



# Working together to plan for the future

## REGIONAL TRANSPORTATION ADVISORY COMMITTEE

NOVEMBER 19, 2025 - 8:30 a.m.

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

### ZOOM CONFERENCE CALL

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

(Subject to availability and functionality of connection.)

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

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

### **\*\*AGENDA\*\***

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

#### **II. OPEN DISCUSSION/ANNOUNCEMENTS**

#### **III. CONSENT AGENDA**

Page 3 **A.\* Approve September 24, 2025, RTAC Meeting Minutes**

Page 6 **B.\* Approve 2026 RTAC Meeting Dates**

#### **IV. SPECIAL ITEM**

8:35 **A. ACHD Commuteride**

**Nicole Stern,  
Commuteride**

*Nicole Stern will provide information about how federal funds are used at ACHD Commuteride.*

#### **V. ACTION ITEMS**

8:50 **A.\* Recommend Balancing in the Transportation  
Page 7 Management Area (TMA)**

**Toni Tisdale**

*Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area).*

9:00  
Page 13

- B.\* Recommend Amendments to *Communities in Motion 2050* and the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)**  
*Gus Loeffelholz and Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of resolutions amending Communities in Motion 2050 and the FY2025-2031 and FY2026-2032 TIPs, at the request of the ACHD, ITD, and VRT.*

**Gus Loeffelholz  
and Toni Tisdale**

9:25  
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- C.\* Recommend Approval of the COMPASS Carbon Reduction Strategy**  
*Hunter Mulhall, COMPASS, and Aaron Berger, DKS, will seek RTAC recommendation of COMPASS Board of Directors' approval of the Carbon Reduction Strategy.*

**Hunter Mulhall/  
Aaron Berger, DKS**

## **VI. INFORMATION/DISCUSSION ITEMS**

9:25  
Page 30

- A.\* Status Report - Coordinated Regional Waterway-Pathway Plan**  
*Alexa Roitman will provide a status report on the Coordinated Regional Waterway-Pathway Plan for information and discussion.*

**Alexa Roitman**

9:40  
Page 31

- B.\* Share Findings of the 2024 Congestion Management Annual Report**  
*Hunter Mulhall will share findings from the 2024 Congestion Management Annual Report.*

**Hunter Mulhall**

9:55

- C. Status Report - *Communities in Motion 2055***  
*Austin Miller will provide a status report on the progress and future work tasks of Communities in Motion 2055.*

**Austin Miller**

## **VII. STATUS REPORTS (INFORMATION ONLY)**

Page 32

- A.\* RTAC Agenda Worksheet**

Page 39

- B.\* Obligation Report**

## **VIII. OTHER**

**Next Meeting: December 17, 2025**

## **IX. ADJOURNMENT (10:10)**

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

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

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## **REGIONAL TRANSPORTATION ADVISORY COMMITTEE**

**September 24, 2025**

**COMPASS, First Floor Board Room**

**ZOOM CONFERENCE CALL**

**700 NE 2<sup>ND</sup> STREET**

**MERIDIAN, IDAHO**

**\*\*DRAFT MINUTES\*\***

### **ATTENDEES:**

Darrell Romine for Brent Arte, City of Melba, via ZOOM  
Nichoel Baird Spencer, City of Eagle, **Vice Chair**, in person  
Michelle Barron, Canyon County Development Services, via ZOOM  
Vince Trimboli for Aaron Bauges, Idaho Transportation Department, in person  
Joe Dodson for Morgan Beesaw, City of Caldwell, via ZOOM  
Troy Behunin, City of Kuna, via ZOOM  
Miranda Carson, West Ada School District, via ZOOM  
Crystal Craig, **Chair**, City of Nampa, via ZOOM  
Deanna Dupuy, City of Boise, via ZOOM  
Stacey DuPuis, Ada County Development Services, in person  
Gabe Finkelstein, Boise State University, via ZOOM  
Andrew Glaspell, City of Eagle, in person  
Marina Lundy for Doug Hanson, City of Kuna, via ZOOM  
Rob Hartsock, City of Notus, via ZOOM  
Cody Homan, Ada County Highway District, in person  
Caleb Hood, City of Meridian, via ZOOM  
Stephen Hunt, Valley Regional Transit, in person  
Tom Laws, Ada County Highway District, in person  
Amy Luft, ex officio, COMPASS, in person  
Brian McClure, City of Meridian, in person  
Joe McMullin, Highway District No. 4, via ZOOM  
Shawn Nickel, City of Star, via ZOOM  
Michaela Owens, Ada County Development Services, via ZOOM  
Clemente Salinas, City of Nampa, via ZOOM  
Mark Steuer, City of Nampa, via ZOOM  
Michael Toole, Department of Environmental Quality, via ZOOM  
Jason VanGilder, City of Middleton, via ZOOM  
Hanna Veal, City of Garden City, via ZOOM  
Jason Wilde, Public Participation Workgroup, in person  
Alex Yann, Ada County Highway District, in person

**MEMBERS ABSENT:**

Lee Belt, City of Greenleaf  
Bre Brush, City of Boise  
Bob Callahan, Boise County  
Hallie Hart, City of Caldwell  
Chelsie Johnson, City of Wilder  
Brett Laird, City of Parma  
Lindy Lindstrom, Boise County  
Dan Lister, Canyon County Development Services  
Curtis Loveless, ex officio, Central District Health  
Cody Lund, ex officio, Greater Boise Auditorium District  
Jamie Neill, ex officio, Governor's Office  
Zach Piepmeyer, Capital City Development Corporation  
Deb Root, Canyon County Development Services  
Clay Tucker, Boise County

**OTHERS PRESENT:**

Craige Bergman, City of Meridian, in person  
Ashley Cannon, COMPASS, via ZOOM  
Matt Carlson, COMPASS, in person  
Mark Christianson, City of Middleton, in person  
Teri Gregory, COMPASS, in person  
Austin Miller, COMPASS, in person  
Craig Raborn, Executive Director, COMPASS, via ZOOM  
Megan Sonnen, COMPASS, via ZOOM  
Nichole Stern, Ada County Highway District Commuteride, via ZOOM  
Toni Tisdale, COMPASS, in person  
Shirley Wentland, Idaho Transportation Department, via ZOOM

**CALL TO ORDER**

Chair Crystal Craig called the meeting to order at 8:32 am.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Amy Luft reminded RTAC of the COMPASS 2025 Education Series on housing and transportation being held on September 23-24, 2025, and the COMPASS Leadership in Motion nominations which will be closing at noon on September 26, 2025.

Caleb Hood announced the City of Meridian has a Coordination Planner position open.

**CONSENT AGENDA****A. Approve August 6, 2025, RTAC Meeting Minutes**

**Nichole Baird Spencer moved and Stephen Hunt seconded approval of the Consent Agenda as presented.** Motion passed unanimously.

## **ACTION ITEMS**

### **A. Recommend the FY2026 COMPASS Resource Development Plan**

Matt Carlson presented the FY2026 COMPASS Resource Development Plan.

**Tom Laws moved and Mark Steuer seconded to recommend COMPASS Board of Directors' approval of the FY2026 COMPASS Resource Development Plan.** Motion passed unanimously.

### **B. Recommend an Amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)**

Toni Tisdale presented an amendment to the TIPs at the request of the City of Nampa.

After discussion, **Nichole Baird Spencer moved and Stacy DuPuis seconded to recommend COMPASS Board of Directors' approval of an amendment to the FY2025-2031 and FY2026-2032 TIPs.** Motion passed unanimously.

## **INFORMATION/DISCUSSION ITEMS**

### **A. Status Report - Resilience Improvement Plan**

Austin Miller provided a status report on the Resilience Improvement Plan.

### **B. Mini Workshop Announcing the COMPASS Applications Cycle**

Matt Carlson hosted a mini workshop announcing the opening of the FY2026 COMPASS application cycle.

## **OTHER**

**Next Meeting:     October 22, 2025**

## **ADJOURNMENT**

**Stephen Hunt moved and Troy Behunin seconded adjournment of the meeting.** Motion passed unanimously.

**Chair Crystal Craig adjourned the meeting at 9:20 am.**

## RTAC Agenda Item III-B

Date: November 19, 2025

### **2026 Regional Transportation Advisory Committee Meeting Dates COMPASS, 1<sup>st</sup> Floor Board Room 8:30-10:30 a.m.**

<b>January 28, 2026</b>
<b>Optional Workshop February 4, 2026</b>
<b>February 25, 2026</b>
<b>Optional Workshop March 4, 2026</b>
<b>March 25, 2026</b>
<b>April 22, 2026</b>
<b>May 27, 2026</b>
<b>June 24, 2026</b>
<b>July 22, 2026</b>
<b>August 5, 2026</b>
<b>September 23, 2026</b>
<b>October 28, 2026</b>
<b>November 18, 2026</b>
<b>December 16, 2026</b>

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## RTAC AGENDA ITEM V-A

November 19, 2025

### **Topic: Balancing in the Transportation Management Area (TMA)**

#### **Request/Recommendation:**

COMPASS staff requests RTAC recommendation to balance the Transportation Alternatives Program (TAP)-TMA program to budget unprogrammed funding. No funds are currently available for balancing in the Surface Transportation Block Grant (STBG)-TMA or Carbon Reduction Program (CRP)-TMA programs.

#### **Background/Summary**

In June 2025, the City of Meridian requested to withdraw a project from federal funding, which had \$92,000 programmed in FY2026 for the TAP-TMA program. With the City of Meridian's withdrawal of the project, those funds may now be programmed to another project.

