



C O M P A S S
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

*Working together to
plan for the future*

COMPASS BOARD OF DIRECTORS' MEETING PACKET

October 26, 2026



**Community Planning Association of Southwest Idaho
2026 COMPASS Board of Directors**

GENERAL MEMBERS	SPECIAL MEMBERS	EX-OFFICIO MEMBERS
Ada County: Commissioner Rod Beck Commissioner Ryan Davidson Commissioner Tom Dayley	Boise State University: Drew Alexander, Associate Vice President for Campus Operations	Governor's Office: vacant
Ada County Highway District: Commissioner Miranda Gold Commissioner Kent Goldthorpe Commissioner Patricia Nilsson	Capital City Development Corporation: John Brunelle, Executive Director	Central District Health Department: Kristin Ryan, Director
Boise County: Commissioner Bob Callahan Commissioner Lindy Lindstrom Commissioner Clay Tucker	Idaho Department of Environmental Quality: Troy Smith, Regional Administrator	Greater Boise Auditorium District: Cody Lund, Executive Director
Canyon County: Commissioner Zach Brooks Commissioner Brad Holton Commissioner Leslie Van Beek	Idaho Transportation Department: Jason Brinkman, District 3 Engineer	
City of Boise: Councilmember Kathy Corless Councilmember Jimmy Hallyburton Bre Brush, Senior Policy Advisor	Valley Regional Transit: Elaine Clegg, Chief Executive Officer	
City of Caldwell: Mayor Eric Phillips vacant	West Ada School District David Reinhart, Chief Operating Officer	
City of Eagle: Mayor Brad Pike Councilmember Mary May		
City of Garden City: Mayor Bill Jacobs		
City of Greenleaf: Councilmember Dan Hyer		
City of Kuna: Mayor Joe Stear Councilmember Michael Rocco		
City of Melba: Mayor Cory Dickard		
City of Meridian: Mayor Robert Simison Councilmember John Overton Charlie Rountree		
City of Middleton: Mayor Tim O'Meara		
City of Nampa: Mayor Darl Bruner Tom Points, Public Works Director Councilmember Dale Reynolds		
City of Notus: Mayor David Porterfield		



GENERAL MEMBERS	SPECIAL MEMBERS	EX-OFFICIO MEMBERS
City of Parma: Jacob “Mac” Qualls, Treasurer		
City of Star: Mayor Trevor Chadwick Councilmember Jennifer Salmonsén		
City of Wilder: Chelsie Johnson, Public Works Superintendent		
Elmore County: Commissioner Bud Corbus Commissioner Al Hofer Commissioner Crystal Rodgers		
Highway District No. 4: Commissioner Matt Newton		

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MAKING A MOTION:

- 1. Seek recognition from the chair.**
- 2. When you are recognized, say, "I move..."**
State your motion clearly, concisely, and completely.
- 3. Wait for someone to "second" your motion.**
A "second" does not imply the person making the second agrees with the motion – only that he/she agrees it should be debated.
- 4. Wait while the chair restates the motion.**
Be prepared to provide the motion to the chair in writing, if needed or requested, to ensure the chair accurately restates it.
- 5. Respectfully debate your motion.**
As the person making the motion, you have the right to speak first, but do not have to. When you speak, state your opinion then respectfully listen to, and consider, other opinions.
- 6. Wait for the chair to take a vote.**
After discussion is complete, the chair will call for a vote.
- 7. Listen as the chair announces the result of the vote.**

To Change a Proposed Motion:**Amend Motions to Raise Urgent Issues:**

- Question of privilege
- Orders of the day
- Object to consideration

Motions to Control Debate:

- Limit debate
- Previous question

Motions to Protect Rights:

- Division of the Assembly
- Point of order
- Appeal chair's ruling
- Point of information
- Parliamentary inquiry

Motions to Choose Voting Methods:

- Vote by ballot, roll call, counted vote
- Choose method of nominations
- Open or close nominates or the polls

Motions to Delay Action:

- Refer to a committee
- Postpone to a definite time
- Recess
- Adjourn
- Postpone indefinitely
- Lay on the table

Motions to Vary the Procedures:

- Suspend the rules
- Divide the question
- Request to withdraw a motion
- Request relief from duty – or resign

Motions to Re-examine:

- Reconsider
- Rescind/Amend something previously adopted
- Take from the table
- Discharge a committee

TABLE OF RULES RELATING TO MOTIONS:

Motion	Debate?	Amend?	Vote
Adjourn	No	No	Majority
Amend	Yes	Yes	Majority
Amend Something Previously Adopted	Yes	Yes	(a) Majority with notice; or (b) 2/3; or (c) Majority of entire membership
Appeal	Normally	No	Majority in negative required to reverse chair's decision
Commit	Yes	Yes	Majority
Debate, Close (Previous Question)	No	No	2/3
Debate, Limit or Extend Limits of	No	Yes	2/3
Main Motion	Yes	Yes	Majority
Postpone	Yes	Yes	Majority
Previous Question	No	No	2/3
Recess	No	Yes	Majority
Reconsider	If motion to be reconsidered debatable	No	Majority
Rescind	Yes	Yes	(a) Majority with notice; or (b) 2/3; or (c) Majority of entire membership
Refer (Commit)	Yes	Yes	Majority
Suspend the Rules (of Order)	No	No	2/3
Suspend the Rules (standing or convention standing rules)	No	No	Majority
Voting, motions relating to	No	Yes	Majority



2026 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
December 14, 2026 Holiday Luncheon 12:00 pm Annual Meeting 1:30 pm – 3:30 pm <i>In person only, no remote option</i>	Nampa Civic Center 311 3rd Street South Nampa, Idaho	• Adopt a Resolution Approving Revision 1 of the FY2027 Unified Planning Work Program and Budget (UPWP) • Adopt a Resolution Amending the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs (TIPs) • Confirm 2027 Board Officer Slate





**COMPASS BOARD OF DIRECTORS
OCTOBER 26, 2026 – 1:30 PM
COMPASS – 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

ZOOM CONFERENCE CALL

[YouTube Live Streaming](#)

(Subject to availability and functionality of connection.)

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

Please RSVP to Teri Gregory at tgregory@compassidaho.org or 208-475-2225.

****AGENDA****

- I. CALL TO ORDER/ ROLL CALL (1:30 pm)**
- II. OPEN DISCUSSION/ ANNOUNCEMENTS**
- III. DESIGNATE ITEMS AS INTRA-COUNTY OR METROPOLITAN PLANNING ORGANIZATION**
- IV. CONSENT AGENDA**
 - A. Approve August 17, 2026, COMPASS Board of Directors Meeting Minutes (Page 9)**
 - B. Receive Approved September 1, 2026, Executive Committee Meeting Minutes and September 25, 2026, Special Meeting Minutes (Page 14)**
 - C. Receive Approved July 23, 2026, Finance Committee Meeting Minutes (Page 19)**
 - D. Approve List of Records for Destruction (Page 22)**
 - E. Establish 2027 COMPASS Board and Executive Committee Dates and Location. Provide 30 Day Notice of Annual Meeting (Page 24)**
 - F. Confirm Resolution 17-2026 Amending the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs. Adopted by the COMPASS Executive Committee on September 1, 2026 (Page 25)**
 - G. Confirm Resolution 18-2026 Revising the FY2027 Unified Planning Work Program and Budget. Adopted by the COMPASS Executive Committee on September 25, 2026 (Page 31)**
 - H. Adopt Resolution 01-2027 Approving Priorities for Rural Projects (Page 73)**
 - I. Accept Transit Asset Management Targets (Page 76)**
 - J. Approve Regional Transportation Advisory Committee Members (Page 78)**



V. SPECIAL ITEM

- A. Receive 2026 COMPASS Federal Transportation Planning Certification Final Report**
Katie Potts, Federal Highway Administration, 1:35, Page 79
Katie Potts, Federal Highway Administration will present the 2026 COMPASS Federal Transportation Planning Certification Final Report.

VI. ACTION ITEMS

- A. Adopt Resolution 02-2027 Amending *Communities in Motion 2050* and Resolution 03-2027 Amending the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs (TIPs)**
Toni Tisdale, 1:50 pm, Page 89
*Toni Tisdale will seek adoption of Resolution 02-2027 amending *Communities in Motion 2050* and Resolution 03-2027 amending the FY2026-2032 and FY2027-2033 TIPs, as requested by the Cities of Boise and Nampa, and the Idaho Transportation Department.*
- B. Approve the FY2027 COMPASS Resource Development Plan**
Matt Carlson, 2:00 pm, Page 108
Matt Carlson will seek COMPASS Board of Directors' approval of the FY2027 Resource Development Plan.
- C. Approve *Communities in Motion 2055* Prioritization Process**
Austin Miller, 2:15 pm, Page 109
*Austin Miller will seek COMPASS Board of Directors' approval of the *Communities in Motion 2055* prioritization process.*
- D. Approve 2027 State and Federal Legislative Positions**
Craig Raborn, 2:35 pm, Page 113
Craig Raborn will seek COMPASS Board of Director's approval of legislative positions for the 2027 State and Federal Legislative sessions.

VII. INFORMATION/DISCUSSION ITEMS

- A. Status Report - SPEARS: Safe Pedestrian Intersection Prioritization for Enhanced Safety Plan**
Hunter Mulhall, COMPASS/Nick Foster, Kittleson & Associates, 2:55 pm, Page 118
Hunter Mulhall, COMPASS and Nick Foster, Kittelson & Associates, will review the priority intersections and projects identified in the SPEARS plan.
- B. Status Report – Change in Motion Dashboard**
Hunter Mulhall, 3:10 pm, Page 119
Hunter Mulhall will share the contents of the Change in Motion Dashboard.
- C. Status Report - Regional Economic Development Coordination**
Craig Raborn, 3:20 pm, Page 120
Craig Raborn will provide a status report regarding regional economic development coordination.

VIII. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY)

- A. Staff Activity Reports** (Page 121)
- B. Status Reports – Current Air Quality Data** (Page 125)
- C. Status Report – Regional Transportation Advisory Committee Attendance**
(Page 130)
- D. Administrative Modifications** (Page 131)

IX. OTHER

Next Meeting: December 15, 2026

**Holiday Luncheon and Board Meeting
Nampa Civic Center 311 3rd Street, Nampa, Idaho
(IN PERSON ONLY, no remote option)**

X. ADJOURNMENT (3:25 pm)

Agenda is subject to change.

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

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.

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**COMPASS BOARD OF DIRECTORS
AUGUST 17, 2026
COMPASS, 1ST FLOOR BOARD ROOM
700 NE 2ND STREET, MERIDIAN, ID
ZOOM CONFERENCE CALL**

****DRAFT MINUTES****

ATTENDEES:

Drew Alexander, Boise State University, via ZOOM
Rod Beck, Commissioner, Ada County, **Chair**, in person
Jason Brinkman, Idaho Transportation Department – District 3, in person
Zach Brooks, Commissioner, **Secretary/Treasurer**, Canyon County, in person
Darl Bruner, Mayor, City of Nampa, via ZOOM
Trevor Chadwick, Mayor, City of Star, in person
Stephen Hunt for Elaine Clegg, Chief Executive Officer, Valley Regional Transit, in person
Kathy Corless, Councilmember, City of Boise, in person
Ryan Davidson, Commissioner, Ada County, via ZOOM
Tom Dayley, Commissioner, Ada County, via ZOOM
Darrell Romine for Cory Dickard, Mayor, City of Melba, in person
Justin Lucas for Miranda Gold, Commissioner, Ada County Highway District, in person
Kent Goldthorpe, Commissioner, Ada County Highway District, via ZOOM
Jimmy Hallyburton, Councilmember, City of Boise, via ZOOM
Brad Holton, Commissioner, Canyon County, via ZOOM
Dan Hyer, Councilmember, City of Greenleaf, **Chair Elect**, in person
Bill Jacobs, Mayor, City of Garden City, via ZOOM
Mary May, Councilmember, City of Eagle, **Vice Chair**, in person
Matt Newton, Commissioner, Highway District 4, via ZOOM
Patricia Nilsson, Commissioner, Ada County Highway District, in person
Tim O'Meara, Mayor, City of Middleton, in person
John Overton, Councilmember, City of Meridian, via ZOOM
Eric Phillips, Mayor, City of Caldwell, via ZOOM
Brad Pike, Mayor, City of Eagle, via ZOOM
Craig Raborn, Executive Director, Community Planning Association, Ex officio, in person
Michael Rocco, Councilmember, City of Kuna, via ZOOM
Charlie Rountree, City of Meridian, in person
Kristin Ryan, Central District Health, Ex officio, via ZOOM
Jennifer Salmonsens, Councilmember, City of Star, in person
Dave Miles for Robert Simison, Mayor, City of Meridian, in person
Dave Luft for Troy Smith, Idaho Department of Environmental Quality, via ZOOM
Joe Stear, Mayor, City of Kuna, via ZOOM
Clay Tucker, Commissioner, Boise County, via ZOOM



MEMBERS ABSENT:

Bre Brush, City of Boise
Bob Callahan, Commissioner, Boise County
Bud Corbus, Commissioner, Elmore County
Al Hofer, Commissioner, Elmore County
Chelsie Johnson, City of Wilder
Lindy Lindstrom, Commissioner, Boise County
Cody Lund, Greater Boise Auditorium District, Ex officio
Tom Points, City of Nampa
David Porterfield, Mayor, City of Notus
Mac Qualls, City of Parma
Dave Reinhart, West Ada School District
Dale Reynolds, Councilmember, City of Nampa
Crystal Rodgers, Commissioner, Elmore County
Leslie Van Beek, Commissioner, Canyon County

OTHERS PRESENT:

Matt Carlson, COMPASS, in person
Mark Christiansen, Councilmember, City of Middleton, in person
Crystal Craig, City of Caldwell, via ZOOM
Teri Gregory, COMPASS, in person
Amy Luft, COMPASS, in person
Austin Miller, COMPASS, in person
Meg Sonnen, COMPASS, in person
Toni Tisdale, COMPASS, in person

CALL TO ORDER

Chair Elect Dan Hyer called the meeting to order at 1:34 pm. Chair Rod Beck arrived at 1:37 pm and took over running the meeting.

OPEN DISCUSSION/ANNOUNCEMENTS

Craig Raborn announced Leadership in Motion nominations are open until September 25, 2026. Craig also announced that COMPASS passed its certification review from the Federal Highway (FHWA) and Transit Administrations. FHWA will present and discuss the review at the October 26, 2026, meeting.

CONSENT AGENDA

- A. Approve June 15, 2026, COMPASS Board of Directors Meeting Minutes
- B. Receive Approved May 19, 2026, Executive Committee Meeting Minutes
- C. Receive Approved June 18, 2026, Finance Committee Meeting Minutes
- D. Approve Regional Transportation Advisory Committee Member
- E. Approve FY2027 COMPASS Workgroup Charters
- F. Approve the FY2028-2034 COMPASS Application Guide
- G. Confirm Resolution 09-2026 Amending the FY2026-2032 Regional Transportation Improvement Program Adopted by the COMPASS Executive Committee on July 14, 2026
- H. Adopt Resolution 10-2026 Approving Revision 3 of the FY2026 Unified Planning Work Program and Budget
- I. Adopt Resolutions 11-2026 Amending *Communities in Motion 2050* and Resolution 12-2026 Amending the FY2026-2032 Regional Transportation Improvement Program
- J. Adopt Resolution 13-2026 Amending the FY2026-2032 Regional Transportation Improvement Program

Trevor Chadwick moved and Charlie Rountree seconded approval of the Consent Agenda as presented. Motion passed unanimously.

SPECIAL ITEM

A. Status Report – Finance Committee

Zach Brooks, Finance Committee Chair, provided status reports on the June 18, July 23, and August 13, 2026, Finance Committee meetings.

ACTION ITEMS

A. Adopt Resolution 14-2026 Approving the FY2027 Unified Planning Work Program and Budget (UPWP)

Meg Sonnen presented Resolution 14-2026 approving the FY2027 UPWP and requested COMPASS Board of Directors' adoption.

After discussion, **Patricia Nilsson moved and Matt Newton seconded to adopt Resolution 14-2026 as presented.** Motion passed unanimously.

B. Approve FY2027 *Communities in Motion* Implementation Grants and Project Development Program Projects

Matt Carlson presented the prioritized FY2027 *Communities in Motion* Implementation Grant and Project Development Program projects and requested COMPASS Board of Directors' approval.

After discussion, **Trevor Chadwick moved and Mary May seconded to approve the FY2027 *Communities in Motion* Implementation Grant and Project Development Program project priorities as presented.** Motion passed unanimously.

C. Approve Updates to Transportation Improvement Program (TIP) Policies

Toni Tisdale presented updates to TIP policies and requested COMPASS Board of Directors' approval.

Mary May moved and Kathy Corless seconded approval of the updates to TIP policies as presented. Motion passed unanimously.

D. Adopt Resolutions 15-2026 Amending *Communities in Motion 2050* and Resolution 16-2026 Approving the FY2027-2033 Regional Transportation Improvement Program (TIP)

Austin Miller and Toni Tisdale presented Resolution 15-2026 amending *Communities in Motion 2050* and Resolution 16-2026 approving the FY2027-2033 TIP and requested COMPASS Board of Directors' adoption.

After discussion, **Trevor Chadwick moved and Charlie Rountree seconded to adopt Resolution 15-2026 and Resolution 16-2026 as presented.** Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Discuss Potential 2027 State and Federal Legislative Positions

Craig Raborn reviewed 2026 state and federal policy positions and proposed minor updates to the language for 2027.

ADJOURNMENT

Chair Rod Beck adjourned the meeting at 2:28 p.m.

Approved this 26th day of October 2026.

By:_____
Rod Beck, Chair
Community Planning Association of
Southwest Idaho

Attest:

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

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**EXECUTIVE COMMITTEE MEETING
SEPTEMBER 1, 2026
COMPASS
SECOND FLOOR LARGE CONFERENCE ROOM AND ZOOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES:

Rod Beck, Commissioner, Ada County, **Chair**, in person
Zach Brooks, Commissioner, Canyon County, **Secretary/
Treasurer**, in person
Darl Bruner, Mayor, City of Nampa, via ZOOM
Trevor Chadwick, Mayor, City of Star, in person
Miranda Gold, Commissioner, Ada County Highway District, in person
Dan Hyer, Councilmember, City of Greenleaf, **Chair Elect**, in person
Mary May, Councilmember, City of Eagle, **Vice Chair**, via ZOOM
Matt Newton, Commissioner, Highway District #4, in person
Eric Phillips, Mayor, City of Caldwell, via ZOOM
Crystal Rodgers, Commissioner, Elmore County, via ZOOM
Joe Stear, Mayor, City of Kuna, via ZOOM

MEMBERS ABSENT:

Jimmy Hallyburton, Councilmember, City of Boise
Lindy Lindstrom, Commissioner, Boise County
John Overton, Councilmember, City of Meridian

OTHERS PRESENT:

Ashley Cannon, COMPASS, in person
Teri Gregory, COMPASS, in person
Amy Luft, COMPASS, in person
Craig Raborn, Executive Director, COMPASS, in person
Meg Sonnen, COMPASS, in person

CALL TO ORDER

Chair Rod Beck called the meeting to order at 1:31 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Craig Raborn announced Leadership in Motion nominations are open until noon on September 25, 2026.



CONSENT AGENDA

A. Approve July 14, 2026, Executive Committee Meeting Minutes

Trevor Chadwick moved and Miranda Gold seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Establish October 26, 2026, COMPASS Board Meeting Agenda

Craig Raborn presented agenda items 1-19 for the upcoming October 26, 2026, COMPASS Board of Directors' meeting.

Trevor Chadwick moved and Matt Newton seconded approval of items 1 – 19 as presented, for the October 25, 2026, COMPASS Board of Directors' meeting. Craig Raborn has the latitude to amend the agenda as necessary. Motion passed unanimously.

B. Authorize Call for 2027 COMPASS Board of Directors' Secretary/Treasurer Nominations

Craig Raborn requested authorization to call for 2027 COMPASS Board of Directors' Secretary/Treasurer nominations.

Miranda Gold moved and Dan Hyer seconded to authorize Craig Raborn to call for 2027 COMPASS Board of Directors' Secretary/Treasurer nominations. Motion passed unanimously.

C. Adopt Resolution 17-2026 Amending the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs (TIPs)

Toni Tisdale presented Resolution 17-2026 amending the FY2026-2032 and FY2027-2033 TIPs and requested Executive Committee approval.

After discussion, **Trevor Chadwick moved and Matt Newton seconded approval of Resolution 17-2026 amending the FY2026-2032 and FY2027-2033 TIPs.** Motion passed unanimously.

D. Discuss State Legislative and Federal Policy Positions for 2027

Craig Raborn reviewed the current (2026) state and federal legislative position statements and noted he intends to bring updated statements for recommendation to the October meeting.

INFORMATION/DISCUSSION ITEM

A. Director's Report

Craig Raborn noted that COMPASS is now under contract with Boise State University to conduct a transportation expectations, preferences, and priorities poll. Boise State is anticipating conducting the poll in the October/November timeframe. Craig also reported that Canyon County will have a ballot measure in November to approve a Canyon County-specific vehicle registration fee, and finally, Craig noted that COMPASS has been approached to meet to discuss hosting an Economic Development District.

ADJOURNMENT

Trevor Chadwick moved and Miranda Gold seconded adjournment of the meeting. Motion passed unanimously.

Chair Rod Beck adjourned the meeting at 2:12 p.m.

Approved this 13th day of October 2026.

By: 
Rod Beck, Chair
Community Planning Association of
Southwest Idaho

Attest:

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



COMPASS

COMMUNITY PLANNING ASSOCIATION

of Southwest Idaho

*Working together to
plan for the future*

**EXECUTIVE COMMITTEE SPECIAL MEETING
SEPTEMBER 25, 2026, 8:30 AM
COMPASS
SECOND FLOOR LARGE CONFERENCE ROOM AND ZOOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES:

Rod Beck, Commissioner, Ada County, **Chair**, in person
Zach Brooks, Commissioner, Canyon County, **Secretary/
Treasurer**, via ZOOM
Darl Bruner, Mayor, City of Nampa, via ZOOM
Miranda Gold, Commissioner, Ada County Highway District, in person
Jimmy Hallyburton, Councilmember, City of Boise, via ZOOM
Mary May, Councilmember, City of Eagle, **Vice Chair**, via ZOOM
Matt Newton, Commissioner, Highway District #4, via ZOOM
John Overton, Councilmember, City of Meridian, via ZOOM

MEMBERS ABSENT:

Trevor Chadwick, Mayor, City of Star
Dan Hyer, Councilmember, City of Greenleaf, **Chair Elect**
Lindy Lindstrom, Commissioner, Boise County
Eric Phillips, Mayor, City of Caldwell
Crystal Rodgers, Commissioner, Elmore County
Joe Stear, Mayor, City of Kuna

OTHERS PRESENT:

Ashley Cannon, COMPASS, in person
Teri Gregory, COMPASS, in person
Amy Luft, COMPASS, in person
Craig Raborn, Executive Director, COMPASS, in person
Meg Sonnen, COMPASS, in person

CALL TO ORDER

Chair Rod Beck called the meeting to order at 8:32 am.

OPEN DISCUSSION/ANNOUNCEMENTS

Amy Luft announced the Leadership in Motion awards close September 25, 2026, at noon.



ACTION ITEM

A. Adopt Resolution 18-2026 Revising the FY2027 Unified Planning Work Program and Budget (UPWP)

Meg Sonnen presented Resolution 18-2026 revising the FY2027 UPWP at the request of the Federal Highway Administration.

Mary May moved and Matt Newton seconded to adopt Resolution 18-2026 revising the FY2027 Unified Planning Work Program and Budget. Motion passed unanimously.

ADJOURNMENT

Chair Rod Beck adjourned the meeting at 8:38 am.

Approved this 13th day of October 2026.

By: 
Rod Beck, Chair
Community Planning Association of
Southwest Idaho

Attest:

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



**FINANCE COMMITTEE MEETING
JULY 23, 2026
COMPASS
2ND FLOOR LARGE CONFERENCE ROOM AND ZOOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES:

Rod Beck, Commissioner, Ada County, in person
Zach Brooks, Commissioner, Canyon County, **Chair**, in person
Dan Hyer, Councilmember, City of Greenleaf, in person
Matt Newton, Commissioner, Highway District 4, in person
John Overton, Councilmember, City of Meridian, via ZOOM

MEMBERS ABSENT:

Trevor Chadwick, Mayor, City of Star, **Vice Chair**

OTHERS PRESENT:

Ashley Cannon, COMPASS, in person
Teri Gregory, COMPASS, in person
Amy Luft, COMPASS, in person
Craig Raborn, Executive Director, COMPASS, in person
Meg Sonnen, COMPASS, in person

CALL TO ORDER:

Chair Zach Brooks called the meeting to order at 12:00 p.m.

CONSENT AGENDA

A. Approve June 18, 2026, Finance Committee Meeting Minutes

Matt Newton moved and Rod Beck seconded approval of the Consent Agenda as presented. Motion passed unanimously.



ACTION ITEMS

A. Approve Variance Report for October 1, 2025 – June 30, 2026

Meg Sonnen presented the variance report for October 1, 2025 – June 30, 2026.

Dan Hyer moved and Matt Newton seconded approval of the variance report for October 1, 2025, through June 30, 2026, as presented. Motion passed unanimously.

B. Recommend Approval of Revision 3 of the FY2026 Unified Planning Work Program and Budget (UPWP)

Meg Sonnen presented Revision 3 of the FY2026 UPWP.

Rod Beck moved and Dan Hyer seconded to recommend COMPASS Board of Directors' approval of Revision 3 of the FY2026 UPWP. Motion passed unanimously.

C. Recommend Approval of the FY2027 Unified Planning Work Program and Budget (UPWP)

Meg Sonnen presented the FY2027 UPWP.

After discussion, **Matt Newton moved and Rod Beck seconded to recommend COMPASS Board of Directors' approval of the FY2027 UPWP.** Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Review Report of Disbursements Made in the Reporting Period

Meg Sonnen presented the disbursements made in the reporting period, May 27, 2026, through July 2, 2026, which was provided in the packet.

OTHER

Craig Raborn announced he intends to ask the Executive Committee to recommend a COMPASS Board member to the Finance Committee at their next meeting.

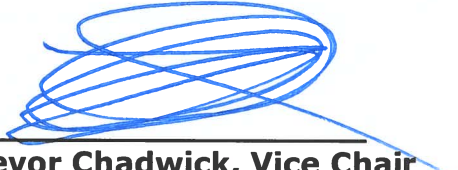
ADJOURNMENT

Chair Zach Brooks adjourned the meeting at 12:28 p.m.

Approved this 13th day of August 2026.

By: 
Zach Brooks, Chair

Attest:

By: 
Trevor Chadwick, Vice Chair

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COMPASS BOARD AGENDA ITEM IV-D

Date: October 26, 2026

Topic: Records to be Destroyed

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of destruction of the records listed in the attachment.

Background/Summary:

The COMPASS Board of Directors approved the updated Records Retention Policy at the September 21, 2015, meeting.

