



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

SEPTEMBER 24, 2025 - 8:30 a.m.

COMPASS, First Floor Board Room
700 NE 2nd Street, Meridian, Idaho

ZOOM CONFERENCE CALL

YouTube Live Streaming - <https://www.youtube.com/@COMPASSIdaho>

(Subject to availability and functionality of connection.)

Committee members can participate in the meeting in-person or via Zoom conference call.

Please specify whether you plan to attend in-person or virtually when RSVPing to Teri Gregory at tgregory@compassidaho.org or 208-475-2225.

****AGENDA****

I. CALL TO ORDER/ROLL CALL (8:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

- | | | |
|--------|-----|--|
| Page 3 | A.* | Approve August 6, 2025, RTAC Meeting Minutes |
| Page 7 | B.* | Recommend Transit Asset Management Performance Targets |
| Page 9 | C.* | Recommend Support of Priorities for Rural Projects |

IV. ACTION ITEMS

- | | | | |
|-----------------|-----|--|---------------------|
| 8:35
Page 12 | A.* | Recommend the FY2026 COMPASS Resource Development Plan
<i>Matt Carlson will seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2026 Resource Development Plan, which outlines projects the Resource Development Team may work on to seek funding.</i> | Matt Carlson |
| 8:50
Page 13 | B.* | Recommend an Amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)
<i>Toni Tisdale will seek recommendation to amend the TIPs at the request of the City of Nampa.</i> | Toni Tisdale |

V. INFORMATION/DISCUSSION ITEMS

9:00
Page 18

A.* Status Report - Resilience Improvement Plan

Austin Miller

Austin Miller will provide a status report on the Resilience Improvement Plan for information and discussion.

9:15
Page 32

B.* Mini Workshop Announcing the COMPASS Applications Cycle

Matt Carlson

Matt Carlson will host a mini workshop during the RTAC meeting to announce the opening of the FY2026 COMPASS application cycle.

VI. STATUS REPORTS (INFORMATION ONLY)

Page 33

A.* RTAC Agenda Worksheet

Page 36

B.* Obligation Reports

VII. OTHER

Next Meeting: October 22, 2025

VIII. ADJOURNMENT (9:30)

***Enclosures Times are approximate. Agenda is subject to change.**

Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 208-855-2558 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 208-855-2558 con 48 horas de anticipación.

T:\FY25\800 System Maintenance\820 Committee Support\RTAC\2025 Packets\September 2025\Agenda_09242025.docx

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

August 6, 2025

COMPASS, First Floor Board Room

ZOOM CONFERENCE CALL

700 NE 2ND STREET

MERIDIAN, IDAHO

****DRAFT MINUTES****

ATTENDEES:

Darrell Romine for Brent Arte, City of Melba, via ZOOM
Michelle Barron, Canyon County Development Services, via ZOOM
Morgan Beesaw, City of Caldwell, via ZOOM
Troy Behunin, City of Kuna, via ZOOM
Lee Belt, City of Greenleaf, via ZOOM
Bre Brush, City of Boise, via ZOOM
Miranda Carson, West Ada School District, via ZOOM
Deanna Dupuy, City of Boise, via ZOOM
Crystal Craig, **Chair**, City of Nampa, in person
Stacey DuPuis, Ada County Development Services, via ZOOM
Andrew Glaspell, City of Eagle, in person
Doug Hanson, City of Kuna, via ZOOM
Rob Hartsock, City of Notus, via ZOOM
Elie Kawmy for Cody Homan, Ada County Highway District, in person
Caleb Hood, City of Meridian, via ZOOM
Stephen Hunt, Valley Regional Transit, in person
Kristy Inselman for Tom Laws, Ada County Highway District, in person
Dan Lister, Canyon County Development Services, via ZOOM
Curtis Loveless, ex officio, Central District Health, via ZOOM
Amy Luft, ex officio, COMPASS, in person
Brian McClure, City of Meridian, via ZOOM
Lenny Riccio for Joe McMullin, Highway District No. 4, via ZOOM
Michaela Owens, Ada County Development Services, via ZOOM
Deb Root, Canyon County Development Services, via ZOOM
Clemente Salinas, City of Nampa, via ZOOM
Michael Toole, Department of Environmental Quality, via ZOOM
Jason VanGilder, City of Middleton, via ZOOM
Hanna Veal, City of Garden City, via ZOOM
Dyan Bevins for Alex Yann, Ada County Highway District, in person

MEMBERS ABSENT:

Nichoel Baird Spencer, City of Eagle, **Vice Chair**
Aaron Bauges, Idaho Transportation Department
Bob Callahan, Boise County
Gabe Finkelstein, Boise State University
Hallie Hart, City of Caldwell
Chelsie Johnson, City of Wilder
Brett Laird, City of Parma
Lindy Lindstrom, Boise County
Cody Lund, ex officio, Greater Boise Auditorium District
Jamie Neill, ex officio, Governor's Office
Shawn Nickel, City of Star
Zach Piepmeyer, Capital City Development Corporation
Mark Steuer, City of Nampa
Clay Tucker, Boise County
Jason Wilde, Public Participation Workgroup

OTHERS PRESENT:

Ashley Cannon, COMPASS, via ZOOM
Matt Carlson, COMPASS, in person
Kate Dahl, Valley Regional Transit, in person
Teri Gregory, COMPASS, in person
Laura Meyer, Jacobs, via ZOOM
Austin Miller, COMPASS, in person
Abby Peterson, Idaho Transportation Department, via ZOOM
Lauren Platman, HDR, via ZOOM
Katie Potts, Federal Highway Administration, via ZOOM
Chris Proud, HDR, via ZOOM
Craig Raborn, Executive Director, COMPASS, via ZOOM
Megan Sonnen, COMPASS, via ZOOM
Nichole Stern, Ada County Highway District Commuteride, via ZOOM
Toni Tisdale, COMPASS, in person
Olivia Vielstich McKinnon, COMPASS, in person
Mary Ann Waldinger, COMPASS, in person
Shirley Wentland, Idaho Transportation Department, via ZOOM

CALL TO ORDER

Chair Crystal Craig called the meeting to order at 8:31 am.

OPEN DISCUSSION/ANNOUNCEMENTS

Amy Luft announced the COMPASS Leadership in Motion nominations are open through noon on September 26, 2025. Amy also announced the next COMPASS 2025 Education Series on housing and transportation will be held on September 23-24, 2025.

CONSENT AGENDA

A. Approve July 23, 2025, RTAC Meeting Minutes

Stephen Hunt moved and Caleb Hood seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Recommend a Preliminary Locally Preferred Alternative for the High-Capacity Transit (Let's Ride Treasure Valley) Planning and Environmental Linkages (PEL) Study

Austin Miller (COMPASS) and Chris Proud (HDR), presented results from the Let's Ride Treasure Valley PEL study.

After discussion, **Stephen Hunt moved and Crystal Craig seconded to recommend COMPASS Board of Directors' approval of commuter rail along the Boise Cutoff corridor as the preliminary locally preferred alternative for the Let's Ride Treasure Valley PEL study.** Motion passed.

B. Recommend End-of-Year and Redistribution Program Priorities

Toni Tisdale presented End-of-Year and Redistribution Program priorities.

Dyan Bevins moved and Stephen Hunt seconded to recommend COMPASS Executive Committee approval of revised End-of-Year and Redistribution Program priorities as presented. Motion passed unanimously.

C. Recommend Adoption of Resolutions Amending *Communities in Motion 2050* and Approving the FY2026-2032 Regional Transportation Improvement Program (TIP)

Austin Miller and Toni Tisdale presented resolutions amending *Communities in Motion 2050* and approving the FY2026-2032 TIP.

Stephen Hunt moved and Andrew Glaspell seconded to recommend COMPASS Board of Directors' adoption of resolutions amending *Communities in Motion 2050* and approving the FY2026-2032 TIP, as presented. Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Review COMPASS Development Products

Olivia Vielstich McKinnon and Austin Miller reviewed COMPASS' processes and products related to development in the region.

OTHER

Next Meeting: September 24, 2025

ADJOURNMENT

Bre Brush moved and Jason VanGilder seconded adjournment of the meeting. Motion passed unanimously.

Chair Crystal Craig adjourned the meeting at 10:02 am.

T:\FY25\800 System Maintenance\820 Committee Support\RTAC\2025 Minutes\Unapproved\08062025_RTAC_Minutes.docx

RTAC AGENDA ITEM III-B

Date: September 24, 2025

Topic: Transit Asset Management Targets

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Directors' acceptance of regional Transit Asset Management (TAM) targets as approved by the Valley Regional Transit (VRT) Board of Directors on August 4, 2025

Summary:

Federal transportation law requires metropolitan planning organizations (MPOs), such as COMPASS, to conduct performance-based planning and programming. As part of this performance-based approach, the Federal Transit Administration (FTA) issued a National Transit Asset Management System final rule requiring MPOs to coordinate with transit providers, such as VRT, to set state of good repair targets for transit capital including rolling stock, equipment, and facilities.

TAM targets apply to all agencies and organizations who use federal funds to provide public transportation, per 49 U.S.C. Chapter 53. TAM targets are based on an asset's useful life benchmark (ULB), which is a measure used to generally indicate when maintenance costs are expected to outweigh replacement costs, and the asset should be replaced. FTA provides default ULBs for different vehicle types.

In 2024, one set of consistent targets was set for the five-year period of FY2025 – FY2029:

- Rolling Stock – $\leq 20\%$ of revenue vehicles will have met or exceeded ULB.
- Equipment – $\leq 10\%$ of equipment will have met or exceeded ULB.
- Facilities – $\leq 30\%$ of facilities will have a condition rating below 3.0.

In FY2025, the region met the targets for rolling stock and facilities but did not meet the target for equipment. A table showing past targets and actual performance is attached.

RTAC is being asked to recommend COMPASS Board of Directors' acceptance of the TAM targets listed above for FY2026, as approved by VRT's Board of Directors in its August meeting. In the COMPASS planning area, the proposed targets apply to VRT, Boise State University, Ada County Highway District Commuteride, and Witco.

Implication (policy and/or financial):

Acceptance of TAM targets is needed to meet federal requirements. There are no FTA penalties for not meeting established TAM targets.