Current needs in the TMA programs are summarized below and provided in more detail on the needs list in Attachment 1; the TMA Balancing Worksheet is provided in the RTAC supplemental (see link below).

- The Ada County Highway District's (ACHD's) **Vista Avenue** project (Key Number 22390) includes advanced construction funding. ACHD requests to convert \$1,727,000 in local funds to federal-aid funds.
- ACHD's **Five Mile Road Overpass and Widening** project (Key Number 23095) includes advanced construction funding. ACHD requests to advance the STBG funds from \$385,000 to FY2026 and convert \$100,000 in local funds to federal-aid funds for a total of \$485,000.
- ACHD's **Pedestrian Crossing Safety Access** project (Key Number 24228) includes advanced construction funding. ACHD requests to advance \$928,000 in CRP funds from FY2027 to FY2026.
- Valley Regional Transit (VRT) requests an additional \$80,000 to fully fund staff time for the **Safe Routes to School** project in Ada County (Key Number 23943).
- VRT requested an additional \$1,264,420 in FY2024 to cover a shortfall for construction funds in the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for its **State Street Premium Corridor, Part 2** project (Key Number 23179). VRT's request was partially funded in FY2024 and FY2025, with \$193,681 remaining as a funding need.

The official request letters, as needed, are provided in Attachment 2.

Based on the COMPASS policy for balancing TMA programs, COMPASS staff are unable to provide a recommendation, as there is a three-way tie for the top priority for the available funding (Attachment 1). RTAC will be requested to prioritize this tie to program the available funding.

**Implication (policy and/or financial):**

The action will allow the obligation of available TAP-TMA program funds in FY2026 to occur.

**More Information:**

- 1) Attachment 1: Funding Needs and Recommendations in the Transportation Management Area
- 2) Attachment 2: Official Request Letters
- 3) TMA Balancing Worksheet: [https://compassidaho.org/wp-content/uploads/11192025RTAC\\_Supp\\_TMABalancingWorksheet.pdf](https://compassidaho.org/wp-content/uploads/11192025RTAC_Supp_TMABalancingWorksheet.pdf)
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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## Funding Needs and Recommendations in the Transportation Management Area

November 2025

Attachment 1

Key Number	Policy Priority*	Project	Eligible funds	FY2026 Request	Recommend Nov 2025 STBG-TMA	Recommend Nov 2025 TAP-TMA	Recommend Nov 2025 CRP-TMA	
<b>Available (Unprogrammed or Over Programmed)</b>					<b>\$0</b>	<b>(\$92,000)</b>	<b>\$0</b>	
<u>22390</u>	2A	Vista Avenue, Overland Road to Rose Hill Street, Boise	STBG-TMA, TAP-TMA, CRP-TMA	\$1,727,000				<b>No request needed.</b> Convert "advanced construction" funds to federal funds in FY2026.
<u>23095</u>	2A	Five Mile Road Overpass and Widening, Boise	STBG-TMA, TAP-TMA, CRP-TMA	\$485,000				<b>No request needed.</b> Advance "advanced construction" funds to FY2026 and convert local funds to federal-aid funds.
<u>24228</u>	2A	Pedestrian Crossing Safety Access, ACHD	STBG-TMA, TAP-TMA, CRP-TMA	\$928,000				<b>No request needed.</b> Advance "advanced construction" funds to FY2026.
23943	3B	SR2S, VRT, Ada County – FY2026-2032	STBG-TMA, TAP-TMA	\$80,000				<b>Official request received.</b> Cover shortfall for Safe Routes to School program in Ada County. This request will be used for staff time for the work plan.
23179	4A	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT	STBG-TMA	\$193,681				<b>Official request received.</b> Cover shortfall for construction funds in the RAISE grant. Original request of \$1,264,420 was mostly funded in FY2024 and FY2025.
Balance				<b>\$3,413,681</b>	<b>\$0</b>	<b>(\$92,000)</b>	<b>\$0</b>	

A negative amount means that funds are available or being released

\*Priorities based on balancing policy: [https://compassidaho.org/wp-content/uploads/2024\\_STBG-TAP-CRP\\_2024-03.pdf](https://compassidaho.org/wp-content/uploads/2024_STBG-TAP-CRP_2024-03.pdf)

Gray highlight = requests

Blue highlight = recommended action based on available funds

Underline = tied (RTAC needs to break tie)

Funding Acronyms:

CRP - Carbon Reduction Program

STBG - Surface Transportation Block Grant

TAP - Transportation Alternatives Program

TMA - Transportation Management Area (Boise Urban Area)



October 31, 2025

COMPASS

700 NE 2nd Street, Suite 200  
Meridian, ID 83642

RE: STBG LU Supplemental Funding Request – Safe Routes to School (Ada County)

Dear COMPASS Board and Staff,

The Treasure Valley Safe Routes to School Program in Ada County respectfully requests supplemental funding from the Surface Transportation Block Grant Local (STBG LU) program to ensure the program is adequately funded for FY26. We are requesting up to \$80,000 to help cover program costs for FY26.

Over the past three years, Transportation Alternatives Program (TAP) funding for the Ada County Safe Routes to School program has fluctuated significantly—from \$171,000 to \$286,000 to \$206,000, and now \$218,000 for FY26. The minimum amount necessary to maintain operations for the Safe Routes to School Ada County program at Valley Regional Transit is \$298,000. In FY27, funding levels will increase to allow the program to remain fully staffed and continue serving more than 100 schools within the Boise and West Ada School Districts.

This year, we have also expanded our service area to include the Kuna School District. This expansion significantly increases the number of children reached and addresses critical youth transportation safety needs in one of the fastest-growing communities in Idaho. In prior years, we had to decline service to Kuna due to limited capacity, but given the city's rapid growth, it is now essential to begin youth transportation safety education there.

The overall growth of the Treasure Valley has also increased demand for Safe Routes to School programming. Since the program's inception in 2007, participation has grown from approximately 1,000 students annually to more than 14,000 students served. In FY24, we added one full-time equivalent position, expanding our capacity to deliver on-bike training, community education, and public events.

Despite this growth, stable funding is needed to maintain these service levels and fulfill commitments already planned for the coming year.

Without the requested supplemental funding, our current FY26 budget will allow the program to operate for only about nine months, covering staff salaries alone. The shortfall would have several negative impacts, including:

- Discontinuing the free helmet program at all bike rodeo events
- Ending bike light giveaways at middle schools and Bike/Walk to School Day events
- Reducing staffing capacity, limiting our ability to serve the community
- Declining service to the Kuna School District and summer programs with Kuna Parks and Recreation



- Suspending continuing education for staff, including First Aid/CPR and Child Abuse Prevention training

The \$80,000 requested in STBG LU funds, matched at the approved 92.66% federal / 7.34% local rate, will ensure program continuity through FY26 and sustain critical youth transportation safety education across the Treasure Valley.

We deeply appreciate COMPASS's continued support of the Safe Routes to School program and your commitment to regional safety and mobility. Please let us know if additional documentation or program data is needed to support this request.

Thank you for your ongoing partnership and support of the Safe Routes to School Program in the Treasure Valley.

Respectfully,

*Elaine Clegg*

Elaine Clegg  
Chief Executive Officer  
Valley Regional Transit



**TO:** Matt Stoll, Executive Director, COMPASS

**FROM:** Elaine Clegg, Chief Executive Officer, VRT

**SUBJECT:** Request for Surface Transportation Funding

**DATE:** 01/12/2024

**SUMMARY:**

VRT included improved pedestrian facilities and bus stop infrastructure at State and 23<sup>rd</sup> and State Street and 27<sup>th</sup> in its FY2022 RAISE grant application (Key number 23179). The cost estimates in the RAISE grant were based on high level concepts and focused on the transit amenities. As VRT worked with the City of Boise and ACHD to complete preliminary engineering it has become clear that there would be additional costs not anticipated in the original RAISE grant. These additional scope items include a complete signal replacement, which will result in upgraded signal equipment to meet current standards and upgrading pedestrian ramps and ADA facilities on all corners. These changes also resulted in additional right of way impacts and stormwater facility impacts.

VRT anticipates being able to cover some of these additional costs by rebalancing the RAISE funds however, the current cost estimate will exceed RAISE funding for these two projects by an estimated \$1,264,420 and is requesting STBG funds to cover this short fall. Any amount towards this shortfall will be useful to advance the project.

**State and 23<sup>rd</sup> Street**

There are sufficient RAISE funds for \$1,370,650 to go to State and 23<sup>rd</sup>. The current cost estimate is \$1,889,580 leaving a \$518,930 shortfall.

**State and 27<sup>th</sup> Street**

There are sufficient RAISE funds for \$903,000 to go to State and 27<sup>th</sup>. The current cost estimate for State and 23<sup>rd</sup> is \$1,648,490 leaving a \$745,490 shortfall.

**Total Request**

	Project Total	Shortfall
State and 23 <sup>rd</sup>	\$1,370,650	\$518,930
State and 27 <sup>th</sup>	\$1,648,490	\$745,490
Total	\$2,019,140	\$1,264,420

Sincerely,

Elaine Clegg  
Chief Executive Officer

## RTAC AGENDA ITEM V-B

Date: November 19, 2025

### **Topic: Amendments to *Communities in Motion 2050* (CIM 2050) and to the Regional Transportation Improvement Programs (TIPs)**

#### **Request/Recommendation:**

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' adoption of Resolution Xa-2026 (Attachment 1) amending CIM 2050 and Resolution Xb-2026 (Attachment 2) amending the FY2025-2031 and FY2026-2032 TIPs at the request of the Ada County Highway District (ACHD), Valley Regional Transit (VRT), and the Idaho Transportation Department (ITD).