The policy describes the type of records that COMPASS has and specifies the retention period for those types of records. The policy further describes the process of destruction for those records that have exceeded their retention period.

In compliance with the policy guidance, COMPASS staff proposes to destroy the records listed on the attachment because those records have exceeded their Board-approved retention period.

COMPASS staff will have the records destroyed by a commercial shredding service following approval by the COMPASS Board of Directors. The shredding service will provide a certification of destruction.

Implication (policy and/or financial):

If the COMPASS Board of Directors approves the destruction of the listed records, the destruction will be completed as described. If the COMPASS Board of Directors does not approve destruction of the listed records, the records will be retained.

More Information:

- Attachment: List of Records to Be Destroyed
- For detailed information contact: Meg Sonnen, at 208-475-2228 or msonnen@compassidaho.org.

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COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
Inventory of Records to be Destroyed

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2021 Grant Billings - Grant Notes spreadsheets and job cost detail reports	9/30/2021	5	9/30/2026	10/26/2026	
FY2021 bank reconciliations	9/30/2021	5	9/30/2025	10/26/2026	
FY2021 Supporting documents for indirect cost proposal	9/30/2021	5	9/30/2025	10/26/2026	
FY2021 Supporting documents for financial statement audit	9/30/2021	5	9/30/2025	10/26/2026	
FY2021 Supporting documents for Unified Planning Work Program and Budget	9/30/2021	5	9/30/2025	10/26/2026	
FY2021 accounts payable invoices and check stubs	9/30/2021	5	9/30/2025	10/26/2026	
FY2021 employee timesheets	9/30/2021	5	9/30/2025	10/26/2026	



2027 COMPASS Board of Directors' Meeting Dates
COMPASS 1st Floor Boardroom
700 NE 2nd Street
Meridian, Idaho

February 22, 2027
April 19, 2027
June 21, 2027
August 16, 2027
October 18, 2027
December 20, 2027 (Nampa Civic Center, 311 3 rd St, Nampa, Idaho)

2027 COMPASS Executive Committee Meeting Dates
COMPASS 2nd Floor Large Conference Room
700 NE 2nd Street
Meridian, Idaho

January 12, 2027
February 16, 2027
March 9, 2027
April 13, 2027
May 11, 2027
June 1, 2027
July 13, 2027
August 10, 2027
September 7, 2027
October 12, 2027
November 9, 2027
December 14, 2027



COMPASS BOARD AGENDA ITEM IV-F

Date: October 26, 2026

Topic: Amendment to the Regional Transportation Improvement Programs (TIPs)

Request/Recommendation:

COMPASS staff requests COMPASS Board of Directors' confirmation of Resolution 17-2026 (Attachment 1), amending the FY2026-2032 and FY2027-2033 TIPs at the request of the Idaho Transportation Department (ITD). Due to the timing of this request, the Regional Transportation Advisory Committee did not review nor recommend this action. The COMPASS Executive Committee approved the action on September 1, 2026.

Background/Summary:

Approval is needed from the COMPASS Board of Directors or Executive Committee to add a new project to the TIP. To that end, COMPASS staff request approval of one change to the FY2026-2032 and FY2027-2033 TIPs. The full details of the proposed change is attached to Resolution 17-2026.

ITD requests to add a project to repair or replace the **US 20/26 overpass over Interstate 84** in the City of Caldwell at Exit 26. A truck with an improperly secured load struck the overpass on August 4, 2026. The overpass will remain closed until it can be repaired or replaced. As the overpass was constructed in 1964, ITD District 3 anticipates the recommended action will be replacement at a total cost of approximately \$14 million. ITD staff is working with the truck driver's insurance company to cover the repair-only cost estimate.

ITD held a public comment period from August 14 through August 21, 2026, to address the proposed amendment. COMPASS' TIP amendment policy allows COMPASS to use another agency's public comment period on the same project in lieu of holding a separate comment period when approved by the COMPASS Executive Director. This approval is documented in Attachment 2. No comments were received by ITD during its public comment period.

Implication (policy and/or financial):

The amendment to the TIPs ensures the documents continue to meet federal fiscal constraint requirements and enables work to replace this critical piece of infrastructure as quickly as possible.

More Information:

- Attachment 1 – Resolution 17-2026
- Attachment 2 – Approval to Use Member Agency Public Comment Process
- For detailed information, contact: Toni Tisdale, Resource Development Team Lead, at 208/475-2238 or ttisdale@compassidaho.org

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RESOLUTION NO. 17-2026

**FOR THE PURPOSE OF AMENDING THE FY2026-2032 and FY2027-2033
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 August 14, 2026, through August 21, 2026, and comments were shared with the COMPASS Executive Committee for consideration;

WHEREAS, COMPASS desires to take timely action to ensure the availability of federal funds;

WHEREAS, COMPASS developed these amendments to the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

WHEREAS, the attached tables detail the amendments to the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs.



NOW, THEREFORE, BE IT RESOLVED, that the COMPASS Executive Committee approves these amendments to the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs.

ADOPTED this 1st day of September 2026.

By: 
Rod Beck, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

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Community Planning Association of Southwest Idaho (COMPASS)

Amendment #7 for FY2026-2032 Regional Transportation Improvement Program													
Key Number	Project	Sponsor	Scheduled Funding for Project Lifetime		Total Change	Percent Change	Program / Funding Source	State Funding Year	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
			*Current Total	Revised Total									
NEW	I-84, Junction US 20/26 (Exit 26, Parma Exit) Bridge Replacement, Caldwell	ITD	\$0	\$15,500,000	\$15,500,000	100.00%	State Board Unallocated	2027	2026	Design	\$0	\$1,500,000	Add project. Description: Demolish and replace the bridge structure over Interstate 84 at US 20/26 (Exit 26) (City of Parma Exit) in the City of Caldwell. The bridge was recently damaged.
							Bridge Restoration	2027	2027	Construction	\$0	\$8,000,000	
							Bridge Restoration	2028	2028	Construction	\$0	\$6,000,000	
							Advanced Construction (State)	2027	2027	Construction	\$0	\$6,000,000	
							Advanced Construction (State)	2028	2028	Construction	\$0	(\$6,000,000)	

* 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:
 I = Interstate
 ITD = Idaho Transportation Department
 US = United States

Community Planning Association of Southwest Idaho (COMPASS)

Amendment #1 for FY2027-2033 Regional Transportation Improvement Program													
Key Number	Project	Sponsor	Scheduled Funding for Project Lifetime		Total Change	Percent Change	Program/ Funding Source	State Funding Year	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
			*Current Total	Revised Total									
NEW	I-84, Junction US 20/26 (Exit 26, Parma Exit) Bridge Replacement, Caldwell	ITD	\$0	\$15,500,000	\$15,500,000	100.00%	State Board Unallocated	2027	2026	Design	\$0	\$1,500,000	Add project. Description: Demolish and replace the bridge structure over Interstate 84 at US 20/26 (Exit 26) (City of Parma Exit) in the City of Caldwell. The bridge was recently damaged.
							Bridge Restoration	2027	2027	Construction	\$0	\$8,000,000	
							Bridge Restoration	2028	2028	Construction	\$0	\$6,000,000	
							Advanced Construction (State)	2027	2027	Construction	\$0	\$6,000,000	
							Advanced Construction (State)	2028	2028	Construction	\$0	(\$6,000,000)	

* 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:
 I = Interstate
 ITD = Idaho Transportation Department
 US = United States



COMPASS

COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

*Working together to
plan for the future*

Attachment 2

August 20, 2026

The Honorable Rod Beck, Chair
COMPASS Board of Directors
700 NE 2nd Street, Ste 200
Meridian, ID 83642

RE: Approval to Use Member Agency Comment Process for an Amendment to the Regional Transportation Improvement Program (TIP)

Dear Chairman Beck:

The Idaho Transportation Department (ITD) requested to add a project to the FY2026 – 2032 and FY2027-2033 TIPs to replace the US 20/26 overpass over Interstate 84 at Exit 26 in the City of Caldwell. The overpass was struck by a truck with an improperly secured load on August 4, 2026, and is not safe to use. The structure is currently closed and will remain closed until it is repaired or replaced.

Due to the importance of this structure to the mobility of the residents of western Canyon County and critical timing of this project, I have determined that COMPASS can accept a seven-day public comment period hosted by ITD from August 14, 2026, through August 21, 2026, in lieu of a COMPASS-hosted public comment period. This action is allowed in [Board Policy No. 2026-02¹](#) (page 10).

Sincerely,

Craig Raborn, AICP
Executive Director

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¹ Board Policy No. 2026-02: https://compassidaho.org/wp-content/uploads/COMPASS_TIP_Policies_Approved_260817.pdf



COMPASS BOARD AGENDA ITEM IV-G

Date: October 26, 2026

Topic: FY2027 Unified Planning Work Program and Budget

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' confirmation of the adoption of Resolution 18-2026, approving the FY2027 Unified Planning Work Program and Budget (UPWP).

Background/Summary:

The COMPASS Board of Directors approved a previous version of the FY2027 UPWP at its August 17, 2026, meeting. The UPWP was then submitted to the Idaho Transportation Department (ITD), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for review and approval. FHWA requested that COMPASS remove the portion of multi-year project expenses that are expected to be spent in FY2028, and the corresponding share of obligated federal funds for those projects. This was a change from the way that multi-year projects were presented in the FY2026 UPWP and its first two revisions, which were approved by FHWA.

COMPASS made the requested change and the updated UPWP was adopted by the COMPASS Executive Committee on September 25, 2026. The updated UPWP was subsequently approved by ITD, FHWA and FTA.

Staff requests that the COMPASS Board confirm the Executive Committee action.

Implication (policy and/or financial):

COMPASS Board of Directors approval of the UPWP is required.

More Information:

- Attachment: FY2027 UPWP
- For detailed information contact: Meg Sonnen, at 208-475-2228 or msonnen@compassidaho.org.

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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

FY2027 Unified Planning Work Program and Budget

September 2026

Report No. 06-2026

*Working together to
plan for the future*

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FY2027
UNIFIED PLANNING WORK PROGRAM AND BUDGET

INTRODUCTION

The development of the Community Planning Association of Southwest Idaho's (COMPASS) Unified Planning Work Program and Budget includes COMPASS Board involvement and acceptance of the Planning Factors and Program Objectives as identified in this document. COMPASS serves as the metropolitan planning organization for Ada and Canyon Counties in southwest Idaho.

The following steps represent the review process and adoption of this document:

- The Finance Committee, a standing committee of the COMPASS Board, reviews the financial information contained in the Unified Planning Work Program and Budget, and presents a recommendation to the COMPASS Board.
- The Unified Planning Work Program and Budget is then presented to the full COMPASS Board for adoption. With formal adoption, the Unified Planning Work Program and Budget is forwarded to the Idaho Transportation Department, the Federal Highway Administration, and the Federal Transit Administration for approval.

The FY2027 Unified Planning Work Program consists of four parts:

- Detailed descriptions by Program Number.
- Financial budget documents that address the components by funding sources and expenditures. These documents include: Revenue and Expense Summary, Expenses by Work Program Number and Funding Source, Direct Expense Summary, Indirect Operations and Maintenance Expense Summary, and the Workday Allocation.
- A Transportation Supplement showing funding sources for Valley Regional Transit, the public transportation authority for Ada and Canyon Counties.
- Documentation of other significant transportation planning projects occurring within the COMPASS planning area.

EXECUTIVE COMMITTEE AGENDA ITEM VI-A

Date: September 22, 2026

Topic: FY2027 Unified Planning Work Program and Budget (UPWP)

Request / Recommendation:

COMPASS staff seeks adoption of Resolution 18-2026, approving the FY2027 UPWP.

Background / Summary:

Annually, COMPASS staff prepare a Unified Planning Work Program and Budget (UPWP) for approval by the COMPASS Board of Directors.

The Finance Committee recommended approval of the FY2027 UPWP at its July 23, 2026, meeting.

If the COMPASS Executive Committee approves the FY2027 UPWP, it will be forwarded to the Idaho Transportation Department, the Federal Highway Administration, and the Federal Transit Administration for approval. Executive Committee action will be confirmed by the COMPASS Board of Directors at its October 26, 2026, meeting.

The FY2027 UPWP includes the following items:

Revenue and Expense Summary – A one-page summary of all revenue estimates and related expenses.

Direct Expense Summary – A one-page spreadsheet showing direct expenses budgeted for each work program.

Indirect Operations and Maintenance Expense Summary – A one-page spreadsheet showing indirect expenses budgeted for each category.

Workday Allocation – A one-page spreadsheet showing the distribution of staff workdays to each program.

The FY2027 UPWP contains the following assumptions regarding revenues and expenses:

Revenues

1. Total membership dues shown reflect the amount approved by the COMPASS Board of Directors in its April 27, 2026, meeting, plus dues for Elmore County, which were approved for membership at the April 27, 2026, meeting. The per capita rate has remained the same since FY2015, total dues increased by \$54,615 compared to FY2026. This increase is attributable to the addition of Elmore County (\$15,793) as a new member, and year-over-year population growth in the jurisdictions.
2. The carry forward amount for the FY2026 Consolidated Planning Grant (CPG) is \$59,533. This includes \$35,000 of funding specifically for safe and accessible streets.



and \$24,533 that was unprogrammed in FY2026 and carried forward. The total carry forward will be adjusted in Revision 1 of the FY2027 UPWP after the fiscal year is closed and the exact amount of carryover is determined.

3. The projected revenue of \$1,795,000 from the FY2027 CPG reflects the amount included in the draft FY2027-FY2033 Regional Transportation Improvement Program (TIP).
4. The Surface Transportation Block Grant-Transportation Management Area (STBG-TMA) "off the top" revenues reflect the 45% increase approved by the COMPASS Board at its April 27, 2026, meeting. These off the top funds are used for COMPASS planning.
5. Revenues include one-time STBG-TMA funds for the transportation priorities poll, the update to the fiscal impact tool and work on the performance measure framework. The total for all three projects is \$841,118, including local match. Some of the funding will cover staff costs for the projects, and the remainder covers the corresponding direct expenses included in the UPWP.
6. Revenues include a total of \$540,000 of STBG-TMA funds for the transportation system management and operations plan and the Nampa area smart corridors study, including local match. Some of the funding will cover staff costs for the project, and the remainder covers the corresponding direct expenses included in the UPWP.
8. Revenues include \$129,500 of STBG-TMA funds to complete work on the long-range plan, *Communities in Motion 2055* (CIM 2055), including local match. The UPWP includes \$129,500 in direct expenses for FY2027. CIM 2055 is on track to be adopted in December 2027.
9. Revenues include \$201,709 in Safe Streets and Roads for All funding from the Federal Highway Administration to wrap up the SPEARS project. This amount includes the 20% local match. This project is expected to wrap up in FY2027. The carry forward amount will be adjusted in Revision 1 of the FY2027 UPWP after the fiscal year is closed and the exact amount of carryover is determined.
10. Revenues include \$125,000 from participant contributions for the FY2027 orthophotography flight.
11. Interest income is estimated at \$60,000 in FY2027.
12. Revenues include \$35,000 in participant contributions from the cities of Caldwell and Eagle for Project Development projects. These projects are carried forward from FY2026. As of the memo date, the projects have not yet started, pending completion of agreements.
13. Revenues include \$100,000 from fund balance for the CIM Implementation Grant Program.

14. Revenues include a draw from the fund balance of \$186,782 to balance the budget, but this amount may be adjusted once the carry forward of FY2026 CPG funds is determined and included in Revision 1 of the FY2027 UPWP.

Expenses

1. Salary costs cover 19 full-time employees. COMPASS is currently fully staffed, and no additional positions are planned.
2. Salary costs include a 3% cost of living adjustment for all employees including the Executive Director, effective October 1, 2026. The Consumer Price Index-Urban, West region (CPI-U, West) rate for the period June 2025 to June 2026, the most recent data available, is 3.2%. Retention of COMPASS employees is of critical importance as nearly all the senior staff is currently at or will reach Rule of 90 within the next six years. Preventing wage growth from getting too far behind inflation is an important tool in employee retention so COMPASS has experienced staff ready to move into these senior roles. However, COMPASS must balance this need with the ability to sustain its expenditures in the constrained revenue environment.
3. Salary costs include a 2% merit pool, in addition to the cost-of-living adjustment, covering all employees except the Executive Director. The budgeted salary costs reflect the 6.4% increase in Executive Director approved by the COMPASS Board of Directors at its June 15, 2026, meeting. While performance recognition is not the only factor in employee retention, it is an important factor. Staff believe that a merit pool allowing for recognition of strong performance will help incentivize the retention and professional growth needed to have staff prepared to take on senior roles. Salary adjustments from this pool made during the year are performance-based, following annual review. The Executive Director determines the distribution of those individual salary adjustments.
4. Payroll taxes and employee benefits include an allowance for a 3.5% increase in the cost of employee health benefits from the Boise Municipal Health Care Trust and an allowance for a 3% increase in costs for other current benefits. Currently COMPASS covers 100% of the cost of medical benefits for employees and their family members. COMPASS proposes an approximate 10% employee cost share for the cost of medical benefits for covered spouses beginning in calendar 2027. This is estimated to be \$40 per pay period for employees that cover their spouses on the COMPASS medical benefits. Employees and their eligible children will continue to be covered at 100%.
5. The PERSI employer contribution rate remains at 11.96%. The budget includes the PERSI 401K match of 2% or 4% for all employees, depending on employee classification.

6. Indirect expenses are budgeted to decrease by about 3.5% to a total of \$304,600. The decrease is primarily in the amount budgeted for IT support. Staff continue to closely manage indirect expenses to control the organization's overall costs.
7. Total direct expenses decreased significantly compared to FY2026. This decrease is mostly attributable to costs incurred for major projects in FY2026 including the High-Capacity Transit PEL, the Resiliency Improvement Plan, and the Local Waterway Pathway Plan not continuing in FY2027. Direct expenses can vary substantially from year to year, depending on projects planned.
8. The Project Development Program is funded in FY2027, its 13th year, at \$150,000. Additionally, two Project Development projects are carried forward from FY2026, making the total FY2027 budget \$285,000.
9. Funding for the government affairs consultant continues at the same level as FY2026.
10. Funding to support the Regional Travel Demand Model decreased from \$60,000 in FY2026 to \$20,000 in FY2027.
11. Direct expenses include \$150,000 for the orthophotography flight. This increase in cost is for additional geography added to the flight. FY2027 is the final flight in the current multi-year contract.
12. Direct expenses for other programs are generally stable and consistent with current year activities.

Implication (policy and/or financial):

Federal approval of the UPWP by October 1, 2026, is required to begin work in FY2027.

More Information:

- 1) Attachments
- 2) For detailed information contact: Meg Sonnen at 208-475-2228 or msonnen@compassidaho.org



RESOLUTION NO. 18-2026

**FOR THE PURPOSE OF APPROVING THE FY2027 UNIFIED
PLANNING WORK PROGRAM AND BUDGET**

WHEREAS, federal transportation planning guidelines under Title 23 CFR require development of a Unified Planning Work Program that shows the programming of federal funds and includes references to all transportation planning efforts regardless of funding sources as a condition of receiving federal planning funds;

WHEREAS, the Community Planning Association of Southwest Idaho staff prepared the draft FY2027 Unified Planning Work Program and Budget and submitted it to the Finance Committee for their review; and

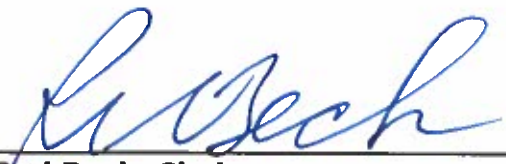
WHEREAS, the Community Planning Association of Southwest Idaho desires to incorporate final funding and program allocations in the Unified Planning Work Program and Budget prior to the beginning of FY2027.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors adopts the FY2027 Unified Planning Work Program and Budget, including reference to all transportation planning studies;

BE IT FURTHER RESOLVED, that the Community Planning Association of Southwest Idaho assures the appropriate necessary local matching funds are budgeted for the Unified Planning Work Program and Budget, Federal Transit Administration grants, Federal Highway Administration grants and all other grants and contracts as noted in the FY2027 Unified Planning Work Program and Budget of the Community Planning Association of Southwest Idaho, a copy of which is attached hereto and incorporated as an integral part of the Resolution; and

BE IT FURTHER RESOLVED, that the Executive Director is authorized to submit all related grant and contract applications, and sign all necessary documents for grant and contract purposes.

ADOPTED this 25th day of September 2026.

By: 
Rod Beck, Chair
Community Planning Association
of Southwest Idaho Board of Directors

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



**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2027 UNIFIED PLANNING WORK PROGRAM
PLANNING PRIORITIES**

Work Program Number	Work Program Description	Support economic vitality of metropolitan area	Increase the safety and security of the transportation system for motorized and non-motorized users	Increase the accessibility and mobility options available to people and for freight	Protect and enhance the environment, promote energy conservation, and improve the quality of life	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	Promote efficient system management and operation	Emphasize the preservation of the existing transportation system	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts	Enhance travel and tourism
601	UPWP Budget Development and Monitoring						x			
620	Demographics and Growth Monitoring	x	x	x	x	x	x	x		
653	Communication and Education				x		x			
661	Long-Range Planning	x	x	x	x	x	x	x	x	
685	Resource Development/Funding	x	x	x	x	x	x	x	x	
701	General Membership Services	x	x	x	x	x	x	x	x	x
703	Public Services						x			x
705	Transportation Liaison Services						x			
760	Government Affairs	x	x	x	x	x	x	x	x	x
801	Staff Development						x			
820	Committee Support						x			
836	Regional Travel Demand Model	x		x	x	x	x			
842	Congestion Management Process	x	x	x	x	x	x	x	x	
860	Geographic Information System Maintenance						x			
990	Direct Operations & Maintenance						x			
991	Support Services Labor						x			

September 29, 2026

Scott Luekenga
Planning and Development Manager
Idaho Transportation Department
P.O. Box 7129
Boise, ID 83707-1129

RE: Annual Self-Certification Form

Dear Mr. Luekenga:

The Community Planning Association of Southwest Idaho (COMPASS) is in the process of completing the FY2027 Unified Planning Work Program and Budget (UPWP). Resolution number 18-2026 requesting approval of the FY2027 UPWP was signed by the COMPASS Executive Committee at its September 25, 2026, meeting. The COMPASS Board of Directors will confirm Executive Committee action at its October 26, 2026, meeting.

As part of this process, the annual metropolitan transportation planning process self-certification is to be completed and signed by both the Idaho Transportation Department and COMPASS and included in the FY2027 UPWP. This certification is required in accordance with 23 CFR 450.336 "Self-certifications and Federal certifications."

Attached is the certification form. Please sign and return an electronic copy to Ashley Cannon at COMPASS. If you have any questions, please contact Ashley Cannon at (208) 475-2247. Thank you.

Sincerely,



Craig Raborn
Executive Director

Attachments - 1

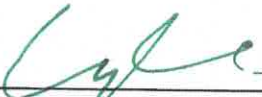
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ANNUAL METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

In accordance with 23 CFR 450.336, the Idaho Transportation Department and the Community Planning Association of Southwest Idaho, designated metropolitan planning organization for the Northern Ada County Transportation Management Area and Nampa Urban Area, hereby certify that the Community Planning Association of Southwest Idaho transportation planning process addresses the major issues in the metropolitan planning areas and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST-ACT (Fixing Americas Surface Transportation Act; Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

COMMUNITY PLANNING ASSOCIATION
OF SOUTHWEST IDAHO



Signature

Executive Director

Title

September 29, 2026

Date

IDAHO TRANSPORTATION DEPARTMENT

scott
Luekenga

Signature

Digitally signed by scott
Luekenga
Date: 2026.09.30 08:35:54
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Title

Date

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PROGRAM WORKSHEETS

PROGRAM NO.	601				CLASSIFICATION:	Project
TITLE: UPWP Budget Development and Monitoring						
TASK / PROJECT DESCRIPTION:		Monitor and amend, as necessary, the FY2027 Unified Planning Work Program and Budget (UPWP) and related transportation grants for the metropolitan planning organization (MPO). Develop and obtain COMPASS Board approval for the FY2028 UPWP. Attain compliance on all federal requirements of transportation planning implemented under applicable federal transportation bills.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		The UPWP is a comprehensive work plan that coordinates federally funded transportation planning and transportation related planning activities in the region and identifies the related planning budget.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW		Federal Code 23 CFR § 450.308 (b) An MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420.				
FY2027 BENCHMARKS						
MILESTONES / PRODUCTS						
FY2027 UPWP Process and track revenues and expenditures for the FY2027 UPWP and related transportation grants Process required state and local agreements and other required paperwork for transportation grants						Ongoing As Needed
Process and obtain Board approval of FY2027 UPWP revisions Distribute revisions of the FY2027 UPWP to the Idaho Transportation Department for tracking purposes Distribute revisions of the FY2027 UPWP to the Federal Highway Administration and the Federal Transit Administration for approval						As Needed
FY2028 UPWP Development Develop process and schedule for the FY2028 UPWP Solicit membership input on possible transportation planning projects and associated needs for FY2028 Submit initial revenue assessment for FY2028 to the Finance Committee for input Obtain Board approval on FY2028 General and Special membership dues						Nov Jan-Feb Mar Apr
Present FY2028 UPWP Present draft FY2028 UPWP to Finance Committee for input and feedback Present draft FY2028 UPWP to Finance Committee for recommendation Submit FY2028 UPWP to Board for adoption Submit and obtain approval from Federal Highway Administration of FY2028 UPWP Distribute FY2028 UPWP to the Idaho Transportation Department and Federal Transit Administration						Jun Jul Aug Aug Aug
Track Federal requirements as related to Self-Certification Compliance with federal requirements						Ongoing
Track federal requirements related to Regional Transportation Improvement Program and Long-Range Transportation Plan Monitor federal changes through the Federal Register						Ongoing
LEAD STAFF: Meg Sonnen					Expense Summary	
END PRODUCTS: FY2027 UPWP revisions; FY2028 UPWP. Maximize funding opportunities.					Total Workdays: 75	
					Salary \$ 52,694	
					Fringe 23,675	
					Overhead 8,138	
					Total Labor Cost: 84,507	
ESTIMATED DATE OF COMPLETION: September-2027					DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		
	Ada	Canyon	Special	Total	Member Agencies	Professional Services \$ -
CPG, K23772	\$ 45,032	\$ 18,394		\$ 63,426	Federal Highway Administration	Legal / Lobbying
STBG-TMA, -U, 22800			14,878	14,878		Equipment Purchases
				-		Travel / Education
				-		Printing
Local Match	3,567	1,457	1,178	6,202		Public Involvement
						Meeting Support
						Other
Total:	\$ 48,599	\$ 19,851	\$ 16,056	84,507		Total Direct Cost: \$ -
					601	Total Cost: \$ 84,507

