
 2 additional 154,000 jobs anticipated by 2030 in the six-county planning area, reflecting a  
 3 47 percent increase over Year 2000 employment (Table 2-4). The overwhelming bulk of this  
 4 growth, roughly 85 percent, is projected to occur within Ada and Canyon counties.

TABLE 2-4  
 Projected Employment Growth by County

County	2000 Employment	2030 Employment	Change 2000-2030	Percent of Change 2000-2030
Ada	230,302	<i>312,099</i>	81,797	53.3
Canyon	66,208	<i>114,406</i>	48,198	31.4
<b>Subtotal 1</b>	<b>296,510</b>	<b>426,505</b>	<b>129,995</b>	<b>84.7</b>
Boise	2,241	<i>7,600</i>	5,359	3.5
Elmore	14,022	<i>24,100</i>	10,078	6.6
Gem	5,907	<i>9,670</i>	3,763	2.5
Payette	8,878	<i>13,200</i>	4,322	2.8
<b>Subtotal 2</b>	<b>31,048</b>	<b>54,570</b>	<b>23,522</b>	<b>15.3</b>
<b>Six-county Total</b>	<b>327,558</b>	<b>481,075</b>	<b>153,517</b>	<b>100.0</b>

Italicized figures represent forecast figures.

Source: COMPASS, 2006c.

5 **Regional Mobility and Circulation**

6 Additional north-south capacity and connectivity are critical needs, and increasingly so as  
 7 growth and development in the Treasure Valley continues. Addressing these needs is  
 8 directly related to the purpose of the Proposed Action.

9 Eagle Road is one of two existing I-84 access points in the 11 miles between the I-184 and  
 10 I-84 interchange in Boise and the I-84 and Garrity Boulevard interchange in Nampa.<sup>3</sup> It is  
 11 the only roadway between Boise and Nampa that directly links I-84 and a Boise River  
 12 crossing. Eagle Road is congested during peak periods today and COMPASS predicts a

<sup>3</sup> The second existing I-84 access point is Meridian Road in Meridian, located 2 miles west of Eagle Road. A third (future) I-84 interchange is proposed at Ten Mile Road, 2 miles west of Meridian Road.

- 1 17 percent increase in peak hour traffic by 2030. Daily north-south traffic demand is  
2 projected to increase by as much as 107 percent by 2030 within the study area (Table 2-5).  
3 Limited Boise River crossings result in circuitous north-south routes along congested  
4 arterial roadways. This increases travel times and adds to widespread congestion. Mobility  
5 throughout the region suffers as motorists face limited route choices linking areas north of  
6 the river to I-84.

TABLE 2-5  
Regional Peak Hour North-South Traffic Demand

Link	2007 <sup>a</sup>	2030 <sup>a</sup>	Percent Change in Demand
Idaho 44 (State Street) to US 20/26 (Chinden Boulevard)	4,970	8,240	+66
US 20/26 (Chinden Boulevard) to McMillan	5,120	9,440	+84
McMillan to Ustick	6,070	12,150	+100
Ustick to Cherry/Fairview	6,660	13,800	+107
Cherry/Fairview to Franklin	9,680	19,960	+106
Franklin to I-84	9,650	16,300	+69

<sup>a</sup> North-south total vehicles per hour (vph).  
Source: COMPASS, 2006c.

- 7 Convenient access to I-84 is a critical component of a future transportation network  
8 supporting planned growth in the Treasure Valley, and addressing the need for greater  
9 access to I-84 is directly related to the purpose of the Proposed Action. *CIM* supports the  
10 completion of interchanges between Meridian and Caldwell, specifically a “new interchange  
11 at the proposed [Idaho] 16 connection to I-84.” The plan further recommends the design and  
12 construction of a “high-speed, limited-access roadway connecting existing [Idaho] 16 to I-84  
13 at or near McDermott Road” (COMPASS, 2006c).