More Information:

- 1) Attachment: Past TAM Performance and Proposed Targets
- 2) For detailed information contact: Austin Miller, Planning Team Lead, at 208/475-2239 or amiller@compassidaho.org

Asset Category	Performance Measure	FY17 Actual	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Actual	FY22 Actual
Rolling Stock	Age - % of revenue vehicles and equipment that has met or exceeded their Useful Life	19.22%	21.25%	27.68%	2.67%	2.67%	19.82%
Equipment		64.43%	38.50%	12.70%	5.00%	5.00%	29.11%
Facilities	Condition - % of facilities with a condition rating below 3.0		33.33%	42.86%	37.50%	37.50%	30.00%

Asset Category	Performance Measure	FY23 Actual	FY24 Actual	FY25 Target	FY25 Actual	FY25 Variance	FY26 Target
Rolling Stock	Age - % of revenue vehicles and equipment that has met or exceeded their Useful Life	24.67%	13.91%	20.00%	19.16%	0.84%	20.00%
Equipment		12.70%	8.89%	10.00%	17.55%	-7.55%	10.00%
Facilities	Condition - % of facilities with a condition rating below 3.0	42.86%	20.00%	30.00%	16.67%	13.33%	30.00%

T:\FY25\600 Projects\661 Long-Range Planning\Public Transportation\TAM\2025_09_RTAC_Memo_TAM Targets.docx

RTAC AGENDA ITEM III-C

Date: September 24, 2025

Topic: Priorities for Rural Projects

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of COMPASS Board of Directors' adoption of Resolution Xa-2026 (attached) supporting priorities for applications in rural areas through the Local Highway Technical Assistance Council (LHTAC), as recommended by the Rural Prioritization Workgroup on August 7, 2025.

Background/Summary:

On August 20, 2012, the COMPASS Board of Directors approved a process for prioritizing rural projects. This process allows all rural roadway jurisdictions in Ada and Canyon Counties to voluntarily meet each year to recommend regional rural project priorities. Beginning in 2015, the Rural Prioritization Workgroup was formed to carry out this responsibility.

On June 16, 2025, the COMPASS Board of Directors amended the process to include Boise County, beginning with funding applications for FY2027.

The Rural Prioritization Workgroup met on August 7, 2025, and recommended the following regional priorities for projects to be submitted through LHTAC:

Local Rural Highway Improvement Program (LRHIP) – Construction

1. City of Wilder – Citywide chip seals
2. City of Parma – Citywide chip seals

LRHIP – Planning

1. City of Melba – Transportation plan update
2. City of Notus – Transportation plan update

COMPASS staff are currently gathering signatures from all participating agencies to demonstrate regional support for these priorities. All signatures are expected to be collected before presenting the resolution to the COMPASS Board of Directors.

Implication (policy and/or financial):

Adoption of Resolution Xa-2026 by the COMPASS Board of Directors will strengthen these applications by providing formal regional support, thereby increasing their competitiveness in LHTAC's scoring process.

More Information:

- 1) Attachment – Resolution Xa-2026
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.

TT:tg T:\FY25\600 Projects\685 TIP\Memos\250924mmoRTACrural.docx

RESOLUTION NO. Xa-2026

**FOR THE PURPOSE OF SUPPORTING RURAL PROJECT PRIORITIES
IN ADA, BOISE, AND CANYON COUNTIES**

WHEREAS, the Community Planning Association of Southwest Idaho (COMPASS) was designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

WHEREAS, COMPASS also provides transportation planning support for Boise County;

WHEREAS, the COMPASS Board of Directors recognizes the importance of prioritizing rural transportation project applications within Ada, Boise, and Canyon Counties;

WHEREAS, the Local Highway Technical Assistance Council desires regional coordination of regional rural transportation applications;

WHEREAS, representatives from rural transportation jurisdictions convened on August 7, 2025, to identify and recommend the region's highest priority rural transportation projects;

WHEREAS, representatives from each rural transportation jurisdiction signed the attached rural prioritization recommendations, dated August 7, 2025, indicating their support for the identified projects and priorities;

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors formally supports the rural priorities outlined in the attached recommendations.

DATED this 20th day of October 2025.

APPROVED:

By: _____
Debbie Kling, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

By: _____
Craig Raborn, AICP, Executive Director
Community Planning Association
of Southwest Idaho

T:\FY26\900 Operations\2026 Resolutions\Resolution Xa-2026.docx

Recommendations from the
Fourteenth Annual Rural Prioritization Workgroup
August 7, 2025

All rural roadway jurisdictions in Ada and Canyon Counties agreed to a rural project prioritization process, which was approved by the COMPASS Board of Directors in 2012. On June 16, 2025, the COMPASS Board of Directors amended the process to include Boise County beginning with FY2027 funding applications. This process provides regional priorities for the Local Highway Technical Assistance Council's (LHTAC's) rural project application cycle, which awards additional points to projects that have been prioritized regionally. Participation in the Rural Prioritization Workgroup is voluntary.

The 14th annual Rural Prioritization Workgroup meeting was held on August 7, 2025. The Rural Prioritization Workgroup recommended the following project priorities for approval by the COMPASS Board of Directors on October 20, 2025, and consideration in the LHTAC application process:

Local Rural Highway Improvement Program (LRHIP) – Construction

1. City of Wilder – Citywide chip seals
2. City of Parma – Citywide chip seals

LRHIP – Planning

1. City of Melba – Transportation Plan Update
2. City of Notus – Transportation Plan Update

The following agencies support and recommend the priorities and projects, as presented, for approval by the COMPASS Board of Directors.

Ada County Highway District	Boise County	City of Greenleaf
City of Melba	City of Notus	City of Parma
City of Wilder	Golden Gate Highway District No. 3	Highway District No. 4
Nampa Highway District No. 1	Notus-Parma Highway District No. 2	

RTAC AGENDA ITEM IV-A

Date: September 24, 2025

Topic: FY2026 COMPASS Resource Development Plan

Request/Recommendation:

COMPASS staff seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2026 Resource Development Plan, which is provided in "Supplemental Information" on the RTAC meeting web page and linked below.

Background/Summary:

The COMPASS Bylaws (link provided below) specify that one of the primary responsibilities of the COMPASS Board of Directors is to "approve the annual development plan which identifies: a) grants and other funding sources for COMPASS; and b) resource development activities which will be pursued by COMPASS staff" (Article 3, Section 1.18). COMPASS staff began soliciting FY2026 funding applications through its annual call for projects in September 2024. Phase I applications were due November 20, 2024. Phase II applications were due January 21, 2025. A second opportunity to submit Phase I applications for local funding programs was offered in the spring; those applications were due May 1, 2025.

Collectively, those applications form the basis for the Resource Development Plan, which describes member agency and COMPASS needs, and guides COMPASS' resource development efforts to obtain additional funding throughout the year. Applications were ranked and scored by RTAC based on funding source eligibility and were recommended for funding based on the ranked order. However, as needs far exceed resources, many projects remain unfunded or only partially funded. Those remaining projects are listed in the Resource Development Plan.

In addition, the Resource Development Plan includes all the local and regional priorities from *Communities in Motion 2050*, the Treasure Valley Transportation Systems Management and Operations Plan, the I-84 Corridor Operations Plan, and the Regional Safety Action Plan.

Implications (policy and/or financial):

The FY2026 Resource Development Plan will guide COMPASS' resource development activities to assist member agencies in securing funding for priority projects, including matching projects with funding sources, interpreting funding guidelines, determining funding eligibility, finding and sharing grant opportunities, reviewing grants prepared by members prior to submittal, providing letters of support, writing grant applications, and managing grants.

More Information:

- 1) Draft FY2026 Resource Development Plan: https://compassidaho.org/wp-content/uploads/RTAC_Supp_DraftFY2026_ResourceDevelopmentPlan.pdf
- 2) COMPASS Bylaws: <https://compassidaho.org/wp-content/uploads/COMPASSBoardBylaws.pdf>
- 3) For detailed information contact: Matt Carlson, Principal Planner, at (208) 475-2232 or mcarlson@compassidaho.org.

MC:tg <T:\FY25\600 Projects\685 Resource Development\I - Res Dev Plan\RTAC Memo 92425 RDP.docx>

RTAC AGENDA ITEM IV-B

September 24, 2025

Topic: Amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of COMPASS Board of Director's adoption of Resolution Xb-2026 (Attachment 1), modifying the FY2025-2031 and FY2026-2032 TIPs at the request of the City of Nampa.

Background/Summary

Per COMPASS policy, Board approval is required for a cost increase exceeding 30% and more than \$1 million.

The City of Nampa requested a budget increase of \$1,554,995 (37.64%) for the **Middleton Road, State Highway 55 (Karcher Road) to Flamingo Avenue** project. This adjustment is necessary to align with the final engineer's estimate. The request also includes shifting funds from FY2025 to FY2026.

A public comment period was held September 5, 2025, through September 15, 2025, to address the proposed amendment to the FY2025-2031 and FY2026-2032 TIPs. Verbatim comments are provided in Attachment 2.

Implication (policy and/or financial):

Approval of this amendment ensures continued compliance with federal fiscal constraint requirements and allows progress on the project to proceed without interruption.

More Information:

- 1) Attachment 1: Resolution Xb-2026
- 2) Attachment 2: Verbatim Public Comments
- 3) For detailed information contact: Toni Tisdale, Resource Development Team Lead, at 208/475-2238 or ttisdale@compassidaho.org.

TT:tg T:\FY25\600 Projects\685 TIP\Memos\250924mmoRTACamend6.docx

RESOLUTION NO. Xb-2026

Attachment

**FOR THE PURPOSE OF AMENDING THE FY2025-2031 and FY2026-2032
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS**

WHEREAS, the Community Planning Association of Southwest Idaho (COMPASS) was designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to develop and approve transportation improvement programs;

WHEREAS, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the transportation improvement programs to be financially constrained;

WHEREAS, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require transportation improvement programs be developed in consultation with all interested parties;

WHEREAS, a public comment period was held from September 5 through September 15, 2025, and comments were shared with the COMPASS Board of Directors for consideration;

WHEREAS, the Community Planning Association of Southwest Idaho desires to take timely action to ensure the availability of federal funds;

WHEREAS, the Community Planning Association of Southwest Idaho developed this amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Board of Directors' approves this amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs.

ADOPTED this 20th day of October 2025.

