COMPASS Board of Directors

December 15, 2025

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Item V-A

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

CITY OF NAMPA TRANSPORTATION

Crystal Craig, PE
Director of Transportation

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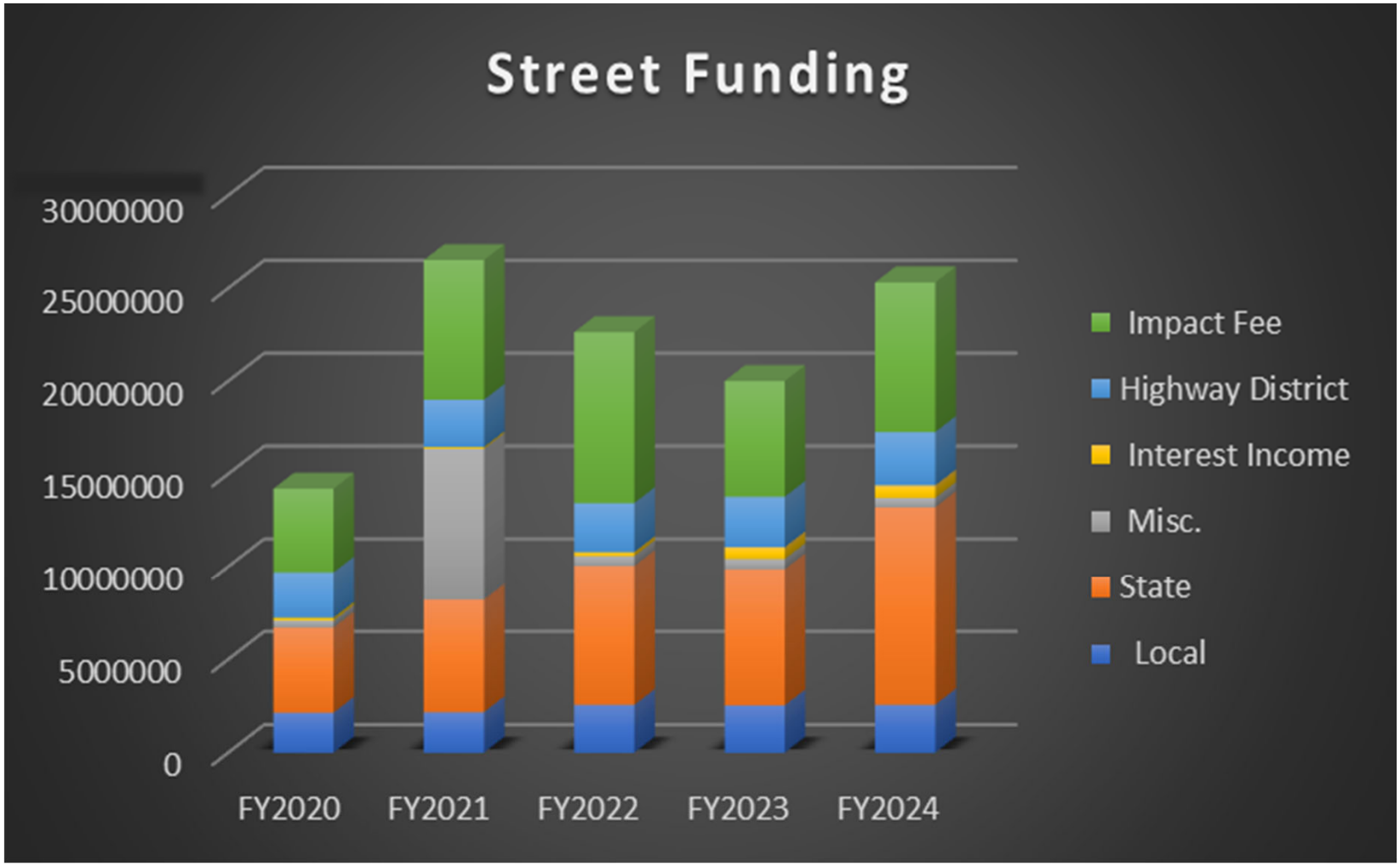
presentation **OUTLINE**

- Transportation Funding Types
- COMPASS Over the Years
- How We Fund Projects
  - Project Planning
- Highlighted Projects
  - Capacity
  - Freight
  - Safety
  - Planning
- Next Steps
  - What we continue to work on

transportation

FUNDING TYPES

Transportation Funding Types



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Transportation Funding Types

1. Property tax general fund
2. State sales tax
3. Streets impact fee
4. State gas tax and registration fees
5. Stormwater utility
6. Community block grants
7. Local improvement district
8. Federal grants (Freight, Safety, TAP)
9. Federal formula funds (STBG, Carbon Reduction, Local Bridges)
10. State Local Strategic Initiatives Grant
11. County registration fee
12. City street special levy
13. Sewer and water enterprise funds to surface restoration.
14. ITD District funds on local roads adjacent to state highways
15. Go Bonds
16. Trash fee allocations
17. Street light utility
18. Developer exactions
19. Highway District general levy shared with Cities.
20. Shared cost Highway District on intersections at boarders with Cities
21. Urban renewal
22. IIJA Federal grants
23. ITD State Planning and Research funds
24. Office of Highway Safety funds
25. LHTAC local bridge grant program
26. Community infrastructure district
27. Business improvement district
28. Recreational district
29. Transit grants within ¾ mile of bus stops

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over the years with

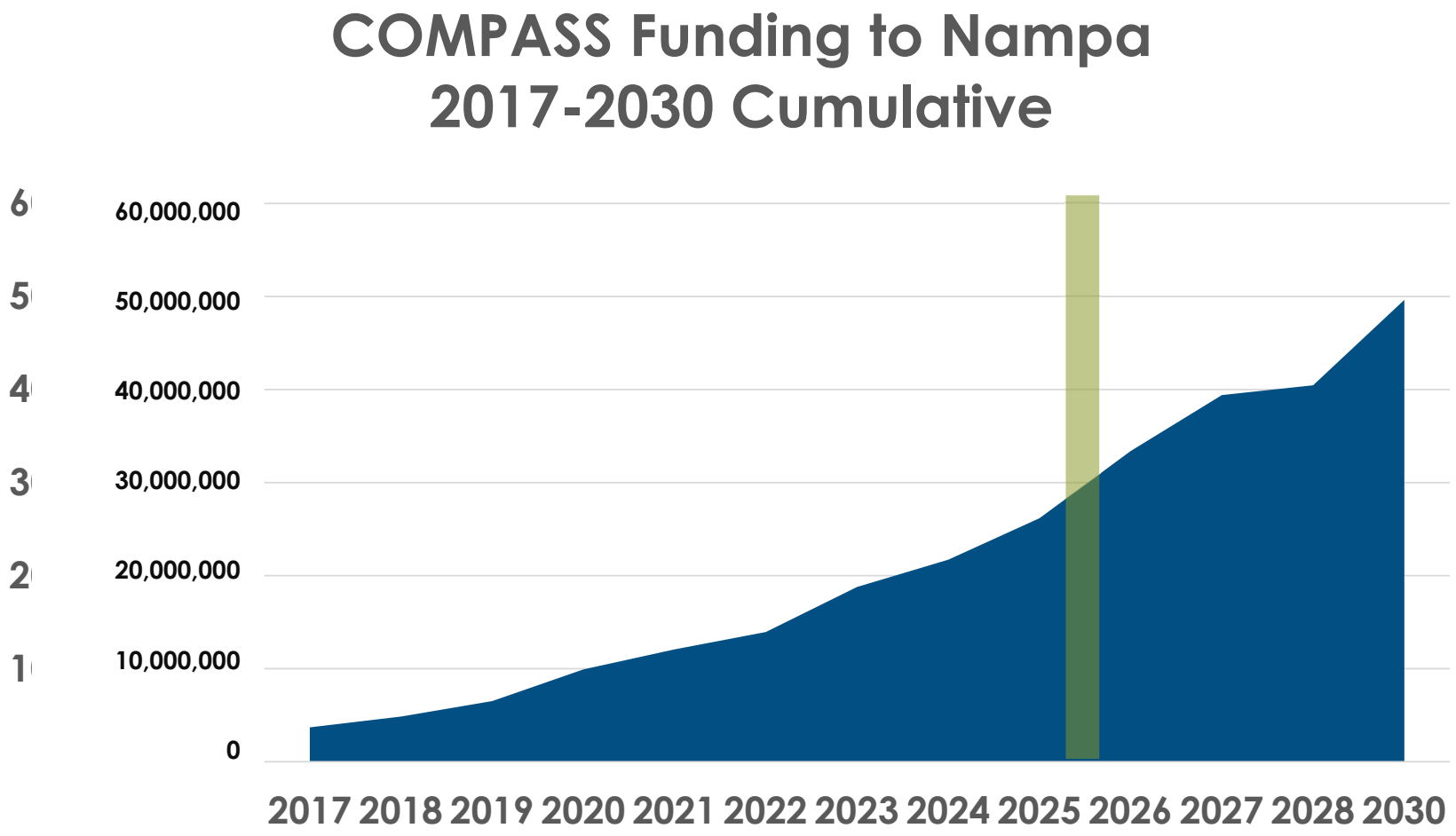
COMPASS

WE COULDN'T HAVE DONE THIS WITHOUT YOU.

AND COFFEE.

BUT MOSTLY YOU.

Funding



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Funding

Year	Federal Share	Local Share
2017	$ 3,384,000	$ 306,000
2018	$ 992,000	$ 165,000
2019	$ 1,470,000	$ 197,000
2020	$ 3,163,000	$ 250,000
2021	$ 1,990,000	$ 158,000
2022	$ 1,677,000	$ 178,000
2023	$ 4,494,000	$ 354,000
2024	$ 2,720,000	$ 218,000
2025	$ 3,930,000	$ 518,000
Subtotal	**$ 23,820,000**	**$ 2,344,000**
2026	$ 6,611,000	$ 619,000
2027	$ 5,566,000	$ 452,000
2028	$ 968,000	$ 77,000
2030	$ 8,484,000	$ 696,000
Subtotal	**$ 21,629,000**	**$ 1,844,000**
Grand Total	**$ 45,449,000**	**$ 4,188,000**