#### **Background/Summary:**

CIM 2050 – 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. To that end, COMPASS is proposing to amend CIM 2050 to add one new funded project and update the scope and budget of a second funded project. The full details of the proposed changes are attached to Resolution Xa-2026.

- ACHD requests to amend the **Access to Opportunity (BUILD Boise Bench)** in the City of Boise. This project would add the construction phase and funding for the following segments:

- Allumbaugh Street – Fairview Avenue to Northview Street
- Franklin Road – Milwaukee Street to Liberty Street
- Irving Street – Curtis Road to Roosevelt Street
- Phillippi Street and Malad Street – Orchard Street to Irving Street

This project was awarded a \$23 million federal competitive grant through the Better Utilizing Investments to Leverage Development (BUILD) grant through the U.S. Department of Transportation.

- ITD requests to change the scope of the **State Highway 69, Columbia Road to Lake Hazel Road** widening project based on negotiations with the developer who proposes to build the project. The amendment would move the northern termini of this widening project from Victory Road to Lake Hazel Road in the City of Meridian. The change also reduces the total cost from \$35 million to \$24.5 million.

TIP – Action is needed from the COMPASS Board of Directors when a project is added or when there is a significant change in the scope of work. To that end, COMPASS is proposing to amend the FY2025-2031 and FY2026-2032 TIPs to add two projects and change the scope of one project. The full details of the proposed changes are attached to Resolution Xb-2026.

- ACHD requests to add the **BUILD Boise Bench** project, as described above.
- VRT requests to add **Replacement Vehicles for Boise State University**. This project would add three replacement vehicles to the program for a total cost of \$595,937.

- ITD requests to change the scope of the **State Highway 69** widening project, as described above.

Public Comment – A public comment period was held October 27 through November 10, 2025, to address the proposed amendments. Nine comments were received; verbatim comments are provided in Attachment 3. Staff do not recommend changes based on public comments received.

**Implication (policy and/or financial):**

The amendments to CIM 2050 and the TIP ensure the documents continue to meet federal fiscal constraint requirements and enable work on the projects to begin immediately.

**More Information:**

- 1) Attachment 1- Resolution Xa-2026
- 2) Attachment 2 – Resolution Xb-2026
- 3) Attachment 3 – Public Comments Received (Verbatim)
- 4) For detailed information contact: Gus Loeffelholz, Senior Planner, at 208/475-2230 or [gloeffelholz@compassidaho.org](mailto:gloeffelholz@compassidaho.org) or Toni Tisdale, Resource Development Team Lead, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org)

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## **RESOLUTION NO. Xa-2026**

### **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 one new short-term funded project to the plan and updates the scope and budget of a second funded project. 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 October 27 through November 10, 2025. 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 15<sup>th</sup> day of December 2025.

**By:** \_\_\_\_\_  
**Debbie Kling, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

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

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## ***Communities in Motion 2050***

### **Proposed Amendment #8**

***The proposed amendment would add one new short-term funded project and update the scope of one existing short-term funded project.***

#### **New: Access to Opportunity, Boise and Garden City (BUILD Boise Bench, ACHD)**

Construct multimodal transportation facilities in the City of Boise:

- Allumbaugh Street – Fairview Avenue to Northview Street
- Franklin Road – Milwaukee Street to Liberty Street
- Irving Street – Curtis Road to Roosevelt Street
- Phillippi Street and Malad Street – Orchard Street to Irving Street

These four facilities, a subset of twelve that were part of a previously awarded planning grant in 2023, are currently funded through the design stage.

This amendment would fund the construction through a US Department of Transportation BUILD grant. The Ada County Highway District was awarded \$18.4 million for this construction project through this competitive grant program earlier in 2025.

Project components would include:

- Road maintenance
- Sidewalk and curb ramp upgrades for accessibility
- Safer pedestrian crossings and bike facilities
- Green stormwater improvements
- Enhanced transit stops

Sponsoring Agency: Ada County Highway District

Years: 2027-2029

Cost: \$23,045,000

#### **Update: State Highway 69 – Columbia Road to ~~Victory~~ Lake Hazel Road, Idaho Transportation Department**

Widen State Highway 69 (Meridian Road) from Columbia Road in the City of Kuna to ~~Victory~~ Lake Hazel Road in the City of Meridian. The project includes three travel lanes in each direction, a center median barrier, and detached pedestrian facilities.

This amendment would move the northern end of this widening project from Victory Road to Lake Hazel Road, as shown above. The project cost would also decrease accordingly.

Sponsoring Agency: Idaho Transportation Department

Year: 2025

Cost: ~~\$35,010,000~~\$24,500,000

**RESOLUTION NO. Xb-2026**

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

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

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

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

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

**WHEREAS**, a public comment period was held from October 27, 2025, through November 10, 2025, and comments were shared with the COMPASS Board of Directors for consideration;

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

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

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

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

**ADOPTED** this 15<sup>th</sup> day of December 2025.

**By:** \_\_\_\_\_  
**Debbie Kling, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

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

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## Community Planning Association of Southwest Idaho (COMPASS)

### Amendment #7 for the FY2025-2031 Regional Transportation Improvement Program (TIP) and Amendment #2 for the FY2026-2032 TIP

	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								
NEW8	BUILD the Boise Bench, ACHD	ACHD	\$0	\$23,045,000	\$23,045,000	100.00%	BUILD	2027	Right-of-Way	\$0	\$1,029,000	Add project. Description: Provide connectivity and safety improvements in the "Boise Bench" area of the City of Boise. This project is funded by the federal competitive grant Better Utilizing Investments to Leverage Development (BUILD). Franklin Road, Milwaukee Street to Liberty Street includes curb, gutter and sidewalk on the north side, including improving facilities to Americans with Disability Act (ADA) standards, upgrading signals, adding street lights, and signalized intersection improvements at Interstate 84, Cole Road, Allumbaugh Street, and Curtis Road. Irving Street, Curtis Road to Roosevelt Street includes pedestrian facilities on both sides of the roadway. Irving Street, Curtis Road to Roosevelt Street includes pedestrian facilities on both sides of the roadway and upgrades to ADA facilities. Phillippi Street, Overland Road to Irving Street includes pedestrian and bicycle facilities on both sides of the roadway, upgraded ADA ramps, street and pathway lighting, rebuilding sections of the roadway due to slope issues, adding pedestrian crossings at Orchard Street and Emerald Street, upgrading the signal at Franklin Road, and replacing a bridge over the Farmers Lateral (Bridge #1366). Allumbaugh Street, Fairview Avenue to Northview Street includes filling sidewalk gaps and replacing non-ADA-compliant curb, gutter, and sidewalk on the west side of the roadway, pavement rehabilitation and reconstruction, stormwater improvements, bulb-outs, and traffic calming and a pedestrian crossing at Northview Street. (This project was designed under key number 23833.)
							BUILD	2029	Construction	\$0	\$22,016,000	
NEW9	Transit, Replacement Vehicles, Boise State University	VRT	\$0	\$595,937	\$595,937	100.00%	FTA 5307 LU	2026	Construction	\$0	\$595,937	Add project. Description: Replace three vehicles in the Boise State University transit fleet, in the Boise Urban Area.

			Scheduled Funding for Project Lifetime									
	Project	Sponsor	*Current Total	Revised Total	Total Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
24818	SH-69 (Meridian Road), Columbia Road to <del>Victory-Lake</del> Hazel Road, Ada County	ITD, ACHD	\$35,010,000	\$24,510,000	(\$10,500,000)	-29.99%	State	2025	Design	\$10,000	\$0	Delay funds from FY2025 to FY2026, adjust the dollar amount, scope, and title based on negotiations for the scope of work. Adjust the description: Widen State Highway 69 (Meridian Road) from just north of Columbia Road in the City of Kuna to <del>Victory-Road</del> Rawson Canal, just north of Lake Hazel Road in the City of Meridian. Work includes widening <del>the road</del> State Highway 69 to three through lanes in each direction; <del>installing</del> a raised median, full-width shoulders, drainage and utility adjustments, <del>buffers for curb, gutter, and drainage;</del> upgraded and traffic signals at State Highway 69 and Aristocrat Drive, Lake Hazel Road, and Prevail Avenue; <del>modifying</del> intersections <del>improvement</del> ; and <del>adding</del> detached pedestrian facilities. <del>Work will be completed in two phases.</del> Project will use a Sales Tax Anticipated Revenue (STAR) financing agreement <del>with</del> through a private developer.
							State	2026	Design	\$0	\$10,000	
							Private Developer	2025	Construction	\$35,000,000	\$0	
							Private Developer	2026	Construction	\$0	\$24,500,000	

\* Current Total is the total amount previously and currently programmed in the TIP, prior to this action.  
COMPASS TIP Amendment Policy: <https://www.compassidaho.org/documents/people/policies/TIPAmendPolicy081522.pdf>  
Only information proposed to change is included in this amendment detail.