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PROGRAM NO.	620	CLASSIFICATION:			Project
TITLE:		Demographics and Growth Monitoring			
TASK / PROJECT DESCRIPTION:		To collect, analyze, and report on growth and transportation patterns related to goals in the regional long-range transportation plan. This includes providing demographic data, such as population and employment estimates, providing relevant information for local decision-making, and updating demographic forecasts based on new entitlements and policies.			
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		Tracking and monitoring growth and system demands are critical to several planning efforts: 1) <i>Communities in Motion</i> as well as other corridor, subarea, and alternative analyses depend on accurate data and assumptions about current and future transportation, housing, and infrastructure demands; 2) The travel demand model also requires current and accurate housing and employment data; 3) Accessing, mapping, and disseminating census data and training enables member agencies to have data for studies, grants, land use allocation demonstration modeling, and other analyses, and is an often requested member service, and 4) Development review, including the fiscal impact analysis, enables local decision-makers to bridge regional and local planning efforts to provide growth supportive of <i>Communities in Motion</i> .			
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:		Federal Code 23 CFR § 450.324 -- Long-range transportation plans require valid forecasts of future demand for transportation services which are provided by a travel demand model. Outputs from the model are also necessary for transportation conformity determinations of the TIP and long-range plan and evaluating the impacts of alternative transportation investments. In updating the transportation plan, (e) "the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity" (f) "The metropolitan transportation plan shall, at a minimum, include (1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;..."			
FY2027 BENCHMARKS					
MILESTONES / PRODUCTS					
<u>Population and Employment Estimates</u> Data collection and geocoding of building permits Complete 2026 employment data Complete 2026 Development Monitoring Report Complete 2027 population estimates and receive Board acceptance					Ongoing Mar Mar Apr
<u>Development Forecasting, Tracking, and Reconciliation</u> Update preliminary plat files and other entitled development					Ongoing
<u>Demographics Support</u> Respond to member requests for census data Provide development and policy reviews and checklists Include fiscal impact analysis with development checklist per policy Development checklist report					Ongoing Ongoing Ongoing Mar
<u>Fiscal Impact Tool</u> Make revisions to fiscal impact tool to increase its usefulness and relevance in assessing projects relative to the long range plan					FY2027
LEAD STAFF: Austin Miller					Expense Summary Total Workdays: 170 Salary \$ 85,049 Fringe 38,212 Overhead 13,135 Total Labor Cost: 136,396
END PRODUCT: Demographic products: 1) 2027 population estimates; 2) 2026 employment estimates; 3) 2026 Development Monitoring Report updated; 4) annual demographic reconciliation; and 5) development checklist report; updated fiscal impact tool					
ESTIMATED DATE OF COMPLETION: September-2027					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	Professional Services \$ 153,004
	Ada	Canyon	Special	Total	Carry forward
CPG, K23772	\$ 47,640	\$ 19,459		\$ 67,099	Member Agencies
STBG-TMA, 22800			201,059	201,059	Housing authorities and other housing stakeholders
				-	FTA
				-	
Local Match	3,774	1,541	15,927	21,242	
Total:	\$ 51,414	\$ 21,000	\$ 216,986	289,400	Other
					Total Direct Cost: \$ 153,004
620		Total Cost: \$ 289,400			

PROGRAM NO.		653		CLASSIFICATION:		Project			
TITLE:		Communication and Education							
TASK / PROJECT DESCRIPTION:		The Communication and Education task broadly includes external communications, public relations, public involvement, public education, and ongoing COMPASS Board education. Specific elements of the task include, but are not limited to, managing the ongoing COMPASS education series, the annual COMPASS 101 workshop, periodic Board workshops, and the Leadership in Motion awards program; writing the annual report, <i>Keeping Up With COMPASS</i> newsletter, brochures, web content, news releases, and other documents; managing COMPASS' social media channels; supporting the Public Participation Workgroup; and representing COMPASS at open houses and other events.							
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		The Communication and Education program helps COMPASS facilitate public involvement in, and understanding of, transportation and related planning efforts by planning and implementing an integrated communications/education and public participation strategy.							
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:		Federal Code 23 CFR § 450.316 requires public input and involvement in metropolitan planning organization planning activities. Public involvement for specific programs (e.g., regional transportation improvement program, regional long-range transportation plan [<i>Communities in Motion</i>]) is planned and budgeted under those programs. The Communication and Education task supports that outreach and involvement through developing and updating the COMPASS participation plan, coordinating outreach efforts, and providing more general (non-program specific) opportunities for the public to learn about transportation, planning, financial, and related issues to support federally required public involvement efforts.							
FY2027 BENCHMARKS									
MILESTONES / PRODUCTS									
<u>General</u> Continue work with media -- set up interviews, develop story ideas, respond to inquiries, write/distribute news releases Support work of Public Participation Workgroup Implement the COMPASS participation plan; work toward goals established in the plan Provide outreach/public speaking support and training to staff							Ongoing Ongoing Ongoing Ongoing		
<u>Develop tools, such as electronic and print materials, designed for most effective means of communication</u> Maintain and enhance COMPASS social media channels Continually update the COMPASS website to improve usability and keep content up to date Develop the FY2027 annual report, annual budget summary, and annual communication summary Write and distribute the monthly Keeping Up With COMPASS newsletter Update/develop other print materials as appropriate Continue to produce the "In Motion" COMPASS podcast							Ongoing Ongoing Oct - Dec Ongoing Ongoing Ongoing		
<u>Education and community outreach</u> Develop and implement the FY2027 public education series Support and collaborate with other agencies' outreach and education efforts and programs Participate in community events to share planning-related information Attend/support member agencies at public meetings Manage/support the Leadership in Motion awards program Plan and host the annual "COMPASS 101" workshop Present information about COMPASS and our programs to stakeholders and community groups as requested Continue to lead an interagency "Good Move" regional safety education campaign							Jan - Sep Ongoing Ongoing Ongoing Aug - Dec Jan - Feb Ongoing Ongoing		
LEAD STAFF: Amy Luft						Expense Summary			
END PRODUCT: Public involvement in, and understanding of, transportation planning and related issues.									
								Total Workdays: 229	
								Salary \$ 112,215 Fringe 50,418 Overhead 17,331 Total Labor Cost: 179,964	
ESTIMATED DATE OF COMPLETION: September-2027						DIRECT EXPENDITURES:			
Funding Sources				Participating Agencies		Professional Services \$ 29,000			
Local Funds/FB	Ada	Canyon	Special	Total	Member Agencies	Legal / Lobbying			
				\$ -		Equipment Purchases			
						Travel / Education			
						Printing 700			
						Public Involvement 28,950			
			238,614	238,614		Meeting Support			
						Other			
			238,614	238,614		Total Direct Cost: \$ 58,650			
	\$ -	\$ -	\$ 238,614	\$ 238,614		653	Total Cost: 238,614		

PROGRAM NO.		685		CLASSIFICATION:		Project	
TITLE:		Resource Development/Funding					
TASK / PROJECT DESCRIPTION:		Develop a FY2027-2033 Regional Transportation Improvement Program (TIP) for Ada and Canyon Counties that complies with all federal, state, and local regulations and policies to fund transportation projects. Process amendments and provide project tracking and monitoring for the FY2026-2032 TIP. With consultant assistance, COMPASS staff will assist member agencies in transforming project ideas into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public information plans. Grant research, development, and grant administration are expected to secure additional funding for the region. COMPASS will award <i>Communities in Motion</i> (CIM) Implementation Grants to member agencies after appropriate outreach, prioritization, and contract due diligence.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		Implement requested projects by member agencies, and leverage local dollars. Well defined and scoped projects with accurate project costs and schedules allow strong grant applications, linked closely with CIM 2050 goals and performance measures, increase the delivery of funded projects on time and on budget. These efforts provide the necessary federal documentation for member agencies to obtain federal funding for transportation projects. Staff provides assistance to member agencies to ensure projects meet deadlines and do not lose federal funding through project monitoring and committee participation.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:		The task is designed to help identify additional revenue sources for member agencies, assist in funding improvements and maintenance of the transportation system, and assist member agencies in implementing the regional long-range transportation plan and the annual TIP. Under 23 CFR § 450.326, COMPASS is required to develop a TIP in cooperation with ITD and public transportation operators. Certain additional requirements are required in the Boise Urbanized Area because it is a Transportation Management Area (TMA). The TIP is required to be updated every four years; however, COMPASS follows the update cycle of ITD's Statewide Transportation Improvement Program (STIP), which is updated annually. All projects receiving federal funding or considered regionally significant must be consistent with the regional long-range transportation plan. The TIP is also scrutinized in the federal Certification Review.					
FY2026 BENCHMARKS							
MILESTONES / PRODUCTS							
685001 Transportation Improvement Program						Oct-Sept	
Update funding application process							
Conduct member outreach							
Solicit project applications							
Assist members with developing complete applications							
Facilitate ranking of project applications							
Assign projects to funding programs through a prioritization process							
Develop the final FY2027-2033 Regional Transportation Improvement Program							
Incorporate reporting methods for federal performance targets, prior to deadlines							
Monitor, track, and process changes to the FY2026-2032 Regional Transportation Improvement Program							
Balance federal-aid programs managed by COMPASS, as changes occur							
Provide assistance to member agencies with federal-aid funding concerns							
Provide funding and programming assistance to Valley Regional Transit (VRT)							
Update the Resource Development Plan							
685002 Project Development Program						Oct-Sept	
Award projects through a prioritization process							
Select, contract with, and manage consultants							
Manage project development teams							
Review/revise, approve, and disseminate reports							
685003 Grant Research and Development						Oct-Sept	
Seek funding for project needs listed in the Resource Development Plan							
Monitor grant sources; share grant information							
Match grant sources with unfunded members needs							
Write/assist member agencies with grant applications, such as INFRA, RAISE, etc.							
685004 CIM Implementation Grants						Oct-Sept	
Award projects through a prioritization process							
Administer contracting/reporting/billing processes							
Manage projects to ensure completion on time and on budget							
LEAD STAFF: Toni Tisdale						Expense Summary	
END PRODUCTS: Current-year TIP amendments and TIP update. Annual Resource Development Plan. Project Development Program pre-concept reports. Application assistance. CIM Implementation Grants.						Total Workdays: 625	
						Salary \$ 333,846	
						Fringe 149,996	
						Overhead 51,560	
						Total Labor Cost: 535,402	
ESTIMATED DATE OF COMPLETION: September-2027						DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		Professional Services \$ 415,000	
				Member Agencies		Legal / Lobbying	
CPG, K23772						Equipment Purchases	
STBG-TMA, 22800						Travel / Education	
						Printing	
						Public Involvement 6,500	
						Meeting Support	
						Other	
Local Match						Total Direct Cost: \$ 421,500	
Local Only						685 Total Cost: \$ 956,902	
Total:							

PROGRAM NO.		701		CLASSIFICATION:		Service	
TITLE:		General Membership Services					
TASK / PROJECT DESCRIPTION:		Provides assistance to COMPASS members, including demographic data, mapping, geographic information system assistance/education, travel demand modeling, and other project support.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		This service promotes implementation of the regional long-range transportation plan. COMPASS staff are engaged in the members' studies and can become more familiar with their assumptions and recommendations. Use of consistent data and methodologies in the various studies and plans conducted by member agencies is beneficial to the region as well.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:		There are no federal or state requirements concerning provision of services to member agencies. There are no certification review comments, corrective actions or recommendations related to this program. Member support provides assistance to agencies fulfilling activities related to <i>Communities in Motion</i> , air quality evaluations, and more detailed transportation planning activities such as corridor studies.					
FY2027 BENCHMARKS							
MILESTONES / PRODUCTS							
Provide general assistance to member agencies as requested in the areas of:							Ongoing
Specific assistance determined per member agency requests, may include:							
Geographic Information Systems (GIS) (maps, data, and analyses)							
Data and travel demand modeling							
Demographic, development, and related information							
Traffic counts and related information							
Travel time data and analysis							
Other requests as budget allows							As Needed

PROGRAM NO.	703				CLASSIFICATION:	Service
TITLE:	Public Services					
TASK / PROJECT DESCRIPTION:	To provide data, mapping, demographic, and other assistance to the public and non-member entities, as appropriate. For some products, such as maps, there is a charge for the product. When data or other information are not "off-the-shelf" and staff time is needed for research, a labor charge may be applied consistent with COMPASS policy.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	COMPASS responds to questions from the public and provides a number of products to the public and other entities: demographic data, development information, traffic counts and projections, maps, and geographic information system analyses.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning provision of services to the public. However, these services support COMPASS' vision, mission, roles, and values, including: "...serve as a source of information and expertise..." (COMPASS Mission), "serve as the regional technical resource..." (Role #3 Expert), and "perform and share quality analyses" (Role #3 Expert).					
FY2027 BENCHMARKS						
MILESTONES / PRODUCTS						
Provide assistance to public, member agencies outside the metropolitan planning area, and non-member entities, as requested: Geographic Information Systems (GIS) (maps, data, and analyses) Data and travel demand modeling for proposed developments Demographic, development, and related information Traffic counts and related information Travel time data and analysis Other general requests for information						Ongoing
LEAD STAFF: Mary Ann Waldinger END PRODUCT: Information assistance to the general public and member agencies outside the metropolitan planning area.					Expense Summary Total Workdays: 66 Salary \$ 40,170 Fringe 18,048 Overhead 6,204 Total Labor Cost: 64,422	
ESTIMATED DATE OF COMPLETION: September-2027					DIRECT EXPENDITURES: \$ - Professional Services Legal / Lobbying Equipment Purchases Travel / Education Printing Public Involvement Meeting Support Other	
Funding Sources				Participating Agencies		
	Ada	Canyon	Special	Total	Members of the public Boise and Elmore counties	
Local Only	-	-	64,422	\$ 64,422		
Total:	\$ -	\$ -	\$ 64,422	\$ 64,422		
					Total Direct Cost: \$ - 703 Total Cost: \$ 64,422	

PROGRAM NO.		705		CLASSIFICATION:		Service	
TITLE:		Transportation Liaison Services					
TASK / PROJECT DESCRIPTION:		To provide adequate staff liaison time at member agency meetings and coordinate transportation-related planning activities with member agencies.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		Transportation liaison services ensure staff representation and coordination with membership on transportation-related planning. Requests that exceed four days may require COMPASS Board approval of a new work program.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:		Achieve better inter-jurisdictional coordination of transportation and land use planning. Documentation of other significant transportation planning projects occurring within the Treasure Valley through the Unified Planning Work Program and Budget.					
FY2027 BENCHMARKS							
3 MILESTONES / PRODUCTS							
Attend member agency meetings and coordinate transportation-related planning activities with member agencies							Ongoing
LEAD STAFF: Craig Raborn						Expense Summary	
END PRODUCT: Ongoing staff liaison role to member agencies.							
ESTIMATED DATE OF COMPLETION: September-2027							
Total Labor Cost: 74,652							
Funding Sources				Participating Agencies		DIRECT EXPENDITURES:	
	Ada	Canyon	Special	Total	Member Agencies	Professional Services \$ -	
CPG, K23772 STBG-TMA, 22800	\$ 39,781	\$ 16,249	13,143	\$ 56,030 13,143		Legal / Lobbying	
						Equipment Purchases	
						Travel / Education	
						Printing	
						Public Involvement	
						Meeting Support	
						Other	
Local Match	3,151	1,287	1,040	5,478		Total Direct Cost: \$ -	
	-			-		705 Total Cost: \$ 74,652	
Total:	\$ 42,932	\$ 17,536	\$ 14,183	\$ 74,652			

PROGRAM NO.		760		CLASSIFICATION:		Service	
TITLE:		Government Affairs					
TASK / PROJECT DESCRIPTION:		Collect data from the public on transportation priorities. Identify, review, monitor, advocate and report to the COMPASS Board on pending state and federal legislation that directly or indirectly relates to COMPASS priorities and activities.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		Collect data from the public on transportation priorities. To secure funding and influence policies on relevant transportation-related legislation at the federal and state levels.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:		There is no federal requirement for this process. The Board works together to identify and prioritize needs and projects.					
FY2027 BENCHMARKS							
MILESTONES / PRODUCTS							
<u>Federal Legislative Priorities</u> Obtain COMPASS Board approval of 2027 federal legislative priorities Educate and advocate on 2027 federal legislative priorities Work with COMPASS Executive Committee to identify 2028 federal priorities and positions Obtain COMPASS Board approval of 2028 federal legislative priorities							Oct Oct-Aug Apr-Jul Aug
<u>State Legislative Priorities</u> Educate and advocate on 2027 legislative priorities Work with Executive Committee to identify possible priorities and position statements for 2028 legislative session Obtain Board endorsement of 2028 legislative priorities							Ongoing Apr-Aug Aug
<u>Public Involvement</u> Conduct transportation expectations poll to help inform priorities							FY27
LEAD STAFF: Craig Raborn						Expense Summary	
END PRODUCT: An effective advocacy program for legislative issues and positions that have been approved by the Board.						Total Workdays: 109	
						Salary \$ 94,938	
						Fringe 42,655	
						Overhead 14,663	
						Total Labor Cost: 152,256	
ESTIMATED DATE OF COMPLETION: September-2027						DIRECT EXPENDITURES:	
Funding Sources					Participating Agencies		Professional Services 420,849
	Ada	Canyon	Special	Total	Member Agencies		Legal / Lobbying \$ 8,000
STBG-TMA KN22800			\$ 362,410	\$ 362,410			Equipment Purchases
							Travel / Education 23,000
							Printing 500
							Public Involvement
Local Only			213,487	\$ 213,487	Meeting Support		
Local Match			28,708	28,708	Other		
Total:	\$ -	\$ -	\$ 604,605	\$ 604,605	Total Direct Cost: \$ 452,349		
					760	Total Cost: 604,605	

PROGRAM NO.		801		CLASSIFICATION:		System Maintenance	
TITLE:		Staff Development					
TASK / PROJECT DESCRIPTION:		To provide staff with resources necessary to keep them informed of federal and state regulations, current transportation planning technologies, and best practices and activities nationally.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		The activities of this task are part of the overall continuous process to enhance technical and professional capacity. It is important that staff be informed and educated on new regulations and practices to develop and maintain a responsive transportation program.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:		There are no federal or state requirements concerning provision of staff training; however, COMPASS provides staff with opportunities for training and education. Training examples include attending workshops and conferences sponsored by Federal Highway Administration, National Association of Regional Councils, American Planning Association, Western Planner, Association of Metropolitan Planning Organizations,the Transportation Research Board, etc., to keep staff well informed.					
FY2027 BENCHMARKS							
MILESTONES / PRODUCTS							
Staff training and development						Ongoing	
LEAD STAFF: Meg Sonnen							
END PRODUCT: Maintain staff knowledge of federal grant requirement needs and changes and build a strong team through national and local seminars, workshops, conferences, and educational classes.						Expense Summary	
						Total Workdays: 117	
						Salary \$ 70,200	Fringe 31,540
						Overhead 10,842	Total Labor Cost: 112,582
ESTIMATED DATE OF COMPLETION: September-2027						DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		Professional Services \$ -	
CPG, K23772				Federal Highway Administration		Legal / Lobbying	
STBG-TMA, 22800				Federal Transit Administration		Equipment Purchases 45,000	
Local Match						Travel / Education	
Local Only						Printing	
						Public Involvement	
						Meeting Support	
						Other	
Total:						Total Direct Cost: \$ 45,000	
801				Total Cost:		\$ 157,582	

PROGRAM NO.		820		CLASSIFICATION:		System Maintenance	
TITLE:		Committee Support					
TASK / PROJECT DESCRIPTION:		To provide support to the COMPASS Board and standing committees as defined by the COMPASS Bylaws and Joint Powers Agreement.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		Provide coordination and communication among member agencies' staff and elected officials in transportation and land use planning through meeting materials, agendas, and minutes, which are a historical record of events leading to the decision-making processes.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:		The COMPASS Joint Powers Agreement, Section 4.1.6(K), states, "Open Meeting Law: All meetings of the Board shall be governed under the provisions of the Open Meeting Law, Chapter 2, Title 74, Idaho Code, and any amendments and/or recodification thereof."					
FY2027 BENCHMARKS							
MILESTONES / PRODUCTS							
Provide meeting coordination, materials, and follow-up to the Board, standing committees, and workgroups.							Ongoing
LEAD STAFF:		Amy Luft				Expense Summary	
END PRODUCT: Ongoing support of committees to promote involvement and communication.						Total Workdays: 219	
						Salary \$ 115,274	
						Fringe 51,792	
						Overhead 17,803	
						Total Labor Cost: 184,869	
ESTIMATED DATE OF COMPLETION:		September-2027				DIRECT EXPENDITURES:	
Funding Sources		Participating Agencies				Professional Services \$ -	
	Ada	Canyon	Special	Total	Member Agencies	Legal / Lobbying	
CPG, K23772	98,515	40,238		\$ 138,753		Equipment Purchases	
STBG-TMA, K22800			32,547	32,547		Travel / Education	
						Printing	
Local Match	7,804	3,187	2,578	13,569		Public Involvement	
Local Only			2,000	2,000		Meeting Support 2,000	
						Other	
Total:	\$ 106,319	\$ 43,425	\$ 37,125	\$ 186,869		Total Direct Cost: \$ 2,000	
						820	Total Cost: 186,869

PROGRAM NO.		836		CLASSIFICATION:		System Maintenance	
TITLE:		Technical Support: Regional Travel Demand Model					
TASK / PROJECT DESCRIPTION:		Upkeep of the regional travel demand model is an ongoing task needed to maintain the model as a useful tool in planning activities. It also provides vital information for the required process of air quality conformity demonstration and all benefit-cost evaluations.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		The model outputs are used to test and plan transportation projects, support capital improvement plans and impact fee and/or proportionate share programs for member agencies, conduct air quality conformity of the Regional Transportation Improvement Program (TIP) and regional long-range transportation plan, provide area of influence model runs to inform the traffic impact study process, and respond to various special member requests.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:		Federal Code 23 CFR § 450.324 -- Long-range transportation plans require valid forecasts of future demand for transportation services which are provided by a travel demand model. Outputs from the model are also necessary for transportation conformity determinations of the TIP and long-range plan and evaluating the impacts of alternative transportation investments. In updating the transportation plan, (e) "the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity" (f)"The metropolitan transportation plan shall, at a minimum, include (1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;..."					
FY2027 BENCHMARKS							
MILESTONES / PRODUCTS							
<u>Key Elements</u> Maintain and update traffic count database Maintain the structure and integrity of the regional travel demand model for use in the Transportation Economic Development Impact System (TREDIS) Provide travel demand modeling assistance to support member agency needs and special projects Provide technical and modeling support as needed for regional long range transportation plan							Ongoing Ongoing Ongoing Ongoing
<u>Special Tasks and Model Improvements</u> Provide technical analysis on member agency requests vetted through RTAC Provide modeling and technical assistance to ITD's corridor and environmental studies Provide technical analysis on unanticipated member agency requests Maintain the data foundation system and continue to incorporate into other data sources							Ongoing Ongoing Ongoing Ongoing
LEAD STAFF: Mary Ann Waldinger						Expense Summary	
END PRODUCT: Reasonable and reliable regional travel demand model using the latest available information and forecasts for various types of projects, studies, and analyses.						Total Workdays: 52	
						Salary \$ 33,263	
						Fringe 14,945	
						Overhead 5,137	
						Total Labor Cost: 53,345	
ESTIMATED DATE OF COMPLETION: September-2027						DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies			
CPG, K23772 STBG-TMA, 22800	Ada	Canyon	Special	Total	Highway Districts		
	41,584	16,985		\$ 58,569	Member Agencies		
			9,392	9,392	Federal Highways Administration		
				-	Idaho Transportation Department		
				-	Valley Regional Transit		
			-		Department of Environmental Quality		
			-				
Local Match	3,294	1,345	746	5,385			
Total:	\$ 44,878	\$ 18,330	\$ 10,138	\$ 73,345			
						Total Direct Cost: \$ 20,000	
						836	Total Cost: \$ 73,345

PROGRAM NO.	842	CLASSIFICATION:	System Maintenance				
TITLE:	Congestion Management Process						
TASK / PROJECT DESCRIPTION:	Maintain a functional congestion management process (CMP) for the Treasure Valley. Conduct data collection, update the congestion management process as needed, produce the Annual Congestion Management Report, maintain regional intelligent transportation system (ITS) architecture and inventory. Research, provide, and monitor transportation demand management (TDM) strategies. Work with member agencies to identify regional congestion issues, identify congestion management needs, and recommend congestion management strategies.						
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The Congestion Management Process (CMP) is a systematic, cyclical, and regionally accepted approach for managing congestion that generates current information regarding regional congestion, outlines methods for identifying congestion management needs, identifies strategies to mitigate congestion, defines performance measures and targets related to congestion, and defines the path for implementing strategies through COMPASS' transportation improvement program (TIP) and regional long-range transportation plan.						
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.322 -- A congestion management process is federally required for areas with populations exceeding 200,000, known as Transportation Management Areas. While only a portion of COMPASS' planning area is subject to this requirement (the Boise Urbanized Area), COMPASS' CMP covers its entire planning area. (a) "The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction (including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), job access projects, and operational management strategies..."						
FY2027 BENCHMARKS							
MILESTONES / PRODUCTS							
Congestion Management and Travel Time Data			June-Sept Ongoing June-Sept Ongoing				
Complete the Congestion Management Annual Report using the National Performance Measure Research Data Set (NPMRDS) for 2025							
Maintain the Congestion Management Process Technical Document							
Publish congestion management annual report to digital format (web map/story map)							
Work with Regional Operations Workgroup and other COMPASS workgroups to identify congestion issues, congestion management needs, and congestion management strategies							
NPMRDS Travel Time Data and Process							
Develop process for evaluating effectiveness of congestion mitigation projects using the NPMRDS and INRIX travel time data sets			Ongoing				
Transportation System Management and Ops (TSMO) and ITS Plan Update							
Update the TSMO Plan			FY2027				
Complete the Smart Corridors Study as part of the overall TSMO Plan			FY2027				
Refine the integration of management and operation strategies and TSMO projects into the long range plan			Ongoing				
LEAD STAFF: Mary Ann Waldinger							
END PRODUCT: Maintenance of the congestion management process, congestion management annual report (congestion issues, needs, strategies), updated TSMO plan			Expense Summary				
			Total Workdays: 167				
			Salary \$ 106,825				
			Fringe 47,996				
			Overhead 16,498				
			Total Labor Cost: 171,320				
ESTIMATED DATE OF COMPLETION: September-2027			DIRECT EXPENDITURES:				
Funding Sources			Professional Services \$ 475,370				
			Legal / Lobbying				
Participating Agencies			Equipment Purchases				
			Travel / Education				
			Printing				
			Public Involvement				
			Meeting Support				
			Other				
			Total Direct Cost: \$ 475,370				
			842	Total Cost: \$ 646,690			
CPG, K23772			Ada	Canyon	Special	Total	Highway Districts
STBG-TMA, K22800			41,284	16,862		\$ 58,146	Member Agencies
STBG-TMA, K23320					18,783	18,783	Federal Highways Administration
STBG-TMA, K23678					129,724	129,724	
					370,640	370,640	
					23,667	23,667	
Local Match			3,270	1,336	41,124	45,730	
Total:			\$ 44,554	\$ 18,198	\$ 583,938	\$ 646,690	