2017-2025
$26,164,000

2026-2030
$23,473,000

Total
$49,637,000

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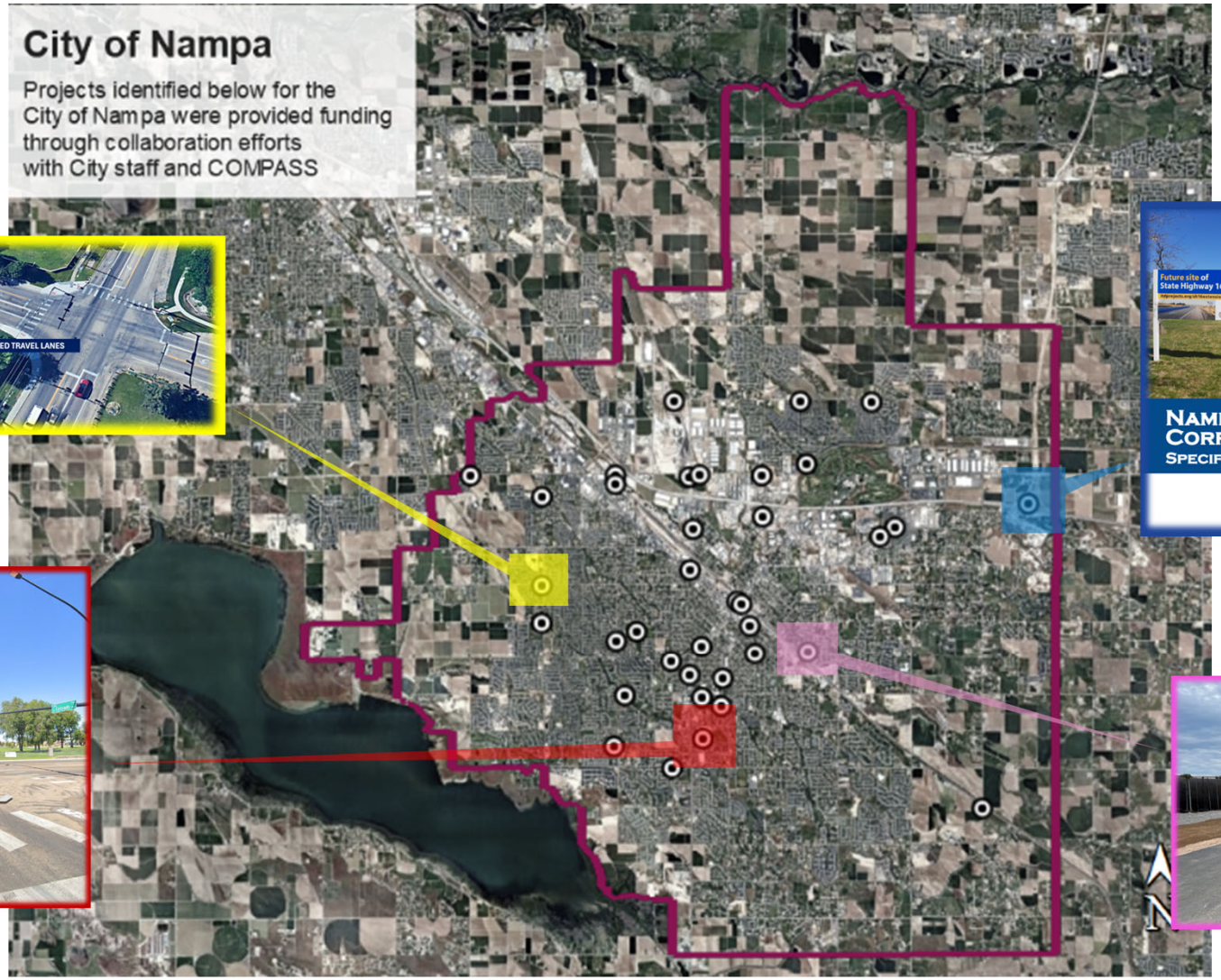
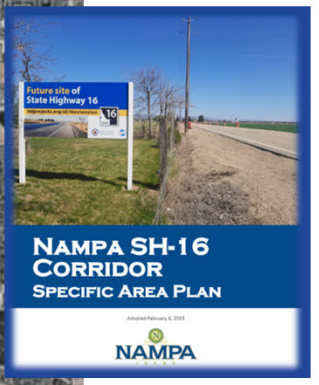
Funding





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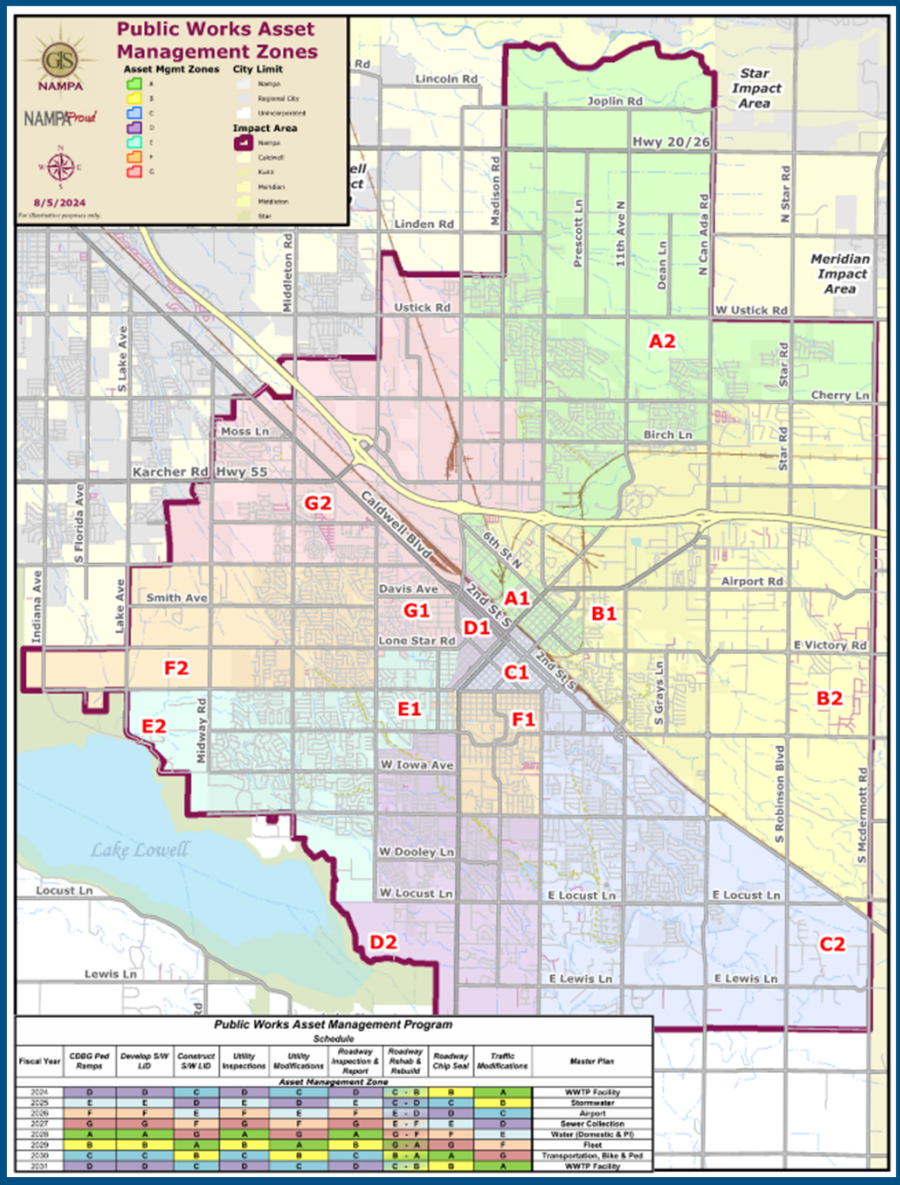
project

PLANNING

Asset Management Zones



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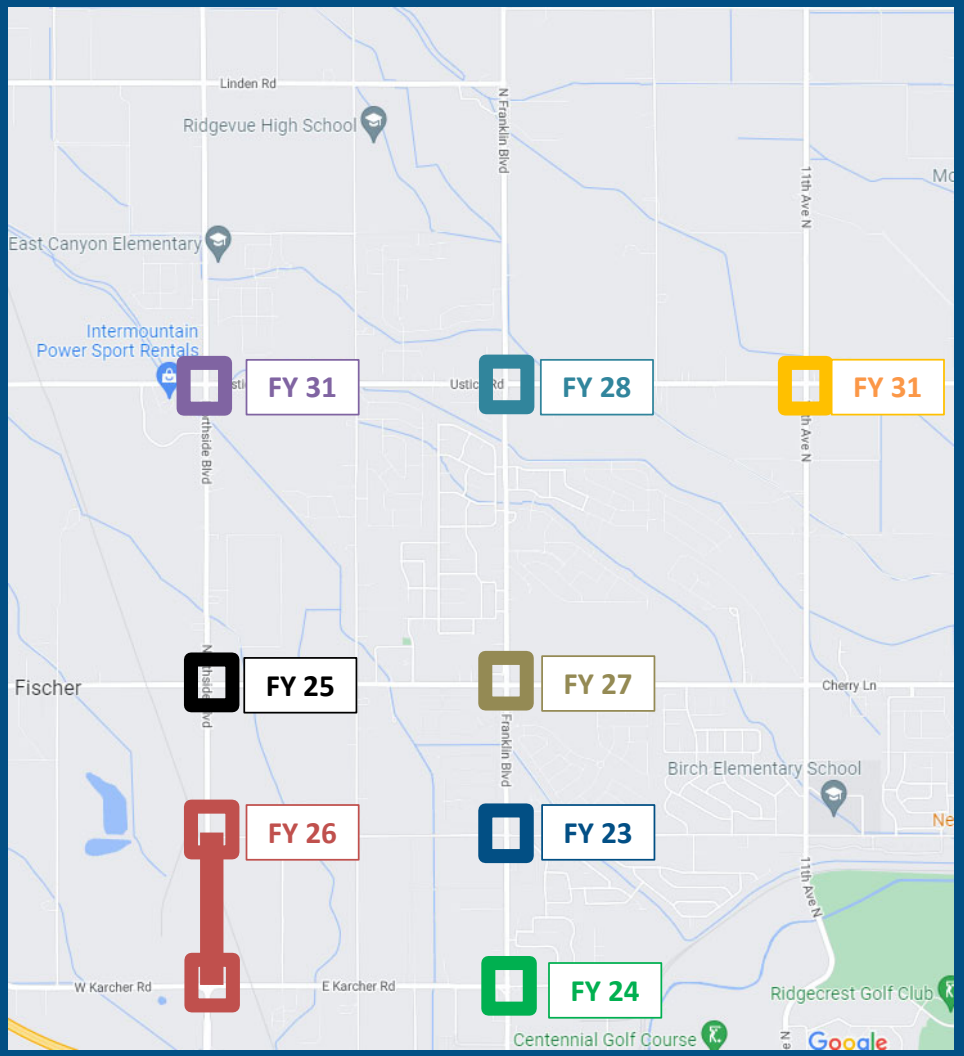
Paradigm Shift

- Targeting Corridors
- Partnering
- Grants
- Intersections, then road widening



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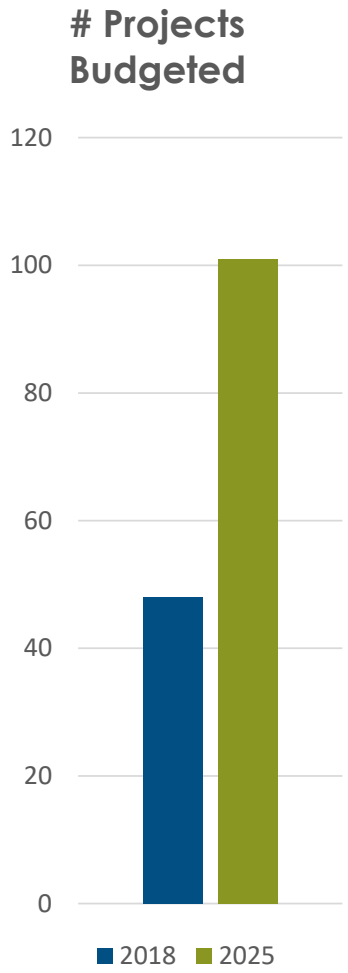
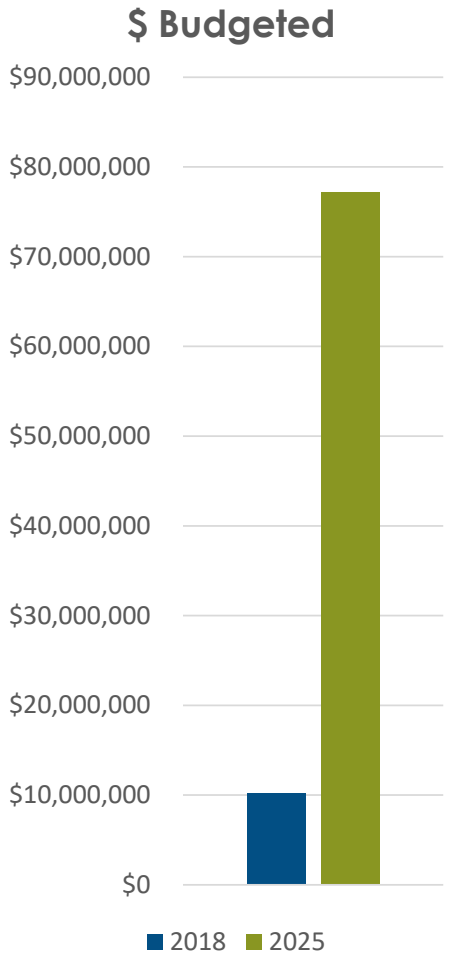
Public Works Capital Projects – Transportation and Utilities