**Acronyms:**

ACHD = Ada County Highway District  
ADA = Americans with Disabilities Act  
BUILD = Better Utilizing Investments to Leverage Development  
FTA = Federal Transit Administration

FY = Fiscal Year  
ITD = Idaho Transportation Department  
LU = Large Urban  
SH = State Highway

STAR = Sales Tax Anticipated Revenue  
VRT = Valley Regional Transit

## **Public Comments Received (Verbatim)**

Attachment 3

### **Amendment #8 to the regional long-range transportation plan, *Communities in Motion 2050*, amendment #7 to the FY2025-2031 Regional Transportation Improvement Program (TIP) and amendment #2 to the FY2026-2032 Transportation Improvement Program, the budget(s) of transportation projects.**

Public Comment Period: October 27, 2025 – November 10, 2025

Total number of comments received by COMPASS: **9**

#### **Topic:**

This amendment would add two new projects: one short-term funded project for the Ada County Highway District to construct four multimodal transportation facilities in the City of Boise, and one Valley Regional Transit project to purchase three replacement vehicles for Boise State University. The amendment would also change an Idaho Transportation Department project to widen State Highway 69 (Meridian Road), including updates to the project's budget and location.

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
I am in favor of the following projects in the subject Amendment. Given the growth in Treasure Valley and BSU's importance to the Treasure Valley's future growth, delaying projects like these are a detriment to Boise and the surrounding communities in Treasure Valley NEW8, BUILD the Boise Bench, IP NEW9, Transit, Replacement Vehicles, Boise State University 24818, SH-69 (Meridian Road), Columbia Road to Victory Lake Hazel Road, Ada County	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.	Pike Teinert

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
<p>When looking at the costs of these two projects, I doubt whether they justify the cost vs positive revenue for taxpayers. These two programs will be another burden to taxpayers that will never be recovered. These projects remind me of a certain segment of our government that has "Pipe Dreams" thinking it will be great for all, but they turn out to be great for the few and the "all" are saddled with high taxes to continue to pay for it. The 5C committee out of Canyon County has produced a cost comparison of public transportation considering 3-4 Pacific Northwest heavily populated areas and none of the comparisons justify the costs vs revenues received. The closest area was Salt Lake City because it has a high population of college students. The only other location this type of transportation was revenue positive is Japan; it stands by itself needless to say.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.</p>	<p>Chuck Stadick</p>
<p>Good Morning, Thank you for sharing the proposed amendments to CIM 2050 TIP. I am in full support of the amendment as proposed. The BUILD project for the Boise Bench is especially important for the safety and active mobility for residents of this section of Boise. There are missing sidewalks and drainage issues all around the area and it's great to see investment in this zone. There are many young people living and working in this area and it will truly improve livability. I will not comment on the bus as I am employed by Valley Regional Transit. I can say I support transit and riding in safe vehicles matters. Regarding the amendment on the widening project for SH69. I am supportive of the project, mostly from the standpoint of adding traffic signals in the three designated intersections. The safety of drivers in this corridor is important and the speeds people reach when heading south from Overland is worrisome. Additionally, the proposed ped facilities, where possible, is important as this area continues to grow. Complaints from the younger folks in Kuna include not being able to cross the streets as well as having faster moving traffic near them when biking. This project can help mitigate some of that. I am thankful that there is recognition of the importance of pedestrian facilities on state highways. The small and growing towns across Idaho need pedestrian facilities. Thank you,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit and the COMPASS Board of Directors.</p>	<p>Lisa Brady</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
<p>Hi Compass, I oppose replacing vehicles for VRT BSU. I support accelerating construction of Highway 16 by ITD. I support more lanes on the Meridian Road and I84 interchange. Why does COMPASS not work on ITD issues? Sincerely,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.</p> <p>In response to your question, while COMPASS doesn't directly manage or construct ITD projects, we work closely with ITD to plan and fund their projects through our long-range transportation plan, <i>Communities in Motion 2050</i>, and our Transportation Improvement Program.</p>	<p>Tom LeClaire</p>
<p>Hello, Glad to see that you are planning ahead on much needed changes! I approve!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.</p>	<p>Tammy Roby</p>
<p>I wanted to voice my opinion on the widening of Highway 69. We travel that road daily. It doesn't need to be widened. What it needs are Right Turn lanes. That is what will help make the road traffic run smoothly. I am strongly against widening the road if you plan to just widen it and not put in turn lanes. I'm not sure why turn lanes aren't even a consideration! Please, do not widen the highway. It's not necessary. Put in turn right hand turn lanes.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, and the COMPASS Board of Directors.</p>	<p>Elizabeth Kuntz</p>



<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
<p>Although I can't say that I am surprised at the Projects proposed, I find it incomprehensible that the #1 primary goal of transportation is NOT ROADWAYS. Just over 23 million on the four multimodal transportation facilities and not 1 foot of roadway. Bicycle lanes and sidewalks do not move automobiles of which the vast majority of people utilize. The Boise area is not and will not ever be a similar transportation mode and areas in Europe. Hundreds of people move into the area every day and roadways rarely change and if they do, they are grossly underbuilt. Case in point - SH 16 from Chinden to the Freeway should have acquired land for 8 lanes and built at least 6. Like other road projects in the past, it will not be enough from Day 1. In addition there clearly needs to be another crossing to connect State Street and Chinden Boulevard. Both Glenwood and Eagle Roads are virtually stationery during rush hour and not much better other times. It's over 5 miles between both crossings. Maybe someone should check on the transportation department in Reno, Nevada. They plan ahead! BTW the widening for Meridian Road is good! Build Roads, Build Roads, Build Road.....</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, and the COMPASS Board of Directors.</p>	<p>NA</p>

<p>I am all in favor of new sidewalks, better ADA compliance, get that lights wear out or new concepts that improve safety become available, and generally taking care of needed maintenance before more expensive failures occur, but have a few questions regarding NEW8: Franklin Rd, Milwaukee to Liberty Who do we envision utilizing these new sidewalks? Do we have a pedestrian equivalent of an Average Daily Traffic count? There are paved areas around current bus stops, and sidewalk over this distance on the south side of the roadway. In the eight years I have lived in this area, I have rarely ever seen pedestrians on the north side of the road. Aside from, "We want all our major roads to have curb, gutter and sidewalks on both sides, which would be an acceptable answer, I don't see the logic of building sidewalks adjacent to the tEracks when there are no adjacent businesses, or their customers or employees to utilize it. Do we have to apply to the railroad to do this work as crossings 906394X, 819606K, 819607S, 819608Y, 819609F appear to potentially be in the work zone, something that will add at least 24 months to the process. W Irving St, Curtis to Roosevelt Will this replace 100% of existing pedestrian facilities, or tie into existing? How will the differently positioned sidewalk north of Phillipi be addressed as there is a drainage ditch adjacent to the roadway, with the sidewalk set back. Will this entire length be standardized? Will we install drainage along the north side, the folks north of Philippi seem to think a place for rainwater is required. By the way, the Irving St statement is duplicated. Phillippi St, Overland to Irving Do we need the railroads permission to install continentals for crosswalks here given that the tracks cross diagonally, especially given that there is no sidewalk on the west side south of the tracks. Will sidewalk be added where missing through the entire length of the work zone? Allumbaugh Street, Fairview to Northview I love that we are doing bulb outs here, anything that calms traffic is a <i>big safety plus!</i> Are we also doing continentals at Poplar, it's 4-way! I have never driven Northview so don't have firsthand experience with traffic volumes so wonder if there was any consideration to adding a temporary flashing caution light at the new Allumbaugh crosswalk since drivers won't be expecting it?</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department and the COMPASS Board of Directors.</p> <p><b><u>Response from the Ada County Highway District:</u></b></p> <p><i>Thank you for taking the time to review the BUILD project's information and for sharing your thoughtful questions. Your input is appreciated and helps us ensure the project addresses both safety and community needs as we move through final design. Below is some additional context for each of the locations you mentioned.</i></p> <p><i>Franklin Road (Milwaukee to Liberty): This corridor is being improved to create a continuous, ADA-compliant pedestrian network on both sides of the roadway. While pedestrian volumes may appear low today, this section of Franklin Road is identified in both ACHD's and the City of Boise's long-range pedestrian and bicycle plans as a key corridor for future connectivity. The goal is to provide safe, accessible routes that close existing gaps and connect major destinations such as transit stops, schools, Boise Towne Square Mall, and nearby commercial areas.</i></p> <p><i>The new sidewalk on the north side will also enhance access to transit and support future development consistent with Boise's land-use plans. Coordination with Union Pacific Railroad (UPRR) is required for improvements near their right-of-way, and ACHD's design team is already working closely with UPRR on permitting and scheduling. During these discussions, UPRR mentioned the potential addition of a second track along Franklin to accommodate future passenger rail service, including a possible stop at or near this location. Anticipating future pedestrian and bicycle activity associated with that system, it's important that we provide a safe, ADA-compliant facility now to serve both current and future users.</i></p> <p><i>W. Irving Street (Curtis to Roosevelt): The project will</i></p>	<p>Shawn Jefferds</p>
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	<p><i>replace noncompliant sidewalk sections, driveway approaches, and pedestrian ramps while filling in missing sidewalk gaps.</i></p> <p><i>In the area north of Phillippi where the existing sidewalk is set back from the roadway, we do not plan to remove or relocate it closer to the street due to the presence of the existing irrigation ditch. There are several factors behind this decision, including design and construction costs, coordination with the irrigation district, environmental considerations, and the fact that shifting the sidewalk closer to the roadway would not provide a significant safety benefit for such a short segment.</i></p> <p><i>Maintaining the sidewalk in its current location and tying into existing facilities offers a safer, more cost-effective, and practical solution for this portion of the corridor.</i></p> <p><i>Phillippi Street (Overland to Irving): Yes, coordination with UPRR will be required where the tracks intersect Phillippi Street. The project will include new ADA-compliant pedestrian crossings and fill in missing sidewalk segments along the corridor to provide continuous connectivity.</i></p> <p><i>The new sidewalk and pedestrian ramps will extend beyond UPRR's right-of-way limits so that future improvements along Emerald Street can tie in without requiring additional coordination with the railroad. This approach will streamline future construction efforts and minimize delays related to railroad permitting.</i></p> <p><i>Allumbaugh Street (Fairview to Northview): Traffic calming features such as bulb-outs are being added to improve pedestrian safety and reduce vehicle speeds. However, we also need to accommodate larger vehicles that regularly use these roadways, including trash trucks and school buses, particularly at the Poplar intersection. The design team has coordinated with multiple agencies and reviewed traffic data to determine the most effective layout for this corridor. Our goal is to create a safe and comfortable environment for all users without restricting necessary access. As part of the improvements, we will install a</i></p>	
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<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
	<p><i>Rectangular Rapid Flashing Beacon (RRFB) at the Allumbaugh and Northview enhanced crossing, along with additional bulb-outs to further enhance pedestrian visibility and safety.</i></p> <p><i>Overall, the BUILD projects are focused on creating safer, more connected, and accessible routes for people walking, biking, and using transit while supporting future growth and improved connectivity across the Boise Bench and Garden City areas.</i></p> <p><i>Please don't hesitate to reach out if you have any further questions or concerns about the project. I've included links below to the project websites where you can view detailed plans and visual renderings of key features within each corridor.</i></p> <p><i>BUILD the Boise Bench (Allumbaugh St, Irving St &amp; Franklin Rd): <a href="https://engage.achdidaho.org/phillippi-st-malad-st">https://engage.achdidaho.org/phillippi-st-malad-st</a></i></p> <p><i>BUILD the Boise Bench (Phillippi St &amp; Malad St): <a href="https://engage.achdidaho.org/phillippi-st-malad-st">https://engage.achdidaho.org/phillippi-st-malad-st</a></i></p> <p><i>Thank you again for your engagement and continued interest in this project.</i></p> <p><i>Best regards,</i></p> <p><i>Stihles Clark</i>  <i>ACHD Sr. Project Manager</i></p>	
I support the amendment to add two new projects: one short-term funded project for the Ada County Highway District to design and construct four multimodal transportation facilities in the City of Boise, and one Valley Regional Transit project to purchase three replacement vehicles for Boise State University. respectfully, gene	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.	Gene McGill