By: _____
Debbie Kling, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

By: _____
Craig Raborn, AICP, Executive Director
Community Planning Association
of Southwest Idaho

T:\FY26\900 Operations\2026 Resolutions\Resolution Xb-2026.docx

Community Planning Association of Southwest Idaho (COMPASS)

Amendment #6 for the FY2025-2031 Regional Transportation Improvement Program (TIP) and Amendment #1 for the FY2026-2032 TIP

Scheduled Funding for Project Lifetime												
	Project	Sponsor	*Current Total	Revised Total	Total Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
24229	Middleton Road, SH-55 (Karcher Road) to Flamingo Avenue, Nampa	City of Nampa	\$4,131,000	\$5,685,995	\$1,554,995	37.64%	Local Participating	2025	Construction	\$1,674,000	\$0	Increase Local Participating funds by \$1,506,995 to meet the final engineer's estimate and delay construction from FY2025 to FY2026. Also adjust advanced construction budget to match the FY2026-2032 TIP update, which advanced from PD to FY2030 and decreased by \$48,000.
							AC (Local)	2025	Construction	\$2,475,000	\$0	
							Local Participating	2026	Construction	\$0	\$3,180,995	
							AC (Local)	2026	Construction	\$0	\$2,475,000	
							AC (Local)	PD/2030	Construction	(\$2,475,000)	(\$2,425,000)	
							STBG-LU	PD/2030	Construction	\$2,427,000	\$2,425,000	

* Current Total is the total amount previously and currently programmed in the TIP, prior to this action.
 COMPASS TIP Amendment Policy: https://compassidaho.org/wp-content/uploads/2024-01_TIPAmendPolicy.pdf
 Only information proposed to change is included in this amendment detail.

Acronyms:

AC = Advanced Construction
 FY = Fiscal Year
 PD = Preliminary Development
 LU = Large Urban
 SH = State Highway
 STBG = Surface Transportation Block Grant

Public Comments Received (Verbatim)

Amendment #6 to the FY2025-2031 Regional Transportation Improvement Program (TIP) and Amendment #1 to the Draft FY2026-2032 Transportation Improvement Program, the budget(s) of transportation projects.

Public Comment Period: September 5 – September 15, 2025

Total number of comments received by COMPASS: **2**

Topic:

This proposed change would increase local participating funds to meet the final engineers estimate on the Middleton Road, SH-55 (Karcher Road) to Flamingo Avenue project in the City of Nampa.

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
I agree with the increased budget, with all the construction in the valley it is not surprising. Additionally, I support improving transportation in the valley.	Thank you for your comments; they will be shared with the City of Nampa and the COMPASS Board of Directors.	Stephanie Wicks
I support this proposed change that will increase local participating funds to meet the final engineer's estimate on the Middleton Road, SH-55 (Karcher Road) to Flamingo Avenue project in the City of Nampa.	Thank you for your comments; they will be shared with the City of Nampa and the COMPASS Board of Directors.	Rob Hartsock

RTAC AGENDA ITEM V-A

Date: September 24, 2025

Topic: Resilience Improvement Plan

Request/Recommendation:

This is an information item only.

Background/Summary:

The Infrastructure Investment and Jobs Act established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program to help make surface transportation more resilient to natural hazards. The PROTECT program includes both formula funding as well as competitive grant opportunities.¹

Consistent with the PROTECT program, COMPASS has begun developing a Resilience Improvement Plan for Ada and Canyon Counties that will:

- Establish a baseline understanding of resilience planning
- Analyze asset criticality and vulnerability specific to Ada and Canyon Counties
- Develop a list of priority projects to inform other planning and funding efforts

For this plan COMPASS has partnered with High Street Consulting Group and Atlas Strategic Communications. COMPASS' work is supported by local stakeholders and subject matter experts to identify the most relevant hazards to transportation infrastructure, review criticality and vulnerability of assets, and help define priorities.

In this meeting, COMPASS staff will share the purpose of the Resilience Improvement Plan, literature review (attached) findings, project status, and timeline.

Next Steps:

The COMPASS Resilience Improvement Plan is scheduled to be completed in March 2026.

More Information:

- 1) Attachment: Literature Review
- 2) For detailed information contact: Austin Miller, Planning Team Lead, at 208/475-2239 or amiller@compassidaho.org.

T:\FY25\600 Projects\661 Long-Range Planning\Environmental\Resilience\09.24.2025 RTAC Memo_Resilience.docx

¹ https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/protect_fact_sheet.cfm



Literature Review

COMPASS Resilience Improvement Plan

FINAL

September 6, 2025



In collaboration with



Contents

Introduction	1
Context.....	1
Regional Overview	1
History of Resilience Planning	1
Resilience Planning Overview	2
Hazards	2
Wildfires.....	5
Floods.....	5
Landslides.....	6
Earthquakes	7
Extreme Heat	8
Extreme Weather.....	9
Conclusion.....	10
Appendix: Sources.....	11
Federal	11
State	11
Regional	11

Introduction

Natural hazards and extreme weather events present significant risks to transportation infrastructure, threatening the continuity of service and undermining long-term investments. In response, resilience planning has emerged as a strategic approach to safeguard assets and ensure reliable mobility during and after disruptive events.

Resilience is defined as “the ability to anticipate, prepare for, and/or adapt to changing conditions and/or withstand, respond to, and/or recover rapidly from disruptions” (FHWA, 2017). In the context of transportation, resilience means designing systems that can endure and recover from hazards such as flooding, wildfires, extreme heat, and seismic activity.

The objective of resilience planning is to identify system vulnerability, prioritize critical infrastructure, and enhance regional capacity for response and recovery. These efforts support improved safety, minimized economic disruption, and accelerated recovery. The COMPASS Resilience Improvement Plan (RIP), in alignment with the FHWA PROTECT program, advances these goals through a strategic framework tailored to Ada and Canyon Counties.

Context

Regional Overview

Ada and Canyon Counties form the COMPASS planning area, characterized by a diverse and growing population, a dynamic economy, and evolving land use patterns. According to *Communities in Motion 2050* (COMPASS, 2022), the region is experiencing increased urbanization, with development expanding into previously rural areas. Regional land use trends show a mix of high-density urban development and low-density suburban and rural expansion. This growth will increase demand on the region’s transportation network and contribute to increased hazard exposure, intensifying the need for resilient infrastructure that can support both current and future demands.

The region’s climate and geography further increase the need for resilience. The Boise River, mountainous terrain, and semi-arid climate contribute to a range of environmental challenges, including flooding, wildfires, and extreme heat events.

This context underscores the importance of integrating resilience into transportation planning to ensure infrastructure investments remain effective and responsive to evolving regional needs.

History of Resilience Planning

Idaho has a growing history of resilience planning, with several initiatives underway or completed. The Idaho Transportation Department (ITD) is developing a Resilience Strategy, and both state and county-level Hazard Mitigation Plans provide foundational data on historical hazards and risk areas.

COMPASS itself has also previously explored resilience. In 2021, a Boise State University researcher published *Understanding Current Resilience Practices and Their Application to the Treasure Valley*, which identified planning gaps and best practices (Klopfenstein, 2021). The report supported development of the Transportation Resilience chapter of the COMPAS long-range plan *Communities in Motion 2050*.

At the federal level, FHWA has created the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program, which supports planning and implementation efforts to make surface transportation systems more resilient to natural hazards

(USDOT 2024). The program emphasizes vulnerability assessments, criticality analysis, and integration with broader transportation planning efforts. The COMPASS RIP will be consistent with the requirements of the program.

Resilience Planning Overview

Development of the RIP requires the identification of transportation assets with the highest risk of disruption from natural hazards, where risk is determined by the probability of exposure and potential consequences of damage or disruption to an asset (USDOT 2024). Statewide, regional, and local resilience and hazard mitigation plans help identify relevant natural hazards, with further research deepening understanding of both historical exposure patterns and future projections. Next, asset data is collected to build a detailed inventory of infrastructure assets. The criticality of each asset is then evaluated, which indicates the assets' importance to regional transportation functions and underserved communities. Together, these datasets form the foundation for assessing vulnerability—evaluating how exposed and sensitive each asset is to specific hazards.

Once exposure and criticality are understood, the plan will identify adaptation options. These strategies may include physical upgrades, policy changes, or operational adjustments aimed at reducing risk, enhancing system performance during adverse conditions, and improving system recovery after events. The results of these assessments and proposed adaptations will then be incorporated into decision-making processes, ensuring that resilience is embedded in transportation planning, investment prioritization, and project development.

Ultimately, the outcomes of this resilience planning process will include a deeper understanding of regional vulnerabilities, a prioritized list of projects based on risk and importance, and a stronger foundation for integrating resilience into all aspects of transportation decision-making.

Hazards

Six of the 11 sources evaluated for this literature review helped identify the natural hazards most relevant for Ada and Canyon Counties:

- Idaho Transportation Department (ITD) Resiliency Strategy (In Development)
- State of Idaho Hazard Mitigation Plan
- Ada County Multi-Hazard Mitigation Plan
- Canyon County All-Hazard Mitigation Plan
- Boise Climate Adaptation Assessment
- Impacts of Climate Change on Idaho's Infrastructure

Table 1 summarizes the types of hazards included in the resilience and hazard mitigation plans reviewed. A total of 16 hazards are included in at least one of the sources. Six of these hazards were identified as most relevant to the COMPASS region. These hazards were selected for detailed analysis based on their frequency, severity, and potential impact on transportation infrastructure. These are:

- Wildfires
- Floods
- Landslides
- Earthquakes
- Extreme heat
- Extreme weather

The following hazards are less relevant to the region and relate less to the RIP effort, and are therefore not covered further in this literature review:

- Volcanic eruptions and avalanches
 - Unlikely to affect Ada and Canyon Counties
- Droughts and extreme cold
 - Limited transportation impacts
- Thunderstorms, heavy precipitation, lightning, straight-line winds, winter storms, hail, and tornadoes
 - Combined into “extreme weather”
- Dam failure
 - Included in floods

Table 1: Hazards Analyzed by Source

	Wildfires	Floods	Landslides	Earthquakes	Extreme Heat	Thunderstorm/ Heavy Precip	Drought	Avalanche	Dam/canal Failure	Lightning	Straight-line Wind	Winter Storms	Hail	Tornadoes	Extreme Cold	Volcanic Eruptions
ITD Resiliency Strategy (In development)	X	X	X	X				X ¹								
State Hazard Mitigation Plan	X	X	X	X		X	X	X	X ²	X	X	X	X	X		X
Ada County Hazard Mitigation Plan	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X
Canyon County Hazard Mitigation Plan	X	X	X	X	X	X	X		X	X	X				X	
Boise Climate Adaptation Assessment	X	X			X	X	X									
Impacts of Climate Change on Idaho's Infrastructure	X	X	X		X			X								
Count	6	6	5	4	4	4	4	3	3	3	3	2	2	2	2	2

¹ The ITD Resiliency strategy includes avalanches in its chapter on landslides² The State of Idaho Hazard Mitigation Plan includes dam failures in its chapter on floods

Wildfires

Description

Wildfires are an increasingly frequent occurrence across the western United States and are one of the most significant hazards facing Ada and Canyon Counties. The term is generally used to refer to “an unplanned fire caused by lightning or other natural causes, by accidental (or arson-caused) human ignitions, or by an escaped prescribed fire” (IOEM, 2023). Fires pose a serious hazard due to their scale and the damage they produce. Once started, fires can be very difficult to control, often traveling quickly and producing smoke that can damage air quality hundreds of miles away.