highlighted PROJECTS

Capacity

SH16 Southerly Connection

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Project Area

Area from Robinson Road to McDermott Road & I-84 to Airport Road

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Parametrix

EAST NAMPA ACCESS STUDY
EXHIBIT 1: PROPOSED ALIGNMENT

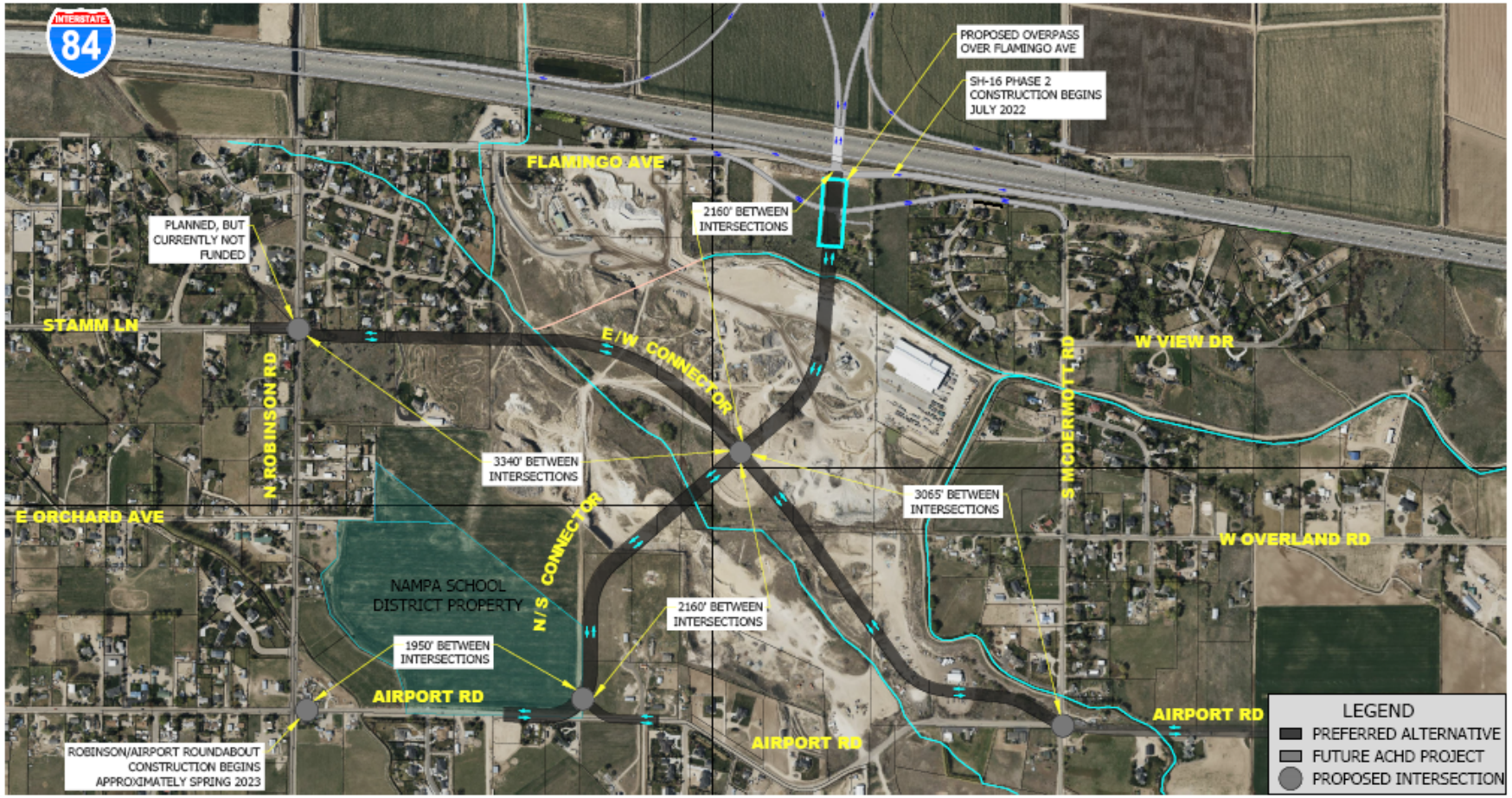
NAMPA

N

Scale (Feet)

Image Year: 2022

SEPTEMBER 2022



Parametrix August 5, 2024

0 600 1200

Horz. Scale in Feet

I-84 / SH-16 SYSTEM INTERCHANGE
TIGHT DIAMOND I-84 / SPUI FRANKLIN RD

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Capacity

Ustick Corridor Improvements

Can Ada Road to SH-16

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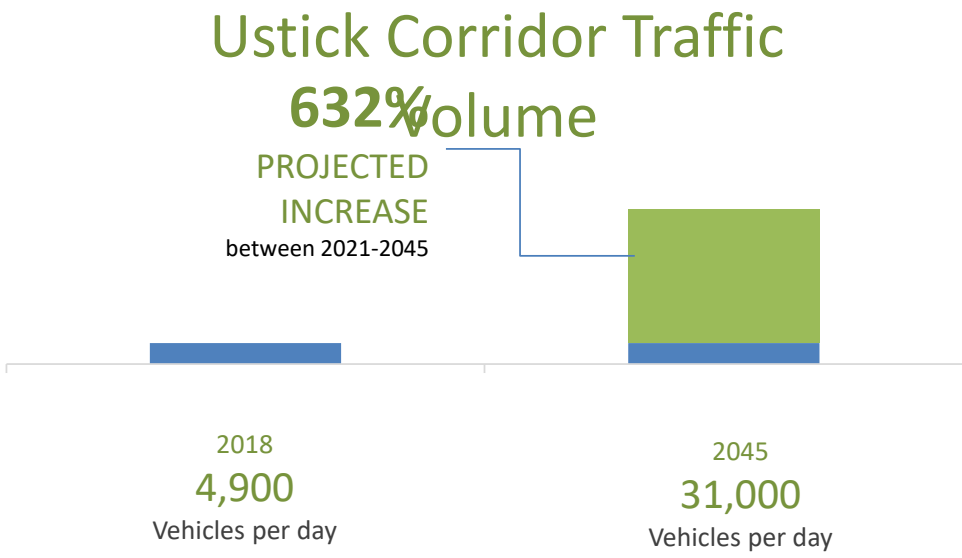
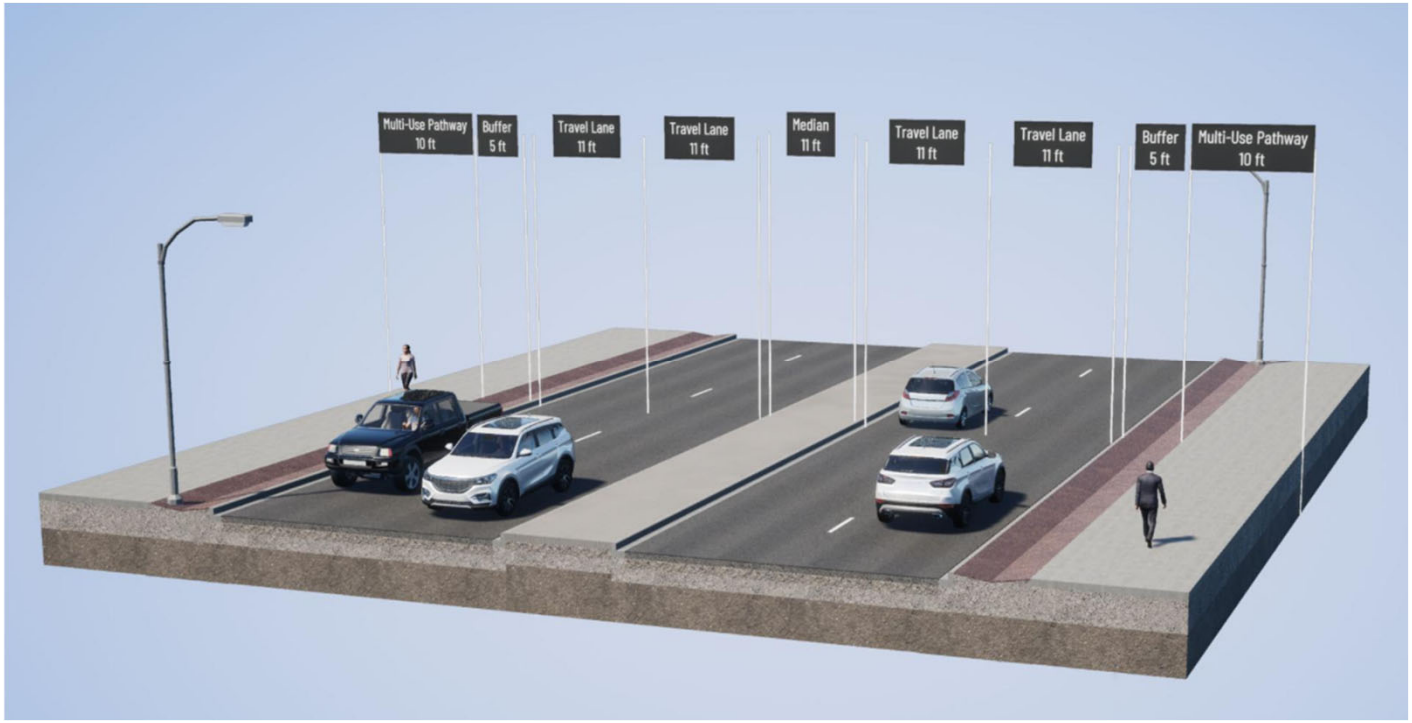
Ustick Corridor Improvements

OUTLINED ISSUES

- Heavy traffic volume causing Ustick Rd congestion due to continued growth



Ustick Corridor Improvements



Widening rural two-lane road to urban four-lane roadway.

COST: $17.9 million/mile

Includes:

- Design
- Right of Way Acquisition
- Utility Relocates
- Water & Pressurized Irrigation
- Sewer Installation
- Roadway & ADA Sidewalks
- Lighting
- Construction Engineering & Inspections

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Freight Corridors

- Northside Blvd & Karcher Rd
- Franklin Blvd, 3rd Ave N & Industrial Rd

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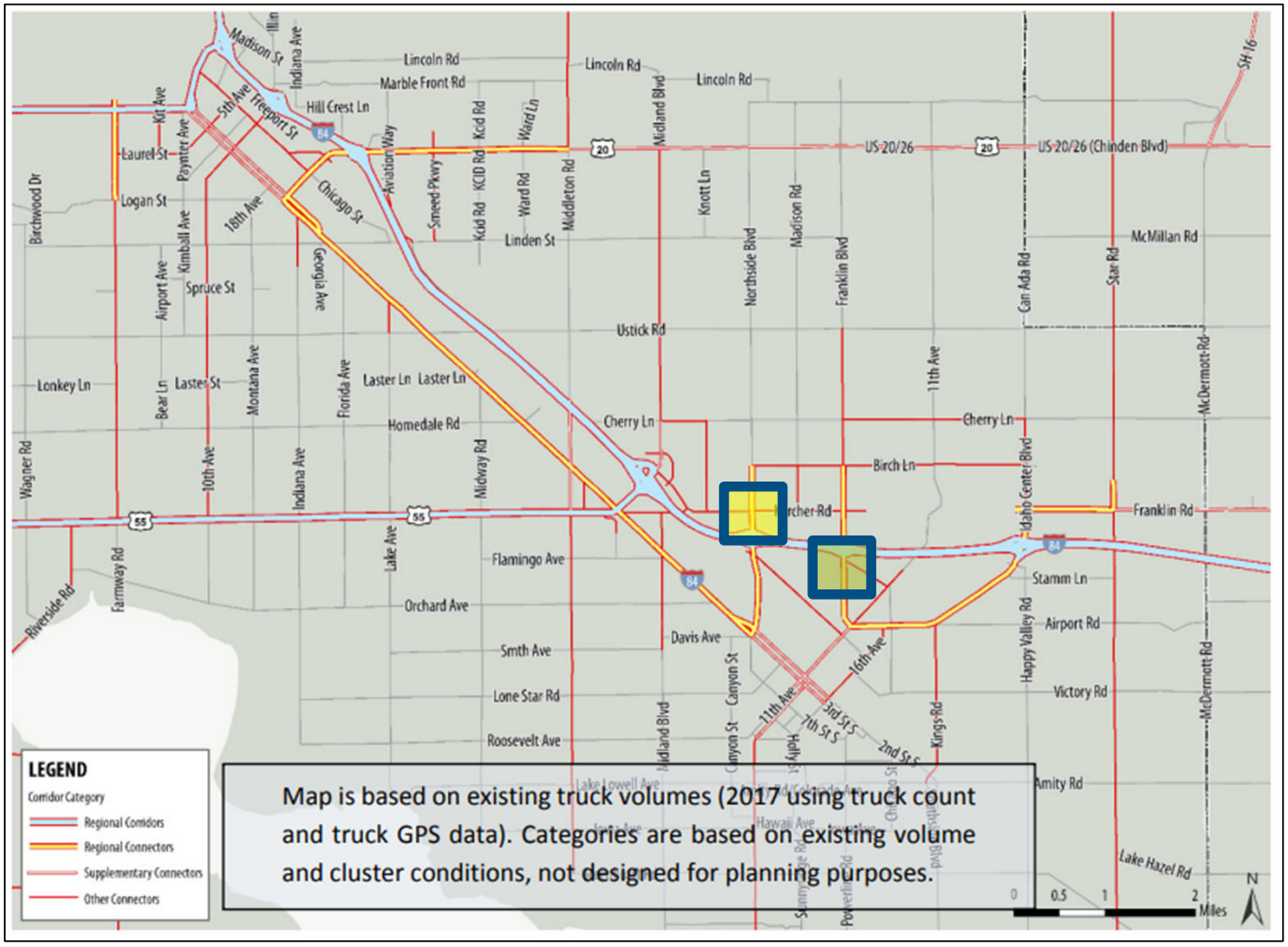
Freight Corridors