### Topic: COMPASS Carbon Reduction Strategy

#### Request/Recommendation:

Recommend the COMPASS Board of Directors approve the COMPASS Carbon Reduction Strategy (CRS), see links below.

#### Background/Summary:

The Federal Highway Administration's (FHWA's) Carbon Reduction Program (CRP) was authorized as part of the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law to "reduce on-road transportation emissions through the development of carbon reduction strategies and by funding projects designed to reduce transportation emissions."<sup>1</sup> In 2024, the Idaho Transportation Department (ITD), in line with the requirements of the CRP, completed and adopted a statewide CRS that aligns with the department's statewide priorities.

COMPASS has developed a regional CRS for Ada and Canyon Counties that reflects regional priorities. The strategy includes a framework and tool to evaluate and prioritize projects that support the goals and objectives of *Communities in Motion*, ITD's CRS, and FHWA's CRP. This framework and tool enable new methodologies for evaluating the potential impacts of bike, pedestrian, transit, and Transportation Systems Management and Operations/Intelligent Transportation System improvement projects in a quantitative and qualitative manner.

COMPASS staff and DKS, the consultant leading the strategy, will update RTAC on the following items:

- Planning process and timeline
- Contents of the CRS
- Framework for evaluating projects
- CRS dashboard
- Applications beyond CRP

#### Implication (policy and/or financial):

The CRS will be used to inform project prioritization and provide new metrics for evaluating the benefits of non-capacity type transportation projects. The framework and tools developed in the strategy may be used to support programming projects in *Communities in Motion* or the transportation improvement program.

#### More Information:

- 1) Supplemental Link: COMPASS Carbon Reduction Strategy ([https://compassidaho.org/wp-content/uploads/11102025RTAC\\_COMPASS\\_CRS\\_Report.pdf](https://compassidaho.org/wp-content/uploads/11102025RTAC_COMPASS_CRS_Report.pdf))
- 2) CRS Dashboard Tool: [https://swidrdc.org/CRS\\_Tool/Dashboard.html](https://swidrdc.org/CRS_Tool/Dashboard.html)
- 3) For detailed information contact: Hunter Mulhall, Principal Planner, at [hmulhall@compassidaho.org](mailto:hmulhall@compassidaho.org)

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<sup>1</sup> 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) (BIL § 11403).

### RTAC AGENDA ITEM VI-A

Date: November 19, 2025

#### **Topic: Coordinated Regional Waterway-Pathway Plan**

#### **Request/Recommendation:**

This is an information item only.

#### **Background/Summary:**

COMPASS and its member agencies have identified the need for a more robust regional active transportation network in Ada and Canyon Counties. To help address this need, COMPASS is working with members to develop a Coordinated Regional Waterway-Pathway Plan to explore using the valley's waterways as a spine for connected pathways.

The Coordinated Regional Waterway-Pathway Plan is guided by the long-range transportation plan, *Communities in Motion 2050* (CIM 2050). In addition to supporting CIM 2050 goals and objectives, the Waterway-Pathway Plan also supports CIM 2050 implementation policies, including:

- Consider COMPASS' Complete Network Policy in transportation planning and funding decisions to promote appropriate design of transportation facilities for the needs of all users.
- Coordinate local plans for land use and transportation investments to implement the CIM 2050 Vision and goals.
- Educate and actively engage the public and stakeholders on best practices for implementing CIM 2050.

The overall goal of the Waterway-Pathway Plan is to facilitate a connected, accessible, and resilient non-motorized transportation network along regional waterways that meet the needs of a growing population and foster a high quality of life for all.

The principles guiding this plan are:

- Expand pathways along canals, irrigation districts, and other riparian corridors.
- Make decisions based on data and collaborative efforts.
- Strengthen and build partnerships with key stakeholders.
- Create and prioritize a connected and safe pathway network.
- Protect the environment and critical water infrastructure.

COMPASS partnered with Kittelson & Associates to develop the plan, which will include reviewing existing plans, collecting data, engaging stakeholders, and developing a framework to prioritize pathway corridors that best support regional goals.

COMPASS staff will share the purpose of the Coordinated Regional Waterway-Pathway Plan, timeline, project status, and deliverables.

#### **Next Steps:**

The Coordinated Regional Waterway-Pathway Plan is scheduled to be completed in April 2026.

#### **More Information:**

- 1) For detailed information contact: Alexa Roitman, Assistant Planner, at 208/475-2241 or [aroitman@compassidaho.org](mailto:aroitman@compassidaho.org).

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## RTAC AGENDA ITEM VI-B

Date: November 19, 2025

### Topic: 2024 Congestion Management System Report

#### Request/Recommendation:

This is an information item only.

#### Background/Summary:

The Congestion Management Process (CMP) outlines a methodology for producing up-to-date and accurate data on the state of traffic congestion in the region, identifies congestion management needs and strategies, includes performance measures to track system performance, and demonstrates how congestion is factored into the agency's long-range transportation plan and transportation improvement program.

As part of the CMP, COMPASS uses probe-based travel time and traffic volume data to assess congestion on an annual basis. Hunter Mulhall will share results of the analysis from the 2024 analysis (reports linked below) with RTAC and discuss how COMPASS and its partners are supporting the implementation of the congestion management strategies outlined in the CMP.

#### More Information:

- 1) 2022 Congestion Management Systems Process: <https://compassidaho.org/wp-content/uploads/2022CongestionManagementSystemTechnicalDocument.pdf>
- 2) Treasure Valley Annual Congestion Management System Report, 2024: [https://compassidaho.org/wp-content/uploads/09-2025\\_2024TreasureValleyAnnualCongestionManagementSystemReport.pdf](https://compassidaho.org/wp-content/uploads/09-2025_2024TreasureValleyAnnualCongestionManagementSystemReport.pdf)
- 3) Congestion Management System Measures 2018-2024 (Web Map): <https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6>
- 4) For detailed information contact Hunter Mulhall at [hmulhall@compassidaho.org](mailto:hmulhall@compassidaho.org).