- 14 An earlier study also documented the need for a new I-84 interchange. The I-84 Corridor  
15 Study, completed in 2001, cites growing demand on the Garrity Boulevard interchange in  
16 recommending an additional interchange between Garrity Boulevard and the planned  
17 Ten Mile Road interchange (Washington Infrastructure Services, 2001). Table 2-6 illustrates  
18 the Roadway Capacity Planning Guidelines used by COMPASS in its traffic forecasts. Based  
19 on these guidelines, projected 2030 traffic volumes shown in Table 2-7 indicate that every  
20 north-south roadway connecting with I-84 will operate at level of service (LOS) F (highly-  
21 congested levels). These arterial and collector roadways will be over capacity and  
22 development pressure will make existing facility expansion difficult and costly.

TABLE 2-6  
COMPASS Roadway Capacity Planning Guidelines

Facility Type	Number of Lanes	Level of Service (LOS)		
		C	D	E
Urban/Suburban Collector Roadway	2	12,500	14,000	15,500
Non-Business District (Suburban/Urban Area)	3	15,000	17,000	18,500
	4	25,000	28,000	31,000

TABLE 2-6  
 COMPASS Roadway Capacity Planning Guidelines

Facility Type	Number of Lanes	Level of Service (LOS)		
		C	D	E
	2	12,500	14,000	15,500
	3	15,000	17,000	18,500
Arterial Roadway	4	25,000	28,000	31,000
Non-Business District (Suburban/Urban Area)	5	30,000	33,000	37,000
	6	34,000	38,000	42,000
	7	40,000	45,000	50,000

Source: COMPASS, 2004.

1

TABLE 2-7  
 Projected Traffic on North-South Roadways at I-84 Interchanges, 2030

Link	2030 Forecast Daily Traffic (Vehicles Per Day)	Facility Type	Number of Lanes	Level of Service
Can-Ada Road (North of Garrity Blvd. Interchange)	40,000	Arterial	4	F
Ten Mile Road (North of Ten Mile Road Interchange)	35,500	Collector	5	F
Meridian Road (North of Meridian Road Interchange)	57,300	Arterial	6	F
Eagle Road (North of Eagle Road Interchange)	62,000	Arterial	6	F

Source: COMPASS, 2006c.

2 **Congestion on North-South Arterials**

3 Failure to invest in the Treasure Valley’s transportation and transit networks will result in  
 4 greater congestion and increased air pollution. Furthermore, without investment and  
 5 improvement in the network, capacity will not meet demand, exacerbating congestion.  
 6 Addressing these needs is directly related to the purpose of the Proposed Action.

7 Without any improvements to the transportation network beyond those planned through  
 8 FY2009, 43 percent of the major roadway system (collectors, arterials, and freeways) within  
 9 Ada and Canyon counties would be over capacity, resulting in 586,000 vehicle hours of  
 10 delay in 2030. When the preferred growth scenario (“Community Choices”), transportation  
 11 improvements, and expanded public transit are modeled, the percentage of roadways over  
 12 capacity drops to 23 percent and vehicle hours of delay drop to 142,500 in 2030 – a reduction  
 13 of 75 percent (COMPASS, 2006c).

14 The rapid conversion of undeveloped land to residential and business uses will constrain  
 15 future options for new transportation corridors and the expansion of existing transportation  
 16 facilities. Moving quickly to secure the ROW for the Proposed Action is related directly to  
 17 increasing personal mobility within Ada and Canyon counties and to reducing north-south  
 18 travel times between I-84 and destinations north of the Boise River.