PROGRAM NO.	990				CLASSIFICATION:	Indirect / Overhead	
TITLE:	Direct Operations & Maintenance						
TASK / PROJECT DESCRIPTION:	To provide local dollars for expenditures that do not qualify for reimbursement under the federal guidelines. Program dollars for professional services for COMPASS Board related events, meeting expenses, and equipment/software needs.						
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Adequately cover expenses needed to support the Board, Executive Director, and agency outside of federally funded projects.						
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning these provisions; however, the Finance Committee oversees and approves these accounts and expenditures.						
FY2027 BENCHMARKS							
				MILESTONES / PRODUCTS			
Provide local dollars for expenditures not federally funded. Planned FY2027 equipment and software expenditures Transit network planning software Transportation improvement program management software Benefit-cost analysis software Transportation modeling software				Ongoing			
LEAD STAFF: Meg Sonnen					Expense Summary		
END PRODUCT: Adequately cover the direct expenses needed to support the Board, Executive Director, equipment needs, and COMPASS operations.					Total Workdays: 0		
					Salary \$ -		
					Fringe -		
					Overhead -		
ESTIMATED DATE OF COMPLETION: September-2027					Total Labor Cost: \$ -		
Funding Sources					Participating Agencies		
	Ada	Canyon	Special	Total	Member Agencies		
Local Only			143,250	143,250			
Total:	\$ -	\$ -	\$ 143,250	\$ 143,250			
					DIRECT EXPENDITURES:		
					Professional Services 2,000		
					Legal / Lobbying \$ 18,000		
					Equipment Purchases 114,650		
					Travel / Education 1,600		
					Printing		
					Public Involvement		
					Meeting Support 7,000		
					Total Direct Cost: \$ 143,250		
					990	Total Cost: \$ 143,250	

PROGRAM NO.	991				CLASSIFICATION:	Indirect / Overhead	
TITLE:	Support Services Labor						
TASK / PROJECT DESCRIPTION:	To provide labor to support the ongoing administrative functions of COMPASS. Areas include: personnel management, financial management, information technology management, procurement, contracting, and general administration. Work with independent auditor on annual audit.						
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	To maintain payroll, accounts payable/receivable, benefits, recruitment, building and vehicle maintenance, general ledger bank reconciliation, cash flow, annual audit, and development of the computer system.						
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	The Office of Management and Budget (OMB) requires that a single audit be performed to ensure federal funds are being expended properly. The most recent OMB regulation issued for this purpose is Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). It includes uniform cost principles and audit requirements for federal awards to nonfederal entities and administrative requirements for all federal grants and cooperative agreements. Memorandum of Understanding 04-01, Operation and Financing of the Metropolitan Planning Organization in the Boise and Nampa Urbanized Areas -- between COMPASS and the Idaho Transportation Department states and agrees to allow indirect costs as outlined in the agreement.						
FY2027 BENCHMARKS							
MILESTONES / PRODUCTS							
General Administration Conduct appropriate procurement processes and prepare contracts, as needed Update COMPASS operational policies as needed Monitor general workplace and personnel needs Provide administrative assistance for agency needs Personnel Management Prepare and complete recruitment processes Conduct employee annual evaluations Renew insurance policies Pursue FY2027 benefit options Financial Management Close FY2026 financial records and begin FY2027 Provide annual audit support and complete financial reports Complete COMPASS annual Audit Report Prepare and distribute year-end payroll reports Complete budget variance information and report to the Finance Committee quarterly Maintain inventory of furniture, equipment, hardware and software Information Technology Manage Information Technology consultant and coordinate work efforts Prioritize needs, analyze costs, make recommendations and implement system improvements Coordinate with staff to configure equipment and software to meet the needs of each position Maintain security and integrity of IT systems, and perform appropriate back ups Coordinate systems with member agencies							As needed As needed Ongoing Ongoing As needed Oct-Nov Oct-Dec Jan Jan Quarterly Ongoing Ongoing Oct - Dec
LEAD STAFF: Meg Sonnen					Expense Summary		
END PRODUCT: An agency where administrative support, personnel management, financial management, and general administrative needs are fully met and whose activities are effectively monitored and communicated to the Board.					Total Workdays: 884		
					Salary \$ -		
					Fringe -		
					Overhead -		
					Total Labor Cost: \$ -		
ESTIMATED DATE OF COMPLETION: September-2027					DIRECT EXPENDITURES:		
Funding Sources				Participating Agencies			
	Ada	Canyon	Special	Total	Professional Services \$ - Legal / Lobbying Equipment Purchases Travel / Education Printing Public Involvement Meeting Support Other		
				\$ -			
				-			
				-			
Total:	\$ -	\$ -		\$ -	Total Direct Cost: \$ - 991 Total Cost: \$ -		

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FINANCIAL WORKSHEETS

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2027 UNIFIED PLANNING WORK PROGRAM AND BUDGET
REVENUE AND EXPENSE SUMMARY**

REVENUE	FY2026 Rev 2 UPWP	FY2027 UPWP
GENERAL MEMBERSHIP		
Ada County	266,101	273,861
Ada County Highway District	266,101	273,861
Boise County	10,738	10,655
Canyon County	133,580	138,893
City of Boise	111,792	113,071
City of Caldwell	34,219	36,494
City of Eagle	17,160	17,835
City of Garden City	6,054	6,177
City of Greenleaf	362	366
City of Kuna	14,881	17,001
City of Meridian	64,963	67,049
City of Melba	309	317
City of Middleton	6,159	6,662
City of Nampa	54,329	55,912
City of Notus	278	278
City of Parma	988	1,027
City of Star	9,863	11,314
City of Wilder	780	811
Elmore County	-	15,793
Highway District No. 4	53,163	56,658
Subtotal	1,051,820	1,104,035
SPECIAL MEMBERSHIP		
Boise State University	10,500	10,900
Capital City Development Corporation	10,500	10,900
Idaho Department of Environmental Quality	10,500	10,900
Idaho Transportation Department	10,500	10,900
Valley Regional Transit	10,500	10,900
West Ada School District	10,500	10,900
Subtotal	63,000	65,400
GRANTS AND SPECIAL PROJECTS		
FHWA/FTA - Consolidated Planning Grants		
CPG - FY2025 K# 22998 Ada County	197,977	-
CPG - FY2025 K# 22998 Canyon County	80,863	-
CPG - FY2026 K# 23401 Ada County	1,274,450	42,268
CPG - FY2026 K# 23401 Canyon County	520,550	17,265
CPG - FY2027 K# 23772 Ada County	-	1,274,450
CPG - FY2027 K# 23772 Canyon County	-	520,550
Sub Total CPG Grants	2,073,840	1,854,533
STBG-TMA & STBG-U - K# 22387; FY2025 off-the-top funds Planning	164,674	-
STBG-TMA, -U K# 22800 obligated FY25, spent FY26 off-the-top funds for planning	669,115	-
STBG-TMA, -U K#22800 Obligate FY26 spend FY27 off-the-top funds for planning	-	403,998
STBG-TMA & -U K# 22800 FY26 off-the-top funds for transportation poll	-	362,410
STBG-TMA & -U K# 22800 FY26 off-the-top funds for fiscal impact tool	-	185,320
STBG-TMA & -U K# 25401 FY27 off-the-top funds for PMF	-	231,650
STBG-TMA K# 23320 Smart Corridors, Nampa Area Study	-	129,724
STBG-TMA K# 23678 TSMO Plan	-	370,640
STBG TMA - K# 20271, CIM 2055	416,133	119,995
FHWA Spears	276,000	161,367
STBG-U - K# 23026/23313 Permanent Automated Counters	1,768	-
STBG-TMA K#13046 PEL, High-Capacity Transit Corridor	234,638	-
CRP-TMA K#24233 Carbon Reduction Strategy	16,010	-
STBG-TMA K#23312 Coordinate Local Waterway-Pathway Plans	90,405	-
Subtotal	1,868,743	1,965,104
OTHER REVENUE SOURCES		
Orthophotography - Participant Contributions	125,000	125,000
Interest Income	60,000	60,000
Project Development Share - Caldwell Fiberoptic & ITS	10,000	10,000
Project Development Share - Eagle	25,000	25,000
Subtotal	220,000	220,000
TOTAL REVENUE; Dues, Federal Funds, and Other miscellaneous	5,277,403	5,209,072
Draw From Fund Balance (CIM Implementation Grants)	100,000	100,000
Draw From Fund Balance - CIM 2055 carry forward match	32,964	9,505
Draw from fund balance - local match on FY2027 off the top funding for fiscal impact tool	-	14,680
Draw From Fund Balance - match on PEL high capacity transit	18,587	-
Draw From Fund Balance - 20% match on SS4A SPEARS	69,000	40,516
Draw From Fund Balance - match on carbon reduction strategy	1,268	-
Draw From Fund Balance - match on perm automated counters	140	-
Draw From Fund Balance - match waterway pathway plan	7,161	-
Draw From Fund Balance - match TSMO	-	29,389
Draw From Fund Balance - match Poll	28,708	-
Draw From Fund Balance match on transportation poll	-	28,708
Draw From Fund Balance match on performance measure framework	-	18,350
Draw From Fund Balance - Smart Corridors, Nampa Area Study	-	10,298
Draw from Fund Balance - amortize expense annually	33,317	-
Draw From Fund Balance to cover shortfall	9,436	186,782
Subtotal	300,581	438,228
TOTAL REVENUE, ALL RESOURCES	5,577,984	5,647,300

EXPENSE	FY2026 Rev 2 UPWP	FY2027 UPWP
SALARY, FRINGE & CONTINGENCY		
Salary	1,831,054	1,950,243
Payroll taxes and employee benefits	847,315	886,121
Contingency (Overtime, Bonus, and Sick Time Trade)	22,000	22,000
Subtotal	2,700,369	2,858,364
INDIRECT OPERATIONS & MAINTENANCE		
Indirect Costs	316,500	304,600
Subtotal	316,500	304,600
DIRECT OPERATIONS & MAINTENANCE		
620002, Fiscal Impact Tool	-	153,004
653001, Communication and Education	62,100	58,650
661001, Long-Range Planning	955,060	129,500
661005, LRP: Safe Streets and Roads for All SPEARS	304,022	164,206
661006, LRP: High Capacity Transit PEL	253,225	-
661007, LRP: Performance Measure Framework	-	198,707
661008, Bike Counter Management	23,208	21,300
685001, Transportation Improvement Program	5,000	6,500
685002, Project Development Program	304,114	285,000
685003, Grant Research and Development	30,000	30,000
685004, CIM Implementation Grants	100,000	100,000
760001, Government Affairs	99,250	99,500
760002, Transportation Priorities	-	352,849
801001, Staff Development	45,000	45,000
820001, Committee Support	2,000	2,000
836001, Regional Travel Demand Model	60,000	20,000
836002--3, TSMO/Smart Corridors	-	475,370
860001, Geographic Information System Maintenance	175,500	199,500
990001, Direct Operations and Maintenance	142,636	143,250
Subtotal	2,561,115	2,484,336
TOTAL EXPENSE	5,577,984	5,647,300

REVENUE AND EXPENSE SUMMARY		
TOTAL REVENUE	5,577,984	5,647,300
LESS: TOTAL EXPENSES	5,577,984	5,647,300
REVENUE EXCESS/(DEFICIT)	-	-

	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ
7	COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO															
8	EXPENSES BY WORK PROGRAM NUMBER AND FUNDING SOURCE															
9																
10	WORK PROGRAM NUMBER		EXPENSES													
11			Work Days	Labor & Indirect Cost	Direct Cost	Total Cost	FY26 CPG	FY26 CPG	FY26 CPG	FY26 CPG	FY27 CPG	FY27 CPG	FY27 CPG	FY27 CPG	STP-TMA	
12							Ada County K#23401 (71%) 7.34% match	Canyon County K#23401 (29%) 7.34% match	Ada County K#23401 (71%) 0% match on AT	Canyon County K# 23401 (29%) 0% match on AT	Ada County K#23772 (71%) 7.34% match other	Canyon County K# 23772 (29%) 7.34% match other	Ada County K#23772 (71%) 0% match on safety	Canyon County K# 23772 (29%) 0% match on safety	Off The Top K# 22800, 19% of labor & indirect 7.34% match	Off The Top K# 22800 Transportation Poll 7.34% match
13																
14	601001	UPWP/Budget Development and Federal Assurances	75	84,507	-	84,507					45,032	18,394			14,878	
15	620001	Demographics and Growth Monitoring	120	89,400	-	89,400					47,640	19,459			15,739	
16	620002	Fiscal Impact Tool	50	46,996	153,004	200,000										
17	653001	Communication and Education (Local only)	229	179,964	58,650	238,614										
18	661001	Long Range Plan - General	730	687,777	129,500	817,277					366,508	149,700			121,086	
19	661002	Active Transportation (including safe accessible)	117	99,775	-	99,775	17,418	7,115	24,850	10,150			24,850	10,150	3,057	
20	661005	Safe Streets and Roads for All projects (SPEARS)	40	37,503	164,206	201,709										
21	661007	LRP Performance Measure Framework	50	51,293	198,707	250,000										
22	661008	Bike Counter Management	200	108,980	21,300	130,280					58,074	23,721			19,186	
23	685001	Transportation Improvement Program	425	340,391	6,500	346,891					185,666	75,836			59,927	
24	685002	Project Development Program	20	20,517	285,000	305,517					175,405	71,644			3,612	
25	685003	Grant Research and Development (Local Only)	159	154,976	30,000	184,976										
26	685004	CIM Implementation Grants	21	19,518	100,000	119,518					10,401	4,248			3,436	
27			2,236	1,921,597	1,146,867	3,068,464	17,418	7,115	24,850	10,150	888,726	363,002	24,850	10,150	240,921	-
28																
29	701001	Membership Services	123	149,594	-	149,594					79,717	32,560			26,337	
30	702001	Boise County Services (Local Only)	15	13,869	-	13,869										
31	702002	Elmore County Services (Local Only)	19	19,491	-	19,491										
32	703001	Public Services (Local Only)	32	31,062	-	31,062										
33	705001	Transportation Liaison Services	62	74,652	-	74,652					39,781	16,249			13,143	
34	760001	Government Affairs (Local Only)	78	113,987	99,500	213,487										
35	760002	Transportation Priorities Poll	31	38,269	352,849	391,118										362,410
36			360	440,924	452,349	893,273	-	-	-	-	119,498	48,809	-	-	39,480	362,410
37																
38	801001	Staff Development	117	112,582	45,000	157,582					59,993	24,504			19,821	
39	820001	Committee Support	219	184,869	2,000	186,869					98,515	40,238			32,547	
40	836001	Regional Travel Demand Model	52	53,345	20,000	73,345					41,584	16,985			9,392	
41	842001	Congestion Management Process	104	106,690	-	106,690					41,284	16,862			18,783	
42	842002	TSMO Study	45	46,164	353,836	400,000										
43	842003	Smart Corridors	18	18,466	121,534	140,000										
44	860001	Geographic Information System Maintenance	315	261,341	199,500	460,841									43,054	
45	860002	GIS - Orthophotography processing for sales	20	16,986	-	16,986										
46	TOTAL DIRECT		890	800,443	741,870	1,542,313	-	-	-	-	241,376	98,589	-	-	123,597	-
47																
48	661001	CIM 2055 Carry forward	-	-	-	-										
49	990001	Direct Operations/Maintenance	-	-	143,250	143,250										
50	991001	Support Services Labor	884	-	-	-										
51			884	-	143,250	143,250	-	-	-	-	-	-	-	-	-	-
52																
53	GRAND TOTAL		4,370	3,162,964	2,484,336	5,647,300	17,418	7,115	24,850	10,150	1,249,600	510,400	24,850	10,150	403,998	Page 31 362,410

	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV		
7														
8														
9														
10								MATCH, LOCAL & OTHER FUNDING						
11														
12			STBG-TMA	STBG-TMA	STBG-TMA	FHWA	Total							
	Off The Top K#22800 Fiscal impact tool 7.34% match	Off The Top K#25401 Performance Measure Framework 7.34% match	CIM 2055 K# 20271; 7.34% match	Smart Corridors, Nampa Area Study K# 23320; 7.34% Match	TSMO Plan K#23678 7.34% Match	SS4A SPEARS 20% Match	Federal Funds	Required Match	Local Funds/FB	Other Revenue	Total Local & Other	TOTAL FUNDING SOURCES		
13														
14	185,320		119,995			161,367	78,304	6,203	238,614		6,203	84,507		
15							82,838	6,562			6,562	89,400		
16							185,320	14,680			14,680	200,000		
17							-				238,614	238,614		
18							757,289	59,988			59,988	817,277		
19							97,590	2,185			2,185	99,775		
20							161,367	40,342			40,342	201,709		
21							231,650	18,350			18,350	250,000		
22							100,981	7,999			21,300	29,299	130,280	
23							321,429	25,462				25,462	346,891	
24	250,661	19,856			35,000	54,856	305,517							
25						-		124,976	60,000	184,976	184,976			
26						18,085	1,433	100,000		101,433	119,518			
27	185,320	231,650	119,995	-	-	161,367	2,285,514	203,060	484,890	95,000	782,950	3,068,464		
28							138,614	10,980			10,980	149,594		
29												13,869	13,869	
30							-				19,491	19,491		
31							-				31,062	31,062		
32											5,479	5,479	74,652	
33							-				213,487	213,487	213,487	
34							362,410	28,708				28,708	391,118	
35	-	-	-	-	-	-	570,197	45,167	277,909	-	323,076	893,273		
36							104,318	8,264	45,000		53,264	157,582		
37														
38							171,300	13,569	2,000		15,569	186,869		
39							67,961	5,384			5,384	73,345		
40							76,929	6,094	23,667		29,761	106,690		
41							370,640	29,360			29,360	400,000		
42							129,724	10,276			10,276	140,000		
43							43,054	3,410	289,377		125,000	417,787	460,841	
44									16,986			16,986	16,986	
45							-							
46	-	-	-	129,724	370,640	-	963,926	76,357	377,030	125,000	578,387	1,542,313		
47			-				-	-			-	-		
48												143,251	143,251	143,251
49							-					-	-	
50							-							
51	-	-	-	-	-	-	-	-	143,251	-	143,251	143,251		
52														
53	63,320	231,650	119,995	129,724	370,640	161,367	3,819,637	324,584.00	1,283,080.00	220,000.00	1,827,664.00	5,647,300		

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2027 UNIFIED PLANNING WORK PROGRAM AND BUDGET
DIRECT EXPENSE SUMMARY**

DESCRIPTION	TOTAL DIRECT	PROFESSIONAL SERVICES (830)	EQUIPMENT / SOFTWARE (834)	TRAVEL / EVENTS / EDUCATION (840)	PRINTING (860)	OTHER (863)	PUBLIC INVOLVEMENT (864)	MEETING SUPPORT (865)	LEGAL / LOBBYING (872)	CARRY- FORWARD
620002 Fiscal impact tool	153,004	153,004								
653001 Communication and Education	58,650	29,000			700		28,950			
661001 Long Range Planning: CIM 2055	129,500	49,900			5,200		74,400			-
661005 Safe Streets and Roads for All Implementation (SPEARS)	164,206	164,206								
661007 LRP: Performance Measure Framework	198,707	198,707								
661008 Bike Counter Maintenance	21,300		21,300							
685001 Transportation Improvement Program	6,500						6,500			
685002 Project Development Program	285,000	285,000								
685003 Grant Research and Development	30,000	30,000								
685004 CIM Implementation Grants	100,000	100,000								
760001 Government Affairs	99,500	68,000		23,000	500				8,000	
760002 Transportation Priorities	352,849	352,849								
801001 Staff Development	45,000			45,000						
820001 Committee Support	2,000							2,000		
836001 Regional Travel Demand Model	20,000	20,000								
842002 TSMO Study	353,836	353,836								
842003 Smart Corridors Study	121,534	121,534								
860001 Geographic Information System Maintenance	199,500	150,000	49,500							
990001 Direct Operations / Maintenance										
Website Maintenance	2,000	2,000								
New/replacement hardware and software	10,000		10,000							
Transit network planning software	24,650		24,650							
TIP Software	20,000		20,000							
TREDIS Renewal, CUBE Pattens software	60,000		60,000							
AICP and APBP Webinar series	1,600			1,600						
Membership dues for COMPASS	18,000								18,000	
Other: board lunch, staff gifts, meeting refreshments, misc.	7,000							7,000		
GRAND TOTAL	2,484,336	2,078,036	185,450	69,600	6,400	-	109,850	9,000	26,000	-

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2027 UNIFIED PLANNING WORK PROGRAM AND BUDGET
INDIRECT OPERATIONS AND MAINTENANCE EXPENSE SUMMARY**

CATEGORY	ACCOUNT CODE	FY2026 Rev 2	FY2027
Professional Services	930	79,000	65,500
Equipment Repair / Maintenance	936	500	-
Publications	943	2,500	2,500
Employee Professional Membership	945	2,500	3,500
Postage	950	600	600
Telephone	951	17,100	14,000
Building Maintenance and Reserve for Major Repairs	955	72,000	81,900
Printing	960	4,000	500
Advertising	962	3,000	2,000
Audit	970	24,000	25,000
Insurance	971	27,000	25,500
Legal Services	972	5,000	5,000
General Supplies	980	5,000	5,700
Computer Supplies	982	10,000	15,000
Software Subscriptions and Licensing	983	43,000	44,300
Vehicle Maintenance	991	3,000	2,000
Utilities	992	11,300	9,000
Local Travel	993	2,000	1,600
Other / Miscellaneous	995	5,000	1,000
TOTAL		316,500	304,600

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2027 UNIFIED PLANNING WORK PROGRAM AND BUDGET
WORKDAY ALLOCATION SUMMARY**

WORK PROGRAM DESCRIPTION		LEAD STAFF	DIRECTORS	PLANNING	RESOURCE DEVELOPMENT	TECHNICAL SERVICES	COMMUNICATIONS	OPERATIONS	TOTAL
601001	UPWP/Budget Development and Federal Assurances	MS	32	-	5	4	3	31	75
620001	Demographics and Growth Monitoring	AM	-	85	-	30	5	-	120
620002	Fiscal Impact Tool	AM	-	25	-	25	-	-	50
653001	Communication and Education (Local only)	AL	8	9	8	6	198	-	229
	Long-Range Planning	AM	-	-	-	-	-	-	-
661001	Long Range Plan - General	AM	10	525	12	80	103	-	730
661002	Active Transportation (including safe accessible)	AM	-	117	-	-	-	-	117
661005	Safe Streets and Roads for All projects (SPEARS)	HM	-	10	-	30	-	-	40
661007	LRP Performance Measure Framework	MW	-	20	-	30	-	-	50
661008	Bike Counter Management	AM	-	200	-	-	-	-	200
	Resource Development/Funding	-	-	-	-	-	-	-	-
685001	Transportation Improvement Program	TT	12	-	353	20	40	-	425
685002	Project Development Program	MC	-	-	20	-	-	-	20
685003	Grant Research and Development (Local Only)	MC	5	-	147	-	7	-	159
685004	CIM Implementation Grants	MC	-	-	21	-	-	-	21
TOTAL PROJECTS			67	991	566	225	356	31	2,236
701001	Membership Services	MW	50	7	15	45	6	-	123
702001	Boise County Services (Local Only)	TT	-	-	15	-	-	-	15
702002	Elmore County Services (Local Only)	TT	-	-	4	10	5	-	19
703001	Public Services (Local Only)	MW	-	-	-	30	2	-	32
705001	Transportation Liaison Services	TT	25	13	7	-	17	-	62
760001	Government Affairs (Local Only)	AL	65	-	-	-	13	-	78
760002	Transportation Priorities Poll	CR	12	6	-	6	7	-	31
TOTAL SERVICES			152	26	41	91	50	-	360
801001	Staff Development	MS	18	38	22	15	16	8	117
820001	Committee Support	AL	10	27	24	10	148	-	219
836001	Regional Travel Demand Model	MW	-	-	-	52	-	-	52
842001	Congestion Management Process	MW	-	-	-	104	-	-	104
842002	TSMO Study	MW	-	-	-	45	-	-	45
842003	Smart Corridors	MW	-	-	-	18	-	-	18
860001	Geographic Information System Maintenance	EA	-	-	-	315	-	-	315
860002	GIS - Orthophotography processing for sales	EA	-	-	-	20	-	-	20
TOTAL SYSTEM MAINTENANCE			28	65	46	579	164	8	890
TOTAL DIRECT			247	1,082	653	895	570	39	3,486
990001	Direct Operations / Maintenance	MS	-	-	-	-	-	-	-
991001	Support Services Labor	MS	213	68	37	25	120	421	884
999001	Indirect Operations/Maintenance	MS	-	-	-	-	-	-	-
TOTAL INDIRECT/OVERHEAD			213	68	37	25	120	421	884
TOTAL LABOR			460	1,150	690	920	690	460	4,370

TRANSPORTATION SUPPLEMENT

FY2027 Unified Planning Work Program

Public Transportation Supplement

Program	Expenditures				Revenues			
	Workdays	Direct Labor	Direct Costs	Total Exp.	5307 LU	5307 SU	Local Match	Total Revenues
UZA								
Program Administration Support	1,645	\$ 722,401	\$ 169,000	\$ 891,401	\$ 356,560	\$ 356,560	\$ 178,280	\$ 891,401
Boise TMA System Planning	399	\$ 198,546	\$ -	\$ 198,546	\$ 158,837	\$ -	\$ 39,709	\$ 198,546
Nampa UZA System Planning	337	\$ 163,021	\$ -	\$ 163,021	\$ -	\$ 130,417	\$ 32,604	\$ 163,021
Totals	2,382	\$ 1,083,968	\$ 169,000	\$ 1,252,968	\$ 515,397	\$ 486,977	\$ 250,594	\$ 1,252,968

500 Program Administration Support

This program supports the general transportation planning and federal project administration of Valley Regional Transit including oversight of federal regulations and development and maintenance of

- Valley Connect, the long-range transit and strategic plan;
- the 5-Year Transportation Development Plan;
- the Transit Asset Management Plan;
- and transit corridor studies.

The program also supports the development and maintenance of regional performance measures and reporting, capital project management, geographic information systems, and grant administration. Direct costs in this program include miscellaneous expenses for legal services, travel, training and membership dues.

530 Boise TMA System Planning

This program supports the general short term planning and implementation in the Boise Transportation Management Area including

- Bus stop and facility planning;
- Specific service operation plans for the Boise TMA.

430 Nampa TMA System Planning

This program supports the general short term planning and implementation in the Nampa Transportation Management Area including

- Bus stop and facility planning;
- Service operation plans for the Nampa TMA;
- and On-Demand transit planning.