# RTAC AGENDA WORKSHEET

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>1.</b>	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
<b>2.</b>	Receive Obligation Report	No		Status Report	N/A	N/A	Monthly	N/A
<b>3.</b>	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
<b>UPCOMING AGENDA ITEMS</b>								
<b>4.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	December	February (if needed)
<b>5.</b>	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	December	February (if needed)

<sup>1</sup> No, Yes, N/A (Not Applicable)

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



<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>6.</b>	Receive an Introduction to COMPASS	No	COMPASS staff will provide a brief introduction to COMPASS' work products and RTAC calendar	Special Item	30	Amy Luft	January 2026	February
<b>7.</b>	Elect Chair and Vice Chair	Yes	COMPASS staff will facilitate the election of the Chair and Vice Chair.	Action	10	Austin Miller	January	N/A
<b>8.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	January	N/A
<b>9.</b>	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	January	Feb (if needed)

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>10.</b>	Recommend Approval of Let's Ride Treasure Valley	No	Austin Miller will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution accepting Let's Ride Treasure Valley, the high-capacity transit planning and environmental linkages study (PEL).	Action	15	Austin Miller	January	February
<b>11.</b>	Recommend Adoption of FY2026 Safety Performance Targets	Yes	Hunter Mulhall will seek recommendation from RTAC to the COMPASS Board of Directors to adopt FY2026 safety performance targets and give status update on performance measures from the Regional Safety Action Plan.	Action	15	Hunter Mulhall	January	February
<b>12.</b>	Review COMPASS Phase 2 Applications	No	Toni Tisdale and Sherone Sader will host an optional workshop to provide information about federal-aid-eligible applications and share initial scores.	Information/ Discussion	60	Toni Tisdale and Sherone Sader	February 4, 2026 (Optional)	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>13.</b>	Recommend Federal-Aid Rankings for COMPASS Programs	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of federal-aid rankings for all COMPASS federal-aid programs.	Action	15	Toni Tisdale	February	N/A
<b>14.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	February	N/A
<b>15.</b>	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	February	Feb (if needed)
<b>16.</b>	Review COMPASS Staff Funding Recommendations for Federal-Aid Programs	No	Toni Tisdale and Sherone Sader will host an optional workshop to discuss COMPASS staff funding recommendations based on the RTAC federal-aid ranking recommendations.	Information/ Discussion	60	Toni Tisdale and Sherone Sader	March 4, 2026 (optional)	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>17.</b>	Recommend Approval of Draft Federal-Aid Programs	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of draft federal-aid programs, based on ranking recommendations from RTAC.	Action	20	Toni Tisdale	March	N/A
<b>18.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	March	April (if needed)
<b>19.</b>	Recommend Approval to Extend Delivery Deadlines for Local Federal-Aid Projects	No	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval to extend the deadlines on local federal-aid projects, if needed.	Action	10	Toni Tisdale	March	April
<b>20.</b>	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	March	April

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>21.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	April	N/A
<b>22.</b>	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	April	June (if needed)
<b>23.</b>	Recommend Priorities for the End-of-Year and Redistribution Program	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of End-of-Year and Redistribution Program priorities.	Action	15	Toni Tisdale	May	June
<b>24.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval for balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	May	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>25.</b>	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	May	June
<b>26.</b>	Review the Draft FY2027-2033 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will present the Draft FY2027-2033 TIP for member agency review.	Information	15	Toni Tisdale	May	June

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# Scheduled vs. Obligated for the 2026 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]  
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 11/4/2025] [Fiscal Year: 2026] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2026] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Pavement Preservation</b>									
23162	3	US 95, WILDER TO PARMA NCL, CANYON CO	2026	Development	100	CE	\$37,906.97	\$0.00	\$37,906.97
						CN	\$1,826,055.00	\$0.00	\$1,826,055.00
							<b>\$1,863,961.97</b>	<b>\$0.00</b>	<b>\$1,863,961.97</b>
24524	3	SH 45, DEER FLAT RD TO I84B, CANYON CO	2030	Development	100	PE	\$46,331.00	\$0.00	\$46,331.00
							<b>\$46,331.00</b>	<b>\$0.00</b>	<b>\$46,331.00</b>
24569	3	US 20, BROADWAY AVE CHIP SEAL, BOISE	2031	Development	100	PE	\$25,000.00	\$0.00	\$25,000.00
							<b>\$25,000.00</b>	<b>\$0.00</b>	<b>\$25,000.00</b>
State Hwy - Pavement Preservation Total							<b>\$1,935,292.97</b>	<b>\$0.00</b>	<b>\$1,935,292.97</b>
<b>State Hwy - Pavement Restoration</b>									
20212	3	I 84, GARRITY IC TO TEN MILE IC, ADA/CANYON COUNTIES	2027	Awarded (or equiv.)	111	CE	\$50,000.00	\$0.00	\$50,000.00
						CC	\$150,000.00	\$0.00	\$150,000.00
						CN	\$2,140,425.00	\$0.00	\$2,140,425.00
							<b>\$2,340,425.00</b>	<b>\$0.00</b>	<b>\$2,340,425.00</b>
24575	3	US 20, N GLENWOOD ST TO I 184	2029	Development	111	PE	\$260,598.00	\$0.00	\$260,598.00
							<b>\$260,598.00</b>	<b>\$0.00</b>	<b>\$260,598.00</b>
24981	3	SH 44, LINDER TO GLENWOOD, ADA COUNTY	2032	Development	111	PE	\$488,838.00	\$0.00	\$488,838.00
							<b>\$488,838.00</b>	<b>\$0.00</b>	<b>\$488,838.00</b>
State Hwy - Pavement Restoration Total							<b>\$3,089,861.00</b>	<b>\$0.00</b>	<b>\$3,089,861.00</b>
<b>State Hwy - Bridge Restoration</b>									
23879	3	SH 21, MORES CR BRIDGE REPAIR, ADA COUNTY	2027	Development	103	PC	\$210,000.00	\$0.00	\$210,000.00
							<b>\$210,000.00</b>	<b>\$0.00</b>	<b>\$210,000.00</b>
State Hwy - Bridge Restoration Total							<b>\$210,000.00</b>	<b>\$0.00</b>	<b>\$210,000.00</b>
<b>State Hwy - Safety &amp; Capacity (Safety)</b>									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2026	Awarded (or equiv.)	106	CC	\$800,000.00	\$0.00	\$800,000.00
						CN	\$10,828,591.00	\$0.00	\$10,828,591.00
							<b>\$11,628,591.00</b>	<b>\$0.00</b>	<b>\$11,628,591.00</b>
State Hwy - Safety & Capacity (Safety) Total							<b>\$11,628,591.00</b>	<b>\$0.00</b>	<b>\$11,628,591.00</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
13484	3	SH 19, CENTENNIAL WAY INTERSECTION IMPROVEMENTS, CALDWELL	2028	Development	112	PC	\$500,000.00	\$0.00	\$500,000.00
							<b>\$500,000.00</b>	<b>\$0.00</b>	<b>\$500,000.00</b>
20574	3	SH 44, STAR RD TO SH 16, ADA CO	2027	Development	112	PE	\$139,500.00	\$0.00	\$139,500.00
						PC	\$380,000.00	\$0.00	\$380,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20574	3	SH 44, STAR RD TO SH 16, ADA CO	2027	Development	112	RW	\$91,520.00	\$0.00	\$91,520.00
						LP	\$1,200,000.00	\$0.00	\$1,200,000.00
							<b>\$1,811,020.00</b>	<b>\$0.00</b>	<b>\$1,811,020.00</b>
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, MERIDIAN	2032	Development	112	PE	\$20,000.00	\$20,000.00	\$0.00
							<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$0.00</b>
23638	3	SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	2032	Development	112	PC	\$750,000.00	\$0.00	\$750,000.00
							<b>\$750,000.00</b>	<b>\$0.00</b>	<b>\$750,000.00</b>
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC, NAMPA	2026	Awarded (or equiv.)	119	CE	\$100,000.00	\$0.00	\$100,000.00
						CN	\$10,000,000.00	\$0.00	\$10,000,000.00
							<b>\$10,100,000.00</b>	<b>\$0.00</b>	<b>\$10,100,000.00</b>
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Development	119	CE	\$200,000.00	\$0.00	\$200,000.00
						CC	\$500,000.00	\$0.00	\$500,000.00
						CN	\$14,900,000.00	\$0.00	\$14,900,000.00
							<b>\$15,600,000.00</b>	<b>\$0.00</b>	<b>\$15,600,000.00</b>
25008	3	SH 44, STAR RD TO WEST STATE ST, ADA CO	2029	Development	112	PE	\$476,000.00	\$0.00	\$476,000.00
						PC	\$250,000.00	\$0.00	\$250,000.00
							<b>\$726,000.00</b>	<b>\$0.00</b>	<b>\$726,000.00</b>
25077	3	SH 16, SH 44 TO BEACON LIGHT, ADA COUNTY	2027	Development	112	PC	\$4,800,000.00	\$0.00	\$4,800,000.00
						RW	\$20,000.00	\$0.00	\$20,000.00
						LP	\$480,000.00	\$0.00	\$480,000.00
							<b>\$5,300,000.00</b>	<b>\$0.00</b>	<b>\$5,300,000.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$34,807,020.00</b>	<b>\$20,000.00</b>	<b>\$34,787,020.00</b>
State Hwy - Supporting Infrastructure Assets									
23805	3	STATE, FY26 D3 STRIPING	2026	Development	146	PE	\$1,000.00	\$1,000.00	\$0.00
						CN	\$750,000.00	\$0.00	\$750,000.00
							<b>\$751,000.00</b>	<b>\$1,000.00</b>	<b>\$750,000.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$751,000.00</b>	<b>\$1,000.00</b>	<b>\$750,000.00</b>
State Hwy - Planning Scoping & Studies									
23630	3	SH 44, I 84 TO STAR RD CORRIDOR STDY, ADA/CANYON COUNTIES	2026	Development	104	PC	\$3,000,000.00	\$0.00	\$3,000,000.00
							<b>\$3,000,000.00</b>	<b>\$0.00</b>	<b>\$3,000,000.00</b>
24821	3	I 84, GOWEN RD TO MOUNTAIN HOME, ADA & ELMORE COS	2026	Development	104	PC	\$2,000,000.00	\$0.00	\$2,000,000.00
							<b>\$2,000,000.00</b>	<b>\$0.00</b>	<b>\$2,000,000.00</b>
State Hwy - Planning Scoping & Studies Total							<b>\$5,000,000.00</b>	<b>\$0.00</b>	<b>\$5,000,000.00</b>
State Hwy - Early Development (Unfunded Ideas)									
24309	3	US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON CO	2026	Development	148	CE	\$357,000.00	\$0.00	\$357,000.00
						CC	\$8,160,000.00	\$0.00	\$8,160,000.00
						CN	\$102,000,000.00	\$0.00	\$102,000,000.00
							<b>\$110,517,000.00</b>	<b>\$0.00</b>	<b>\$110,517,000.00</b>