Regional Context

Idaho’s wildlands are home to two primary ecosystems that are vulnerable to wildfires: forests and rangeland. Populated areas near these fire-prone ecosystems are especially vulnerable. This boundary area is known as the “wildland-urban interface” (WUI). Structures in this area are often in close proximity to vegetation, a major fuel source, resulting in ideal conditions for fire to spread.

The WUI has grown considerably over recent decades amid the region’s strong population and economic growth, increasing the risk to communities. Today, much of Ada and Canyon Counties is considered to be in the WUI area. As more of the WUI is developed, the risk will increase. Ongoing shifts in the area’s climate may also increase the risk, as warmer, drier conditions result in additional fuel.

Transportation Impacts

The primary transportation impact from wildfires is direct damage to infrastructure. In addition, fires in populated areas frequently require evacuations, so emergency plans must account for fire risk when designing evacuation routes and communication plans. Wildfires also create smoke, which makes breathing difficult and can cause illness, especially for vulnerable populations (IOEM 2023). This can be very dangerous for people who frequently walk or bike. They also alter the topography of burned areas and can increase the risk of landslides and flooding.

Data Sources

Existing plans have used several metrics to assess hazard levels. In addition to whether an area is included in the WUI, analyses often incorporate metrics on an area’s likelihood to burn, the anticipated behavior of a fire in that area, and the magnitude of impacts. Risk data has been published by the Federal Emergency Management Agency (FEMA) and the US Forest Service. Some approaches also use climatology to incorporate the role of weather in fire risk, both spatially and temporally.

Floods

Description

There are many types of flooding, each with their own causes and effects. Riverine floods occur when the water in a stream or river escapes its banks. This is usually the result of sustained rainfall over a large area, which causes flooding in small streams, eventually flowing into larger rivers. This can present two hazards: inundation, in which water and debris flow through normally dry areas, and channel migration, in which erosion causes a change in the normal course of the river.

Stormwater runoff flooding is a result of drainage issues. Heavy rain events can overwhelm the capacity of stormwater systems and ground infiltration. This results in flooding, usually outside of

natural flood plains. This type of flooding is most prevalent in urbanized areas due to their use of impervious ground cover.

Flash flooding is “a rapid and extreme flow of high water into a normally dry area, or a rapid water level rise in a stream or creek above a predetermined level, beginning within 6 hours of the causative event” (Ada County EMCR, 2022). The causative events can vary, and flash flooding can occur in conjunction with other types of flooding.

Some sources also treat dam failure as a type of flooding, while others treat it as one potential cause of riverine and flash flooding. Failures can be caused by overtopping of the structure by the reservoir, structural deficiencies, mechanical failures, and seismic activity. While rare, these events have the potential to be extremely damaging. The risk posed by these events is determined by the height of the structure, the volume of water in the reservoir, and the distance to developed areas.

Regional Context

Ada and Canyon Counties are regularly impacted by flooding. The Boise River flows through the region’s most populated areas. The river’s flow is regulated by upstream dams, but riverine flooding is still possible. The river is fed by multiple tributaries in the Boise Foothills which are highly susceptible to flooding during intense rain events. Historically, Ada County has experienced floods large enough to cause property damage every three to seven years (Ada County EMCR, 2022).

There are many dams in the area that pose a potential hazard. The Idaho Department of Water Resources rates dams as low, significant, or high hazard, based on the potential impacts (not likelihood) of a failure. There are six dams in Ada and Canyon Counties rated as high hazard (IOEM, 2023). In addition, much of the agricultural land in Canyon County is served by canals, which can also flood due to intense rain, structural failure, or blockages.

Urbanized areas in the region also regularly experience flooding due to drainage issues.

Transportation Impacts

Flooding of all kinds can have serious impacts for transportation systems. Roads and bridges can be blocked by flood water. Stormwater runoff, which is caused by impervious surfaces such as roads, is especially likely to block roads. Riverine and flash floods, which tend to be fast flowing and carry debris, can also cause damage to roads, bridges, and vehicles. Flooded rivers also cause increased bridge scour, leading to increased maintenance needs.

Data Sources

The most frequent tool for understanding riverine flood risk is a series of flood hazard area maps published by FEMA. These maps include outlines of areas likely to be inundated by a 1% annual chance (100-year) and 0.2% annual chance (500 year) event. Stormwater runoff events are studied based on historical occurrence. Dam failure risk is less well documented, although some sources use Hazus, a hazard modeling program published by FEMA, to model hypothetical events.

Landslides

Description

Landslides are masses of earth and debris moving down a slope. They can be initiated by a variety of events, including storms, earthquakes, fires, and land modification. The primary contributing factor to landslide risk is slope; most slides occur on slopes between 30 degrees and 41 degrees (IOEM, 2023). Other important conditions include soil material, bedrock geology,

vegetation, and climate. Many events can create or exacerbate these conditions. Soil saturation due to heavy rain and rapid snowmelt are the most common contributing factor. Erosion by rivers, weakening of soil and removal of vegetation by wildfires, vibrations from earthquakes, and excess weight from structures can also increase the likelihood of landslides. Slides are sometimes classified by the type of movement and material involved, as well as the velocity.

Regional Context

Landslides are frequent in Idaho, although most are small and cause minimal damage. In the study area, most landslides have occurred in the Boise Foothills in northern Ada County. While no fatalities have been reported, five events in the area have been reported to cause property damage since 1959. Most local landslides occur in late winter, when the water table is high. Water is nearly always a factor, and human influence (usually in the form of disturbance due to development) has contributed to over 80 percent (Ada County EMCR, 2022). Precipitation in the region is trending towards fewer, more intense events (IOEM, 2023). This pattern is likely to increase the risk of landslides. As drier overall conditions increase the chance of drought and wildfire, which can remove vegetation and reduce soil's ability to absorb water, extreme rainfall events will be more likely to disrupt weaker soil, causing landslides and mudslides.

Transportation Impacts

Landslides primarily disrupt transportation by blocking or damaging roads and bridges. Even a moderate slide can leave enough material on a street to make it impassable. This is especially dangerous if the route is important for evacuations or is isolated and difficult to route around. For example, in July 2020, a landslide on US-95 south of Riggins, ID "closed almost all north-south Idaho traffic for several days" (Vos, J., 2021). In the worst case, such an event could leave some areas entirely cut off.

Data Sources

Many plans measure landslide risk using ground slopes generated from digital elevation model data. FEMA's National Risk Index also provides a risk level for many threats, including landslides, at the census tract level. Finally, the Idaho Geological Survey published a landslide inventory, with data on all recorded landslides in the state. While not predictive, this data can inform decisions about areas that experience risk for landslides. In some cases, plans that do not have access to specific landslide risk data use severe storm frequencies as a proxy, as most landslides in southwest Idaho are associated with such storms (Canyon County Sheriff's Office, 2021).

Earthquakes

Description

An earthquake is "the vibration of the earth's surface that follows a release of energy in the earth's crust generated by a sudden dislocation of crust segments" (Canyon County Sheriff's Office, 2021). Crust segments undergo stress from several sources, causing them to move and stretch. When the stress exceeds the strength of the rock, they break and shift into a new position. This sudden movement generates vibrations, known as seismic waves. While the initial earthquake usually lasts a few seconds, the shockwaves travel across the surface of the earth over several minutes.

Earthquakes can be measured by how much energy is released, known as magnitude, or by the impact to structures, known as intensity. A given event has a single magnitude, but the intensity varies based on geography and distance from the epicenter.

Regional Context

Idaho is among the most seismologically active states. It experiences hundreds of events each year, although most are too small to feel. On average, Idaho experiences an earthquake strong enough to damage buildings every 10 years (IOEM, 2023). In the Boise area, seismologists have calculated that there is a greater than 50% chance of a midrange or greater intensity event (strong enough to cause light to moderate building damage) in any 50-year period (Canyon County Sheriff's Office, 2021).

Transportation Impacts

Earthquakes can have a variety of impacts. During an event, structures are subjected to shaking. This is generally most dangerous for unsecured objects and older structures. Ground displacement can also occur, where crust sections move laterally and/or vertically during an event. This frequently disrupts roads and utilities, as sections can become partially or completely impassible.

Earthquakes can also disrupt soil and rock at the surface. This can cause landslides and avalanches in areas that are prone to them, with impacts ranging from blocked roads to damaged or destroyed structures (see **Landslide** section). Certain soil types are also susceptible to liquefaction, where shaking causes soil particles to float freely in ground water. This can result in previously solid ground losing structural integrity, causing roads and buildings to sink. Much of the area near the Boise River is especially susceptible to liquefaction due to the soil type present there (Ada County EMCR, 2022; Canyon County Sheriff's Office, 2021).

Data Sources

Earthquakes are extremely difficult to predict. However, the US Geological Survey (USGS) publishes the Seismic Hazard Long-Term Model, which maps seven levels of earthquake risk. USGS also publishes seismic hazard maps, which give the expected intensity at various probability levels based on soil type and geography. These data are frequently used to inform building codes in high-activity areas (IOEM, 2023). Some sources also use ShakeMaps, which map the expected intensity of shaking caused by an earthquake with a specified magnitude and epicenter. Finally, liquification risk is measured using soil type data available from the National Earthquake Hazards Reduction Program.