OTHER TRANSPORTATION PLANNING STUDIES

2026 Ongoing Studies

Ada County Highway District (ACHD)

15th and 16th Street Concept Study

<https://engage.achdidaho.org/15th-and-16th-street-concept-study>

Adams Street/Alworth Street, Kent Lane to 37th Street Concept Study

<https://engage.achdidaho.org/adams-street-alworth-street-kent-street-to-37th-street-concept-study>

Five Year Plan - 2027-2031

<https://engage.achdidaho.org/five-year-plan-fyp-2027-2031>

Hillcrest Elementary Safe Routes to School Concept Study

<https://engage.achdidaho.org/hillcrest-elementary-safe-routes-to-school-concept-study>

Locust Grove Road, Fairview Avenue to Ustick Road

<https://engage.achdidaho.org/locust-grove-road-fairview-avenue-to-ustick-road>

Marigold Street Concept Study - Garrett Street to Glenwood Street

<https://engage.achdidaho.org/marigold-st-garrett-street-to-glenwood-concept-study>

North End Neighborhood Slow Zone Pilot

<https://engage.achdidaho.org/north-end-neighborhood-slow-zone-pilot>

Rose Hill Temporary Traffic Calming and Maple Grove (Victory to Overland) Traffic Calming Before-After Study

<https://engage.achdidaho.org/rose-hill-st-temporary-traffic-calming-roosevelt-st-to-vista-ave>

City of Eagle

1st Street Festival Street, FY2026-2027

<https://www.cityofeagle.org/DocumentCenter/View/8539/2026-2030-Capital-Plan-Open-House-Materials?bidId=>

Capital Plan Open House, FY2026-2030

<https://www.cityofeagle.org/2014/Capital-Plan-and-Projects>

Idaho Street Improvements, FY2026

Weblink: TBD

Linder Road Expansion, FY2026

<https://engage.achdidaho.org/linder-road-state-highway-44-to-floating-feather>

Olde Park Place Extension, FY2026-2027

Weblink: TBD

Parks, Trails, Recreation, and Open Space Plan, Fall 2025

Weblink: <https://www.cityofeagle.org/2161/Eagle-Connected>

City of Nampa

ITS Emergency Response Plan

TBD

Garrity Boulevard and Sugar Street Intersection Improvement Study

<https://www.cityofnampa.us/1735/Garrity-and-Sugar-Study-Survey>

Karcher and Marketplace Roadside Safety Audit

TBD

Midland Boulevard Corridor Study

<https://www.cityofnampa.us/1499/Midland-Boulevard-Corridor-Study>

Nampa 2050 Comprehensive Plan

<https://www.cityofnampa.us/1664/Long-Range-Planning-Comprehensive-Plan>

North Yale Street and 7th Avenue Corridor Study

<https://allthingsnampa.com/northside-yale-7th-corridor-study/>

Northside Boulevard, 3rd Street S and 2nd Street Safety Study

<https://storymaps.arcgis.com/stories/8697f7da83e64bd7ac0525760325fa16>

Robinson Road Corridor Study

<https://storymaps.arcgis.com/stories/5b82101afb674dd98bf1d44ee13ad2a5>

Safety Action Plan: Nampa Vulnerable User Identification and Safety (VIS) Demonstration Project

Weblink: [TBD](#)

Safety Action Plan: Safety Assessment of Northside Boulevard and 2nd Street South

Weblink: [TBD](#)

State Highway 45 Study

<https://www.cityofnampa.us/1421/State-Highway-45-Study>

Ten Lane and Karcher Road Roadside Safety Audit

Weblink: [TBD](#)

Transportation Master Plan

<https://www.cityofnampa.us/522/Nampa-Transportation-Master-Plan>

Ustick Road Corridor Study

<https://www.cityofnampa.us/1463/Ustick-Road-Corridor-Study>

Community Planning Association of Southwest Idaho (COMPASS)

Communities In Motion 2055

<https://compassidaho.org/communities-in-motion-2055/>

Highway District #4 (HD4)

SH-44 Corridor Study Traffic Analysis

Weblink: [TBD](#)

Idaho Transportation Department (ITD)

Chinden Boulevard US 20/26 Drainage and Design Study

<https://itd.idaho.gov/wp-content/uploads/2026/02/US20-26-Chinden-Drainage-PIM1-Summary-23311-.pdf>

I-84, SH-44 (Exit 25) to Centennial Way (Exit 27) TECM Study

Weblink: [TBD](#)

I-84, Mobility Improvement Study

<https://itd.idaho.gov/project/i-84-mobility-improvement-study/>

Idaho-44 Corridor Study

Weblink: [TBD](#)

State Highway 16, SH-44 to SH-52 Environmental Assessment Reevaluation

Weblink: [TBD](#)

State Highway 44, I-84 to Star Road Planning and Environmental Linkages Study

Weblink: [TBD](#)

State Highway 44, Star Road to West State Street, Corridor Study Categorical

<https://itd.idaho.gov/project/sh-44-star-to-state/>

South Ada and Canyon County Connectivity Study

<https://itd.idaho.gov/connectivity-study/>

Meridian Development Corporation

Destination Downtown - Redevelopment Plan

https://mdcfile.s3.amazonaws.com/Master%20Plan%20Vision%20Document_052510.pdf

Kuna Transit Project

Weblink: [TBD](#)

Nampa Caldwell Boulevard Transit Oriented Development Study

Weblink: [TBD](#)

COMPASS BOARD AGENDA ITEM IV-H

Date: October 26, 2026

Topic: Priorities for Rural Projects

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 01-2027 (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 6, 2026, and the Regional Transportation Advisory Committee on September 23, 2026.

Background/Summary:

On August 20, 2012, the COMPASS Board of Directors approved a process for prioritizing rural projects in the metropolitan planning organization area. This process, which was reaffirmed on August 17, 2026, as part of a larger effort to consolidate funding policies, allows all rural roadway jurisdictions in Ada and Canyon Counties to voluntarily meet each year as the Rural Prioritization Workgroup to recommend regional rural project priorities.

The Rural Prioritization Workgroup recommended the following regional priorities for projects to be submitted through LHTAC:

Surface Transportation Block Grant - Rural

1. City of Notus – Notus Road, Jasper Avenue, 1st Street, or 3rd Street, rebuild
2. Notus-Parma Highway District – Market Road, Highway 20 to Tudie Lane, surface rehabilitation
3. City of Wilder – Peckham Road, west side, US 95 to Batt Corner Road, rebuild

Local Rural Highway Improvement Program (LRHIP) – Signs

1. City of Parma

LHRIP – Planning

1. City of Wilder – Transportation Plan Update
2. City of Melba – Transportation Plan Update
3. City of Notus – Transportation Plan Update
4. Notus-Parma Highway District – Transportation Plan Update

LHRIP - Federal Aid Match (for FY2028 funds)

1. Golden Gate Highway District – Replace two local bridges over the Golden Gate Canal: Red Top Road and Arena Valley Road.

Implication (policy and/or financial):

Adoption of Resolution 01-2027 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:

- Attachment – Resolution 01-2027
- For detailed information, contact: Toni Tisdale, Resource Development Team Lead, at 208/475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. 01-2027

Attachment

**FOR THE PURPOSE OF SUPPORTING RURAL PROJECT PRIORITIES
IN ADA 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, the COMPASS Board of Directors recognizes the importance of prioritizing rural transportation project applications within Ada 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 6, 2026, to identify and recommend the region's highest priority rural transportation projects;

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.

ADOPTED this 26th day of October 2026.

By: _____
Rod Beck, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

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Recommendations from the Rural Prioritization Workgroup

August 6, 2026

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 on August 17, 2026. This process provides regional priorities for the Local Highway Technical Assistance Council's (LHTAC's) rural project application cycle, which awards additional points to regionally prioritized projects. Participation in the Rural Prioritization Workgroup is voluntary.

The 15th annual Rural Prioritization Workgroup meeting was held on August 6, 2026. The Rural Prioritization Workgroup recommended the following project priorities for approval by the COMPASS Board of Directors on October 26, 2026, and consideration in the LHTAC application process:

Surface Transportation Block Grant - Rural

1. City of Notus – Notus Road, Jasper Avenue, 1st Street, or 3rd Street, rebuild
2. Notus-Parma Highway District – Market Road, Highway 20 to Tudie Lane, surface rehabilitation
3. City of Wilder – Peckham Road Project, west side, US 95 to Batt Corner Road, rebuild

Local Rural Highway Improvement Program – Signs

1. City of Parma

Local Rural Highway Improvement Program – Planning

1. City of Wilder – Transportation Plan Update
2. City of Melba – Transportation Plan Update
3. City of Notus – Transportation Plan Update
4. Notus-Parma Highway District – Transportation Plan Update

Local Rural Highway Improvement Program - Federal Aid Match (for FY2028 funds)

1. Golden Gate Highway District – Replace two local bridges over the Golden Gate Canal: Red Top Road and Arena Valley Road

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COMPASS BOARD AGENDA ITEM IV-I

Date: October 26, 2026

Topic: Transit Asset Management Targets

Request/Recommendation:

COMPASS staff seek COMPASS Board of Directors' acceptance of regional Transit Asset Management (TAM) targets. The Regional Transportation Advisory Committee (RTAC) recommended approval of these targets on September 23, 2026, and they were approved by the Valley Regional Transit (VRT) Board of Directors on October 19, 2026.

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 in 2016 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 FY2026, the region met the targets for rolling stock and facilities but did not meet the target for equipment. The table below shows TAM targets and performance since FY2025.

Transit Asset Management Targets						
Asset Category	Performance Measure	FY25 Target	FY25 Actual	FY26 Target	FY26 Actual	FY27 Target
Rolling Stock	<u>Age</u> : % of revenue vehicles that have met or exceeded their Useful Life Benchmark	$\leq 20\%$	19.16%	$\leq 20\%$	13.11%	$\leq 20\%$
Equipment		$\leq 10\%$	17.55%	$\leq 10\%$	19.13%	$\leq 10\%$
Facilities	<u>Condition</u> : % of facilities w/ a condition rating below 3.0	$\leq 30\%$	16.67%	$\leq 30\%$	16.67%	$\leq 30\%$

The COMPASS Board of Directors is being asked to accept the TAM targets listed above for FY2027. RTAC recommended approval of these targets on September 23, 2026, and they were approved by the VRT Board of Directors on October 19, 2026.



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) For detailed information contact: Brent Moore, Principal Planner, at 208-475-2241 or bmoore@compassidaho.org

COMPASS BOARD AGENDA ITEM IV-J

Date: October 26, 2026

Topic: Approval of New Regional Transportation Advisory Committee Members

Request/Recommendation:

Staff seeks COMPASS Board approval of the appointment of the following individuals to the Regional Transportation Advisory Committee (RTAC), per RTAC Bylaws Article 2, Committee Structure, 2.4.

Niki Benyakhlef, City of Caldwell, via email October 13, 2026

Mike Habighorst, City of Caldwell, via email October 13, 2026





U. S. DEPARTMENT OF TRANSPORTATION

**FEDERAL HIGHWAY ADMINISTRATION
IDAHO DIVISION**

3050 LAKEHARBOR LANE, SUITE 126
BOISE, IDAHO 83703-6217

FEDERAL TRANSIT ADMINISTRATION

915 SECOND AVENUE, SUITE 3192
SEATTLE, WA 98174

July 28, 2026
Reply To: HPR-ID

Rod Beck, Board of Directors, Chair
Community Planning Association of Southwest Idaho (COMPASS)
700 NE 2nd Street, Suite 200
Meridian, Idaho 83642

Subject: COMPASS Federal Transportation Planning Certification Review

Dear Commissioner Beck,

Enclosed for your consideration is the Final Report for the federal certification review of the Community Planning Association of Southwest Idaho's (COMPASS') transportation planning program.

This certification review, which was conducted by a team of Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) planning specialists, reflects both the examination of documents and other work products by COMPASS over the past four years and an in-person field review meeting with COMPASS staff and members this past May.

This final report identifies specific findings and commendations for COMPASS's transportation planning program. The overall assessment of COMPASS's program is favorable with no major deficiencies.

Based on this review, the overall assessment by FHWA and FTA of COMPASS' transportation planning program is that it be **Certified** for a period of four years per 23 CFR § 450.336(b)(1)(i).

Staff representatives from the FHWA Idaho Division and the FTA Region 10 Offices will continue their involvement in COMPASS's transportation planning program beyond the certification review. For questions on this approval, please contact Katie Potts, FHWA Montana at (406) 441-3914; katie.potts@dot.gov and Carlos Herrera, FHWA Idaho at (208) 671-2133; carlos.herrera@dot.gov or Danielle Casey, FTA Region 10 at (206) 220-7964 danielle.casey@dot.gov.

Sincerely,

Lucia Olivera
Acting Idaho Division Administrator
Federal Highway Administration

Susan Fletcher
Regional Administrator, Region 10
Federal Transit Administration

cc:
Scott Luekenga, ITD, scott.luekenga@itd.idaho.gov
Danielle Casey, FTA, danielle.casey@dot.gov



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

2026 COMPASS Federal Certification Review

Prepared by:

Federal Highway Administration (FHWA) Idaho Division

and

Federal Transit Administration (FTA) Region 10

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INTRODUCTION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the 2026 Planning Certification Review of the transportation planning process for the Community Planning Association of Southwest Idaho (COMPASS). The FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to review, assess, and document COMPASS compliance with applicable federal metropolitan transportation planning requirements and laws as stipulated in 23 Code of Federal Regulations (CFR) Part 450 and 23 USC § 134.

PREVIOUS FINDINGS AND DISPOSITION

The 2022 review found that the metropolitan transportation planning process for the Ada and Canyon County area TMA substantially met the Federal planning requirements of 23 U.S.C. § 134 and 49 U.S.C. § 5303. As such, FHWA and FTA certified the transportation planning process for the COMPASS TMA on August 1, 2022. A summary of the corrective action, recommendations, and resolutions are included, see Appendix A.

CURRENT FINDINGS

As a result of the 2026 review, FHWA and FTA certified the metropolitan transportation planning process (MTPP) conducted by the regional planning partners Idaho Department of Transportation (ITD), COMPASS and Valley Regional Transit (VRT). There are no corrective actions or recommendations in this report that warrant close attention and follow-up. Both FHWA and FTA have included areas that the MPO is performing well in that are to be commended.

REVIEW SUMMARY

The 2026 TMA Certification Review was conducted by the Federal Review Team through a combination of COMPASS document reviews, public input and engagement, and an on-site meeting with COMPASS staff. The Federal Review Team focused on COMPASS' compliance with federal regulations under 23 CFR Part 450 and other relevant metropolitan planning-related requirements.

The review areas, observations, commendations, recommendations are summarized in the subsequent tables. For ease, the review areas are ordered by the CFR citation: 23 CFR § 420.117; 23 CFR Part 450, Subpart C; Appendix A to 23 CFR Part 450; as well as 23 CFR Part 490, Subparts B to H.

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
METROPOLITAN TRANSPORTATION PLANNING PROCESS (MTPP) 23 U.S.C. § 134 49 U.S.C. § 5304 23 CFR § 450.306	The Metropolitan Transportation Planning Process (MTPP) is designed to be continuous, cooperative, and comprehensive (3C), ensuring compliance with Federal requirements while effectively addressing applicable planning factors. It employs a performance-based approach to decision-making and utilizes COMPASS staff, consultants, and local partners for implementation. The MTPP is carried out in coordination with ITD's statewide transportation planning process, with compliance ensured through COMPASS's 2022 MTP titled Communities in Motion 2050. Additionally, the process demonstrates effective stakeholder coordination with ITD, VRT, local governments, and other partners to foster an integrated planning approach.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: N/A
UNIFIED PLANNING WORK PROGRAM (UPWP) Annual Performance and Expenditure Report 23 CFR § 420.117 23 CFR § 450.308	The FY 2026 Unified Planning Work Program (UPWP) adopted August 2025, complies with all federal regulatory elements outlined in 23 CFR Part 450, providing a comprehensive framework for metropolitan transportation planning. It incorporates performance-based planning principles that align with federal mandates and facilitate data-driven decision-making. The UPWP emphasizes full and transparent public participation, encouraging community involvement to ensure that planning decisions reflect public input.
ASSESSMENT: Compliant	The FY2025 Annual Performance and Expenditure Report (APER) provided to FHWA and FTA by ITD was accepted on May 1, 2026. The 2025 APER is posted to the MPO's website. Commendation(s), Recommendation(s) or Corrective Action: N/A
MPO DESIGNATION & REDESIGNATION 23 CFR § 450.310	The COMPASS TMA serves as the federally designated MPO for the greater Boise region including the cities of Boise, Eagle, Garden City, and Meridian and portions of unincorporated Ada County. COMPASS is responsible for coordinating regional transportation planning and managing the allocation of transportation funding in accordance with federal regulations. Its organizational structure consists of a governing Board of Directors, a Regional Technical Advisory Committee (RTAC), and a professional staff led by an Executive Director.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: N/A

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
METROPOLITAN PLANNING AREA (MPA) BOUNDARIES 23 U.S.C. § 134(e) 23 CFR § 450.312(a) ASSESSMENT: Compliant	The Metropolitan Planning Area (MPA) encompasses the Urbanized Area (UA) along with a 20-year forecast period, adhering to federal requirements for transportation planning. Commendation(s), Recommendation(s) or Corrective Action: N/A.
MPO PLANNING AGREEMENTS 23 U.S.C. § 134(d) 23 CFR § 450.314(a) Transit Planning 49 U.S.C. § 5303 23 U.S.C. § 134 ASSESSMENT: Compliant	COMPASS coordinates with ITD, local agencies, and public transit operators to establish performance targets. Formal agreements and coordination meetings are documented to support this collaborative process. Commendation(s), Recommendation(s) or Corrective Action: Corrective Actions from 2022 Certification Review were addressed, and updated agreements were distributed to FHWA and FTA once finalized.
PUBLIC PARTICIPATION PLAN (PPP) Interested parties, participation, and consultation 23 U.S.C. § 134(i)(6) 23 U.S.C. § 134(g) 23 CFR § 450.316 and 23 CFR § 450.324(g) ASSESSMENT: Compliant	COMPASS has demonstrated full compliance with the public participation requirements outlined in 23 CFR § 450.316, effectively establishing a clear framework for public involvement that includes targeted outreach to underserved populations. The organization has also embraced virtual engagement options, enhancing accessibility for all community members. Additionally, COMPASS evaluates the effectiveness of its public participation process reflecting a commitment to continuous improvement. Commendation(s), Recommendation(s) or Corrective Action: COMPASS demonstrates leadership in public participation through several best-practice initiatives, including: • Annual Education: Delivering “COMPASS 101” to the Board of Directors every January and hosting an education series for member agencies and the public. • Outreach and Engagement: Producing the <i>In Motion</i> podcast and distributing a public-facing brochure to support the PPP. • Stakeholder Collaboration: Actively engaging with community stakeholders through participation in long-range planning processes.

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
CONGESTION MANAGEMENT PROCESS (CMP) 23 U.S.C. § 134(k)(3) 23 CFR § 450.322	The 2022 COMPASS Congestion Management Process (CMP) complies with Federal Requirements under 23 CFR § 450.322 by establishing a systematic approach to managing congestion through the identification of performance measures, evaluation of strategies, and involvement of stakeholders in the planning process. Managing congestion can be a complex effort, COMPASS' process facilitates a continuous monitoring approach by using tools for staff and member agencies to screen packages of projects to understand what improvement types will improve congestion in the area. Commendation(s), Recommendation(s) or Corrective Action: N/A
ASSESSMENT: Compliant	
REGIONAL / METROPOLITAN TRANSPORTATION PLAN (R/MTP) & AIR QUALITY CLEAN AIR ACT Metropolitan Transportation Plan 23 U.S.C. § 134, § 168 23 CFR § 450.324 & Appendix A Air Quality Clean Air Act 42 U.S.C. § 7401 40 CFR § 93	Communities in Motion 2050 (CIM2050) was adopted by the Policy Board in December 2022, and serves as a long-range, twenty-year plan that is updated every five years. It establishes goals for safety, mobility, environmental sustainability, and economic development, incorporating federally required performance measures and targets. The plan addresses multimodal investments, including highway improvements, transit expansions, pedestrian pathways, and bicycle infrastructure, while coordinating with public transit providers for regional integration. It also includes environmental mitigation strategies for habitat protection and pollution reduction. Additionally, the 2022 CIM references the 2022 Congestion Management Process to inform project selection and presents a financial forecast for revenues and expenditures over the 20-year period. Importantly, it aligns with the Statewide Transportation Plan and local plans to ensure consistency and compliance. Commendation(s), Recommendation(s) or Corrective Action: COMPASS' long-range planning process is defined by a commitment to continuous monitoring and iterative refinement. Distinct from many MPOs, COMPASS allocates resources to support the Metropolitan Transportation Plan beyond the mandatory five-year update cycle. This proactive strategy ensures sustained community engagement and facilitates more accurate tracking of regional growth, emerging trends, and data metrics.
ASSESSMENT: Compliant	

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Annual Listing of Projects (ALOP) 23 U.S.C. § 134 23 CFR § 450.326 23 CFR § 450.334 ASSESSMENT: Compliant	Adopted on August 18, 2025, and most recently amended on February 23, 2026, the FY 2026-2032 TIP is a fiscally constrained program of regionally significant projects aligned with the CIM 2050. Developed through a performance-driven, outcome-based process, it supports federal performance targets (PM1, PM2, PM3, PTASP, TAM) and includes a required assessment of its impact on achieving those targets. While the annual listing of obligated projects (ALOP) can pose a significant challenge for many Metropolitan Planning Organizations (MPOs), COMPASS is demonstrating compliance with this requirement. One of the issues faced by MPOs across the country is the published lists often fail to capture all project obligations, including modifications and grouped projects designated for the region. COMPASS compiles and posts the listing of obligated projects at the end of each fiscal year and provides another status update in December (end of the calendar year) to account for any obligations that were not originally reflected. Commendation(s), Recommendation(s) or Corrective Action: N/A
TRANSPORTATION PERFORMANCE MEASURES (TPM) Performance Based Planning PM1 – Safety 23 CFR § 490.207 PM2 – Pavement & Bridge Condition 23 CFR § 490.307 PM3 – System Performance 23 CFR § 490.507 PTASP – Public Transportation Agency Safety Plan 49 CFR § 673.11 TAM – Transit Asset Management 49 CFR § 625.45 ASSESSMENT: Compliant	COMPASS demonstrates compliance with Performance-Based Planning (PBPP) and transportation performance management (TPM) as required by metropolitan planning regulations (23 CFR Parts 450 and 490). The MPO utilizes performance measures related to safety (PM1), pavement and bridge conditions (PM2), and system performance (PM3), ensuring that these metrics guide planning processes. Collaboration with ITD, Valley Regional Transit (VRT) and other local transit agencies allows COMPASS to set and support consistent regional performance targets in the metropolitan area. Performance measures and targets are fully incorporated into the CIM 2050 and the FY 2026-2032 TIP guiding investment decisions and project prioritization. The MPO integrates PBPP elements across documents, ensuring that performance measures related to safety, infrastructure, and transit assets are consistently applied. The relationships between the CIM 2050, FY 2026-2032 TIP, Unified Planning Work Program and Budget, and Congestion Management Process further enhance consistent planning practices. Commendation(s), Recommendation(s) or Corrective Action: N/A

LOCAL ELECTED OFFICIALS

With the inclusion of Elmore County, the Board of Directors consists of 50 members, including elected officials from local jurisdictions, representatives from the Idaho Department of Transportation (ITD), and from Valley Regional Transit (VRT). COMPASS oversees several committees that support its regional transportation planning efforts.

PUBLIC LISTENING SESSION

A 30-day public comment period was also provided for the submission of public comments ending on May 15, 2026. No public comments were received.

JOINT DETERMINATION BY FHWA IDAHO DIVISION AND FTA REGION 10

FTA-FHWA determination: CERTIFIED

Based on the results of the 2026 Transportation Management Area (TMA) Certification Review of the Community Planning Association of Southwest Idaho (COMPASS), the Federal Highway Administration (FHWA) Idaho Division and the Federal Transit Administration (FTA) Region 10 find that the COMPASS metropolitan transportation planning process substantially meets the federal requirements of 23 CFR Part 450.

COMPASS BOARD AGENDA ITEM VI-A

Date: September 26, 2026

Topic: Amendments to *Communities in Motion 2050* (CIM 2050) and the Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff requests COMPASS Board of Directors' adoption of Resolution 02-2027 (Attachment 1) amending CIM 2050 and Resolution 03-2027 (Attachment 2) amending the FY2026-2032 and the FY2027-2033 TIPs at the request of the Cities of Boise and Nampa and the Idaho Transportation Department.

Background/Summary:

Long-range transportation plans, such as CIM 2050, must be fiscally constrained, meaning they can only include projects that have funding identified to pay for them. When funding is identified to pay for new projects, the long-range transportation plan must be amended to reflect these changes.

The TIP is a short-term budget of federally funded and regionally significant transportation projects in Ada and Canyon Counties. The FY2027-2033 TIP was approved by the COMPASS Board of Directors in August; however, the FY2026-2032 TIP functions as the active TIP until the FY2027-2033 TIP receives federal approval.

COMPASS is proposing to amend CIM 2050 and both TIPs to add two new funded projects:

- An overpass at State Highway 16 connecting to Valnova Drive in Ada County.
- A study to extend State Highway 16 south of Interstate 84 to Bowmont Road south of the City of Nampa in Canyon County.

COMPASS is also proposing to add three additional projects to the TIPs and change the scope and cost of an existing project.

- Add a comprehensive funding and financing strategy study for restoring intercity passenger rail along the Pioneer Corridor.
- Add a corridor-level planning and design project for an extension of Lake Hazel Road in the City of Boise.
- Add a three-part connectivity and safety improvement project on the Northside Corridor in the City of Nampa.
- Remove FY2027 funding and decrease the scope of a study to extend State Highway 69 (Meridian Road) south of the City of Kuna. The funding would be moved to the State Highway 16 extension project (above).

Details on the proposed changes can be found in Attachments 1, 2, and 3.

A public comment period was held August 28, 2026, through September 13, 2026, to address the proposed amendments. Verbatim comments are provided in Attachment 4. Seven comments were received. No changes are recommended based on public comments.



Implication (policy and/or financial):

Approval of the amendments to CIM 2050 and the TIPs ensures the documents continue to meet federal fiscal constraint requirements and enables work to begin on the projects.

More Information:

- Attachment 1: Resolution 02-2027
- Attachment 2: Resolution 03-2027
- Attachment 3: Summary of Amendments
- Attachment 4: Verbatim Public Comments
- For detailed information, contact: Austin Miller, Planning Team Lead, at 208/475-2239 or amiller@compassidaho.org, or Toni Tisdale Resource Development Team Lead, at 208/475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. 02-2027

Attachment 1

FOR THE PURPOSE OF AMENDING *COMMUNITIES IN MOTION 2050*

WHEREAS, the Community Planning Association of Southwest Idaho has been 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 prepare regional long-range transportation plans covering a period of no less than 20 years;

WHEREAS, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require projects contained in regional long-range transportation plans to be financially constrained;

WHEREAS, the amendment to *Communities in Motion 2050* adds two new funded projects in the plan. Details are attached;

WHEREAS, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require the long-range transportation plan be developed and amended in consultation with all interested parties;

WHEREAS, a public comment period was held from August 28, 2026, through September 13, 2026. All 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; and

WHEREAS, the Community Planning Association of Southwest Idaho has developed this amendment to *Communities in Motion 2050* in compliance with all applicable state and federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves this amendment to *Communities in Motion 2050*.