Northside Blvd & Karcher Rd

Franklin Blvd, 3rd Ave N & Industrial Rd Realignment



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Freight Corridors - Northside Blvd & Karcher Rd

- Final Design
- Construction Expected 2026
- Anticipated Cost: $13.9 million

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Freight Corridors -

Franklin Blvd, 3rd Ave N & Industrial Rd Realignment

- Construction Expected 2030
- Anticipated Cost: $9.3 million

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Safety

Yale & 7th

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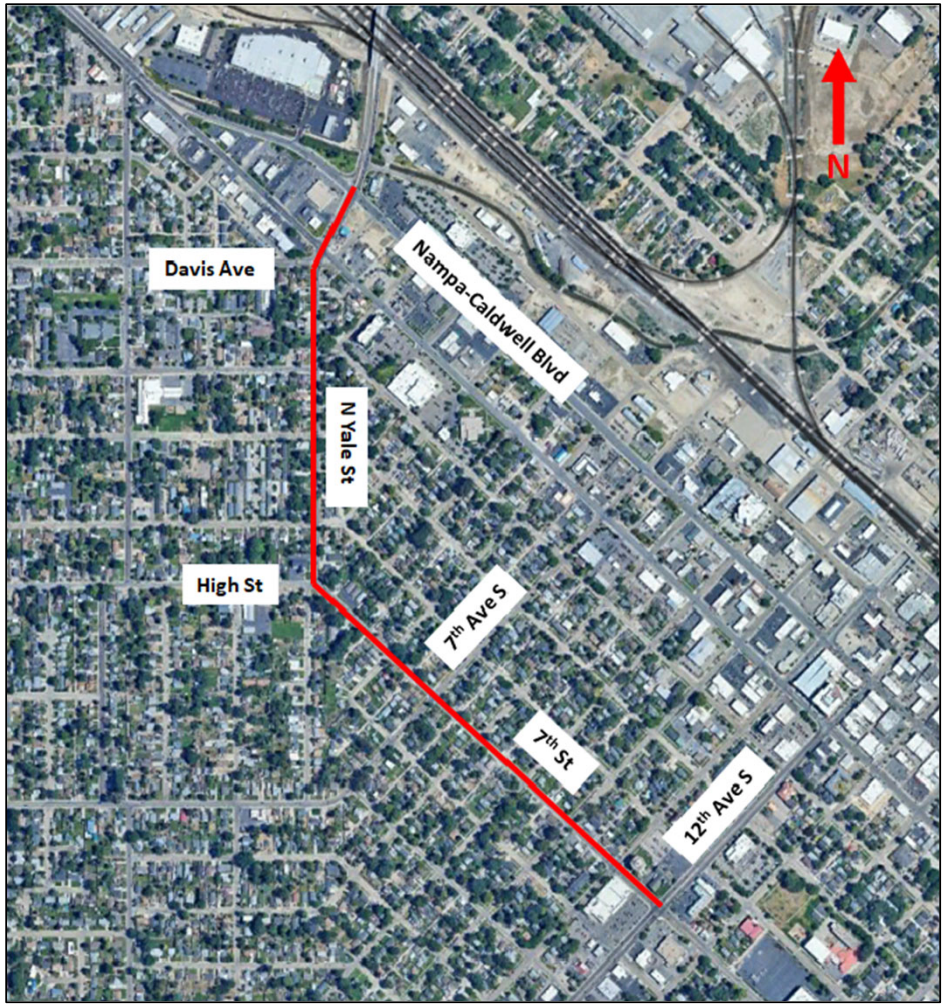
Yale and 7th

Purpose/Need

- High crash corridor
- Congestion
- Pedestrian improvements
- Pavement

Three Alternatives

- Capacity
- Lighting
- Sidewalks
- Safety



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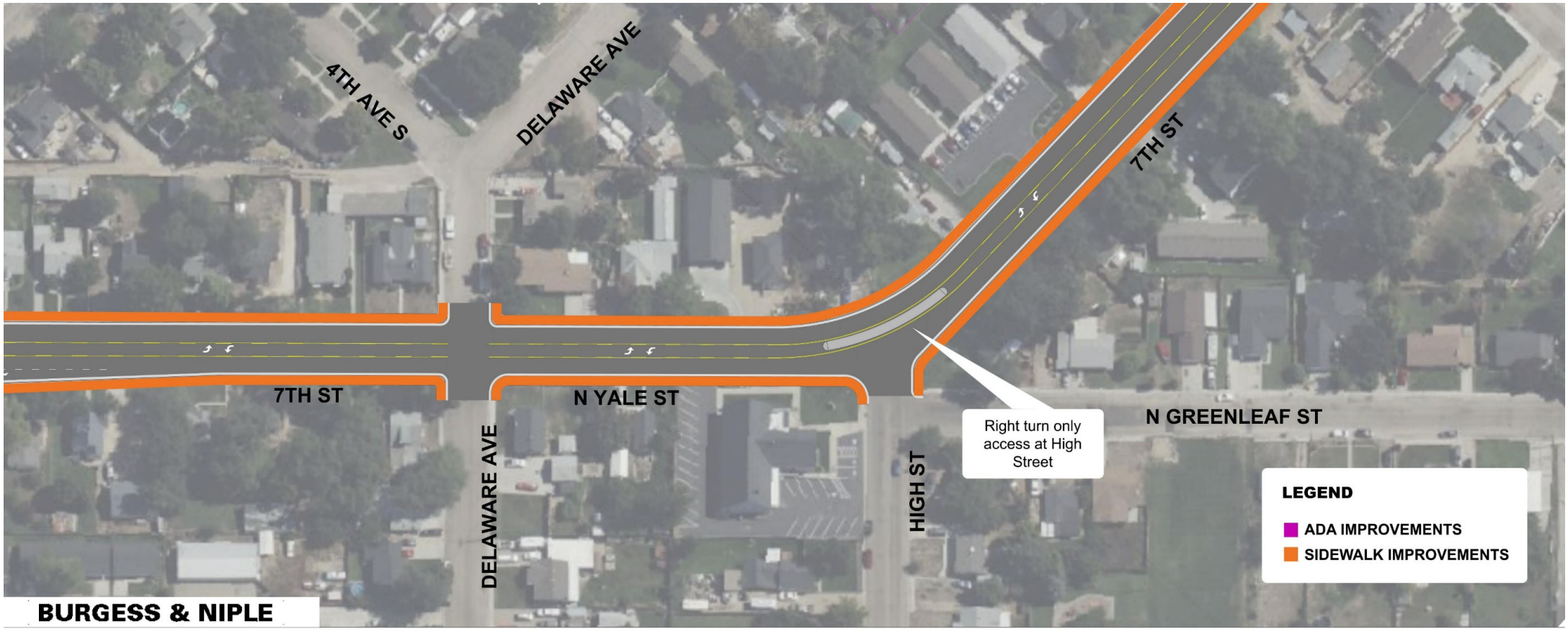
Yale and 7th



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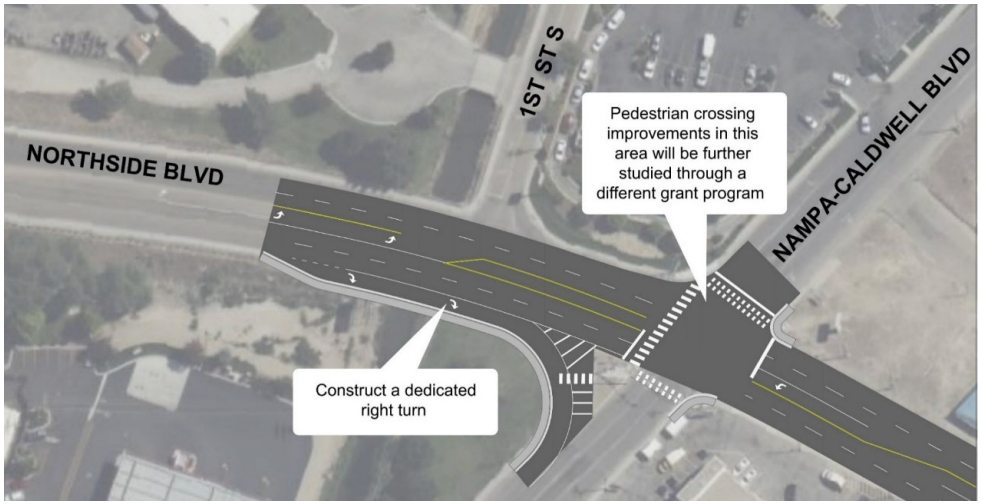
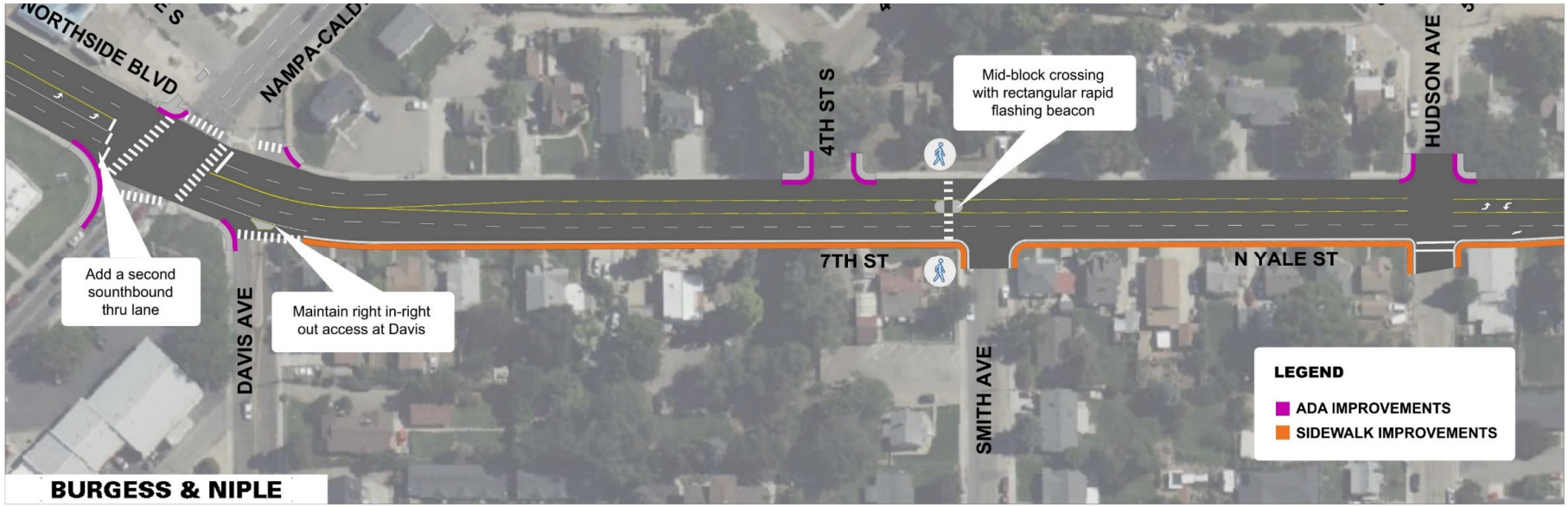
Yale and 7th





