COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

FY2025 Annual Performance and Expenditure Report

December 2025

Working together to plan for the future

Contents

COMPASS Member Agencies

General members:

- Ada County
- Ada County Highway District
- Boise County
- Canyon County
- Highway District No. 4
- City of Boise
- City of Caldwell
- City of Eagle
- City of Garden City
- City of Greenleaf
- City of Kuna
- City of Melba
- City of Meridian
- City of Middleton
- City of Nampa
- City of Notus
- City of Parma
- City of Star
- City of Wilder

Special members:

- Boise State University
- Capital City Development Corporation
- Idaho Department of Environmental Quality
- Idaho Transportation Department
- Valley Regional Transit
- West Ada School District

Ex officio members:

Central / Southwest District Health Departments

Office of the Governor

Greater Boise Auditorium District

Introduction

Community Planning Association of Southwest Idaho (COMPASS) serves as the metropolitan planning organization, or MPO, for Ada and Canyon counties. COMPASS shapes the future of the region by developing the regional long-range transportation plan (*Communities in Motion*), facilitating regional cooperation, and directing where and how federal transportation funds will be spent in Ada and Canyon Counties. While COMPASS does not own buses or build roads, it is COMPASS' responsibility to ensure that when federal transportation dollars are spent in Ada and Canyon counties, the projects benefit the region as a whole.

This document reports on COMPASS' major regional transportation planning activities in fiscal year 2025 (FY2025), October 1, 2024, through September 30, 2025.

Significant issues in the region in FY2025

- The region continues to experience significant population growth. Population estimates for 2025 for the two-county area were 847,840, a 17% increase from the 2020 census population of 726,027.
- The region has a significant transportation funding shortfall. Through the long-range planning process, COMPASS has identified a nearly $200 million-dollar per year transportation funding shortfall for the two-county area.
- Fuel taxes are flat rates per gallon, not percentages. The federal fuel tax has not increased since 1993. State fuel tax increased in 2015, 19 years after the last increase in 1996. The buying power of stagnant fuel taxes has decreased with inflation.
- The region does not have a dedicated funding mechanism for public transportation, nor is there currently support in the state legislature for creating such a mechanism. Without a specific funding source for public transportation, increases in public transportation are largely unfunded.
- The federal Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, provided new opportunities, with more funding for existing programs, as well as new grants and funding programs to help address transportation needs and opportunities. COMPASS has pursued a number of these opportunities.
- The IIJA ends in FY2026, and Congress will develop a new transportation bill. Under the new transportation bill, COMPASS expects a shift in funding and federal priorities that it will need to adapt to.

Comparison of actual performance with established goals

The major FY2025 Unified Planning Work Program (UPWP) projects and their status as of the end of FY2025 are listed below. The list is not all inclusive; some activities and resources from the UPWP are not listed.

1. **Develop the FY2026 UPWP.**
   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.
   Deliverable: Approved FY2026 UPWP.
   Budgeted: $93,979
   Spent: $63,874

   Status: The FY2026 UPWP was approved by the COMPASS Board at its August 18, 2025, meeting.

2. **Develop the FY2024 Development Monitoring Report, the 2025 population estimates and the 2024 employment estimates.**
   Tracking and monitoring growth and system demands are critical to several planning efforts. *Communities in Motion* (CIM) as well as other corridor, subarea, and alternative analyses depend on accurate data and assumptions about current and future transportation, housing, and infrastructure demands. The travel demand model also requires current and accurate housing and employment data. Accessing, mapping, and disseminating census data enables member agencies to have data for studies, grants, land use allocation demonstration modeling, and other analyses, and is an often-requested member service.

   Deliverables: Development Monitoring Report and population and employment estimates.
   Budgeted: $115,778
   Spent: $ 90,891

   Status: Population estimates were approved by the COMPASS Board at its April 21, 2025, meeting. The Development Monitoring Report was published in March 2025.

3. **Develop the FY2025 annual report, annual budget summary, and annual communication summary. Develop and implement the FY2025 public education series. Plan and host the annual "COMPASS 101" workshop.**
   COMPASS' communication and education efforts help facilitate public involvement in, and understanding of, transportation and related planning efforts by planning and implementing an integrated communications/education and public involvement strategy.

   Deliverables: Annual report, budget summary, and communication summary. Education series and COMPASS 101 events.
   Budgeted: $207,849 (all local funds)

Spent: $249,865 (all local funds)

Status: The annual report, budget summary and communication summary were all completed during the year. Four sets of education series presentations were provided between February and September, with each set covering a different topic. There were sessions targeted to the general public and to planning professionals. Two COMPASS 101 presentations were made in January 2025.

4. **Continue work on CIM 2055.**
This project encompasses the activities to identify regional transportation needs and solutions, and prepare the regional long range transportation plan, CIM, for Ada and Canyon counties. This task also incorporates implementation support for the adopted long-range transportation plan and ongoing long-range planning activities.