ADOPTED this 26th day of October 2026.

By: _____
Rod Beck, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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



Communities in Motion 2050 Proposed Amendment #11

The proposed amendment would add two new funded projects:

State Highway 16, Valnova Drive Overpass (Ada County)

This project would construct an overpass on State Highway 16 at Valnova Drive in northern Ada County. This project is developer funded and would provide access between Valnova Drive and State Highway 16.

Sponsoring Agency: Idaho Transportation Department

Years: 2026

Cost: \$8,350,000

Study – State Highway 16, South Connectivity (Canyon County)

This study would evaluate extending State Highway 16 south of Interstate 84 to Bowmont Road south of the City of Nampa in Canyon County. The project will review the entire roadway network to determine future network needs in southwest Ada and southeast Canyon Counties and is expected to result in a Planning and Environmental Linkages and National Environmental Policy Act analysis consisting of an Environmental Impact Statement.

Sponsoring Agency: Idaho Transportation Department

Years: 2027

Cost: \$3,254,000

RESOLUTION NO. 03-2027

**FOR THE PURPOSE OF AMENDING THE FY2026-2032 and FY2027-2033
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 August 28, 2026, through September 13, 2026, and comments were shared with the COMPASS Board of Directors for consideration;

WHEREAS, COMPASS desires to take timely action to ensure the availability of federal funds;

WHEREAS, COMPASS developed these amendments to the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

WHEREAS, the attached tables detail the amendments to the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs.



NOW, THEREFORE, BE IT RESOLVED, that the COMPASS Board of Directors approves these amendments to the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs.

ADOPTED this 26th day of October 2026.

By: _____
Rod Beck, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

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Community Planning Association of Southwest Idaho (COMPASS)

Amendment #8 to the FY2026-2032 Regional Transportation Improvement Program

Key Number	Project	Sponsor	Scheduled Funding for Project Lifetime		Total Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
			*Current Total	Revised Total								
BOI03	Rail, Advancing Intercity Rail and Station, Boise	City of Boise	\$0	\$503,125	\$503,125	100.00%	Competitive	2027	Design	\$0	\$503,125	Add project. Description: Develop a comprehensive funding and financing strategy for future passenger rail opportunities. The effort will also examine opportunities surrounding the historic Boise Depot and other station-area investments in the City of Boise. This project is funded by a competitive grant through the Innovative Finance and Asset Concession (IFAC) program through the Build America Bureau.
BOI04	Study, Lake Hazel Road Extension Corridor, Boise	City of Boise	\$0	\$7,000,000	\$7,000,000	100.00%	Competitive	2027	Design	\$0	\$7,000,000	Add project. Description: Advance corridor-level planning for the Lake Hazel Road Extension, a future east-west mobility arterial south of the Boise Airport in the City of Boise. The project will support alignment refinement, environmental screening, railroad crossing feasibility, and phased implementation planning to prepare for future capital investment in coordination with the Ada County Highway District, Boise Airport, and utility providers. This project is funded by a competitive grant through the Better Utilizing Investments to Leverage Development (BUILD) program through the U.S. Department of Transportation.
NAM08	Northside Corridor Community Connectivity and Safety, Part 1, Nampa	City of Nampa	\$0	\$4,619,502	\$4,619,502	100.00%	Competitive	2026	Design	\$0	\$15,000	Add project. Description: Provide connectivity and safety improvements along the Northside Corridor in the City of Nampa. This is a three-part project. Work for Part 1 includes a new traffic signal at Northside Boulevard and 4th Street North, replacement of the Broadmore Way bridge over Indian Creek, and access management at Northside Boulevard and 1st Street North. This project is funded by a competitive grant through the Better Utilizing Investments to Leverage Development (BUILD) program through the U.S. Department of Transportation. (Also see Key Numbers NAM09 and NAM10.)
							Competitive	2027	Construction	\$0	\$4,490,340	

			Scheduled Funding for Project Lifetime									
Key Number	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
NAM09	Northside Corridor Community Connectivity and Safety, Part 2, Nampa	City of Nampa	\$0	\$7,262,707	\$7,262,707	100.00%	Competitive	2026	Design	\$0	\$15,000	Add project. Description: Provide connectivity and safety improvements along the Northside Corridor in the City of Nampa. This is a three-part project. Work for Part 2 addresses safety, mobility, and capacity at Northside Boulevard and 2nd Street South and 3rd Street South. Work will also improve pedestrian mobility by widening sidewalks, shortening crossings, removing free-running right-turn lanes (where appropriate), and upgrading facilities to meet Americans with Disabilities Act requirements. Work will also extend the second southbound through lane on Northside Boulevard from 3rd Street South to Hudson Avenue. This project is funded by a competitive grant through the Better Utilizing Investments to Leverage Development (BUILD) program through the U.S. Department of Transportation. (Also see Key Numbers NAM08 and NAM10.)
							Competitive	2028	Design	\$0	\$994,299	
							Competitive	2028	Right-of-Way	\$0	\$432,304	
							Competitive	2029	Construction	\$0	\$9,177,000	
NAM10	Northside Corridor Community Connectivity and Safety, Part 3, Nampa	City of Nampa	\$0	\$11,109,000	\$11,109,000	100.00%	Competitive	2027	Design	\$0	\$172,500	Add project. Description: Provide connectivity and safety improvements along the Northside Corridor in the City of Nampa. This is a three-part project. Work for Part 3 will complete corridor improvements on Yale Street between Hudson Avenue and Lone Star Road/7th Avenue South and 7th Street between Lone Star Road/7th Avenue South and 12th Avenue/State Highway 45. Work also includes improvements to sidewalks, Americans with Disabilities Act (ADA) improvements, pavement rehabilitation, corridor lighting, enhanced pedestrian crossings (including Rectangular Rapid Flashing Beacons), and updates at the existing traffic signals on 7th Street at 11th and 12th Avenues. This project is funded by a competitive grant through the Better Utilizing Investments to Leverage Development (BUILD) program through the U.S. Department of Transportation. (Also see Key Numbers NAM08 and NAM09.)
							Competitive	2028	Design	\$0	\$1,552,500	
							Competitive	2029	Right-of-Way	\$0	\$207,000	
							Competitive	2030	Construction	\$0	\$9,177,000	

			Scheduled Funding for Project Lifetime									
Key Number	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
24237	~~Study, Interchange Modification Report, I-84 and SH-16 Nampa~~ Study, SH-16, South Connectivity, Canyon County	City of Nampa ITD	\$1,450,000	\$3,254,000	\$1,804,000	124.41%	STBG-State	2027	Design	\$0	\$2,000,000	Increase design using STBG-State (\$2,000,000) and Non-Participating (Local) (\$1,250,000) funding and delay the original locally-funded project from FY2024-2025 to FY2027. Change the sponsor from the City of Nampa to ITD. Update the title and the description as shown: ~~Conduct a study to complete an Interchange Modification Report (IMR) and National Environmental Policy Act (NEPA) study for southerly access to the new Interstate 84 and State Highway 16 Interchange in the City of Nampa. The IMR was prioritized in the East Nampa Connectivity Plan. The NEPA is anticipated to require an environmental impact statement (EIS).~~ Evaluate extending State Highway 16 south of Interstate 84 to Bowmont Road south of the City of Nampa in Canyon County. The project will review the entire roadway network to determine future network needs in southwest Ada and southeast Canyon Counties, and is expected to result in a Planning and Environmental Linkages (PEL) and National Environmental Policy Act (NEPA) analysis consisting of an Environmental Impact Statement (EIS). STBG-State funds from KN 24822.
							Non-Participating (Local)	2027	Design	\$0	\$1,250,000	
							Previously Programmed	N/A	N/A	\$1,450,000	\$4,000	
24822	Study, SH-69, Southern Extension to I-84 at Blacks Creek Road Interchange/ Study, SH-69 South Connectivity, Ada and Canyon	ITD	\$2,405,000	\$316,871	(\$2,088,129)	-86.82%	State (Unallocated)	2026	Design	\$0	(\$88,129)	Decrease design by \$88,129 in State Unallocated in FY2026 and \$2,000,000 in STBG-State (as approved in the FY2027-2033 TIP). STBG-State funds moved to KN 24237.
							STBG-State	2027	Design	\$2,000,000	\$0	
25341	SH-16, Valnova Drive Overpass, Ada County	ITD	\$0	\$550,000	\$550,000	100.00%	Private Developer	2026	Construction	\$0	\$500,000	Add project. Description: Provide testing and inspection services for a new overpass connecting Valnova Drive to the west side of State Highway 16 with a southbound connector and associated turn lanes. The southbound connector will closely mirror the east side of State Highway 16 and Valnova Drive. The developer is paying for the overpass as well as the consultant costs for construction inspection. The cost for construction of the overpass is not included in this project, but is estimated at \$7.8 million.
							State	2026	Construction	\$0	\$50,000	

* Current Total is the total amount previously and currently programmed in the TIP, prior to this action.

COMPASS TIP Amendment Policy: <https://compassidaho.org/resourcedevelopment/#Fed>

Only information proposed to change is included in this amendment detail.

Acronyms:

ADA = Americans with Disabilities Act

BUILD = Better Utilizing Investments to Leverage Development

EIS = Environmental Impact Statement

FY = Fiscal Year

I = Interstate

IFAC = Innovative Finance and Asset Concession

ITD = Idaho Transportation Department

KN = Key Number

NEPA = National Environmental Policy Act

PEL = Planning and Environmental Linkages

SH = State Highway

STBG = Surface Transportation Block Grant

TIP = Transportation Improvement Program

Community Planning Association of Southwest Idaho (COMPASS)

Amendment #2 to the FY2027-2033 Regional Transportation Improvement Program

Key Number	Project	Sponsor	Scheduled Funding for Project Lifetime		Total Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
			*Current Total	Revised Total								
BOI03	Rail, Advancing Intercity Rail and Stations, Boise	City of Boise	\$0	\$503,125	\$503,125	100.00%	Competitive	2027	Design	\$0	\$503,125	Add project. Description: Develop a comprehensive funding and financing strategy for future passenger rail opportunities. The effort will also examine opportunities surrounding the historic Boise Depot and other station-area investments in the City of Boise. This project is funded by a competitive grant through the Innovative Finance and Asset Concession (IFAC) program through the Build America Bureau.
BOI04	Study, Lake Hazel Road Extension Corridor, Boise	City of Boise	\$0	\$7,000,000	\$7,000,000	100.00%	Competitive	2027	Design	\$0	\$7,000,000	Add project. Description: Advance corridor level planning for the Lake Hazel Road Extension, a future east-west mobility arterial south of the Boise Airport in the City of Boise. The project will support alignment refinement, environmental screening, railroad crossing feasibility, and phased implementation planning to prepare for future capital investment in coordination with the Ada County Highway District, Boise Airport, and utility providers. This project is funded by a competitive grant through the Better Utilizing Investments to Leverage Development (BUILD) program through the U.S. Department of Transportation.
NAM08	Northside Corridor Community Connectivity and Safety, Part 1, Nampa	City of Nampa	\$0	\$4,619,502	\$4,619,502	100.00%	Previously Obligated	N/A	Design	\$0	\$15,000	Add project. Description: Provide connectivity and safety improvements along the Northside Corridor in the City of Nampa. This is a three-part project. Work for Part 1 includes a new traffic signal at Northside Boulevard and 4th Street North, replacement of the Broadmore Way bridge over Indian Creek, and access management at Northside Boulevard and 1st Street North. This project is funded by a competitive grant through the Better Utilizing Investments to Leverage Development (BUILD) program through the U.S. Department of Transportation. (Also see Key Numbers NAM09 and NAM10.)
							Competitive	2027	Construction	\$0	\$4,490,340	

			Scheduled Funding for Project Lifetime									
Key Number	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
NAM09	Northside Corridor Community Connectivity and Safety, Part 2, Nampa	City of Nampa	\$0	\$7,262,707	\$7,262,707	100.00%	Previously Obligated	N/A	Design	\$0	\$15,000	Add project. Description: Provide connectivity and safety improvements along the Northside Corridor in the City of Nampa. This is a three-part project. Work for Part 2 addresses safety, mobility, and capacity at Northside Boulevard and 2nd Street South and 3rd Street South. Work will also improve pedestrian mobility by widening sidewalks, shortening crossings, and removing free-running right-turn lanes (where appropriate), and upgrading facilities to meet Americans with Disabilities Act requirements. Work will also extend the second southbound through lane on Northside Boulevard from 3rd Street South to Hudson Avenue. This project is funded by a competitive grant through the Better Utilizing Investments to Leverage Development (BUILD) program through the U.S. Department of Transportation. (Also see Key Numbers NAM08 and NAM10.)
							Competitive	2028	Design	\$0	\$994,299	
							Competitive	2028	Right-of-Way	\$0	\$432,304	
							Competitive	2029	Construction	\$0	\$9,177,000	
NAM10	Northside Corridor Community Connectivity and Safety, Part 3, Nampa	City of Nampa	\$0	\$11,109,000	\$11,109,000	100.00%	Competitive	2027	Design	\$0	\$172,500	Add project. Description: Provide connectivity and safety improvements along the Northside Corridor in the City of Nampa. This is a three-part project. Work for Part 3 will complete corridor improvements on Yale Street between Hudson Avenue and Lone Star Road/7th Avenue South and 7th Street between Lone Star Road/7th Avenue South and 12th Avenue/State Highway 45. Work also includes improvements to sidewalks, Americans with Disabilities Act (ADA) improvements, pavement rehabilitation, corridor lighting, enhanced pedestrian crossings (including Rectangular Rapid Flashing Beacons), and updates at the existing traffic signals on 7th Street at 11th and 12th Avenues. This project is funded by a competitive grant through the Better Utilizing Investments to Leverage Development (BUILD) program through the U.S. Department of Transportation. (Also see Key Numbers NAM08 and NAM09.)
							Competitive	2028	Design	\$0	\$1,552,500	
							Competitive	2029	Right-of-Way	\$0	\$207,000	
							Competitive	2030	Construction	\$0	\$9,177,000	

			Scheduled Funding for Project Lifetime									
Key Number	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
24237	Study, Interchange Modification- Report, I-84 and SH-16 Nampa- Study, SH-16, South Connectivity, Canyon County	City of Nampa ITD	\$1,450,000	\$3,254,000	\$1,804,000	124.41%	STBG-State	2027	Design	\$0	\$2,000,000	Increase design using STBG-State (\$2,000,000) and Non-Participating (Local) (\$1,250,000) funding delaying the original locally-funded project from FY2024-2025 to FY2027. Change the sponsor from the City of Nampa to ITD. Update the title and the description as shown: ~~Conduct a study to complete an Interchange Modification Report (IMR)-~~
							Non-Participating (Local)	2027	Design	\$0	\$1,250,000	~~and National Environmental Policy Act- (NEPA) study for southerly access to the new Interstate 84 and State Highway 16 Interchange in the City of Nampa. The IMR was prioritized in the East Nampa-Connectivity Plan. The NEPA is-~~
							Previously Programmed	N/A	N/A	\$1,450,000	\$4,000	~~anticipated to require an environmental-impact statement (EIS).-Evaluate extending State Highway 16 south of the City of Nampa in Canyon County. The project will review the entire roadway network to determine future network needs in southwest Ada and Southeast Canyon Counties, and is expected to result in a Planning and Environmental Linkages (PEL) and National Environmental Policy Act (NEPA) analysis consisting of an Environmental Impact Statement (EIS). STBG-State funds from KN 24822.~~
24822	Study, SH-69, South Connectivity, Ada and Canyon Counties	ITD	\$2,217,000	\$316,871	(\$1,900,129)	-85.71%	STBG-State	2027	Design	\$2,000,000	\$0	Decrease design \$2,000,000 in STBG-State. Funds moved to KN 24237.
							Previously Obligated	N/A	N/A	\$217,000	\$316,871	Adjust the previous obligations to match actual obligations.

* Current Total is the total amount previously and currently programmed in the TIP, prior to this action.
COMPASS TIP Amendment Policy: <https://compassidaho.org/resourcedevelopment/#Fed>
Only information proposed to change is included in this amendment detail.
Acronyms:
ADA = Americans with Disabilities Act
BUILD = Better Utilizing Investments to Leverage Development
EIS = Environmental Impact Statement
FY = Fiscal Year
I = Interstate

IFAC = Innovative Finance and Asset Concession
ITD = Idaho Transportation Department
KN = Key Number
NEPA = National Environmental Policy Act
PEL = Planning and Environmental Linkages

SH = State Highway
STBG = Surface Transportation Block Grant

Rail, Advancing Intercity Rail Station, Boise

The City of Boise was awarded a \$503,125 Innovative Finance and Asset Concession (IFAC) program grant through the Build America Bureau at the U.S. Department of Transportation (USDOT) to develop a comprehensive funding and financing strategy for future passenger rail opportunities, including the historic Boise Depot and other station-area investments in the City of Boise.

Study, Lake Hazel Road Extension Corridor, Boise

The City of Boise was awarded a \$7,000,000 Better Utilizing Investments to Leverage Development (BUILD) grant through the USDOT to conduct corridor-level planning and design for the Lake Hazel Road Extension, a potential future east-west mobility arterial south of the Boise Airport. The city will coordinate with the Ada County Highway District, the Boise Airport, and area utility providers.

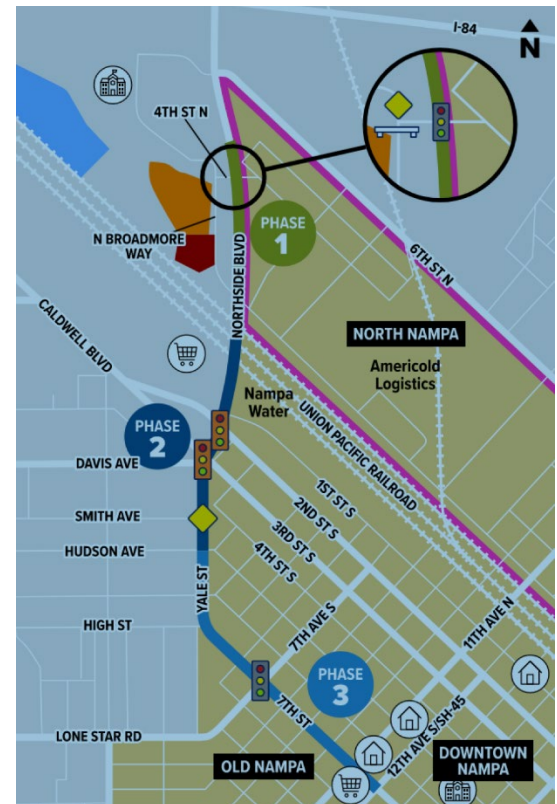
Northside Corridor Community Connectivity and Safety, Nampa

The City of Nampa was awarded a \$22,991,209 BUILD grant through the USDOT to enhance connectivity and safety along the Northside corridor in the City of Nampa. Note that Northside Boulevard turns into Yale Street and 7th Street South as the corridor traverses to the south. The project will be constructed in three parts:

Part 1 includes a new traffic signal at Northside Boulevard and 4th Street North, replacement of the Broadmore Way bridge over Indian Creek, and access management at Northside Boulevard and 1st Street North.

Part 2 will address safety, mobility, and capacity at Northside Boulevard and 2nd Street South and 3rd Street South. Work includes improved pedestrian mobility by widening sidewalks, shortening crossings, removing free-turning right-turn lanes (where appropriate), and upgrading facilities to meet Americans with Disabilities Act (ADA) requirements.

Part 3 will complete corridor improvements on Yale Street between Hudson Avenue and Lone Star Road/7th Avenue South and 7th Street between Lone Star Road/7th Avenue South and 12th Avenue/State Highway 45. Work includes improvements to sidewalks, ADA improvements, pavement rehabilitation, corridor lighting, enhanced pedestrian crossings (including Rectangular Rapid Flashing Beacons [RRFBs]), and updates to the existing traffic signals at 7th Street and 11th and 21st Avenues.



Study, SH-16, South Connectivity, Canyon County

The Idaho Transportation Department (ITD) proposes to change the scope of this project. The original project, sponsored by the City of Nampa, was to develop an Interchange Modification Report intended to serve a local road connection to the Interstate 84 System Interchange. The new, expanded scope would evaluate extending State Highway 16 south of Interstate 84 to Bowmont Road south of the City of Nampa. The project will review the entire roadway network to determine future network needs in southwest Ada County and southeast Canyon County. The project would complete the planning and environmental linkages analysis for future project development.

The project scope would be funded with the original \$1,250,000 from the City of Nampa and \$2,000,000 from ITD, proposed to be transferred from the State Highway 69 (Meridian Road) study, below.

Study, SH-69, Southern Extension to I-84 at Blacks Creek Road Interchange (also called Study, SH-69 South Connectivity, Ada and Canyon County)

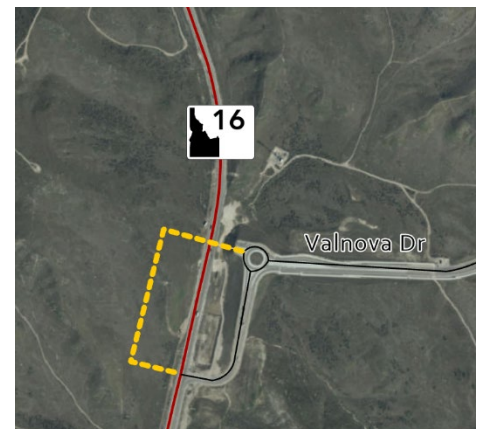
In FY2025 ITD began a planning-level study examining growth, traffic projections, challenges from canal and railroad crossings, and topographical and right-of-way boundaries for potential connectivity east and west of State Highway 69 in southern Ada and Canyon Counties. The study included extending all north/south principal arterials within the project limits, including a possible extension of State Highway 69 and a future State Highway 16 to the south to make the proposed connections. The report is currently in draft form; however, the results indicate that extending State Highway 16 should be a higher priority than extending State Highway 69.

As State Highway 16 was shown to be a higher priority, ITD proposes to transfer \$2,000,000 from this study to expand the State Highway 16 extension study, above.

This action also includes other cost adjustments.

SH-16, Valnova Drive Overpass, Ada County

ITD requested to add an overpass over State Highway 16 with connections to Valnova Drive in northern Ada County. The developer will fund and construct the overpass, but ITD is required to provide oversight of the construction and inspections to ensure the structure meets state standards. Funding through ITD (\$50,000) and the developer (\$500,000) covers the required oversight costs. This project is considered regionally significant due to connections to a state highway and is required to be added to *Communities in Motion 2050* (the regional long-range transportation plan), as well as the TIP.



Public Comments Received (Verbatim)

Amendment #11 to the regional long-range transportation plan, *Communities in Motion 2050*, amendment #8 to the FY2026-2032 Regional Transportation Improvement Program (TIP), and amendment #2 to the FY2027-2033 TIP.

Public Comment Period: August 28 – September 13, 2026

Total number of comments received by COMPASS: **7**

Topics:

Add two projects to *Communities in Motion 2050* (CIM 2050) and to the Regional Transportation Improvement Programs (TIP):

- Add an overpass at State Highway 16 connecting to Valnova Drive in Ada County.
- Add a study to extend State Highway 16 south of Interstate 84 to Bowmont Road south of the City of Nampa in Canyon County.

Three additional projects are proposed to be added to the TIP(s) that do not require an amendment to CIM 2050. In addition, a significant reduction in the scope and cost of an existing study is proposed.

- Add a comprehensive funding and financing strategy study for restoring intercity passenger rail along the Pioneer Corridor.
- Add a corridor-level planning and design project for an extension of Lake Hazel Road in the City of Boise.
- Add a three-part connectivity and safety improvement project on the Northside Corridor in the City of Nampa.
- Remove funding and decrease the scope of a study to extend State Highway 69 (Meridian Road) south of the City of Kuna. The funding would be moved to the State Highway 16 extension project (above).

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 proposed changes to the regional long-range transportation plan, <i>Communities in Motion 2050</i> (CIM 2050), and the regional transportation improvement program (TIP), the budget of transportation projects in Ada and Canyon Counties. Transportation infrastructure projected growth in Ada and Canyon counties must be addressed in advance and not after growth occurs.	Thank you for your comments. They will be shared with the Idaho Transportation Department, the City of Boise, the City of Nampa, and the COMPASS Board of Directors.	Pike Teinert

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
RE: Develop a comprehensive funding and financing strategy for restoring intercity passenger rail along the Pioneer Corridor. In 2016 I had to move outside of the Boise metro area to maintain my cost of living. Now I commute to east Boise from outside of Caldwell and every time there is a fender bender, someone gets pulled over, or there are slippery roads the entire valley gets delayed 30-50 minutes. This is a weekly occurrence, it's not rare or occasional. I want to talk about the lost productivity these random acts of chaos cause. I cannot plan on being an hour early for work every day just to anticipate an accident and even then I would get stuck in the gridlock, spending long slow mornings and afternoons trying to get to my job from my home and visa versa. Some weeks my daily commute is pushing 3 hours. It's inconceivable that this is the only way, that we can't come up with a better system that works for people. Or! I could spend all of my monthly gas money on a commuter rail ticket. I regularly dream of the day I can get on a rail, arrive safely and on time at my destination, without having to worry about aggressive drivers or traffic accidents. Let the folks who need the roads use the roads and let the rest of us utilize a mass transit system that connects this valley. We need more community-first leadership, dedicated relief from the major plagues of metro areas, a system that will allow us to save our time and money from the senseless waste on the interstate, a system that will help us reclaim our lost time at work and lost time with our families.	Thank you for your comments. They will be shared with the City of Boise, Valley Regional Transit, and the COMPASS Board of Directors.	Angie K. Davis
Since highway 16 is seen as an expressway let's keep extending it south to help our traffic congestion	Thank you for your comments. They will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	--

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'm a proponent of mass transit and I wish we had intercity rail as well as better (frequent) transit to connect locations in the valley, but overall what I see missing every day is basically ignoring Micron. Regional transportation plans need to basically be adapted around Micron at this point. Yet, there's still not even bus service between the airport and Micron. I bring people into town all the time, and I want to give them instructions on how to get to Micron. There's 3 VRT lines that stop at the airport, and none of them go to Micron at. It's a crazy thing. Micron should have its own station / terminal at this point. Just my thoughts.	Thank you for your comments. They will be shared with the City of Boise, Valley Regional Transit, and the COMPASS Board of Directors.	--
See attached letter from Ada County Development Services	Thank you for your comments. They will be shared with the City of Boise, the Idaho Transportation Department, and the COMPASS Board of Directors.	Ada County Develop- ment Services
Finally, a passenger rail system!!! I've been waiting my whole life for something like this! More public transportation please!! We need them in Idaho! It'll make commuting for work, school, appointments, ect so much easier! I also appreciate widening sidewalks and whatnot to make the roads safer and more accessible for pedestrians, especially for disabled folk! I would love to see more sidewalks implemented in other areas of Canyon County, Ada County, and beyond! Also, what if in the future we added wildlife crossings to make it safer and easier for deer and other animals to travel? I've seen a few in various states nearby, why not adopt that here?	Thank you for your comments. They will be shared with the City of Boise, Valley Regional Transit, the City of Nampa, and the COMPASS Board of Directors. Regarding wildlife crossings, Idaho has started to build wildlife overpasses over highways, including one on State Highway 21, just northeast of Boise.	--

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 am in favor of the following: Add a study to extend State Highway 16 south of Interstate 84 to Bowmont Road, south of the City of Nampa in Canyon County. And... Two Additional projects to be added to the TIP that do not require an amendment to CIM 2050. • Develop a comprehensive funding and financing strategy for restoring intercity passenger rail along the Pioneer Corridor. • Add a corridor-level planning and design project for an extension of Lake Hazel Road in the City of Boise. • Remove funding and decrease the scope of a study to extend State Highway 69 (Meridian Road) south of the City of Kuna. The funding would be moved to the State Highway 16 extension project (above).	Thank you for your comments. They will be shared with the Idaho Transportation Department, the City of Boise, and the COMPASS Board of Directors.	Walter Steed



ADA COUNTY DEVELOPMENT SERVICES

200 W. FRONT STREET, BOISE, IDAHO 83702-7300
<https://adacounty.id.gov/developmentservices>

PHONE (208) 287-7900
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BUILDING • COMMUNITY PLANNING • ENGINEERING & SURVEYING • PERMITTING

September 8, 2026

RE: Communities in Motion 2050 and TIP Amendments

Dear COMPASS Staff:

Ada County Development Services appreciates the opportunity to provide comments on the proposed amendments to *Communities in Motion 2050 (CIM 2050)* and the Regional Transportation Improvement Program (TIP).