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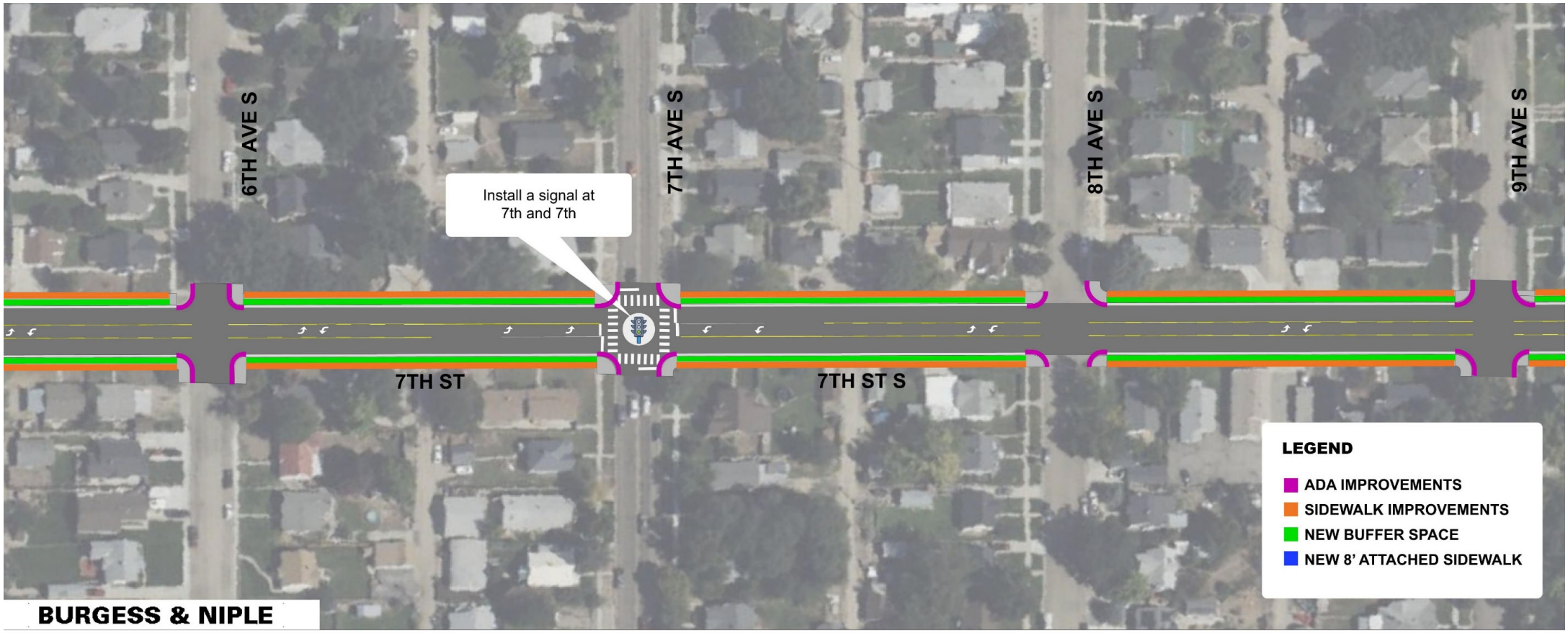
Yale and 7th



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Yale and 7th – Alternative 3

Highest Cost Improvements ($8,100,000)

General improvements include:

- Convert High St/Yale St to right-in, right-out access only
- Construct drainage repairs throughout the corridor
- Intersection lighting throughout the corridor
- Construct five-foot detached sidewalks with five-foot grass buffer throughout corridor from Hudson Ave to 12th Ave
- Construct eight foot attached sidewalks from 2nd St/Northside Blvd to Hudson Ave
- Install bulb-outs at intersections to minimize pedestrian crossing distance
- Full-depth road pavement replacement

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Projected Improvements

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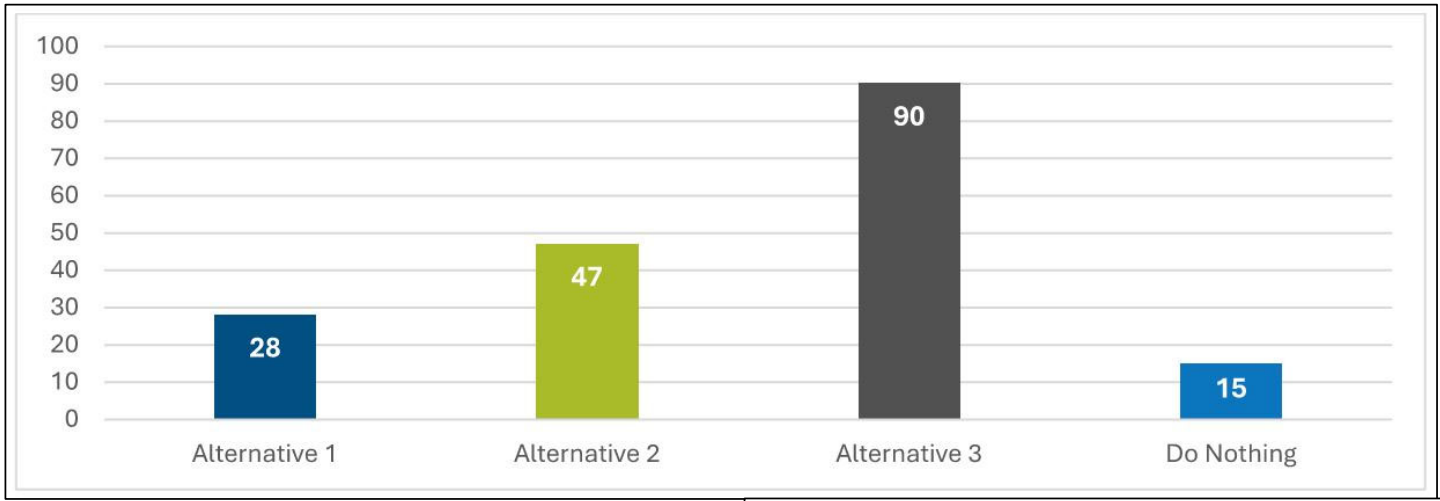
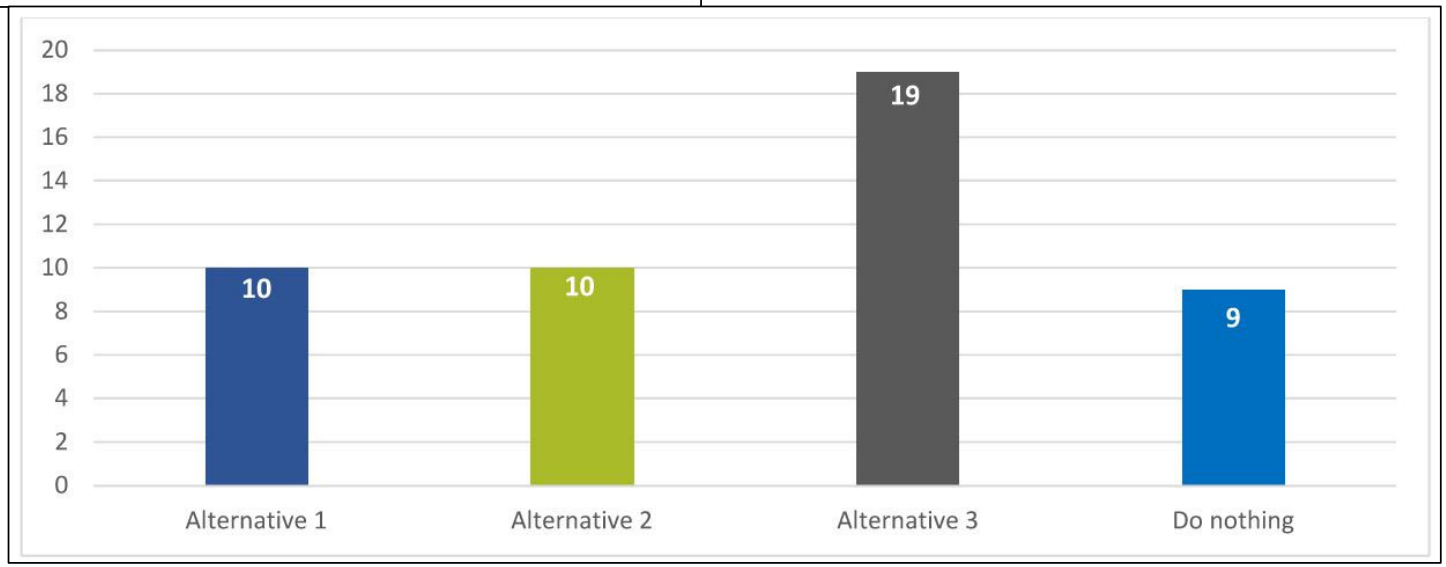
Public Feedback



Overall Public Feedback (180 responses)

Live on corridor feedback (48 responses)



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Planning

Grants

North Nampa Neighborhood Revitalization

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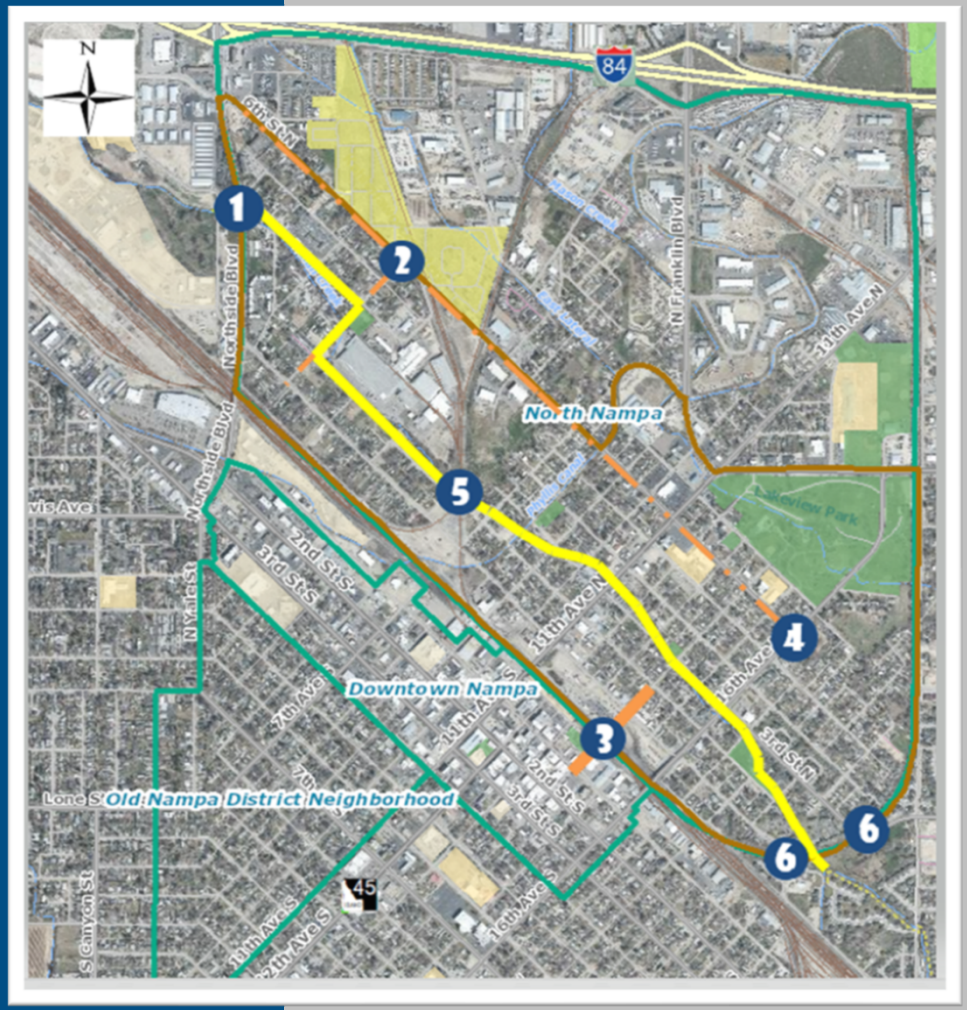
1. Northside Blvd and 4th St N Intersection Improvements
2. 6th St plus 2nd Ave N, Road Rehab & Side Path Installation
3. 14th Ave. RRX Overpass Active Transportation Bridge, new build
4. 16th Ave N and 6th St N Intersection
5. Indian Creek Pathway Extension
6. 1St St N & 3rd St N RRX Underpass Improvements
7. Multi-modal analysis, rehabilitation, Mobility Hub[s] Implementation