Extreme Heat

Description

Extreme heat is defined as summertime conditions featuring temperatures and humidity that are much higher than average. Because these two conditions both affect how hot it “feels,” they are commonly combined using the heat index metric. Prolonged exposure to conditions in excess of 80 degrees can increase risk for heat disorder, while heat index readings above 100 degrees are considered dangerous, even in the shade (Ada County EMCR, 2022). The duration of an extreme heat event also impacts its severity. Studies of past events show a significant increase in heat-related illnesses when high temperatures last more than two days (Canyon County Sheriff's Office, 2021).

Regional Context

Extreme heat events are common in the study area. Based on historic weather readings taken in Nampa, ID, there is a 90 percent chance the area will experience 100-degree temperatures at least once in a given summer (Canyon County Sheriff's Office, 2021). Historic trends, as well as climate projections, also suggest that the frequency of these events is increasing (Klopfenstein, 2021). Much of the region is also affected by the “urban heat island effect,” in which asphalt and

concrete absorb heat during the day and slowly release it at night. This causes higher nighttime surface temperatures relative to nearby, less-developed areas. Temperatures in the higher-elevation areas of the study area are typically 5 to 10 degrees cooler than the valley, so the lower areas are at higher risk to experience extreme heat (Canyon County Sheriff's Office, 2021).

Transportation Impacts

The most dangerous impacts of extreme heat are on human health. This makes it very dangerous for individuals who walk, bike, or use transit as their primary mode of transportation. This is especially true for vulnerable populations, including children, the elderly, and those with chronic illnesses.

Heat also has the potential to impact transportation infrastructure. It can degrade and soften road surfaces and cause damage to bridges.

Data Sources

The heat index is the primary indicator of extreme heat risk used by the reviewed sources. High resolution data for historical and projected temperatures is available in the Multivariate Adaptive Constructed Analogs dataset from Climatology Lab at the University of California, Merced.

Extreme Weather

Description and Regional Context

Extreme weather (sometimes "severe weather") can include a variety of events, including thunderstorms, extreme precipitation, straight-line winds, lightning, hail, winter storms, and tornados. Many severe weather patterns can include more than one of these events. Such events are common across Idaho; Ada and Canyon Counties can expect to experience at least some of them on an annual basis, although not all will result in significant damage or disruption.

Transportation Impacts

The potential impact of these events on transportation systems varies based on the nature and severity of the event. Physical damage to assets from extreme weather is rare. Hail, wind-blown debris, and dangerous road conditions are unlikely to seriously damage pavement or bridges, though they may lead to damage to transit vehicles or other, smaller assets. Tornados do have the potential to damage or destroy roads and bridges but are uncommon in southwest Idaho.

Far more likely are impacts to mobility and reliability. Thunderstorms and winter weather can reduce visibility and cause dangerous road conditions, especially for pedestrians and at night. High winds can damage trees and power lines, creating debris that blocks roads. This can be especially dangerous in emergency scenarios. Debris on important highways can hamper evacuation efforts. Damage to communication infrastructure can also hamper emergency warning and coordination efforts.

Data Sources

Notably, extreme weather events are often the cause for several of the other hazards examined in this report. Lightning and downed power lines can cause wildfires in dry conditions, while extreme precipitation can lead to flash flooding and landslides. For this reason, assessment of extreme weather risk often uses the same data sources and techniques as those hazards (floodplains, fire risk areas, etc.).

Conclusion

The literature review and hazard identification conducted for the COMPASS RIP provide a foundational understanding of the region's most pressing transportation vulnerabilities. By synthesizing insights from federal, state, and local sources, this analysis has identified six key hazards—wildfires, floods, landslides, earthquakes, extreme heat, and extreme weather—that pose the greatest risk to Ada and Canyon Counties. These findings, combined with asset inventory and criticality assessments, will inform the next phase of the RIP: quantifying vulnerabilities and prioritizing infrastructure based on risk exposure and regional importance. These findings will be integrated into a transparent, data-driven framework to guide the selection of resilience strategies and investment decisions. Ultimately, this process will culminate in a prioritized list of projects and an implementation plan aligned with regional goals and federal funding opportunities, ensuring that resilience is embedded in transportation planning across Ada and Canyon Counties.

Appendix: Sources

Federal

Federal Highway Administration (FHWA) Office of Planning, Environment, and Realty. (December 2017). *Vulnerability Assessment and Adaptation Framework, Third Edition*.

https://rosap.nhtl.bts.gov/view/dot/36188/dot_36188_DS1.pdf

U.S. Department of Transportation (USDOT). (2024). *Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) General Grant Information*. <https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving>

State

Idaho Office of Emergency Management (IOEM). (October 2023). *State of Idaho Hazard Mitigation Plan*. <https://ioem.idaho.gov/preparedness-and-protection/mitigation/state-hazard-mitigation-plan/>

Idaho Power. (2024). *2025 Wildfire Mitigation Plan*. <https://ioem.idaho.gov/preparedness-and-protection/mitigation/state-hazard-mitigation-plan/>

Idaho Transportation Department. (2025). *Idaho Transportation Department Resiliency Strategy*.

Vos, J. (2021). *Impacts of Climate Change on Idaho's Infrastructure*.

<https://objects.lib.uidaho.edu/mcclure-center/iceia-infrastructure-report-2021.pdf>

Regional

Ada County Emergency Management and Community Resilience (EMCR). (2022). *2022 Ada County Multi-Hazard Mitigation Plan Part 2: Risk Assessment*.

https://adacounty.id.gov/emergencymanagement/wp-content/uploads/sites/39/Vol1_02-RiskAssessment.pdf

Canyon County Sheriff's Office. (November 2021). *2021 Canyon County All-Hazard Mitigation Plan Volume 1: Countywide Elements*. <https://www.canyoncounty.id.gov/elected-officials/sheriff/emergency-management/>

City of Boise, ID. (2016). *Boise Climate Adaptation Assessment (BCAA): Building Climate Readiness in Boise*. https://pnwcirc.org/sites/pnwcirc.org/files/bcaa_full_112416.pdf

Klopfenstein, L. (April 2021). *Understanding Current Resilience Practices and Their Application to the Treasure Valley*. https://compassidaho.org/wp-content/uploads/ResilienceReport_2021.pdf

COMPASS. (December 2022). *Communities in Motion 2050: Demographics and Economic Change*. <https://cim2050.compassidaho.org/wp-content/uploads/Demographics.pdf>

RTAC AGENDA ITEM V-B

DATE: September 24, 2025

Topic: COMPASS Application Cycle

Request/Recommendation:

Information/discussion.

Background/Summary:

COMPASS holds an annual call for project applications each fall. For the September 2025 call for projects, applications awarded federal funds will be included in the FY2027-2033 Transportation Improvement Program (TIP). Though the funding period covered by the FY2027-2033 TIP begins October 1, 2026, most new projects will be budgeted in the last year(s) of the TIP. The projects awarded funding through COMPASS local programs will be budgeted for FY2027, which begins October 1, 2026.

To assist member agencies in submitting successful applications, COMPASS develops the COMPASS Funding Application Guide (approved by the COMPASS Board of Directors at the August 18, 2025, meeting) and provides several tools and resources that should be used to prepare and submit a strong application. The goals and vision of *Communities in Motion 2050* should drive your application.

To assist you in preparing a quality application, COMPASS will discuss how to approach the FY2025 call for projects and important components of your application, including those listed below.

Phase I Application

- Requests high-level information on project location, scope, and expected impacts and is used to evaluate the project's eligibility for different funding programs. These project applications are added to the COMPASS Resource Development Plan to pursue other funding sources.
Due: November 20, 2025

Phase II Application

- Requests all federally required project information. COMPASS staff will notify the project sponsor if the project is eligible for federal funding and a Phase II application is needed.
Due: January 21, 2026

Scoring Criteria

- Each project type relies on different types of criteria. Pay attention to the criteria and information needed for your type of project:
 - o Roadways/Bridges
 - o Active Transportation
 - o Public Transportation
 - o Planning/Special Projects
- Continually refer to the scoring criteria for the specific project type as you fill out the application and provide all the required information to prepare a competitive application.

More Information:

- 1) For assistance, contact: Matt Carlson, Principal Planner, at (208) 475-2232 or mcarlson@compassidaho.org

RTAC AGENDA WORKSHEET

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	Monthly	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
UPCOMING AGENDA ITEMS								
4.	ACHD Commuteride	No	Nicole Stern will provide information about how federal funds are used at ACHD Commuteride.	Special Item	15	Nicole Stern	October	N/A
5.	Recommend Adoption of the COMPASS Carbon Reduction Strategy	Yes	Hunter Mulhall/DKS will seek RTAC recommendation of COMPASS Board of Directors' adoption of the Carbon Reduction Strategy.	Action	15	Hunter Mulhall/DKS	October	December

¹ No, Yes, N/A (Not Applicable)

² Action; Consent Agenda; Executive Director's Report; Information; Special Item; Committee Reports; Open Discussion/Announcements

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
6.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval for balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	October	December (if needed)
7.	Recommend an Amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2025-2031 and FY2026-2032 TIPs, if needed.	Action	10	Toni Tisdale	October	December (if needed)
8.	Approve 2026 RTAC Meeting Dates/Times	Yes	COMPASS staff will request RTAC approval of 2026 meeting dates and times.	Consent	N/A	N/A	November	N/A
9.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	November	Dec (if needed)

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
10.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	November	December (if needed)
11.	Coordinated Regional Waterway-Pathway Plan	No	Alexa Roitman will provide a status report on the Coordinated Regional Waterway-Pathway Plan for information and discussion.	Information	15	Alexa Roitman	November	December
12.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	December	February (if needed)
13.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	December	February (if needed)

\\cpa.local\dfs\Shared\FY23\800 System Maintenance\820 Committee Support\RTAC\RTAC Agenda Worksheet.docx