Ada County Development Services supports the addition of the State Highway 16 (SH-16) Valnova Drive Overpass in Ada County. This project will provide an important connection to SH-16 and is particularly significant given the continued growth occurring in northern Ada County. We support its inclusion in CIM 2050 and the TIP.

Ada County Development Services also supports the Lake Hazel Road Extension Corridor study in the City of Boise. We believe continued planning for this future east-west connection is important to addressing long-term transportation needs and maintaining connectivity as growth continues in southern Ada County. We support advancing this study and identifying a path toward future implementation.

Regarding the proposed changes to the SH-16 South Connectivity and SH-69 Southern Extension studies, Ada County understands that the existing planning-level study identified SH-16 as a higher priority for further study. We support moving forward with the SH-16 South Connectivity study and recognize the importance of evaluating future connectivity in southwest Ada County and southeast Canyon County.

At the same time, Ada County continues to view the SH-69 Southern Extension as the higher priority of the two projects. Kuna has been seeking a solution to its north-south connectivity needs for decades, and the railroad creates a significant barrier between the two sides of the community. When trains stop in the middle of town, multiple at-grade crossings can be blocked at the same time, creating not only connectivity concerns but potential emergency-response concerns as well.

We support advancing the SH-16 study, but believe it is important that this study not effectively replace or displace the SH-69 Southern Extension. The SH-69 project addresses a longstanding existing need, and should remain a priority and continue to receive funding. We encourage COMPASS and ITD to continue planning for both corridors and identify opportunities to maintain funding and momentum for the SH-69 project as the SH-16 study moves forward.

Thank you for the opportunity to provide these comments.

Sincerely,

Ada County Development Services

COMPASS BOARD AGENDA ITEM VI-B

Date: October 26, 2026

Topic: FY2027 COMPASS Resource Development Plan

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of the [FY2027 Resource Development Plan \(PDF\)](#), provided in "Supplemental Information" on the Board of Directors' meeting web page and linked below. The Regional Transportation Advisory Committee recommended this item for approval in its September 23, 2026, meeting.

Background/Summary:

The COMPASS Bylaws 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 FY2027 funding applications through its annual call for projects in September 2025. Phase I applications were due November 19, 2025. Phase II applications were due January 21, 2026. A second opportunity to submit Phase I applications for local funding programs was offered in the spring; those applications were due May 1, 2026.

Collectively, those applications formed 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 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 FY2027 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 before submittal, providing letters of support, writing grant applications, and managing grants.

More Information:

- Draft FY2027 Resource Development Plan: https://compassidaho.org/wp-content/uploads/10262026_BoardSupp_Draft_FY2027ResourceDevelopmentPlan.pdf
- COMPASS Bylaws: <https://compassidaho.org/wp-content/uploads/COMPASSBoardBylaws.pdf>
- For detailed information contact: Matt Carlson, Grant Writer and Administrator, at mcarlson@compassidaho.org or 208-475-2232.

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COMPASS BOARD AGENDA ITEM VI-C

Date: October 26, 2026

Topic: *Communities in Motion 2055* Prioritization Process

Request/Recommendation:

COMPASS staff requests COMPASS Board of Directors' approval of a prioritization process for *Communities in Motion 2055*.

Background/Summary:

Communities in Motion 2055 will identify transportation improvements to support projected growth to 2055. As potential future investments exceed resources, COMPASS will focus its efforts on funding the most beneficial projects. To support this process, COMPASS has been developing a method to prioritize the region's transportation investments to 2055.

In April 2024 the COMPASS Board of Directors approved the *Communities in Motion 2055* goal areas of safety, economic vitality, convenience, and quality of life (attached). In March 2025, COMPASS solicited public feedback on the relative importance of these goal areas through the Move What Matters survey. Using these [survey results \(PDF\)](#) (see URL below), COMPASS staff have been working with COMPASS workgroups and the Regional Transportation Advisory Committee (RTAC) to prioritize future transportation needs.

In its September 2026 meeting, RTAC recommended the COMPASS Board of Directors approve a prioritization process structured to emphasize regional corridors for *Communities in Motion 2055*. The prioritization process is summarized in attachment 2.

Implication (policy and/or financial):

Prioritization provides a data-informed decision-making process for *Communities in Motion 2055* that supports the performance-based multimodal transportation planning process required of metropolitan transportation plans in 23 CFR 450.300.

Board direction will allow staff to develop materials to support prioritizing transportation investments for inclusion in *Communities in Motion 2055*.

More Information:

- Attachment 1: *Communities in Motion 2055* Goals and Objectives
- Move What Matters Survey Results: https://compassidaho.org/wp-content/uploads/MoveWhatMatters_ResultsSummary.pdf
- Attachment 2: *Communities in Motion 2055* Prioritization Process
- For detailed information contact: Austin Miller, Planning Team Lead, at 208/475-2239 or amiller@compassidaho.org.

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Communities in Motion 2055 (CIM 2055) Goals and Objectives

Approved February 24, 2024 – Amended April 15, 2024

Goal	Objectives	Description
Economic Vitality	Economic Vitality ¹	Develop a transportation system that promotes economic vitality by providing local residents multi-modal access to jobs and housing, serving local businesses, promoting travel and tourism , and the movement of freight.
	Preservation ¹ and Reliability ^{1 2}	Provide a reliable transportation system for all users by preserving and maintaining the existing transportation infrastructure .
	Growth Management ³	Develop and implement a regional vision that guides growth where it can be cost-effectively served by infrastructure, services, and amenities, to protect and preserve farmland and the agrarian economy of the valley.
Safety	Safety ^{1 2} Security ¹ and Resiliency ¹	Provide a safe, secure, and resilient transportation system that minimizes risk and supports transportation options for all users.
Convenience	Organized Transportation	Develop a regional transportation system that provides access and mobility for all users through a highly connected network that encourages travel choices and preserves future transportation options.
	Organized Development	Promote development patterns that minimize travel, improve efficiency , and reduce congestion on the transportation system.
Quality of Life	Environment ^{1 2} and Open Space ³	Develop and implement a regional vision that protects, preserves, and connects residents to the natural environment and open space while minimizing the impact of the transportation system on the environment and promoting public health .
	Housing Affordability ³ and Equity ³	Promote development patterns for affordable housing and equitable access to the transportation system for all users.

¹—Federal requirements

²—National goals

³—CIM 2050 goal areas (not noted unless not covered in 1 or 2)

Communities in Motion 2055 Prioritization Process

Background

In 2024 the COMPASS Board of Directors approved the *Communities in Motion 2055* (CIM 2055) goals and objectives focusing on four goal areas:

- Convenience
- Safety
- Quality of Life
- Economic Vitality

In 2025 COMPASS sought public feedback to support prioritization in CIM 2055 by conducting the Move What Matters survey. The survey respondents stated making travel more convenient and improving safety were most important, followed by enhancing the region's quality of life and supporting the region's economic vitality.

Using this feedback, COMPASS staff has been coordinating with COMPASS workgroups and the Regional Transportation Advisory Committee (RTAC) to establish a process to identify and prioritize key regional transportation investments for CIM 2055.

Ten-Year Emphasis Corridors

A key takeaway from these conversations was to clearly show how investments support the goals of the plan, focusing on near-term efforts that can improve regional corridors without being prescriptive as to how that is done, to allow for flexibility in project selection in the funding process. To align with this direction, the proposed prioritization process will identify "emphasis corridors," — those corridors where investment can benefit the region the most over the next 10 years.

Potential emphasis corridors will be identified through technical analyses using the regional travel demand model, as well as the [2025 Regional Safety Action Plan \(PDF\)](#), congestion data, and member agency plans. COMPASS staff will then work with RTAC and the Board of Directors to finalize 12-15 emphasis roadways corridors, which will be the focus of eligible transportation funding over the next 10 years.

Corridor Summaries

For each 10-year emphasis corridor, COMPASS staff will develop a summary providing a corridor description, growth profile, an explanation of how the corridor fares today as compared to CIM 2055 goals, and a list of potential investments along the corridor that could help "move the needle" toward CIM 2055 goals.

Corridor Description

A written general summary of the corridor providing a map along with context on land use and existing conditions.

Growth Profile

A summary of population and job changes anticipated along the corridor in the Treasure Valley 2055 Forecast.

CIM 2055 Goals

A table providing a comparative analysis of how the corridor fares across each of the CIM 2055 goal areas, highlighting where there is room for improvement.

Potential Investments

A list of potential investments that member agencies could consider for implementation. The list will provide options that support advancing CIM 2055 goals through addressing known deficiencies along the corridor or enhancing existing operations and will indicate which projects have identified funding sources.

Other Components

In addition to the corridor summaries, the plan will include:

- High-level descriptions of regional corridors that warrant improvement beyond 10 years, but before the planning horizon of 2055.
- Off-system active transportation emphasis corridors.
- Studies to inform future investments.
- Other strategic investments.

COMPASS BOARD AGENDA ITEM VI-D

Date: October 26, 2026

Topic: Approve 2027 State and Federal Legislative Positions

Request/Recommendation:

COMPASS staff requests that the COMPASS Board of Directors approve the unchanged 2026 state legislative and federal policy positions for 2027. The COMPASS Executive Committee reviewed and recommended this COMPASS Board action at its October 13, 2026, meeting.

Background/Summary:

The COMPASS Board of Directors adopts state legislative and federal policy positions every year. COMPASS staff work with the COMPASS Executive Committee to develop these positions for COMPASS Board approval at the regular October meeting. These positions provide direction and guidance to COMPASS staff and government relations consultants regarding the preferences and priorities of the COMPASS Board.

The current 2026 position statements are attached. Based on recent actions taken by the Idaho Transportation Board as a result of funding cuts during the 2026 state legislative session, the annual gap in funding to address the region's transportation needs has grown. COMPASS staff examined methods to update the gap amount - currently \$193 million each year - but was unable to find a reliable update methodology that could be implemented in the limited time available. Therefore, this number remains unchanged in the position statement and staff will note the limitations during legislative conversations when appropriate.

If adopted, the date on the current 2026 policy positions will be updated.

Staff will also provide an update about planned activities to advance COMPASS's legislative priorities.

Implication (policy and/or financial):

The 2027 state legislative and federal positions will provide guidance and direction to COMPASS staff.

More Information:

- Attachment 1: Adopted 2026 State Legislative Positions
- Attachment 2: Adopted 2026 Federal Policy Positions
- For detailed information, contact: Craig Raborn, Executive Director, at (208) 475-2266 or craborn@compassidaho.org.

CR:tg



2026 COMPASS State Legislative Positions

Approved October 20, 2025

Transportation Revenue

COMPASS supports continued investment in Idaho's state and local transportation systems. Idaho's current transportation investment level remains inadequate to address the state's growing infrastructure needs. State and local transportation entities face critical funding shortfalls for safety, maintenance, and expansion projects. An additional \$193 million investment per year in the transportation system is needed in the Treasure Valley alone to expand and maintain it to meet the region's current and future safety and mobility needs.

Enhanced transportation revenues. COMPASS supports enhancing state and local transportation revenues in a stable and predictable fashion to address Idaho's long-term infrastructure funding needs, including, but not limited to, local roadways, highways, public transportation, active transportation, and child pedestrian safety projects, as well as planning, scoping, and studies to accelerate the early development of future projects.

Growth

COMPASS supports policies that encourage growth to pay for growth. Ada and Canyon Counties' combined population is forecast to grow to 1.3 million by 2055. An increase of over 400,000 people in 30 years will further strain a transportation system that is already congested and lacks mobility options for the region's residents. COMPASS supports policies that allow local jurisdictions to meet the increasing demands for infrastructure in Idaho.

- **Property tax cap.** COMPASS supports adjusting the property tax cap on local taxing districts to meet the increasing infrastructure needs and ongoing operations and maintenance costs associated with new development.
- **Transportation impact fee flexibility.** COMPASS supports expanding the statutorily allowable uses of transportation impact fees to include additional capital improvements such as sidewalks, bicycle lanes, and public transportation improvements.

Housing

COMPASS supports policies that enhance regional and local efforts to align housing availability with transportation investments and infrastructure planning. Policies that promote a range of housing options—particularly in areas with existing or planned transportation infrastructure and services—can help improve regional mobility, economic opportunity, infrastructure efficiency, and make addressing housing undersupply more feasible. COMPASS encourages legislation that supports local flexibility, market-driven solutions, and voluntary tools to improve housing outcomes that are coordinated with transportation systems.

State Transportation Policy

COMPASS supports policies to augment state and local transportation entities' abilities to meet the transportation needs of the state and region, including but not limited to:

- **High occupancy vehicle (HOV) lanes.** COMPASS supports changing existing statutory authority to allow HOV lanes to be considered by the Idaho Transportation Department (ITD) Director in any region in Idaho.
- **Speed limits on state highways.** COMPASS supports improved coordination and cooperation between ITD and local governments in establishing speed limits on state highways within local jurisdictional boundaries.
- **Interstate passenger rail service.** COMPASS supports the restoration of Amtrak passenger rail service in Idaho.
- **Safety and accessibility.** COMPASS supports policies that improve the safety and accessibility of the transportation system for its most vulnerable users through enhanced engineering, education, enforcement, and emergency response.

2026 COMPASS Federal Transportation Positions

Approved October 20, 2025

COMPASS encourages long-term reauthorization of the Infrastructure Investment and Jobs Act (IIJA). The IIJA expires on September 30, 2026. Consistent, predictable federal investments through a new long-term surface transportation reauthorization bill will allow state and local governments to address much-needed infrastructure improvements. Starting discussions on the reauthorization of IIJA early will allow for the identification of the nation's most pressing issues and the vetting of possible and appropriate solutions.

Congress must solve the perennial Highway Trust Fund funding shortfall in a permanent, meaningful way, eliminating the need for short-term infusions of general fund dollars.

- **Support a federal fuel excise tax increase.** The federal fuel tax has not been increased since 1993 (32 years) and remains the most readily available user-pay solution to stabilizing the Highway Trust Fund.
- **Add additional road user charge concepts.** Improvements in fuel efficiency and the development of alternative fuel vehicles have negatively affected the Highway Trust Fund. Additional user fee concepts are necessary to capture evolving trends and changes in relation to transportation infrastructure funding.

Provide more direct funding to local governments and increase local decision-making authority. COMPASS encourages more flexibility in funding and direct allocation to regions, metropolitan planning organizations (MPOs), counties, cities, and public transportation authorities with transportation infrastructure responsibilities. The IIJA made some progress in this regard while placing greater responsibility on those entities to develop and meet system performance goals. MPOs should be direct recipients of federal transportation funding for all transportation planning and program efforts in metropolitan areas.

Provide local flexibility. COMPASS supports local flexibility in building, operating, and maintaining local and regional transportation projects. Federal policy should allow MPOs and local governments to plan projects that use alternative design standards while meeting environmental objectives when rigid federal design standards are inconsistent with local needs.

Simplify federal transportation grants. COMPASS supports simplifying the process for applying for, receiving, and managing discretionary federal transportation grants. Federal policy should reduce administrative burdens imposed on local governments by streamlining the federal grants process.

Increase federal funding for public transportation. Public transportation providers in both urban and rural areas of Idaho operate on very limited funding. Congress should provide more robust growth in federal public transportation programs to help these systems meet the needs of their communities. Local match requirements for Federal Transit Administration and Federal Highway Administration funding should be the same within each state.

Increase federal support for non-motorized transportation options. COMPASS supports increasing federal funding and incentives to provide safe bicycle and pedestrian mobility options designed to move toward zero deaths.

Increase set-aside for off-system bridges. Nearly 80% of the nation's bridges are the responsibility of local entities (not on the federal-aid highway system). Funding for off-system bridges is crucial for local entities to safely operate and maintain these bridge structures.

Oppose federal aid turnback proposals. COMPASS opposes any proposals to dismantle the federal transportation funding system by turning back all or a portion of the federal aid to the states.

Interstate Passenger Rail Service. COMPASS encourages the Federal Rail Administration and Amtrak to study the feasibility of resuming Amtrak's "Pioneer Route" passenger rail service through the Treasure Valley. The Pioneer Route provided service from Seattle to Denver through Portland, Boise, and Salt Lake City for 20 years until it was discontinued in 1997. Given the recent economic and population growth in these areas of the Northwest, it is reasonable to study the feasibility of resuming Pioneer Route passenger rail service.

BOARD AGENDA ITEM VII-A

Date: October 26, 2026

Topic: COMPASS SPEARS (Safe Pedestrian Intersection Prioritization for Enhanced Road Safety) Plan

Request/Recommendation:

This is an information item only.

Background/Summary:

The SPEARS plan represents a critical opportunity to create a roadmap for enhancing pedestrian safety at signalized intersections throughout the Treasure Valley. COMPASS and its partner agencies are working to strategically identify where Leading Pedestrian Intervals, Accessible Pedestrian Signals, and other operational improvements will deliver the greatest safety benefits, while also incorporating operational, infrastructure, and other implementation considerations.

COMPASS has partnered with Kittelson & Associates and Transpo Group to develop the plan, including inventorying data, prioritizing locations, providing information on high-volume intersections, noting needed location-specific safety improvements, providing an implementation plan, and holding stakeholder engagement meetings.

In the meeting, COMPASS and Kittelson staff will provide an update on the COMPASS SPEARS plan and remaining milestones. The progress update will cover the first round of prioritization, the development of the treatment toolbox, and the process to connect priority locations with treatments. The remaining milestones include narrowing the priority locations to an implementable number for each agency in the next five years and detailing a plan for each location.

Next Steps:

The SPEARS plan is scheduled to be completed by February 2027.

More Information:

- For detailed information contact: Hunter Mulhall, Principal Planner, at (208) 475-2231 or hmulhall@compassidaho.org



BOARD AGENDA ITEM VII-B

Date: October 26, 2026

Topic: Change in Motion Dashboard

Request/Recommendation:

This is an information item only.

Background/Summary:

Communities in Motion 2050, the regional long-range transportation plan, includes more than 40 performance measures spanning 4 goals and 18 objectives. These performance measures help COMPASS and its partners measure successes and challenges toward meeting the regional goals and objectives and can help to direct actions and decisions that impact outcomes related to these goals.

Historically, the performance measures were compiled and reported to the COMPASS Board of Directors on a biennial basis through a static Change in Motion report. This style of reporting has several limitations: the report cannot be updated as new data become available, space constraints leave little room to show trends over time, specific performance measures cannot be quickly searched or queried, and measures cannot be linked to related tools or plans.

To overcome most of these limitations, COMPASS staff have developed a new format for the Change in Motion report that is an interactive online dashboard.

COMPASS staff will provide an overview of the [Change in Motion dashboard](#) and [related instructions \(PDF\)](#) (both items are also linked below), then summarize the most recent performance measure values, trends, and status.

More Information:

- Change in Motion Dashboard: <https://experience.arcgis.com/experience/2c3334fb79234c9798039f25e58727d8>
- Change in Motion Dashboard Instructions: https://compassidaho.org/wp-content/uploads/ChangeinMotion_DashboardInstructions.pdf
- For detailed information contact: Hunter Mulhall, Principal Planner, at (208) 475-2231 or hmulhall@compassidaho.org

HM:tg T:\FY27\600 Projects\661 Long Range Planning\Performance Monitoring\Board_Memo_Performance_Measure_Dashboard_Oct2026.docx



COMPASS BOARD AGENDA ITEM VII-C

Date: October 26, 2026

Topic: Update - Regional Economic Development Coordination

Request/Recommendation:

Information only. No action is requested.

Background/Summary:

Staff have been approached by regional partners and member communities about regional economic development planning in Southwest Idaho and how it relates to COMPASS's work. Staff have taken part in early, exploratory conversations to understand the concept. The Executive Committee has been briefed. Staff will give a brief update on what we've heard so far. These ongoing stakeholder discussions may lead to consideration of COMPASS activities expanding to include operating an Economic Development District focused mostly on supporting infrastructure development, although there is no proposal or requested action at this time.

Implication (policy and/or financial):

There are no policy or financial implications at this time. Any future role for COMPASS would come back to the Board for consideration before any commitment is made.

More Information:

- For more information, contact: Craig Raborn, Executive Director, at 208/475-2266 or craborn@compassidaho.org



COMPASS Staff Activity Report: August 2026

Staff Updates:

- ✓ Teri Gregory was named August Employee of the Month.

Planning Team

Team Lead: Austin Miller

Team Members: Olivia Vielstich McKinnon, Gus Loeffelholz, John Hardesty, Brent Moore

- ✓ Met with the Gem State Housing Alliance.
- ✓ Rode six miles of the Garden City greenbelt with the data bike.
- ✓ Completed six development review checklists.

Resource Development Team

Team Lead: Toni Tisdale

Team Members: Matt Carlson, Sherone Sader

- ✓ Processed one administration modification to the Regional Transportation Improvement Program (TIP), modifying six projects, and prepared materials for a TIP amendment to add one project.
- ✓ Hosted the Rural Prioritization Workgroup to prioritize rural needs in the MPO area.
- ✓ Participated in three outreach meetings with member agency staff and partner agencies.
- ✓ Aided with a competitive grant application for the Federal Lands Access Program (FLAP) for Boise County.
- ✓ Closed out one FY2026 Project Development Program Grant for the Ada County Highway District.
- ✓ Presented the preliminary rankings for Phase I FY2027 applications for *Communities in Motion Implementation* (CIMI) and Project Development Program (PDP) grants.

Technical Team

Team Lead: Mary Ann Waldinger

Team Members: Eric Adolfson, Brian Crowley, Hunter Mulhall

- ✓ Completed ten special model runs for proposed developments this month, bringing the total for FY2026 to thirty-three.
- ✓ Received the draft technical memo High Volume Intersections, impacts and considerations for leading pedestrian intervals for SPEARS (Safe Pedestrian Intersection Prioritization for Enhanced Road Safety).
- ✓ Completed analyses to assist the Ada County Highway District with its Extraordinary Impact Fee update.
- ✓ Completed a comprehensive update of the EMS, fire, police and healthcare point location dataset.



Communication Team

Team Lead: Amy Luft

Team Members: Josie Gallup, Teri Gregory

- ✓ Opened the nomination period for COMPASS' 2026 Leadership in Motion awards.
- ✓ Hosted Dr. Ben Barton, University of Idaho, for two education series presentations on human factors in transportation safety.
- ✓ Interviewed Dr. Barton for COMPASS' InMotion podcast on the same topic.
- ✓ Compiled and submitted COMPASS' annual Title VI report to the Idaho Transportation Department.
- ✓ Coordinated two public comment periods on amendments to *Communities in Motion 2050* and the transportation improvement program.
- ✓ Presented "COMPASS 101" to the Meridian Chamber of Commerce Ambassadors.

Operations Team

Director of Operations: Meg Sonnen

Team Members: Ashley Cannon, Janet Russell

- ✓ Presented the FY2027 Unified Planning Work Program and Budget (UPWP) to the COMPASS Board for approval.
- ✓ Submitted the Board-approved UPWP to the Idaho Transportation Department, Federal Highway Administration and Federal Transit Administration for review and approval.

COMPASS Staff Activity Report: September 2026

Staff Updates:

- ✓ Ashley Cannon, Teri Gregory, and Megan Sonnen were named September Employees of the Month.
- ✓ Represented COMPASS as a member of the Applied Research and Training Committee at the Association of Metropolitan Planning Organizations' annual conference.

Planning Team

Team Lead: Austin Miller

Team Members: Olivia Vielstich McKinnon, Gus Loeffelholz, John Hardesty, Brent Moore

- ✓ Presented an update of the Coordinated Transportation-Human Services Transportation Plan to the Valley Regional Transit Regional Advisory Council.
- ✓ Completed four development review checklists.

Resource Development Team

Team Lead: Toni Tisdale

Team Members: Matt Carlson, Sherone Sader

- ✓ Processed one amendment to the Regional Transportation Improvement Program (TIP) to add a new project and two administrative modifications, modifying four projects.
- ✓ Prepared materials for a TIP amendment to add seven projects and significantly change one project.
- ✓ Submitted the final FY2027-2033 TIP.
- ✓ Opened the Call for Projects for COMPASS Phase I applications for FY2028. Applications are due November 20, 2026.
- ✓ Participated in 16 outreach meetings with member agency staff and partner agencies.
- ✓ Closed out one FY2026 Project Development Program grant for the City of Nampa.
- ✓ Wrote a letter of support for a competitive U. S. Department of Transportation (USDOT) grant application for the City of Nampa.
- ✓ Participated as a panelist in the USDOT Safe Streets and Roads for All Community of Practice, sharing regional experience and insights with a national audience.

Technical Team

Team Lead: Mary Ann Waldinger

Team Members: Eric Adolfson, Brian Crowley, Hunter Mulhall

- ✓ Completed six special model runs for proposed developments this month, bringing the total for FY2026 to thirty-nine.
- ✓ Completed technical memo #4: Location Specific Improvements for SPEARS (Safe Pedestrian Intersection Prioritization for Enhanced Road Safety).



- ✓ Provided technical support for Canyon County's local option vehicle registration fee.
- ✓ Updated the COMPASS Housing Dashboard online application.

Communication Team

Team Lead: Amy Luft

Team Members: Josie Gallup, Teri Gregory

- ✓ Closed the nomination period for COMPASS' 2026 Leadership in Motion awards; 18 nominations were received.
- ✓ Hosted Chris Behr, HDR, for two education series presentations on the economics of active transportation.
- ✓ Interviewed Mr. Behr for COMPASS' InMotion podcast on the same topic.
- ✓ Completed a public comment period on amendments to *Communities in Motion 2050* and the transportation improvement program.
- ✓ Presented "COMPASS 101" to Boise State University students.
- ✓ Facilitated two discussions among Canyon County roadway jurisdictions regarding a distribution formula for revenue for a local option vehicle registration fee, on the November 3, 2026, ballot in Canyon County.