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next STEPS

What We Continue to Work On

- Listening to Citizens
- Pavement Conditions
- Improve Aging Infrastructure

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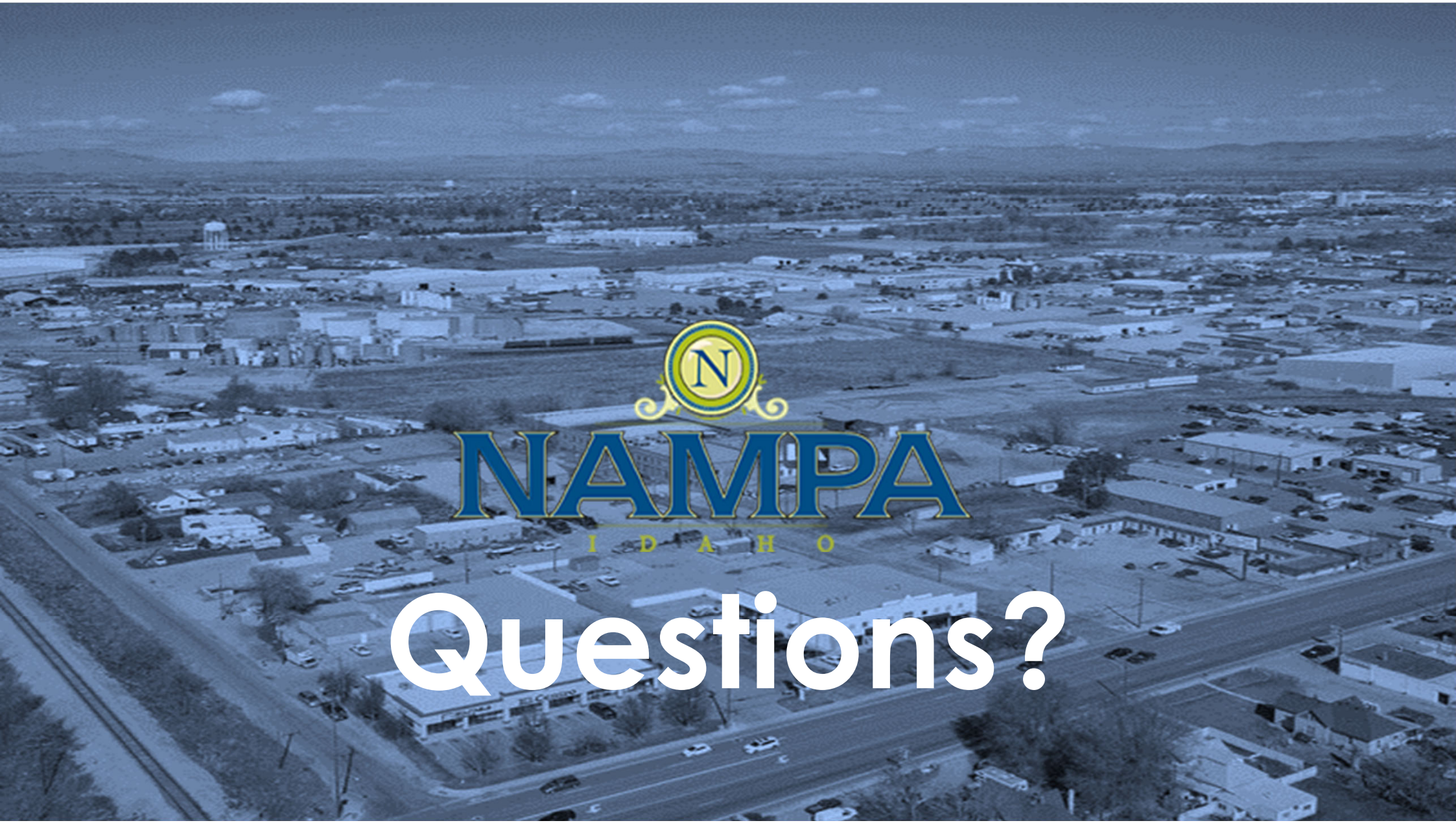
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Questions?

Item V-B

COMPASS
COMMUNITY PLANNING ASSOCIATION
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Topic: Finance Committee

Purpose: Receive a status report on the November 20 and December 10 Finance Committee meetings

Mary May

Secretary/Treasurer

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COMMUNITY PLANNING ASSOCIATION
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Item VI-A

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Revision 1 of the FY2026 UPWP

Purpose: COMPASS Board Approval of Revision 1 of the FY2026 Unified Planning Work Program and Budget.

Meg Sonnen

Director of Operations

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Revision 1 of the FY2026 UPWP

- Complete document in the packet for your review
- Brief summary of changes from FY2026 UPWP

See page 22.

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Revenues	
Add carryover of FY2025 Consolidated Planning Grant	$278,840

See page 25.

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Revenues		Expenses	
STBG-TMA and STBG-LU Off the Top carryover	$164,674	Carryover one extended Project Development (PD) project and add two PD projects	$119,114

See page 25.

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Revenues		Expenses	
Carryover STBG-LU for bike ped counter installation	$1,768	Carryover bike ped counter installation costs	$1,908
Match on federal funds	$140		

See page 25.

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Revenues		Expenses	
Adjust STBG-TMA CIM 2055 carryover to correct amount	$54,736	Adjust CIM 2055 carryforward to future fiscal year for unprogrammed expenses to correct amount	($52,141)
Adjust draw from fund balance for match on federal CIM 2055 funds to correct amount	$11,860	Adjust CIM 2055 carryover for Resiliency Improvement Plan	$41,327
		Adjust CIM 2055 carryover for graphics, editing, and translation	$34,465
		Add CIM 2055 for printing and public involvement	$35,421

See page 25.

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Revenues		Expenses	
Adjust carryover of STBG-TMA funds for Regional Waterway-Pathway Plan	$12,571	Adjust carryover of Regional Waterway-Pathway Plan costs	$13,567
Match on federal funds	$995		

See page 25.

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Revenues		Expenses	
Adjust carryover of STBG-TMA funds for HCT PEL	($103,900)	Adjust HCT PEL expenses	($112,130)
Match on federal funds	($8,230)		

See page 25.

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Revenues		Expenses	
Carryover CRP-TMA funding to complete Carbon Reduction Strategy	$16,010	Carryover of Carbon Reduction Strategy costs	$17,278
Match on federal funds	$1,268		

See page 25.

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Revenues		Expenses	
Add funding for member agency share of PD project	$300,000	Add costs for member agency share of PD project	$300,000

See page 25.

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Expenses	
Costs for adjustments to website for ADA compliance	$10,000
Carryover unexpended safety campaign costs	$1,500
Increase government affairs outreach expenditures	$5,000

See page 25.