1 The desirability of the Meridian and Nampa communities is evident in the history of permit  
 2 issuances within Ada and Canyon counties tracked by COMPASS (Table 2-8). The number  
 3 of new residential units for Meridian reflected in new permit issuances from 2000 to mid-  
 4 2007 reflect fully one-third (33.9 percent) of all residential units permitted in Ada County.  
 5 Similarly, Nampa totals account for practically half (49 percent) of the new residential units  
 6 reflected in Canyon County permit issuances in this period. New permitted residential units  
 7 in both counties totaled 58,276 from 2000 to mid-2007. This figure is 35 percent of the  
 8 housing stock in both counties in year 2000, further reflecting the tremendous growth being  
 9 experienced in Ada and Canyon counties.

TABLE 2-8

New Residential Units Reflected in Permit Issuances by Cities and County Entities, 2000 to Mid-2007

<b>Total New Residential Units by City Limits<sup>a</sup>, Ada County, 2000 to Mid-2007</b>									
<b>Year</b>	<b>Boise</b>	<b>Eagle</b>	<b>Garden City</b>	<b>Kuna</b>	<b>Meridian</b>	<b>Star</b>	<b>Uninc.</b>	<b>Total</b>	
2000	1,302	456	116	344	759	74	844	3,895	
2001	1,823	361	103	321	921	43	950	4,522	
2002	1,209	268	196	410	950	46	878	3,957	
2003	1,119	421	88	232	1,766	102	1,036	4,764	
2004	815	483	69	230	2,567	146	1,200	5,510	
2005	1,189	530	70	563	3,314	548	1,617	7,831	
2006	877	258	53	296	1,688	300	1,209	4,681	
<b>Mid-2007</b>	<b>699</b>	<b>98</b>	<b>78</b>	<b>162</b>	<b>724</b>	<b>109</b>	<b>397</b>	<b>2,267</b>	
<b>Total</b>	<b>9,033</b>	<b>2,875</b>	<b>773</b>	<b>2,558</b>	<b>12,689</b>	<b>1,368</b>	<b>8,131</b>	<b>37,427</b>	
<b>Percent of Total</b>	<b>24.1</b>	<b>7.7</b>	<b>2.1</b>	<b>6.8</b>	<b>33.9</b>	<b>3.7</b>	<b>21.7</b>	<b>100.0</b>	

<b>Total New Residential Units by City Limits<sup>a</sup>, Canyon County, 2000 to Mid-2007</b>										
<b>Year</b>	<b>Caldwell</b>	<b>Greenleaf</b>	<b>Melba</b>	<b>Middleton</b>	<b>Nampa</b>	<b>Notus</b>	<b>Parma</b>	<b>Wildier</b>	<b>Uninc.</b>	<b>Total</b>
2000	508	1	2	49	1,250	1	0	5	418	2,234
2001	554	4	20	42	1,385	7	8	0	500	2,520
2002	703	0	4	129	1,624	6	6	1	432	2,905
2003	694	0	9	99	1,446	3	15	4	520	2,790
2004	696	9	0	108	1,512	12	13	3	552	2,905
2005	999	3	3	137	1,384	8	11	20	648	3,213
2006	1182	0	1	159	1,332	9	11	27	562	3,283
<b>Mid-2007</b>	<b>500</b>	<b>3</b>	<b>2</b>	<b>30</b>	<b>283</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>161</b>	<b>999</b>
<b>Total</b>	<b>5,836</b>	<b>20</b>	<b>41</b>	<b>753</b>	<b>10,216</b>	<b>49</b>	<b>74</b>	<b>67</b>	<b>3,793</b>	<b>20,849</b>
<b>Percent of Total</b>	<b>28.0</b>	<b>0.1</b>	<b>0.2</b>	<b>3.6</b>	<b>49.0</b>	<b>0.2</b>	<b>0.4</b>	<b>0.3</b>	<b>18.2</b>	<b>100.0</b>

<sup>a</sup> **City Limits** are the official jurisdictional and taxing boundaries of the cities. City limits boundaries tend to expand year after year as city councils approve property annexations. The data above reflect the city limits boundaries at the time of reporting. Source: COMPASS, 2006a; COMPASS, 2007d.