Operations Team

Director of Operations: Meg Sonnen

Team Members: Ashley Cannon, Janet Russell

- ✓ Updated the FY2027 United Planning Work Program and Budget per feedback from Federal Highway Administration and presented to the Executive Committee for approval.
- ✓ Prepared for closing the FY20206 fiscal year.

COMPASS BOARD AGENDA ITEM VIII-B

Date: October 26, 2026

Topic: Status Report – August Air Quality Data

Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for August 2026 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: Everyone may begin to experience health effects.
- Hazardous: The entire population is likely to experience serious health effects.

August 2026 Air Quality Data:

In August 2026, the Idaho Department of Environmental Quality reported the following days per air quality category – 17 days as “moderate”, 6 days as “unhealthy for sensitive groups”, and 4 as “unhealthy”. The remaining 4 days were in the “healthy” category.

The pollutants that triggered the conditions are listed below; descriptions can be found on page 2.

Moderate:

- 5 days were attributable to Fine Particulate Matter (PM_{2.5}) recorded in both counties, Ozone (O₃) recorded in Ada County, and Coarse Particulate Matter (PM₁₀) recorded in Canyon County
- 2 days were attributable to PM₁₀ recorded in Canyon County, and PM_{2.5} recorded in both counties
- 2 days were attributable to PM_{2.5} recorded in Canyon County
- 2 days were attributable to O₃ recorded in Ada County.
- 2 days were attributable to Fine Particulate Matter (PM_{2.5}) recorded in both counties and Ozone (O₃) recorded in Ada County
- 2 days was attributable to PM_{2.5} recorded in Canyon County and O₃ recorded in Ada County.
- 1 day was attributable to PM₁₀ and PM_{2.5} recorded in Canyon County, and O₃ recorded in Ada County.
- 1 day was attributable to PM_{2.5} recorded in both counties.

Unhealthy for Sensitive Groups:

- 2 days were attributable to PM_{2.5} recorded in Ada County.
- 2 days attributable to PM_{2.5} recorded in Canyon County and O₃ recorded in Ada County.
- 1 day was attributable to PM_{2.5} recorded in both counties.
- 1 day was attributable to PM_{2.5} recorded in both counties and O₃ recorded in Ada County.

Unhealthy:

- 3 days were attributable to PM_{2.5} recorded in Canyon County.
- 1 day was attributable to PM_{2.5} recorded in both counties.

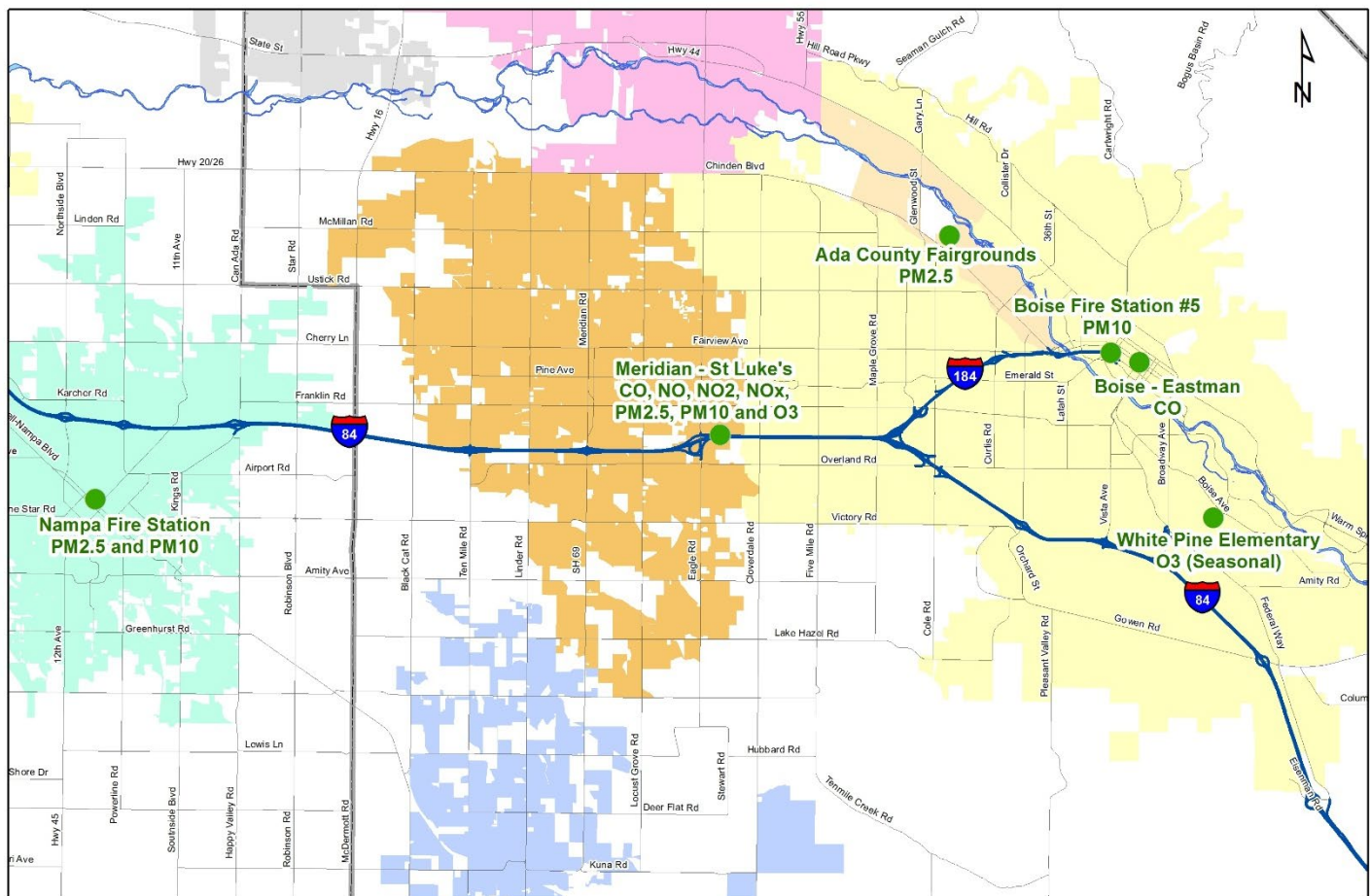


Yearly Summary

The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since April 2016.

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	234	114	17	365
2022	208	147	10	365
2023	271	91	3	365
2024	227	104	35	366
2025	239	126	0	365
2026	126	97	20	243

Note: 2016, 2020, and 2024 were leap years, so include one additional day.



Air quality monitoring locations, Ada and Canyon Counties

Pollutant Descriptions

Carbon Monoxide (CO)	A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
Oxides of nitrogen (NO_x)	NO _x is a generic term for mono-nitrogen oxides NO and NO ₂ (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures. They are precursors (building blocks) of ozone.
Ozone (O₃)	A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources, but is formed when volatile organic compounds, such as pesticides and solvents, and NO _x combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
PM_{2.5}	Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
PM₁₀	Coarse particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

More Information:

- For more information, contact MaryAnn Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org
- For detailed information, contact the Idaho Department of Environmental Quality, Michael Toole, Regional Airshed Coordinator, at 208/373-0550 or Michael.Toole@deq.idaho.gov

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COMPASS BOARD AGENDA ITEM VIII-B

Date: October 26, 2026

Topic: Status Report – September Air Quality Data

Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for September 2026 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: Everyone may begin to experience health effects.
- Hazardous: The entire population is likely to experience serious health effects.

August 2026 Air Quality Data:

In September 2026, the Idaho Department of Environmental Quality reported the following days per air quality category – 2 days as “moderate”. The remaining 28 days were in the “healthy” category.

The pollutants that triggered the conditions are listed below; descriptions can be found on page 2.

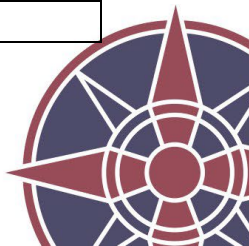
- 1 day was attributable to Fine Particulate Matter (PM_{2.5}) recorded in Canyon County and Coarse Particulate Matter (PM₁₀) recorded in Ada County.
- 1 day was attributable to PM₁₀ recorded in Ada County.

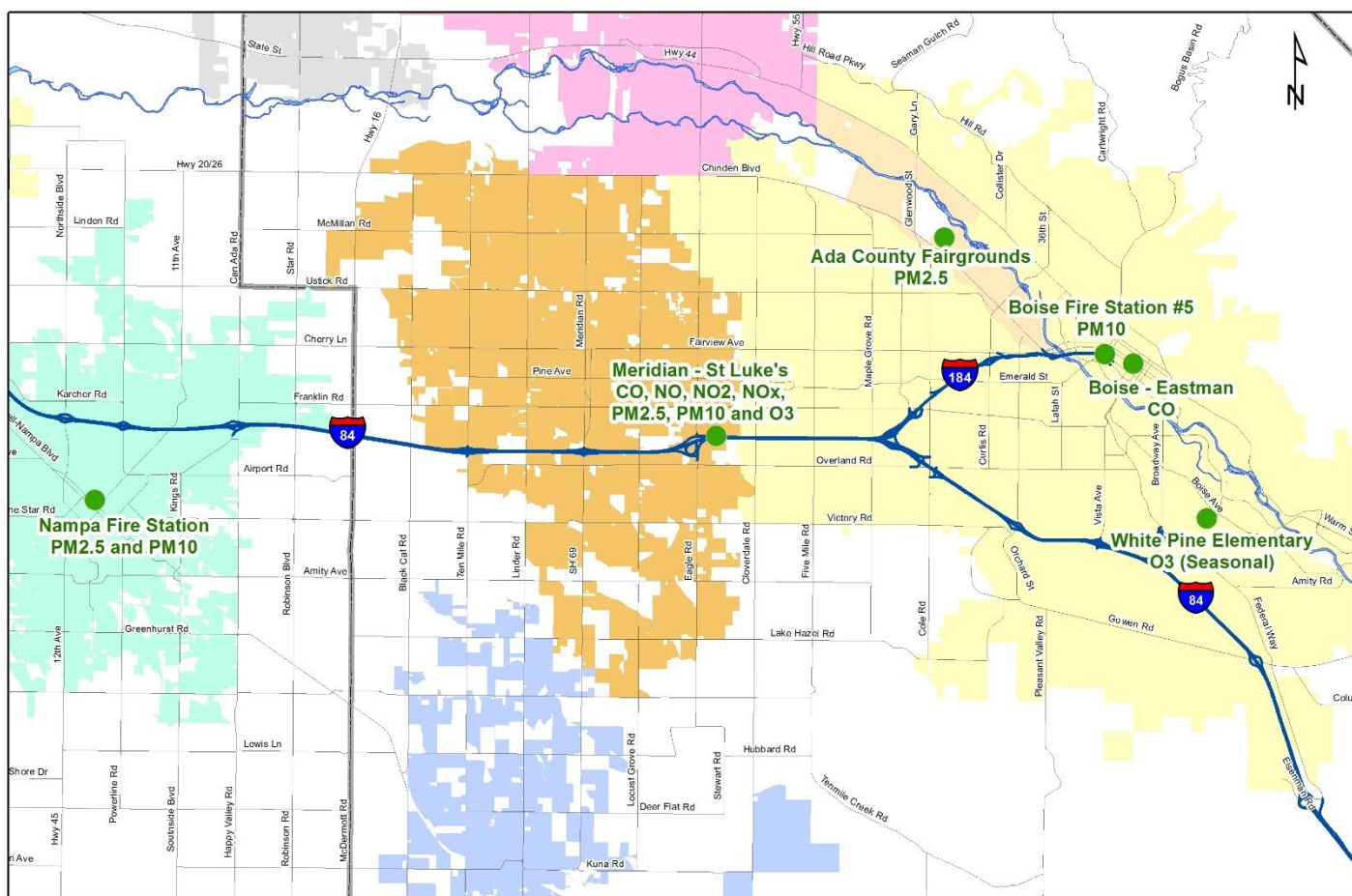
Yearly Summary

The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since April 2016.

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	234	114	17	365
2022	208	147	10	365
2023	271	91	3	365
2024	227	104	35	366
2025	239	126	0	365
2026	154	99	20	273

Note: 2016, 2020, and 2024 were leap years, so include one additional day.





Air quality monitoring locations, Ada and Canyon Counties

Pollutant Descriptions

Carbon Monoxide (CO)	A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
Oxides of nitrogen (NO_x)	NO _x is a generic term for mono-nitrogen oxides NO and NO ₂ (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures. They are precursors (building blocks) of ozone.
Ozone (O₃)	A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources, but is formed when volatile organic compounds, such as pesticides and solvents, and NO _x combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
PM_{2.5}	Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
PM₁₀	Coarse particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

More Information:

- For more information, contact MaryAnn Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org
- For detailed information, contact the Idaho Department of Environmental Quality, Michael Toole, Regional Airshed Coordinator, at 208/373-0550 or Michael.Toole@deq.idaho.gov

REGIONAL TRANSPORTATION ADVISORY COMMITTEE										VIII-C			
Attendance List													
Member Agency/Name	Jan '26	Feb '26	Mar '26	Apr '26*	May '26	June '26	July '26	Aug '26	Sept '26	Oct '26	Nov '26	Dec '26	TOTAL
Ada County/ R. Beck/S. DuPuis/M. Owens	3	2	2		3	2	3	2	2				19
ACHD/ C. Homan/T. Laws/A. Yann	3	3	3		3	3	3	3	3				24
Boise County/ B. Callahan/L. Lindstrom/C. Tucker	0	0	0		0	1	0	0	0				1
Boise State/ A. Roitman (Apr)	1	1	1		1	1	1	1	1				8
Canyon County/ E. Bunn (Aug)/D. Lister/K. Nelson (Aug)	0	1	2		2	3	2	2	2				14
Capital City Development Corporation/ Z. Piepmeyer	0	0	0		0	0	0	0	0				0
City of Boise/ B. Brush/D. Dupuy/N. Schaeffer (Feb)	2	2	2		2	2	2	1	1				14
City of Caldwell/ M. Beesaw/H. Hart	0	2	1		1	1	1	1	1				8
City of Eagle/ K. Davidson (Feb)/A. Glaspell	2	2	2		2	2	2	2	2				16
City of Garden City/ H.Veal	1	1	0		1	0	1	1	0				5
City of Greenleaf/ L. Belt	1	0	1		1	1	0	1	0				5
City of Kuna/ T. Behunin/M. Lundy	1	2	2		1	2	1	2	2				13
City of Melba/ Darrell Romine	1	1	1		0	1	1	1	0				6
City of Meridian/ C. Bergman (Feb)/C. Hood/B. McClure	2	2	2		3	2	3	2	3				19
City of Middleton/ J. VanGilder	1	1	1		1	1	1	1	1				8
City of Nampa/ C. Craig/C. Salinas/M. Steuer	3	3	3		1	2	2	3	2				19
City of Notus/ R. Hartsock	1	1	1		1	1	1	1	1				8
City of Parma/ M. Qualls	1	0	0		1	0	0	0	0				2
City of Star/ S. Nickel/C. Tinker (Aug)	1	0	1		1	1	1	2	2				9
City of Wilder/ C. Johnson	0	0	0		0	0	0	0	0				0
Elmore County/B. Corbus/A. Hofer/C. Rogers (Apr)					0	0	0	0	1				
Highway District #4/ J. McMullin	1	0	1		1	1	0	1	1				6
IDEQ/ M. Toole	1	1	1		1	1	1	0	1				7
ITD/ A. Bauges	1	1	1		1	1	1	1	1				8
Public Participation Committee/ I. Josifek	1	1	1		1	0	0	1	0				5
Valley Regional Transit/ S. Hunt	1	1	1		1	1	1	1	1				8
West Ada School District/ M. Carson	1	1	1		1	1	0	1	1				7
Central District Health/ C. Loveless (Ex-Officio)	1	1	0		1	1	1	1	0				6
Governor's Office/ vacant	0	0	0		0	0	0	0	0				0
Greater Boise Auditorium District/ C. Lund (Ex-Officio)	0	0	0		0	0	0	0	0				

Community Planning Association of Southwest Idaho (COMPASS)

Administrative Modification #17 for FY2026-2032 Transportation Improvement Program (TIP)												
			Scheduled Funding for Project Lifetime									
Key Number	Project	Sponsor	*Current Total	Revised Total	Amount Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	ITD	\$11,253,000	\$11,215,043	(\$37,957)	-0.34%	Bridge (Local)	2026	Right-of-Way	\$149,000	\$0	Delay right-of-way using STBG-LU funds from FY2026 to FY2027, per Urban Balancing on 4/2/2026, and decrease right-of-way using Bridge funds. The Bridge funds will be reprogrammed to KN 24341, which is outside the COMPASS planning area. Correct previous expenditures to reflect an obligation that occurred late in FY2025.
							STBG-LU	2026	Right-of-Way	\$171,000	\$0	
							STBG-LU	2027	Right-of-Way	\$0	\$171,000	
							Previous	N/A	N/A	\$3,515,000	\$3,625,443	
23095	Five Mile Road, Overpass and Widening, Boise	ACHD	\$33,092,000	\$33,193,840	\$101,840	0.31%	STBG-TMA	2026	Right-of-Way	\$1,030,000	\$1,025,079	Increase design with State funds by \$101,500, and move \$5,000 from STBG-TMA to CRP-TMA to fully program available funds. Total may not match due to rounding.
							CRP-TMA	2026	Right-of-Way	\$1,184,000	\$1,188,921	
							State	2026	Design	\$0	\$101,500	
23883	2nd Street South, Safety Improvements, Nampa	City of Nampa	\$2,015,000	\$1,861,934	(\$153,066)	-7.60%	Local Participating	2026	Construction	\$500,000	\$0	Decrease Local Participation and increase construction funds using HSIP (Local) funds, offset from KN 23889, 23295, and 25049, projects that are outside the COMPASS planning area.
							HSIP (Local)	2026	Construction	\$866,000	\$1,212,934	
24228	~~Pedestrian Crossing, Beacon Street and Grant Avenue, Boise~~ Pedestrian Crossing Safety Access, ACHD	ACHD	\$1,196,000	\$1,196,000	\$0	0.00%	N/A	N/A	N/A	N/A	N/A	Change the title back to the original title. This project was changed in Administrative Modification #8 (February 2026) to delay and break out most of the construction into separate key numbers. At that time, the title was changed to match the construction work remaining in the project. However, reference to the title is included in the design and environmental work and needs to be consistent. There was no intent to change the project. Description: Design multiple safety crossing segments and install a Pedestrian Hybrid Beacon (PHB) crossing at Beacon Street and Grant Avenue in the City of Boise. (Other segments associated with the design of this project are split into KN 25389, KN 25390, and KN 25391.)
ORN25459 26584	43rd Street, Ustick Road to Boise River, Garden City	ACHD	\$100,000	\$100,000	\$0	0.00%	STBG-TMA	2026	Right-of-Way	\$100,000	\$97,301	Change key number from ORN25459 to 26584 per ITD. Move \$2,699 from STBG-TMA to TAP-TMA to fully program available funding.
							TAP-TMA	2026	Right-of-Way	\$0	\$2,699	

Administrative Modification #17 for FY2026-2032 Transportation Improvement Program (TIP)

Key Number	Project	Sponsor	Scheduled Funding for Project Lifetime		Amount Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
			*Current Total	Revised Total								
26539	5th Street Design, Boise	ACHD	\$1,750,000	\$1,750,000	\$0	0.00%	STBG-TMA	2026	Design	\$350,000	\$1,292,381	Partially convert Advanced Construction (Local) to STBG-TMA to fully program available funding, including an increase of \$273,385 in STBG-TMA available through End-of-Year.
							STBG-TMA	2028	Design	\$0	\$255,000	
							STBG-TMA	2029	Design	\$0	\$100,000	
							STBG-TMA	2031	Design	\$0	\$102,619	
							AC (Local)	2026	Design	\$1,400,000	\$457,619	
							AC (Local)	2028	Design	\$0	(\$255,000)	
							AC (Local)	2029	Design	\$0	(\$100,000)	
							AC (Local)	2031	Design	\$0	(\$102,619)	

* 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
 ACHD = Ada County Highway District
 COMPASS = Community Planning Association of Southwest Idaho
 CRP = Carbon Reduction Program
 FY = Fiscal Year

HSIP = Highway Safety Improvement Program
 ITD = Idaho Transportation Department
 KN = Key Number
 LU = Large Urban
 ORN = OTIS Reference Number

STBG = Surface Transportation Block Grant
 TAP = Transportation Alternatives Program
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area

Staff Recommendation:

Approval:

Date:



Toni Tisdale, Principal Planner, Transportation
 COMPASS



Craig Raborn, AICP, Executive Director
 COMPASS

8/7/26

Administrative Modification #18 for FY2026-2032 Transportation Improvement Program (TIP)												
			Scheduled Funding for Project Lifetime									
Key Number	Project	Sponsor	*Current Total	Revised Total	Amount Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
24762	Notus Collector Street Rebuild, Design Only, Notus	City of Notus	\$1,402,000	\$1,402,000	\$0	0.00%	RAISE	2026	Design	\$0	\$1,000,000	Delay funds from FY2025 to FY2026 and FY2027 to match the project schedule and obligations.
							RAISE	2027	Design	\$0	\$402,000	
25126	BUILD, Boise Bench, ACHD	ACHD	\$23,045,000	\$23,045,000	\$0	0.00%	BUILD	2027	Design	\$0	\$355,000	Update the phasing for this project based on final agreements. No change to totals.
							BUILD	2027	Right-of-Way	\$1,029,000	\$1,703,000	
							BUILD	2029	Construction	\$22,016,000	\$20,987,000	
NEW03 26585	Swan Falls Road Rail Crossing Elimination, Design Only, Kuna	ACHD	\$2,505,000	\$2,505,000	\$0	0.00%	N/A	N/A	N/A	N/A	N/A	Change temporary key number to a permanent key number.

* Current Total is the total amount previously and currently programmed in the TIP, prior to this action.
 COMPASS TIP Amendment Policy: <https://compassidaho.org/resourcedevelopment/#Fed>
 Only information proposed to change is included in this amendment detail.

Acronyms:

ACHD = Ada County Highway District

BUILD = Better Utilizing Investments to Leverage Development

FY = Fiscal Year

RAISE = Rebuilding American Infrastructure with Sustainability and Equity grant

Staff Recommendation:



Toni Tisdale, Principal Planner, Transportation
 COMPASS

Approval:



Craig Raborn, AICP, Executive Director
 COMPASS

Date:

9/4/26

Administrative Modification #1 for FY2027-2033 Transportation Improvement Program (TIP)												
			Scheduled Funding for Project Lifetime									
Key Number	Project	Sponsor	*Current Total	Revised Total	Amount Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
24762	Notus Collector Street Rebuild, Design Only, Notus	City of Notus	\$1,402,000	\$1,402,000	\$0	0.00%	RAISE	2027	Design	\$0	\$402,000	Delay funds from FY2025 to FY2026 and FY2027 to match the project schedule and obligations.
							Previous Obligations	N/A	N/A	\$0	\$1,000,000	
25126	BUILD, Boise Bench, ACHD	ACHD	\$23,045,000	\$23,045,000	\$0	0.00%	BUILD	2027	Design	\$0	\$355,000	Update the phasing for this project based on final agreements. No change to totals.
							BUILD	2027	Right-of-Way	\$1,029,000	\$1,703,000	
							BUILD	2029	Construction	\$22,016,000	\$20,987,000	

* Current Total is the total amount previously and currently programmed in the TIP, prior to this action.
 COMPASS TIP Amendment Policy: <https://compassidaho.org/resourcedevelopment/#Fed>
 Only information proposed to change is included in this amendment detail.

Acronyms:

ACHD = Ada County Highway District

BUILD = Better Utilizing Investments to Leverage Development

FY = Fiscal Year

RAISE = Rebuilding American Infrastructure with Sustainability and Equity grant

Staff Recommendation:



Toni Tisdale, Principal Planner, Transportation
 COMPASS

Approval:

Date:



Craig K. Horn, AICP, Executive Director
 COMPASS

9/4/26



Community Planning Association of Southwest Idaho (COMPASS)

Administrative Modification #19 for FY2026-2032 Transportation Improvement Program (TIP)												
			Scheduled Funding for Project Lifetime									
Key Number	Project	Sponsor	*Current Total	Revised Total	Amount Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
20212	I-84, Garrity Interchange to Ten Mile Interchange, Ada and Canyon Counties	ITD	\$5,490,000	\$5,490,350	\$350	0.01%	IM	2026	Construction	\$2,340,000	\$5,400,425	Advance FY2027 funds to FY2026 to convert advanced construction costs. Funds from Redistribution. Difference in totals due to rounding.
							IM	2027	Construction	\$3,060,000	\$0	
							Advanced Construction (State)	2026	Construction	(\$2,340,000)	(\$5,400,000)	
							Advanced Construction (State)	2027	Construction	(\$3,060,000)	\$0	

* Current Total is the total amount previously and currently programmed in the TIP, prior to this action.

COMPASS TIP Amendment Policy: <https://compassidaho.org/resourcedevelopment/#Fed>
Only information proposed to change is included in this amendment detail.

Acronyms:

FY = Fiscal Year
I = Interstate
IM = Interstate Maintenance
ITD = Idaho Transportation Department

Staff Recommendation:

/s/ Toni G. Tisdale

Toni Tisdale, Principal Planner, Transportation
COMPASS

Approval:

Craig Raborn, AICP, Executive Director
COMPASS

9/16/2026



Community Planning Association of Southwest Idaho (COMPASS)

Administrative Modification #2 for FY2027-2033 Transportation Improvement Program (TIP)												
			Scheduled Funding for Project Lifetime									
Key Number	Project	Sponsor	*Current Total	Revised Total	Amount Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
20212	I-84, Garrity Interchange to Ten Mile Interchange, Ada and Canyon Counties	ITD	\$5,551,000	\$5,490,350	-\$60,650	-1.09%	IM	2027	Construction	\$3,121,000		\$0 Advance FY2027 funds to FY2026 to convert advanced construction costs. Funds from Redistribution. Difference in totals due to correction to match final obligations.
							Advanced Construction (State)	2027	Construction	(\$3,060,000)		

* Current Total is the total amount previously and currently programmed in the TIP, prior to this action.

COMPASS TIP Amendment Policy: <https://compassidaho.org/resourcedevelopment/#Fed>
Only information proposed to change is included in this amendment detail.

Acronyms:

FY = Fiscal Year
I = Interstate
IM = Interstate Maintenance
ITD = Idaho Transportation Department

Staff Recommendation:

/s/ Toni G. Tisdale

Toni Tisdale, Principal Planner, Transportation
COMPASS

Approval:

Craig Raborn, AICP, Executive Director
COMPASS

9/16/2026