Scheduled vs. Obligated for the 2025 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 9/9/2025] [Fiscal Year: 2025] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2025] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Pavement Preservation									
22699	3	SH 69, KUNA TO MERIDIAN, ADA CO	2025	Awarded (or equiv.)	100	PE	\$65,000.00	\$65,000.00	\$0.00
						PC	(\$15,000.00)	(\$15,000.00)	\$0.00
						CE	\$102,355.00	\$102,355.00	\$0.00
						CC	\$150,000.00	\$150,000.00	\$0.00
						CN	\$3,362,087.00	\$3,362,087.00	\$0.00
							\$3,664,442.00	\$3,664,442.00	\$0.00
23163	3	SH 55, ION JCT TO HOSKINS ROAD, CANYON/OWYHEE COS	2025	Awarded (or equiv.)	100	PE	\$15,000.00	\$15,000.00	\$0.00
						PC	(\$15,000.00)	(\$15,000.00)	\$0.00
						CE	\$34,985.00	\$34,985.00	\$0.00
						CC	\$50,000.00	\$50,000.00	\$0.00
						CN	\$892,341.00	\$892,341.00	\$0.00
							\$977,326.00	\$977,326.00	\$0.00
23542	3	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	2025	Awarded (or equiv.)	100	PE	(\$25,000.00)	(\$25,000.00)	\$0.00
						PC	(\$120,000.00)	(\$120,000.00)	\$0.00
						CE	\$61,438.00	\$61,438.00	\$0.00
						CC	\$307,191.00	\$307,191.00	\$0.00
						CN	\$3,355,126.00	\$3,355,126.00	\$0.00
							\$3,578,755.00	\$3,578,755.00	\$0.00
23626	3	SH 45, JCT SH78 TO DEER FLAT RD SEALCOAT, CANYON CO	2025	Awarded (or equiv.)	100	PE	(\$29,000.00)	(\$29,000.00)	\$0.00
						CE	\$112,546.00	\$112,546.00	\$0.00
						CC	\$51,500.00	\$51,500.00	\$0.00
						CN	\$1,077,949.00	\$1,077,949.00	\$0.00
							\$1,212,995.00	\$1,212,995.00	\$0.00
24054	3	SH 55, STATE ST TO PAYETTE RV BR, BOISE/ADA CO	2030	Development	100	PE	\$83,347.00	\$0.00	\$83,347.00
							\$83,347.00	\$0.00	\$83,347.00
24058	3	US 95, PARMA NCL TO JCT I 84, CANYON/PAYETTE CO	2029	Development	100	PE	\$60,513.00	\$60,513.00	\$0.00
							\$60,513.00	\$60,513.00	\$0.00
24062	3	US 20, AVIATION WAY TO SH 16, CANYON/ADA CO	2027	Development	100	PE	(\$25,000.00)	(\$25,000.00)	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00
							\$0.00	\$0.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24118	3	SH 44, STAR TO EAGLE, ADA CO	2029	Development	100	PE	\$50,000.00	\$50,000.00	\$0.00
							\$50,000.00	\$50,000.00	\$0.00
24511	3	I 84, FY27 D3 IC RAMPS, ADA/CANYON COUNTIES	2027	Development	100	PE	\$28,458.00	\$28,458.00	\$0.00
							\$28,458.00	\$28,458.00	\$0.00
24568	3	SH 44, CHINDEN BLVD TO STATE ST, GARDEN CITY	2029	Development	100	PE	\$14,815.00	\$14,815.00	\$0.00
							\$14,815.00	\$14,815.00	\$0.00
24570	3	US 20, PHYLLIS CANAL TO NORTH MOUNTAIN VIEW RD, ADA CO	2029	Development	100	PE	\$58,090.00	\$58,090.00	\$0.00
							\$58,090.00	\$58,090.00	\$0.00
24571	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2029	Development	100	PE	\$12,856.00	\$12,856.00	\$0.00
							\$12,856.00	\$12,856.00	\$0.00
24769	3	STATE, PEDESTRIAN RAMP IMPROVEMENTS, ADA CO	2026	Development	100	PE	\$10,000.00	\$10,000.00	\$0.00
						PC	\$390,000.00	\$390,000.00	\$0.00
							\$400,000.00	\$400,000.00	\$0.00
State Hwy - Pavement Preservation Total							\$10,141,597.00	\$10,058,250.00	\$83,347.00
State Hwy - Pavement Restoration									
20506	3	SH 55, SH 44 (STATE ST) TO PAYETTE RV BR, REHABILITATION	2025	Awarded (or equiv.)	111	PE	\$11,735.00	\$11,735.00	\$0.00
						CC	\$723,713.00	\$723,713.00	\$0.00
						CN	\$1,370,522.00	\$1,370,522.00	\$0.00
							\$2,105,970.00	\$2,105,970.00	\$0.00
23544	3	I 184, FY26 D3 IC RAMPS, ADA/CANYON COUNTIES	2025	PS&E (or equiv.)	111	CE	\$142,588.00	\$142,588.00	\$0.00
						CC	\$332,704.00	\$332,704.00	\$0.00
						CN	\$5,010,567.00	\$5,010,567.00	\$0.00
							\$5,485,859.00	\$5,485,859.00	\$0.00
23546	3	SH 19, SIMPLOT BLVD TO I84, CANYON CO	2028	Development	111	PC	\$100,000.00	\$100,000.00	\$0.00
							\$100,000.00	\$100,000.00	\$0.00
24526	3	SH 44, LINDER TO SH 55 (EAGLE RD), CITY OF EAGLE	2026	Awarded (or equiv.)	111	PE	\$2,000.00	\$2,000.00	\$0.00
						CE	\$174,000.00	\$174,000.00	\$0.00
						CC	\$275,000.00	\$275,000.00	\$0.00
						CN	\$1,799,500.00	\$1,799,500.00	\$0.00
							\$2,250,500.00	\$2,250,500.00	\$0.00
State Hwy - Pavement Restoration Total							\$9,942,329.00	\$9,942,329.00	\$0.00
State Hwy - Safety & Capacity (Capacity)									
13484	3	SH 19, CENTENNIAL WAY ROUNDABOUT, CALDWELL	2026	Development	112	PC	\$3,088.00	\$3,088.00	\$0.00
							\$3,088.00	\$3,088.00	\$0.00
20574	3	SH 44, STAR RD TO SH 16, ADA CO	2029	Development	112	PC	\$263,000.00	\$263,000.00	\$0.00
							\$263,000.00	\$263,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	119	CE	\$400,000.00	\$400,000.00	\$0.00
						CC	\$4,000,000.00	\$4,000,000.00	\$0.00
						CN	\$2,117,555.00	\$2,117,555.00	\$0.00
							\$6,517,555.00	\$6,517,555.00	\$0.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2025	Awarded (or equiv.)	112	PE	(\$55,000.00)	(\$55,000.00)	\$0.00
						PC	(\$13,900.00)	(\$13,900.00)	\$0.00
						CE	\$55,000.00	\$55,000.00	\$0.00
						CC	\$209,287.00	\$209,287.00	\$0.00
						CN	\$843,311.00	\$843,311.00	\$0.00
							\$1,038,698.00	\$1,038,698.00	\$0.00
23175	3	SH 16, JCT SH 44 TO JCT SH 52, ADA/GEM CO	2028	Development	112	PE	\$250,000.00	\$250,000.00	\$0.00
						PC	\$2,000,000.00	\$2,000,000.00	\$0.00
							\$2,250,000.00	\$2,250,000.00	\$0.00
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, MERIDIAN	2031	Development	112	PC	\$74,189.00	\$74,189.00	\$0.00
						RW	\$1,000.00	\$1,000.00	\$0.00
						LP	\$30,000.00	\$30,000.00	\$0.00
							\$105,189.00	\$105,189.00	\$0.00
24772	3	SH 44, PALMER LANE INTERSECTION, ADA CO	2025	Development	112	PE	\$15,000.00	\$15,000.00	\$0.00
						PC	\$385,000.00	\$385,000.00	\$0.00
							\$400,000.00	\$400,000.00	\$0.00
State Hwy - Safety & Capacity (Capacity) Total							\$10,577,530.00	\$10,577,530.00	\$0.00
State Hwy - Supporting Infrastructure Assets									
23804	3	STATE, FY25 D3 STRIPING	2025	Awarded (or equiv.)	146	PE	\$1,000.00	\$1,000.00	\$0.00
						CE	\$1,000.00	\$1,000.00	\$0.00
						CN	\$554,576.00	\$554,576.00	\$0.00
							\$556,576.00	\$556,576.00	\$0.00
24079	3	US 95, FY25 SIGN FACE REPLACEMENT	2025	Development	146	PE	\$1,000.00	\$1,000.00	\$0.00
						CE	\$1,000.00	\$1,000.00	\$0.00
						CN	\$830,000.00	\$830,000.00	\$0.00
							\$832,000.00	\$832,000.00	\$0.00
State Hwy - Supporting Infrastructure Assets Total							\$1,388,576.00	\$1,388,576.00	\$0.00
State Hwy - Board Unallocated									
24821	3	I 84, GOWEN RD TO MOUNTAIN HOME, ADA & ELMORE COS	2026	Development	71	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$400,000.00	\$400,000.00	\$0.00
							\$405,000.00	\$405,000.00	\$0.00
24822	3	SH 69, SOUTHERN EXT TO I 84 BLACKS CR IC STUDY, ADA CO	2025	Development	71	PE	\$5,000.00	\$5,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24822	3	SH 69, SOUTHERN EXT TO I 84 BLACKS CR IC STUDY, ADA CO	2025	Development	71	PC	\$400,000.00	\$400,000.00	\$0.00
							\$405,000.00	\$405,000.00	\$0.00
State Hwy - Board Unallocated Total							\$810,000.00	\$810,000.00	\$0.00
State Hwy - Early Development (Unfunded Ideas)									
23638	3	SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	2029	Development	148	PC	\$209,233.00	\$209,233.00	\$0.00
							LP	\$3,200.00	\$3,200.00
							\$212,433.00	\$212,433.00	\$0.00
State Hwy - Early Development (Unfunded Ideas) Total							\$212,433.00	\$212,433.00	\$0.00
Leading Idaho									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	155	UT	\$20,000.00	\$20,000.00	\$0.00
							\$20,000.00	\$20,000.00	\$0.00
23335	3	SH 55, PEAR LANE TO FARMWAY, CALDWELL	2500	Development	155	PE	\$200,000.00	\$200,000.00	\$0.00
							PC	\$4,000,000.00	\$4,000,000.00
							RW	\$200,000.00	\$200,000.00
							LP	\$20,000,000.00	\$20,000,000.00
							\$24,400,000.00	\$24,400,000.00	\$0.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2025	Awarded (or equiv.)	155	CC	\$1,200,000.00	\$1,200,000.00	\$0.00
							\$1,200,000.00	\$1,200,000.00	\$0.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	Awarded (or equiv.)	155	CC	\$5,500,000.00	\$5,500,000.00	\$0.00
							CN	\$4,967,470.00	\$4,967,470.00
							\$10,467,470.00	\$10,467,470.00	\$0.00
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Development	155	CE	\$100,000.00	\$100,000.00	\$0.00
							CC	\$2,642,000.00	\$2,642,000.00
							\$2,742,000.00	\$2,742,000.00	\$0.00
Leading Idaho Total							\$38,829,470.00	\$38,829,470.00	\$0.00
TECM									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	149	PE	\$70,000.00	\$70,000.00	\$0.00
							RW	(\$70,000.00)	(\$70,000.00)
							CE	\$25,000.00	\$25,000.00
							\$25,000.00	\$25,000.00	\$0.00
23337	3	US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2025	Development	149	PE	\$80,000.00	\$80,000.00	\$0.00
							\$80,000.00	\$80,000.00	\$0.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2025	Awarded (or equiv.)	149	CC	\$750,000.00	\$750,000.00	\$0.00
							\$750,000.00	\$750,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2025	Awarded (or equiv.)	149	CC	\$1,000,000.00	\$1,000,000.00	\$0.00
						CN	\$10,000,000.00	\$10,000,000.00	\$0.00
							\$11,000,000.00	\$11,000,000.00	\$0.00
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2025	Awarded (or equiv.)	149	CE	\$80,000.00	\$80,000.00	\$0.00
						CN	\$3,379,000.00	\$3,379,000.00	\$0.00
							\$3,459,000.00	\$3,459,000.00	\$0.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	Awarded (or equiv.)	149	PC	(\$1,938,700.00)	(\$1,938,700.00)	\$0.00
						LP	\$1,938,700.00	\$1,938,700.00	\$0.00
							\$0.00	\$0.00	\$0.00
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC	2027	Awarded (or equiv.)	149	CE	\$100,000.00	\$100,000.00	\$0.00
							\$100,000.00	\$100,000.00	\$0.00
TECM Total							\$15,414,000.00	\$15,414,000.00	\$0.00
TECM Bonding									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	150	CC	\$2,500,000.00	\$2,500,000.00	\$0.00
						CN	\$84,800,000.00	\$84,800,000.00	\$0.00
							\$87,300,000.00	\$87,300,000.00	\$0.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2025	Awarded (or equiv.)	150	CN	\$35,000,000.00	\$35,000,000.00	\$0.00
							\$35,000,000.00	\$35,000,000.00	\$0.00
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2025	Awarded (or equiv.)	150	CN	\$6,000,000.00	\$6,000,000.00	\$0.00
							\$6,000,000.00	\$6,000,000.00	\$0.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	Awarded (or equiv.)	150	PC	(\$171,316.97)	(\$171,316.97)	\$0.00
						CC	\$171,316.97	\$171,316.97	\$0.00
							\$0.00	\$0.00	\$0.00
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC	2027	Awarded (or equiv.)	150	CC	\$3,100,000.00	\$3,100,000.00	\$0.00
						CN	\$66,400,000.00	\$66,400,000.00	\$0.00
							\$69,500,000.00	\$69,500,000.00	\$0.00
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Development	150	CC	\$2,000,000.00	\$2,000,000.00	\$0.00
						CN	\$57,600,000.00	\$57,600,000.00	\$0.00
							\$59,600,000.00	\$59,600,000.00	\$0.00