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled		Obligated	Remainder	
25068	3	I 84, MOBILITY IMPROVEMENTS	2028	Development	148	PC	\$10,000,000.00		\$0.00	\$10,000,000.00	
							\$10,000,000.00		\$0.00	\$10,000,000.00	
State Hwy - Early Development (Unfunded Ideas) Total							\$120,517,000.00		\$0.00	\$120,517,000.00	
Leading Idaho											
23335	3	SH 55, PEAR LANE TO FARMWAY DESIGN, CALDWELL	2027	Development	155	LP	\$10,000,000.00		\$0.00	\$10,000,000.00	
							\$10,000,000.00		\$0.00	\$10,000,000.00	
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC, NAMPA	2026	Awarded (or equiv.)	155	CC	\$2,000,000.00		\$0.00	\$2,000,000.00	
							\$8,775,257.00		\$0.00	\$8,775,257.00	
							\$10,775,257.00		\$0.00	\$10,775,257.00	
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Development	155	CC	\$1,358,000.00		\$0.00	\$1,358,000.00	
							\$1,358,000.00		\$0.00	\$1,358,000.00	
Leading Idaho Total							\$22,133,257.00		\$0.00	\$22,133,257.00	
TECM											
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2026	Awarded (or equiv.)	149	CC	\$1,500,000.00		\$0.00	\$1,500,000.00	
							\$1,500,000.00		\$0.00	\$1,500,000.00	
23188	3	SH 44, I 84 INTERCHANGE REPLACEMENT, CANYON CO	2032	Development	149	LP	\$1,000,000.00		\$0.00	\$1,000,000.00	
							\$1,000,000.00		\$0.00	\$1,000,000.00	
23335	3	SH 55, PEAR LANE TO FARMWAY DESIGN, CALDWELL	2027	Development	149	PC	\$3,000,000.00		\$0.00	\$3,000,000.00	
							\$3,000,000.00		\$0.00	\$3,000,000.00	
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC, NAMPA	2026	Awarded (or equiv.)	149	CC	\$1,390,000.00		\$0.00	\$1,390,000.00	
							\$1,390,000.00		\$0.00	\$1,390,000.00	
25077	3	SH 16, SH 44 TO BEACON LIGHT, ADA COUNTY	2027	Development	149	PE	\$10,000.00		\$10,000.00	\$0.00	
							PC		\$150,000.00	\$150,000.00	\$0.00
							LP		\$2,800,000.00	\$0.00	\$2,800,000.00
							\$2,960,000.00		\$160,000.00	\$2,800,000.00	
TECM Total							\$9,850,000.00		\$160,000.00	\$9,690,000.00	
TECM Bonding											
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Development	150	CN	\$0.00		(\$11,600,000.00)	\$11,600,000.00	
							\$0.00		(\$11,600,000.00)	\$11,600,000.00	
TECM Bonding Total							\$0.00		(\$11,600,000.00)	\$11,600,000.00	
Hwy - Metropolitan Planning											
23401	3	LOCAL, FY26 COMPASS METRO PLANNING	2026	Development	91	PC	\$1,516,735.00		\$148,153.46	\$1,368,581.54	
							\$1,516,735.00		\$148,153.46	\$1,368,581.54	
Hwy - Metropolitan Planning Total							\$1,516,735.00		\$148,153.46	\$1,368,581.54	