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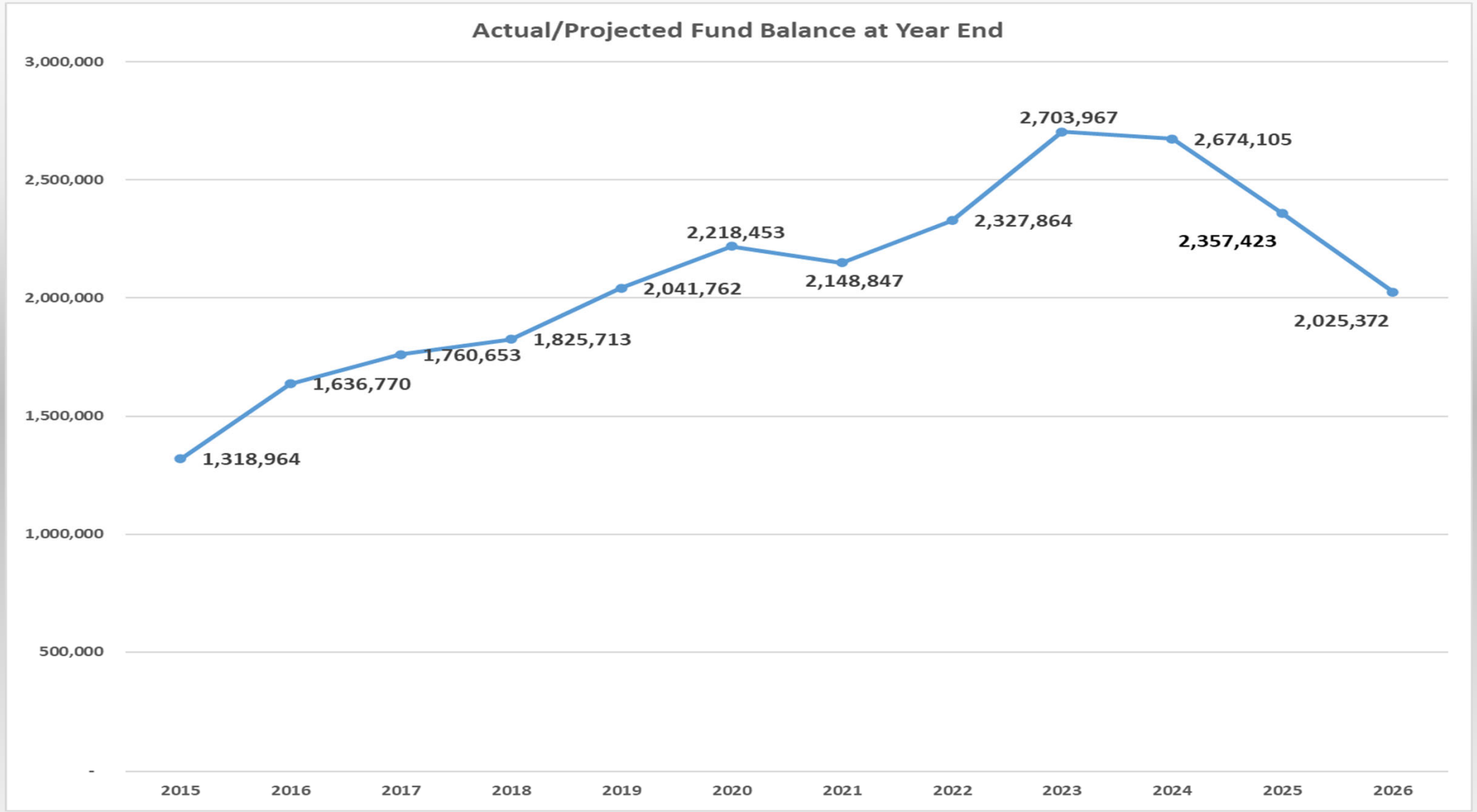
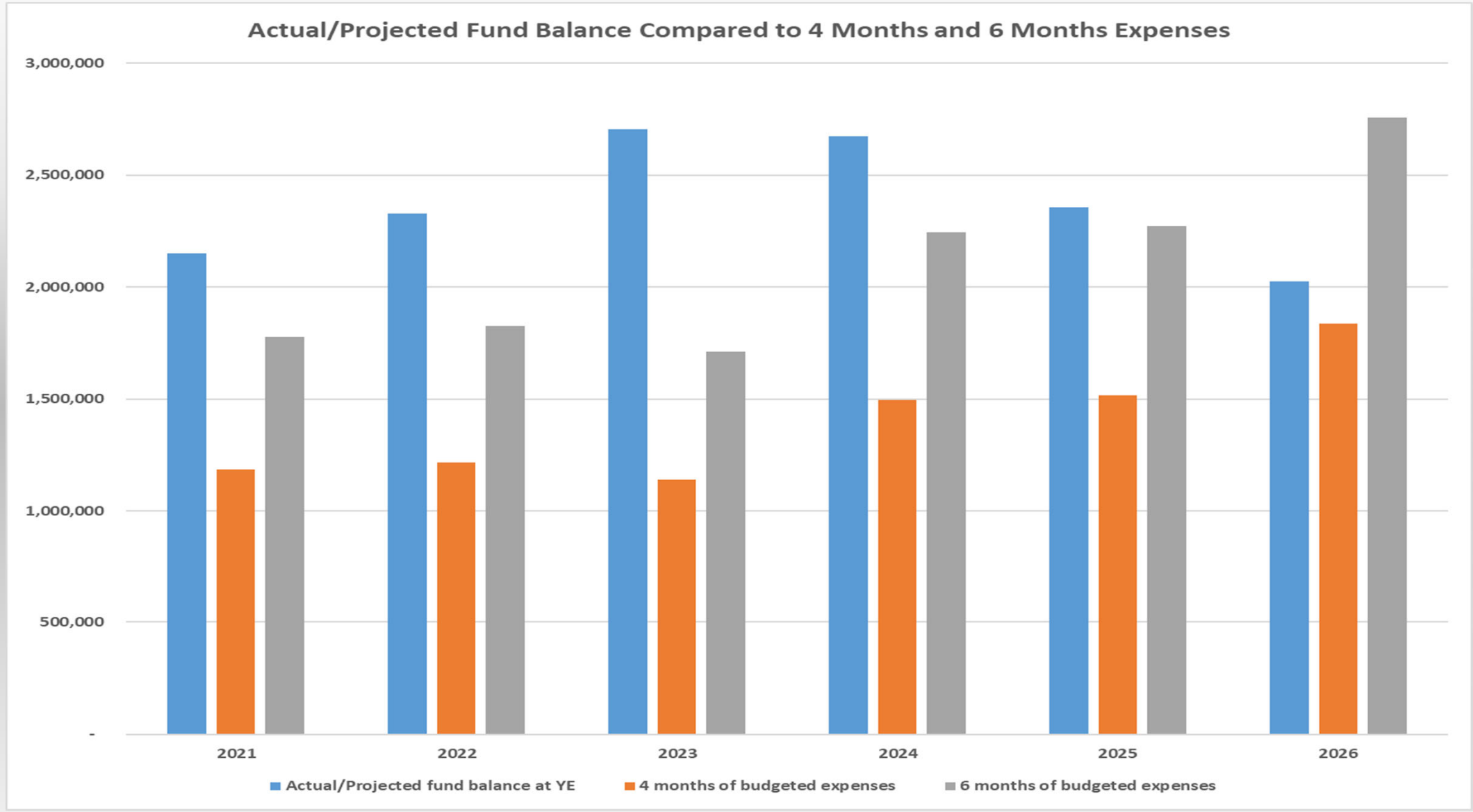
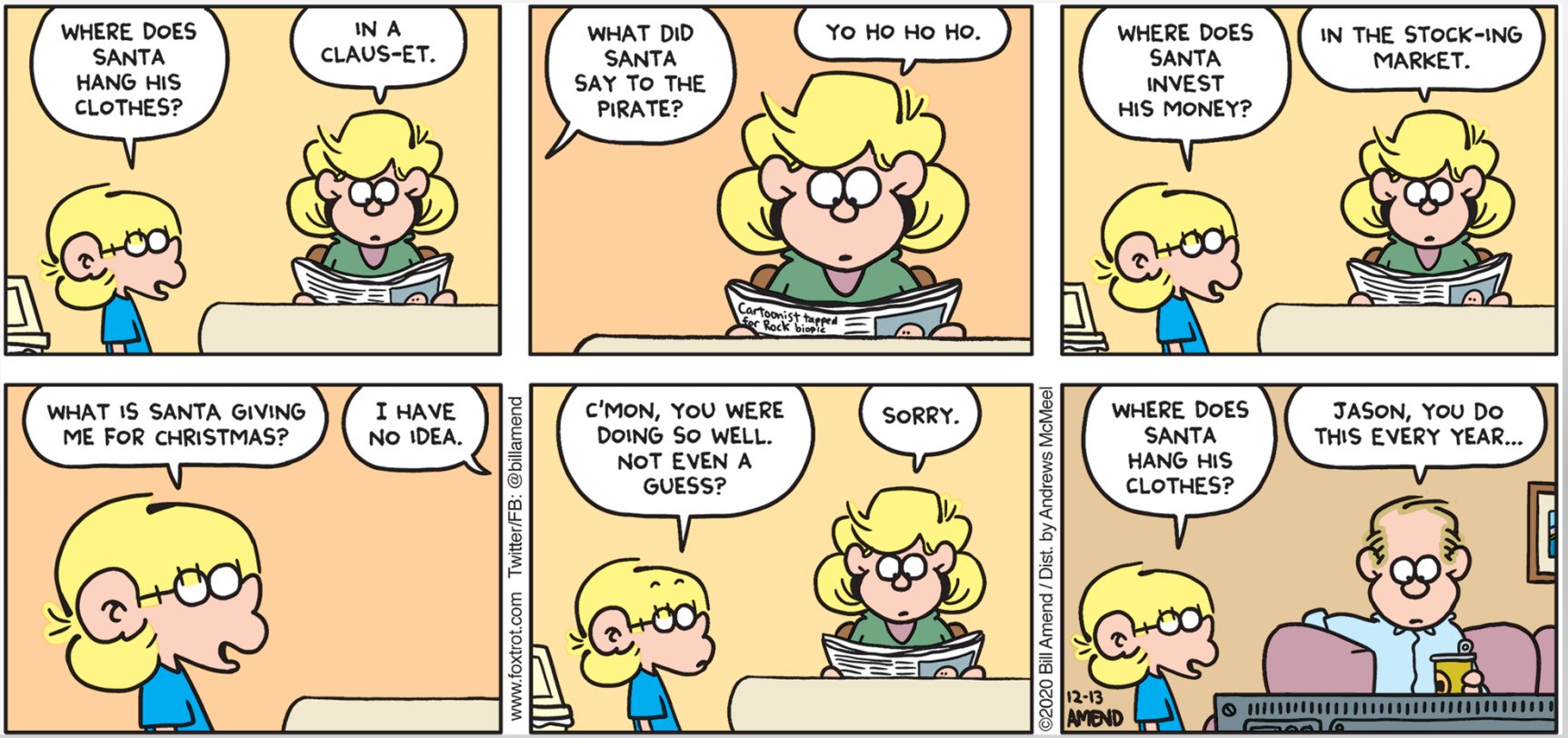
Revenues		Expenses	
Total revenues, original FY2026 UPWP	$5,096,735	Total expenses, original FY2026 UPWP	$5,096,735
Net adjustments	$415,309	Net adjustments	$415,309
Total revenues, Revision 1 FY2026 UPWP	$5,512,044	Total expenses, Revision 1 FY2026 UPWP	$5,512,044

See page 25.


Actual/Projected Fund Balance at Year End
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
-
1,318,964
1,636,770
1,760,653
1,825,713
2,041,762
2,218,453
2,148,847
2,327,864
2,703,967
2,674,105
2,357,423
2,025,372
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026


Actual/Projected Fund Balance Compared to 4 Months and 6 Months Expenses
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
-
2021
2022
2023
2024
2025
2026
Actual/Projected fund balance at YE
4 months of budgeted expenses
6 months of budgeted expenses



FoxTrot by Bill Amend
Published December 13, 2020

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Recommended motion

COMPASS Board adopts Resolution 03-2026, approving Revision 1 of the FY2026 Unified Planning Work Program and Budget.

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Item VI-B

COMPASS
COMMUNITY PLANNING ASSOCIATION
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Topic: COMPASS Carbon Reduction Strategy

Purpose: Approve the COMPASS Carbon Reduction Strategy

Hunter Mulhall, Principal Planner
Aaron Berger, DKS Associates

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Overview

- Background and Purpose
- Stakeholder Engagement
- Baseline Emissions
- Goals, Objectives, Performance Measures
- Assessment and Evaluation
  - Multimodal Assessment
  - Qualitative Assessment
  - Project Evaluation
- Implementation
- Next Steps

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Background and Purpose

- The Carbon Reduction Program (CRP) is a federal formula program established to fund projects that reduce carbon emissions from transportation.
- All states are required to have a statewide Carbon Reduction Strategy (CRS); ITD completed and adopted a CRS in 2024.
- The COMPASS CRS includes tools to identify strategies and projects that best meet the goals and objectives of *Communities in Motion* and the CRP.

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Program Facts

- This program allocates $6.4 billion in federal funds over 5 years nationwide (1 yr remaining), with **$47 million** to Idaho.
- The COMPASS TMA currently receives approximately **$1.45** million per year from CRP for the TMA. COMPASS will coordinate which projects receive this funding.
- The Large Urban, Small Urban, and Rural jurisdictions will coordinate with ITD and COMPASS for project funding.

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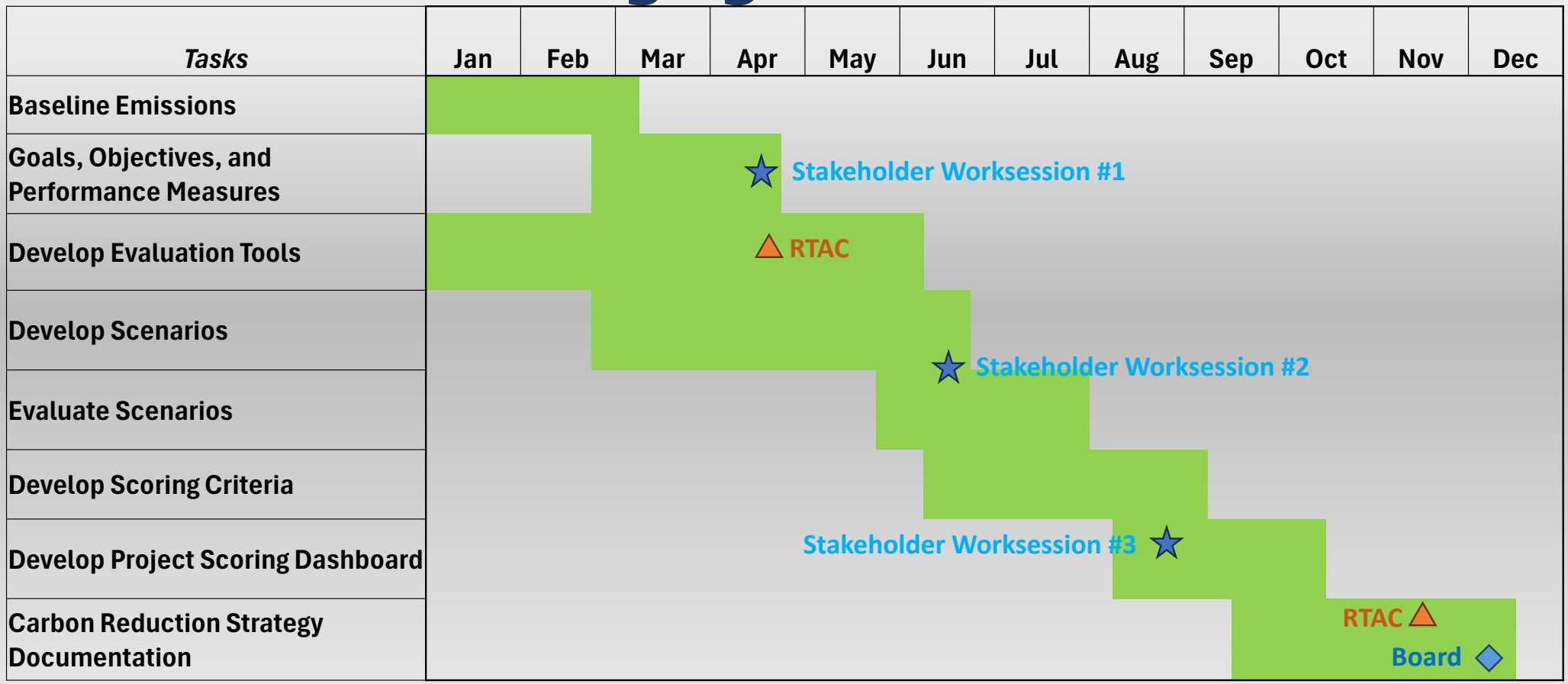
Stakeholder Engagement



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Baseline Emissions

- Used data from the National Emissions Inventory (NEI)
- Identified key trends compared to both state and national numbers