TECM Bonding Total							\$257,400,000.00	\$257,400,000.00	\$0.00
Hwy - Metropolitan Planning									
22998	3	LOCAL, FY25 COMPASS METRO PLANNING	2025	Awarded (or equiv.)	91	PC	\$1,914,181.04	\$1,914,181.04	\$0.00
								\$1,914,181.04	\$1,914,181.04
Hwy - Metropolitan Planning Total							\$1,914,181.04	\$1,914,181.04	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Freight									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2030	Development	139	PE	\$2,000.00	\$2,000.00	\$0.00
						PC	(\$2,000.00)	(\$2,000.00)	\$0.00
							\$0.00	\$0.00	\$0.00
23731	3	STC-8223, NORTHSIDE BLVD & KARCHER RD, NAMPA	2026	Development	139	RW	\$1,030,000.00	\$0.00	\$1,030,000.00
							\$1,030,000.00	\$0.00	\$1,030,000.00
State Hwy - Freight Total							\$1,030,000.00	\$0.00	\$1,030,000.00
Carbon Reduction Program									
24230	3	LOCAL, WEST PARK PED IMPROVEMENTS, NAMPA	2026	Development	157	PC	\$7,000.00	\$7,000.00	\$0.00
						PL	(\$7,000.00)	(\$7,000.00)	\$0.00
							\$0.00	\$0.00	\$0.00
Carbon Reduction Program Total							\$0.00	\$0.00	\$0.00
Local Hwy - Transportation Management Area									
20006	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, BOISE AREA	2025	PS&E (or equiv.)	51	PE	\$0.00	\$500.00	(\$500.00)
						CN	\$305,334.00	\$0.00	\$305,334.00
							\$305,334.00	\$500.00	\$304,834.00
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2025	PS&E (or equiv.)	51	CN	\$307,013.00	\$0.00	\$307,013.00
							\$307,013.00	\$0.00	\$307,013.00
20549	3	LOCAL, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2025	PS&E (or equiv.)	51	CN	\$164,625.00	\$164,625.00	\$0.00
							\$164,625.00	\$164,625.00	\$0.00
20674	3	LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	51	RW	\$20,000.00	\$20,000.00	\$0.00
						LP	\$130,000.00	\$130,000.00	\$0.00
						CE	\$50,000.00	\$0.00	\$50,000.00
						CC	\$759,113.00	\$0.00	\$759,113.00
						CN	\$8,144,646.00	\$0.00	\$8,144,646.00
							\$9,103,759.00	\$150,000.00	\$8,953,759.00
21903	3	LOCAL, FY25 TRANSIT ROLLING STOCK, INFRASTRUCTURE & TECH	2025	Development	51	CN	\$1,832,505.94	\$1,832,505.94	\$0.00
							\$1,832,505.94	\$1,832,505.94	\$0.00
22387	3	LOCAL, FY25/FY26 COMPASS PLANNING	2025	Development	51	PC	\$406,357.00	\$26,357.00	\$380,000.00
							\$406,357.00	\$26,357.00	\$380,000.00
22800	3	LOCAL, FY25-FY30 COMPASS PLANNING	2030	Development	51	PC	\$232,000.00	\$0.00	\$232,000.00
							\$232,000.00	\$0.00	\$232,000.00
23179	3	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VRT	2025	Development	51	CN	\$160,738.18	\$160,738.18	\$0.00
							\$160,738.18	\$160,738.18	\$0.00
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2027	Development	51	PC	\$160,152.00	\$0.00	\$160,152.00
							\$160,152.00	\$0.00	\$160,152.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23312	3	LOCAL, COORDINATE LOCAL WATERWAY-PATHWAY PLANS STUDY	2025	Development	51	PC	\$120,000.00 \$120,000.00	\$120,000.00 \$120,000.00	\$0.00 \$0.00
23313	3	LOCAL, BICYCLE AND PEDESTRIAN AUTOMATED COUNTERS, COMPASS	2025	Awarded (or equiv.)	51	CN	\$8,000.00 \$8,000.00	\$8,000.00 \$8,000.00	\$0.00 \$0.00
23314	3	LOCAL, ACHD COMMUTERIDE SAFETY AND SECURITY CAMERAS	2025	Development	51	CN	\$25,081.00 \$25,081.00	\$0.00 \$0.00	\$25,081.00 \$25,081.00
24382	3	NHS-7345, FAIRVIEW AVE, GARDEN ST TO WHITEWATER BLVD BR REPL	2500	Development	51	PE PC	\$20,000.00 \$2,140,000.00 \$2,160,000.00	\$20,000.00 \$1,780,000.00 \$1,800,000.00	\$0.00 \$360,000.00 \$360,000.00
24632	3	LOCAL, COMMUTERIDE WEBSITE DESIGN, ACHD	2025	Development	51	CN	\$70,000.00 \$70,000.00	\$70,000.00 \$70,000.00	\$0.00 \$0.00
Local Hwy - Transportation Management Area Total							\$15,055,565.12	\$4,332,726.12	\$10,722,839.00
Local Hwy - Transportation Alternatives; TMA									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2025	Development	133	CE CC CL CN	\$1,000.00 \$36,000.00 \$10,000.00 \$604,000.00 \$651,000.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$1,000.00 \$36,000.00 \$10,000.00 \$604,000.00 \$651,000.00
20549	3	LOCAL, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2025	PS&E (or equiv.)	133	CE CC CN	\$5,000.00 \$78,053.00 \$356,557.00 \$439,610.00	\$5,000.00 \$78,053.00 \$356,557.00 \$439,610.00	\$0.00 \$0.00 \$0.00 \$0.00
20674	3	LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	133	CN	\$64,152.00 \$64,152.00	\$0.00 \$0.00	\$64,152.00 \$64,152.00
22390	3	NHS-7433, VISTA AVE, OVERLAND RD to ROSE HILL ST, BOISE	2027	Development	133	PC	\$50,000.00 \$50,000.00	\$0.00 \$0.00	\$50,000.00 \$50,000.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING, BOISE	2030	Development	133	PC	\$100,000.00 \$100,000.00	\$100,000.00 \$100,000.00	\$0.00 \$0.00
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2027	Development	133	PC	\$54,848.00 \$54,848.00	\$0.00 \$0.00	\$54,848.00 \$54,848.00
Local Hwy - Transportation Alternatives; TMA Total							\$1,359,610.00	\$539,610.00	\$820,000.00
Carbon Reduction - TMA									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2025	Development	156	CN	\$500,000.00 \$500,000.00	\$0.00 \$0.00	\$500,000.00 \$500,000.00
24653	3	LOCAL, SPOILS BANK CANAL PATHWAY, BOISE	2028	Development	156	PE PC	\$13,000.00 \$402,000.00	\$13,000.00 \$402,000.00	\$0.00 \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24653	3	LOCAL, SPOILS BANK CANAL PATHWAY, BOISE	2028	Development	156	PL	\$107,000.00 \$522,000.00	\$107,000.00 \$522,000.00	\$0.00 \$0.00
24769	3	STATE, PEDESTRIAN RAMP IMPROVEMENTS, ADA CO	2026	Development	156	PC	\$156,000.00 \$156,000.00	\$156,000.00 \$156,000.00	\$0.00 \$0.00
Carbon Reduction - TMA Total							\$1,178,000.00	\$678,000.00	\$500,000.00
Local Hwy - Large Urban									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2027	Development	46	PC	\$250,000.00 \$250,000.00	\$250,000.00 \$250,000.00	\$0.00 \$0.00
22017	3	NHS-8523, CHERRY LN; FRANKLIN BLVD TO 11TH AVE N, NAMPA	2027	Development	46	PE PL	(\$2,000.00) \$2,000.00 \$0.00	(\$2,000.00) \$2,000.00 \$0.00	\$0.00 \$0.00 \$0.00
22386	3	LOCAL, FY25-FY30 ACHD COMMUTERIDE, ADA & CANYON COS	2030	Development	46	PC	\$12,621.00 \$12,621.00	\$0.00 \$0.00	\$12,621.00 \$12,621.00
22800	3	LOCAL, FY25-FY30 COMPASS PLANNING	2030	Development	46	PC	\$198,000.00 \$198,000.00	\$198,000.00 \$198,000.00	\$0.00 \$0.00
24230	3	LOCAL, WEST PARK PED IMPROVEMENTS, NAMPA	2026	Development	46	PC	\$10,000.00 \$10,000.00	\$0.00 \$0.00	\$10,000.00 \$10,000.00
Local Hwy - Large Urban Total							\$470,621.00	\$448,000.00	\$22,621.00
Local Hwy - Rural									
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH 44, CANYON HD	2028	Development	45	PC	\$223,000.00 \$223,000.00	\$223,000.00 \$223,000.00	\$0.00 \$0.00
Local Hwy - Rural Total							\$223,000.00	\$223,000.00	\$0.00
Local Hwy - Transportation Alternatives									
22076	3	OFFSYS, GRIMES CITY PATHWAY, NAMPA	2025	Awarded (or equiv.)	134	CN	\$17,500.00 \$17,500.00	\$17,500.00 \$17,500.00	\$0.00 \$0.00
22922	3	LOCAL, CANYON CO SRTS COORDINATOR & ACTIVITIES	2030	Awarded (or equiv.)	134	CN	\$77,722.00 \$77,722.00	\$77,722.00 \$77,722.00	\$0.00 \$0.00
Local Hwy - Transportation Alternatives Total							\$95,222.00	\$95,222.00	\$0.00
Local Hwy - Bridge									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2027	Development	49	PC	\$110,000.00 \$110,000.00	\$110,000.00 \$110,000.00	\$0.00 \$0.00
Local Hwy - Bridge Total							\$110,000.00	\$110,000.00	\$0.00
Hwy - High Priority TEA-21									
25058	3	OFFSYS, RR OVERPASS ROBINSON & GREENHURST DESIGN, NAMPA	2025	Development	40	PC	\$1,512,250.00 \$1,512,250.00	\$0.00 \$0.00	\$1,512,250.00 \$1,512,250.00
Hwy - High Priority TEA-21 Total							\$1,512,250.00	\$0.00	\$1,512,250.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy - Discretionary									
23179	3	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VRT	2025	Development	27	CN	\$10,571,000.00 \$10,571,000.00	\$0.00 \$0.00	\$10,571,000.00 \$10,571,000.00
24762	3	STC-3680, NOTUS COLLECTOR ST REBUILD DESIGN ONLY, NOTUS	2025	Development	27	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$1,191,700.00	\$0.00	\$1,191,700.00
						PL	\$205,300.00	\$0.00	\$205,300.00
							\$1,402,000.00	\$0.00	\$1,402,000.00
Hwy - Discretionary Total							\$11,973,000.00	\$0.00	\$11,973,000.00
Hwy - Misc. Federal									
24099	3	SMA-9773, LINDER RD, OVERLAND TO FRANKLIN	2026	Development	68	RW	\$3,000,000.00 \$3,000,000.00	\$0.00 \$0.00	\$3,000,000.00 \$3,000,000.00
Hwy - Misc. Federal Total							\$3,000,000.00	\$0.00	\$3,000,000.00
Hwy - Non-Participating									
24237	3	LOCAL, I 84 & SH 16 INTERCHANGE STUDY, NAMPA	2025	Development	69	PE	\$4,000.00	\$4,000.00	\$0.00
						PC	\$550,000.00	\$0.00	\$550,000.00
							\$554,000.00	\$4,000.00	\$550,000.00
Hwy - Non-Participating Total							\$554,000.00	\$4,000.00	\$550,000.00
Hwy - Local Partnerships									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	79	CN	\$94,944.00 \$94,944.00	\$94,944.00 \$94,944.00	\$0.00 \$0.00
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	79	PC	(\$60,745.00)	(\$60,745.00)	\$0.00
						CN	\$5,055,200.15	\$5,055,200.15	\$0.00
							\$4,994,455.15	\$4,994,455.15	\$0.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2025	Awarded (or equiv.)	79	CN	\$888,038.00 \$888,038.00	\$888,038.00 \$888,038.00	\$0.00 \$0.00
23179	3	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VRT	2025	Development	131	CN	\$910,000.00 \$910,000.00	\$0.00 \$0.00	\$910,000.00 \$910,000.00
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	79	CN	\$76,000.00 \$76,000.00	\$76,000.00 \$76,000.00	\$0.00 \$0.00
23638	3	SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	2029	Development	131	PE	\$225,000.00	\$0.00	\$225,000.00
						PC	\$480,000.00	\$0.00	\$480,000.00
						RW	\$212,600.00	\$0.00	\$212,600.00
							\$917,600.00	\$0.00	\$917,600.00
23731	3	STC-8223, NORTHSIDE BLVD & KARCHER RD, NAMPA	2026	Development	79	PC	\$5,500.00	\$5,500.00	\$0.00
						PL	(\$5,500.00)	(\$5,500.00)	\$0.00
							\$0.00	\$0.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24229	3	NHS-8213, MIDDLETON RD, SH 55 TO FLAMINGO AVE, NAMPA	2500	Development	79	CN	\$1,674,000.00 \$1,674,000.00	\$0.00 \$0.00	\$1,674,000.00 \$1,674,000.00
24337	3	LOCAL, ORR MULTI-USE CITY PATHWAY, NAMPA	2027	Development	79	PC	\$200,000.00 \$200,000.00	\$200,000.00 \$200,000.00	\$0.00 \$0.00
24711	3	I 84B, GARRITY BLVD AND STAMM LN IMPROVEMENTS, NAMPA	2500	Development	79	PE PC PL	\$30,000.00 \$700,000.00 \$238,000.00 \$968,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$30,000.00 \$700,000.00 \$238,000.00 \$968,000.00
25058	3	OFFSYS, RR OVERPASS ROBINSON & GREENHURST DESIGN, NAMPA	2025	Development	79	PE	\$5,000.00 \$5,000.00	\$0.00 \$0.00	\$5,000.00 \$5,000.00
Hwy - Local Partnerships Total							\$10,728,037.15	\$6,253,437.15	\$4,474,600.00
Report Total							\$393,919,421.31	\$359,230,764.31	\$34,688,657.00