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Hwy Safety - Railroad Crossings</b>									
20355	3	OFFSYS, LOOK LN, UPRR RRX 819387Y, CALDWELL	2028	Development	54	PE	\$25,000.00	\$0.00	\$25,000.00
						PC	\$50,000.00	\$0.00	\$50,000.00
							<b>\$75,000.00</b>	<b>\$0.00</b>	<b>\$75,000.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$75,000.00</b>	<b>\$0.00</b>	<b>\$75,000.00</b>
<b>State Hwy - Freight</b>									
23731	3	STC-8223, NORTHSIDE BLVD & KARCHER RD, NAMPA	2026	Development	139	CN	\$4,515,336.00	\$0.00	\$4,515,336.00
							<b>\$4,515,336.00</b>	<b>\$0.00</b>	<b>\$4,515,336.00</b>
State Hwy - Freight Total							<b>\$4,515,336.00</b>	<b>\$0.00</b>	<b>\$4,515,336.00</b>
<b>Carbon Reduction Program</b>									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2026	Awarded (or equiv.)	157	CN	\$519,000.00	\$0.00	\$519,000.00
							<b>\$519,000.00</b>	<b>\$0.00</b>	<b>\$519,000.00</b>
24230	3	LOCAL, WEST PARK PED IMPROVEMENTS, NAMPA	2026	Development	157	CN	\$282,540.00	\$0.00	\$282,540.00
							<b>\$282,540.00</b>	<b>\$0.00</b>	<b>\$282,540.00</b>
24236	3	LOCAL, MATTHEW PELTZER TRAILHEAD AT WILSON PK PATH, NAMPA	2026	Development	157	CE	\$3,000.00	\$0.00	\$3,000.00
						CC	\$91,000.00	\$0.00	\$91,000.00
						CL	\$24,000.00	\$0.00	\$24,000.00
						CN	\$507,000.00	\$0.00	\$507,000.00
							<b>\$625,000.00</b>	<b>\$0.00</b>	<b>\$625,000.00</b>
24337	3	LOCAL, ORR MULTI-USE CITY PATHWAY PHASE 1, NAMPA	2500	Development	157	RW	\$28,000.00	\$0.00	\$28,000.00
						LP	\$24,000.00	\$0.00	\$24,000.00
							<b>\$52,000.00</b>	<b>\$0.00</b>	<b>\$52,000.00</b>
24739	3	LOCAL, ORR MULTI-USE CITY SIDEWALKS PHASE 2, NAMPA	2500	Development	157	RW	\$28,000.00	\$0.00	\$28,000.00
						LP	\$10,000.00	\$0.00	\$10,000.00
							<b>\$38,000.00</b>	<b>\$0.00</b>	<b>\$38,000.00</b>
Carbon Reduction Program Total							<b>\$1,516,540.00</b>	<b>\$0.00</b>	<b>\$1,516,540.00</b>
<b>Local Hwy - Transportation Management Area</b>									
21896	3	SMA-7563, OVERLAND RD, VISTA AVE TO OWYHEE ST, BOISE	2500	Development	51	RW	\$150,000.00	\$0.00	\$150,000.00
							<b>\$150,000.00</b>	<b>\$0.00</b>	<b>\$150,000.00</b>
22386	3	LOCAL, FY25-FY32 ACHD COMMUTERIDE, ADA & CANYON COS	2032	Development	51	PC	\$220,000.00	\$0.00	\$220,000.00
							<b>\$220,000.00</b>	<b>\$0.00</b>	<b>\$220,000.00</b>
22390	3	NHS-7433, VISTA AVE, OVERLAND RD TO ROSE HILL ST, BOISE	2026	Development	51	RW	\$350,000.00	\$0.00	\$350,000.00
						CE	\$50,000.00	\$0.00	\$50,000.00
						CC	\$1,090,000.00	\$0.00	\$1,090,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22390	3	NHS-7433, VISTA AVE, OVERLAND RD TO ROSE HILL ST, BOISE	2026	Development	51	CN	\$9,174,000.00 <b>\$10,664,000.00</b>	\$0.00 <b>\$0.00</b>	\$9,174,000.00 <b>\$10,664,000.00</b>
22393	3	LOCAL, FY26 TRANSIT ROLLING STOCK, INFRASTRUCTURE & TECH	2026	Development	51	CN	\$1,978,000.00 <b>\$1,978,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,978,000.00 <b>\$1,978,000.00</b>
22800	3	LOCAL, FY25-FY32 COMPASS PLANNING	2032	Development	51	PC	\$232,000.00 <b>\$232,000.00</b>	\$0.00 <b>\$0.00</b>	\$232,000.00 <b>\$232,000.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING, BOISE	2030	Development	51	LP	\$291,000.00 <b>\$291,000.00</b>	\$0.00 <b>\$0.00</b>	\$291,000.00 <b>\$291,000.00</b>
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2500	Development	51	RW	\$105,000.00 <b>\$105,000.00</b>	\$0.00 <b>\$0.00</b>	\$105,000.00 <b>\$105,000.00</b>
Local Hwy - Transportation Management Area Total							<b>\$13,640,000.00</b>	<b>\$0.00</b>	<b>\$13,640,000.00</b>
Local Hwy - Transportation Alternatives; TMA									
22385	3	LOCAL, BOISE STATE GREENBELT PATHWAY COMPLETION, BOISE	2026	Development	133	CE	\$5,000.00	\$0.00	\$5,000.00
						CC	\$165,000.00	\$0.00	\$165,000.00
						CN	\$769,000.00	\$0.00	\$769,000.00
							<b>\$939,000.00</b>	<b>\$0.00</b>	<b>\$939,000.00</b>
23943	3	LOCAL, FY25-FY32 SR2S, ADA CO	2032	Development	133	PC	\$218,000.00 <b>\$218,000.00</b>	\$0.00 <b>\$0.00</b>	\$218,000.00 <b>\$218,000.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$1,157,000.00</b>	<b>\$0.00</b>	<b>\$1,157,000.00</b>
Carbon Reduction - TMA									
22385	3	LOCAL, BOISE STATE GREENBELT PATHWAY COMPLETION, BOISE	2026	Development	156	CE	\$4,000.00	\$0.00	\$4,000.00
						CC	\$27,000.00	\$0.00	\$27,000.00
						CL	\$31,000.00	\$0.00	\$31,000.00
							<b>\$62,000.00</b>	<b>\$0.00</b>	<b>\$62,000.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING, BOISE	2030	Development	156	LP	\$1,438,000.00 <b>\$1,438,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,438,000.00 <b>\$1,438,000.00</b>
24228	3	SMA-7243, PED CROSSING SAFETY ACCESS, ACHD	2500	Development	156	RW	\$5,000.00	\$0.00	\$5,000.00
						LP	\$154,000.00	\$0.00	\$154,000.00
						CE	\$16,000.00	\$0.00	\$16,000.00
						CC	\$250,000.00	\$0.00	\$250,000.00
						CN	\$1,823,000.00	\$0.00	\$1,823,000.00
							<b>\$2,248,000.00</b>	<b>\$0.00</b>	<b>\$2,248,000.00</b>
Carbon Reduction - TMA Total							<b>\$3,748,000.00</b>	<b>\$0.00</b>	<b>\$3,748,000.00</b>
Local Hwy - Large Urban									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2030	Development	46	RW	\$171,000.00 <b>\$171,000.00</b>	\$0.00 <b>\$0.00</b>	\$171,000.00 <b>\$171,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13905	3	NHS-7773, N 10TH AVE ITS & OVERLAY, CALDWELL	2026	Development	46	CE	\$11,220.00	\$0.00	\$11,220.00
						CC	\$115,260.00	\$0.00	\$115,260.00
						CL	\$91,800.00	\$0.00	\$91,800.00
						CN	\$2,527,131.60	\$0.00	\$2,527,131.60
						<b>\$2,745,411.60</b>	<b>\$0.00</b>	<b>\$2,745,411.60</b>	
22386	3	LOCAL, FY25-FY32 ACHD COMMUTERIDE, ADA & CANYON COS	2032	Development	46	PC	\$55,000.00	\$0.00	\$55,000.00
						<b>\$55,000.00</b>	<b>\$0.00</b>	<b>\$55,000.00</b>	
22800	3	LOCAL, FY25-FY32 COMPASS PLANNING	2032	Development	46	PC	\$99,000.00	\$0.00	\$99,000.00
						<b>\$99,000.00</b>	<b>\$0.00</b>	<b>\$99,000.00</b>	
22922	3	LOCAL, CANYON CO SRTS COORDINATOR & ACTIVITIES	2030	Awarded (or equiv.)	46	PC	\$50,000.00	\$0.00	\$50,000.00
						<b>\$50,000.00</b>	<b>\$0.00</b>	<b>\$50,000.00</b>	
Local Hwy - Large Urban Total							<b>\$3,120,411.60</b>	<b>\$0.00</b>	<b>\$3,120,411.60</b>
Local Hwy - Transportation Alternatives									
22922	3	LOCAL, CANYON CO SRTS COORDINATOR & ACTIVITIES	2030	Awarded (or equiv.)	134	PC	\$108,000.00	\$0.00	\$108,000.00
						<b>\$108,000.00</b>	<b>\$0.00</b>	<b>\$108,000.00</b>	
24682	3	I 84B, GARRITY SIDEPATH IMPROVEMENTS, NAMPA	2027	Development	134	PE	\$20,000.00	\$0.00	\$20,000.00
						PC	\$100,000.00	\$0.00	\$100,000.00
						<b>\$120,000.00</b>	<b>\$0.00</b>	<b>\$120,000.00</b>	
Local Hwy - Transportation Alternatives Total							<b>\$228,000.00</b>	<b>\$0.00</b>	<b>\$228,000.00</b>
Local Hwy - Bridge									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2030	Development	49	RW	\$149,000.00	\$0.00	\$149,000.00
						<b>\$149,000.00</b>	<b>\$0.00</b>	<b>\$149,000.00</b>	
Local Hwy - Bridge Total							<b>\$149,000.00</b>	<b>\$0.00</b>	<b>\$149,000.00</b>
Hwy Safety - Local									
23883	3	SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS, NAMPA	2026	Development	118	CE	\$6,000.00	\$0.00	\$6,000.00
						CC	\$120,000.00	\$0.00	\$120,000.00
						CL	\$80,000.00	\$0.00	\$80,000.00
						CN	\$660,000.00	\$0.00	\$660,000.00
						<b>\$866,000.00</b>	<b>\$0.00</b>	<b>\$866,000.00</b>	
25045	3	OFFSYS, MARKETPLACE BLVD RSA, NAMPA	2026	Development	118	PC	\$65,000.00	\$0.00	\$65,000.00
						PL	\$10,000.00	\$0.00	\$10,000.00
						<b>\$75,000.00</b>	<b>\$0.00</b>	<b>\$75,000.00</b>	
Hwy Safety - Local Total							<b>\$941,000.00</b>	<b>\$0.00</b>	<b>\$941,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Hwy - Grants and Earmarks</b>									
24762	3	STC-3680, NOTUS COLLECTOR ST REBUILD DESIGN ONLY, NOTUS	2026	Development	27	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$1,191,700.00	\$0.00	\$1,191,700.00
						PL	\$205,300.00	\$0.00	\$205,300.00
							<b>\$1,402,000.00</b>	<b>\$0.00</b>	<b>\$1,402,000.00</b>
Hwy - Grants and Earmarks Total							<b>\$1,402,000.00</b>	<b>\$0.00</b>	<b>\$1,402,000.00</b>
<b>Hwy - Federal Lands Access</b>									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2026	Development	59	CN	\$3,607,033.00	\$0.00	\$3,607,033.00
							<b>\$3,607,033.00</b>	<b>\$0.00</b>	<b>\$3,607,033.00</b>
Hwy - Federal Lands Access Total							<b>\$3,607,033.00</b>	<b>\$0.00</b>	<b>\$3,607,033.00</b>
<b>Hwy - Misc. Federal</b>									
24099	3	SMA-9773, LINDER RD, OVERLAND TO FRANKLIN, ADA CO	2027	Development	68	PC	\$50,000.00	\$0.00	\$50,000.00
						RW	\$25,000.00	\$0.00	\$25,000.00
						LP	\$500,000.00	\$0.00	\$500,000.00
						UT	\$200,000.00	\$0.00	\$200,000.00
						CE	\$50,000.00	\$0.00	\$50,000.00
						CN	\$10,250,000.00	\$0.00	\$10,250,000.00
							<b>\$11,075,000.00</b>	<b>\$0.00</b>	<b>\$11,075,000.00</b>
Hwy - Misc. Federal Total							<b>\$11,075,000.00</b>	<b>\$0.00</b>	<b>\$11,075,000.00</b>
<b>Hwy - Non-Participating</b>									
25104	3	SH 45, DEER FLAT RD LAKESHORE DR INTRSCT IMPRV, CANYON CO	2027	Development	69	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$400,000.00	\$0.00	\$400,000.00
							<b>\$405,000.00</b>	<b>\$0.00</b>	<b>\$405,000.00</b>
Hwy - Non-Participating Total							<b>\$405,000.00</b>	<b>\$0.00</b>	<b>\$405,000.00</b>
<b>Hwy - Local Partnerships</b>									
23335	3	SH 55, PEAR LANE TO FARMWAY DESIGN, CALDWELL	2027	Development	79	PC	\$36,195.62	\$36,195.62	\$0.00
							<b>\$36,195.62</b>	<b>\$36,195.62</b>	<b>\$0.00</b>
23638	3	SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	2032	Development	131	RW	\$983,500.00	\$0.00	\$983,500.00
							<b>\$983,500.00</b>	<b>\$0.00</b>	<b>\$983,500.00</b>
23883	3	SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS, NAMPA	2026	Development	79	CN	\$500,000.00	\$0.00	\$500,000.00
							<b>\$500,000.00</b>	<b>\$0.00</b>	<b>\$500,000.00</b>
24229	3	NHS-8213, MIDDLETON RD, SH 55 TO FLAMINGO AVE, NAMPA	2030	Development	79	CN	\$3,180,995.00	\$0.00	\$3,180,995.00
							<b>\$3,180,995.00</b>	<b>\$0.00</b>	<b>\$3,180,995.00</b>
24236	3	LOCAL, MATTHEW PELTZER TRAILHEAD AT WILSON PK PATH, NAMPA	2026	Development	79	CN	\$99,000.00	\$0.00	\$99,000.00
							<b>\$99,000.00</b>	<b>\$0.00</b>	<b>\$99,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24711	3	I 84B, GARRITY BLVD AND STAMM LN IMPROVEMENTS, NAMPA	2500	Development	79	RW	\$600,000.00 <b>\$600,000.00</b>	\$0.00 <b>\$0.00</b>	\$600,000.00 <b>\$600,000.00</b>
25020	3	US 20, BLACKCAT RD RIGHT TURN LANE, MERIDIAN	2028	Development	131	PE	\$25,000.00 <b>\$25,000.00</b>	\$0.00 <b>\$0.00</b>	\$25,000.00 <b>\$25,000.00</b>
Hwy - Local Partnerships Total							<b>\$5,424,690.62</b>	<b>\$36,195.62</b>	<b>\$5,388,495.00</b>
Report Total							<b>\$262,442,768.19</b>	<b>(\$11,234,650.92)</b>	<b>\$273,677,419.11</b>