Deliverables: CIM 2055, Transportation Funding Study and updated Fiscal Impact Tool.
Budgeted: $1,169,728
Spent: $ 795,157

Status: Work continued on CIM 2055, consistent with the workplan approved by the COMPASS Board at its June 26, 2023, meeting. In FY2025, work commenced on the Resiliency Improvement Plan and the Regional Local Waterway-Pathway Plan which are both elements of the overall CIM 2055 plan. Work on CIM 2055 will continue in FY2026.

5. **Begin work on the High-Capacity Transit Corridor Planning and Environmental Linkages study.**
This project is to evaluate high-capacity transit service options in Ada and Canyon counties. The study got underway in January 2024 and will wrap up in February 2026.

Deliverables: High-Capacity Transit Corridor Planning and Environmental Linkages study.
Budgeted: $987,726
Spent: $628,064

Status: The High-Capacity Transit Corridor Planning and Environmental Linkages study is on track for completion in February 2026.

6. Prepare the Regional Safety Action Plan and the Safe Pedestrian Intersection Prioritization for Enhanced Road Safety Plan (SPEARS).
The Regional Safety Action Plan covers the two-county planning area and has support from over two dozen agencies in the region including cities, highway districts, counties, the state department of transportation, the regional transit agency, the Governor, and more. The objective of the plan is to shift and advance the region’s approach to safety by identifying proven and innovative safety

solutions in the form of practices, initiatives, campaigns, projects, technologies, and partnerships to reduce the number and rates of fatalities and serious injuries for all road users. The SPEARS plan is to support the development of a system-wide prioritized deployment plan for leading pedestrian intervals (LPIs), accessible pedestrian signals (APS), and other low-cost systemic operational improvements at signalized intersections to enhance the safety of vulnerable road users. Both plans are funded directly by the Federal Highway Administration under the Safe Streets and Roads for All program.

Deliverables: Regional Safety Action Plan, SPEARS Plan.
Budgeted: $547,159
Spent: $217,846
Status: The Regional Safety Action Plan was approved by the COMPASS Board at its February 24, 2025, meeting. The SPEARS plan process got underway in FY2026.

7. **Manage the Bike Counter program.**
COMPASS manages an ongoing program to manage permanent and portable bike/ped counters to collect data on pathway use and a data bike to collect pathway condition data. Data collection was limited in FY2025 due to staff vacancies, but the program is staffed as of December 2025 and is expected to ramp up in FY2026.

Deliverables: Use and condition data.
Budgeted: $123,930
Spent: $ 47,190
Status: Data collected as possible given staff capacity.

8. **Develop the final FY2026-FY2032 Transportation Improvement Program (TIP), complete four Project Development Projects and two CIM Implementation Grants.**
The FY2026-2032 TIP for Ada and Canyon Counties complies with all federal, state, and local regulations and policies for the purpose of funding transportation projects. COMPASS staff, with consultant assistance, assist member agencies in taking project ideas and transforming them into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public information plans. COMPASS awards CIM Implementation Grants to members to help implement the goals of CIM.

Deliverables: FY2026-FY2032 TIP, Project Development and CIM Implementation Grant awards.
Budgeted: $865,164
Spent: $723,140
Status: The FY2026-FY2032 TIP was developed in FY2025 and adopted by the COMPASS Board at the August 18, 2025, meeting. One Project Development project was completed, and one Project Development project got underway and was extended to FY2026 to be completed. The COMPASS Board approved funding for

two additional Project Development projects and these will get underway in FY2026. Two CIM grants were completed during the year.

9. Use the Regional Travel Demand Model to support the development of the long-range plan and member agency needs.

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, provide area of influence model runs to inform the traffic impact study process, and respond to various special member requests.

Deliverables: Model output.
Budgeted: $218,716
Spent: $164,519
Status: Support from the model provided as planned.

10. Conduct the Congestion Management Process and the 2024 Congestion Management Annual Report.

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 the TIP and CIM.

Deliverables: Congestion Management Annual Report.
Budgeted: $67,690
Spent: $41,000
Status: The 2024 Congestion Management Annual Report was completed in September 2025.

11. Data collection and analysis.

Planning activities depend on current and accurate geographic information. For data to be available in a quality suitable for planning, continual data acquisition is necessary. This involves partnering with other GIS stakeholders, data maintenance, editing, and creating new data from GPS and orthophotography.

Deliverables: Orthophotography from the FY2025 flight.
Budgeted: $534,147
Spent: $616,791
Status: The final data from the FY2025 orthophotography flight was delivered in December 2025.

Carryover funds, FY2026

The following amounts were carried over from FY2025 to be used in the FY2026 UPWP:

STBG-TMA funds for CIM 2055, K#20271	$416,133
Local match	32,964
FHWA funds for Safe Streets and Roads for All	$276,000
Local match	69,000
STBG-TMA K#13046 PEL, High-Capacity Transit Corridor	$234,638
Local match	18,587
CRP-TMA K#24233 Carbon Reduction Strategy	$ 16,010
Local Match	1,268
STBG-LU K#23313 Permanent Automated Counter	$ 1,768
Local Match	140
STBG-TMA – K#22387 Off the Top funds for Planning	$164,674
Local Match	$ 13,045
Consolidated Planning Grant – K#22998	$278,840
Local Match	$ 22,088