Obligation Report - Valley Regional Transit

as of: September 9, 2025

Boise Urban Area

	<u>Key #</u>	<u>FY25 TIP Federal</u>	<u>TOTAL</u>	<u>Obligated in FY25</u>
Plan, Mob Man	18854	\$ 2,057,000.00	\$ 2,571,000.00	\$ 833,130.00
Stock, Infra	18788	\$ 2,190,000.00	\$ 2,738,000.00	
Spec Tran/AOS/Fixed	19041	\$ 2,936,000.00	\$ 5,871,000.00	\$ 2,936,000.00
5339 LU	19122	\$ 880,000.00	\$ 1,100,000.00	\$ 880,000.00
Prev Main, Parat	19137	\$ 3,987,000.00	\$ 4,984,000.00	\$ 2,218,737.00
RAISE	23179	\$ 9,449,000.00	\$ 11,642,000.00	\$ 843,206.00
SR2S	21910			
Low/No 5399©	23970	\$ 16,294,000.00	\$ 18,744,000.00	\$ 16,294,000.00
TSM/Buses 5339(b)	24763	\$ 12,859,000.00	\$ 14,880,000.00	
Orchard St Phase 2	24221	\$ 2,502,000.00	\$ 2,700,000.00	
5310 LU	19691	\$ 1,103,000.00	\$ 1,379,000.00	
STBG FY24	20659	\$ 1,625,000.00	\$ 1,754,000.00	\$ 463,300.00
STBG FY25	21903	\$ 1,698,000.00	\$ 1,832,000.00	
BSU vehicles	25102	\$ 138,000.00	\$ 172,500.00	
Serenity Vehicles	25103	\$ 240,000.00	\$ 300,000.00	

Nampa Urban Area

	<u>Key #</u>	<u>FY25 TIP Federal</u>	<u>TOTAL</u>	<u>Obligated in FY25</u>
Stock, Infra	18781	\$ 1,976,000.00	\$ 2,470,000.00	\$ 1,320,000.00
Spec Tran/AOS	18786	\$ 2,190,000.00	\$ 4,380,000.00	\$ 688,000.00
Plan, Mob Man	18842	\$ 1,300,000.00	\$ 1,625,000.00	\$ 697,245.00
Prev Main, Op Asst	18914	\$ 655,000.00	\$ 819,000.00	\$ 655,000.00
5310 SU	19464a	\$ 318,000.00	\$ 397,000.00	
5310 R	19464c	\$ 73,000.00	\$ 91,000.00	
TVT	20043	\$ 252,000.00	\$ 504,000.00	\$ 252,000.00
SR2S	22922	\$ 100,000.00	\$ 108,000.00	
5339 SU	20136e	\$ 238,000.00	\$ 298,000.00	
SR2S	23943	\$ 202,000.00	\$ 218,000.00	