Percent On-Road Emissions by Vehicle Type (2020)

VEHICLES	CANYON COUNTY	ADA COUNTY	IDAHO	UNITED STATES
TRUCKS	*30.5%*	*30.6%*	*39.7%*	*31.0%*
BUSES	*0.5%*	*0.4%*	*0.5%*	*1.3%*
PERSONAL VEHICLES	*69.0%*	*68.9%*	*59.8%*	*67.7%*

Higher than national percentage Lower than national percentage

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Goals, Objectives, and Performance Measures

- COMPASS *Communities in Motion 2055* goals and objectives were used as the CRS goals and objectives
- Performance measures were selected based on:
  - Advancement towards a *Communities in Motion 2055* objective
  - Can be quantified based on current tools
  - Indication of reduced carbon emissions

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CRS Assessment and Evaluation

- Multimodal Assessment
  - Developed VisionEval model for the COMPASS planning area
  - Analyzed aspirational multimodal improvement scenarios
  - Generated unit benefit rates for bike, walk, and transit trips
  - Mapped benefit rates

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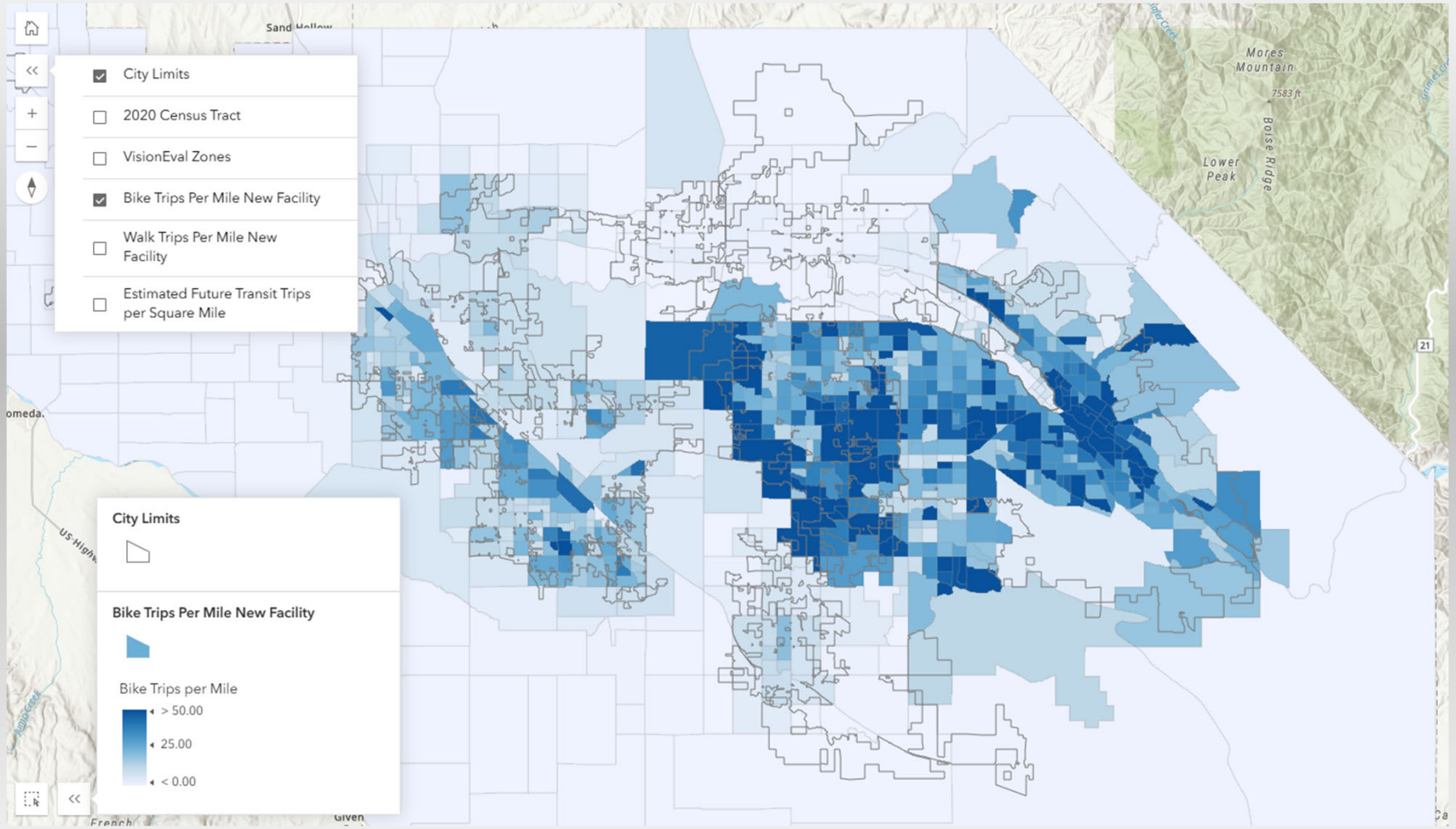
CRS Assessment and Evaluation



CRS Assessment and Evaluation

- Qualitative Assessment
  - Incorporated methodology from ACHD Livable Streets performance measures
  - Included safety improvement information
  - Developed project evaluation matrix for TSMO/ITS Projects

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CRS Assessment and Evaluation

- Project Evaluation
  - Incorporated quantitative multimodal assessment data and qualitative evaluation matrix and evaluation into a CRS Project Evaluation Toolkit
  - Toolkit provides project specific performance metrics, including quantified multimodal measures
  - Developed a matrix of scoring criteria for the performance metrics intended to identify projects that best represent local, regional, and CRP goals
  - Refined the scoring criteria based on sample project evaluation results, stakeholder feedback, public feedback from the CIM 2055 “Move what Matters survey”

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CRS Implementation

- Implementation
  - Web-based dashboard tool
  - Jurisdictions outside the TMA should consider the ITD Statewide CRS priorities when proposing projects for CRP finding
- Utility beyond the CRP
  - New capability to model benefits of active transportation and transit projects
  - Toolkit can be used to support project programming beyond CRP
  - Grant application support
  - Support for potential future federal programs

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Questions?

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Recommended motion

The COMPASS Board of Directors approves the COMPASS Carbon Reduction Strategy

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Item VI-C

COMPASS
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Topic: Amendments to *Communities in Motion 2050* and Regional Transportation Improvement Programs

Purpose: Adopt of resolutions amending CIM 2050 and the TIPs.

Gus Loeffelholz, Senior Planner

Toni Tisdale, Resource Development Team Lead
Principal Planner

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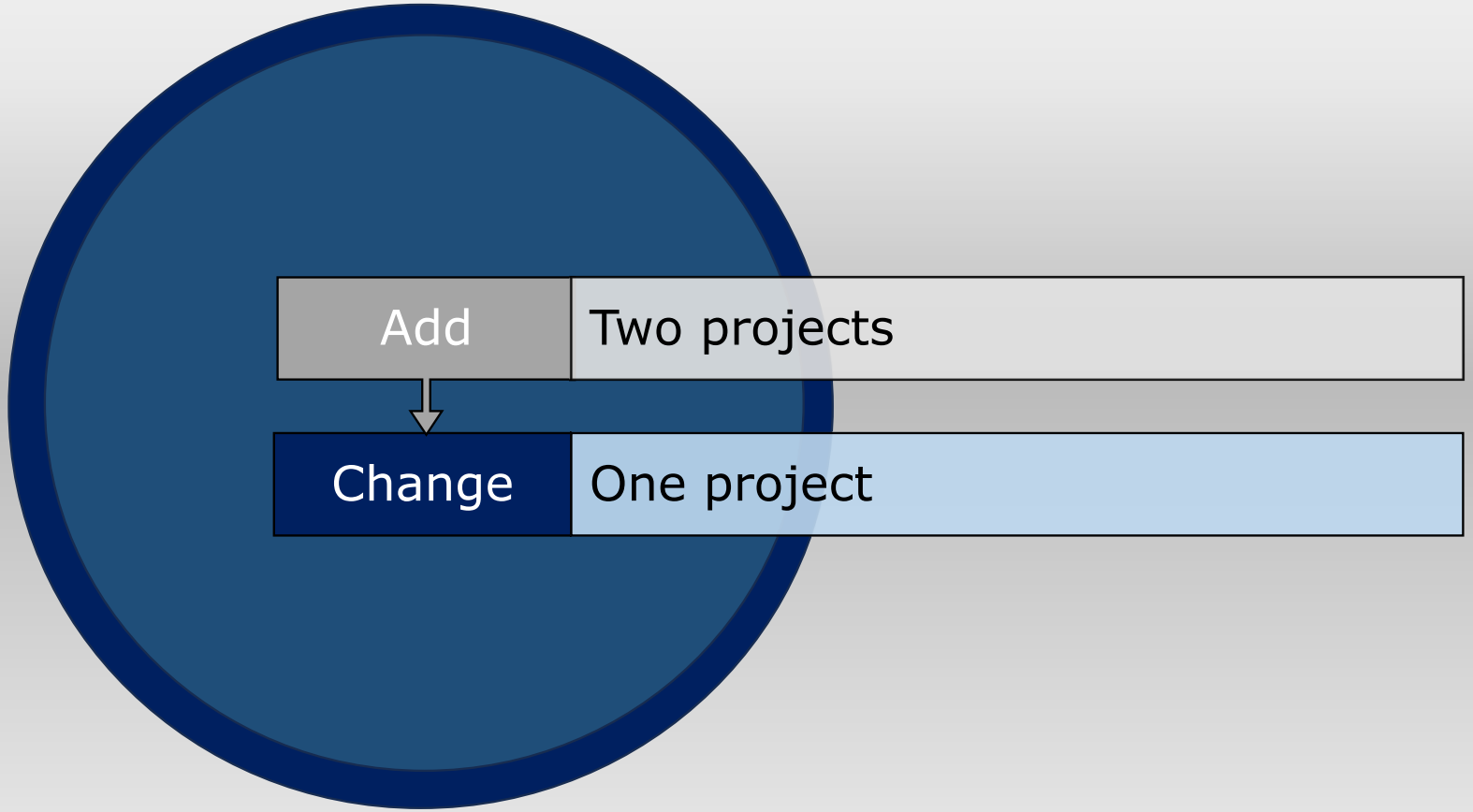
Introduction



See page 48.

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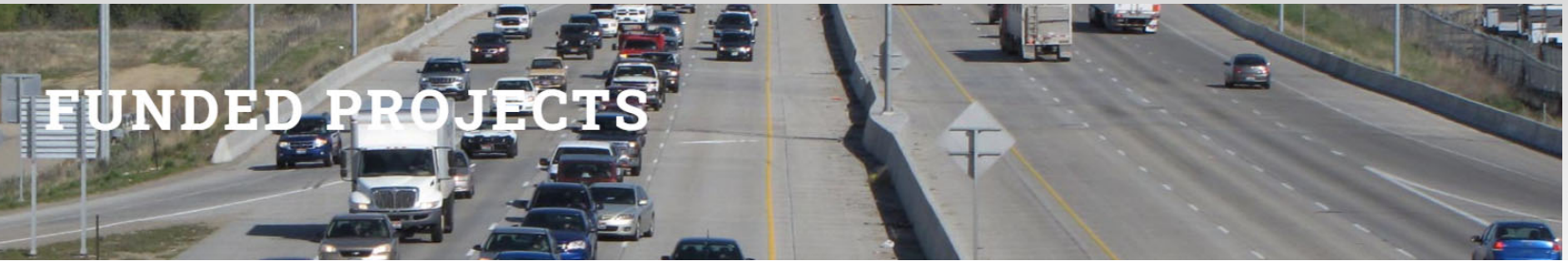
Why the amendment?

CIM 2050-funded projects include:

- Capital projects on I-84, state highways, and principal arterials
- Intersections using federal funds
- Other projects that use federal funds



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Why the amendment?

Amendment to CIM 2050…

… mirrors changes to local plans, capital improvement programs and budgets

Amendment to TIP…

…mirrors changes to CIM 2050 or adds or changes exempt projects

…enables work to begin on funded projects

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Amendments

Resolution 04-2026
- Amend CIM 2050

Resolution 05-2026
- FY2025-2031 TIP
- FY2026-2032 TIP

See pages 50-55.

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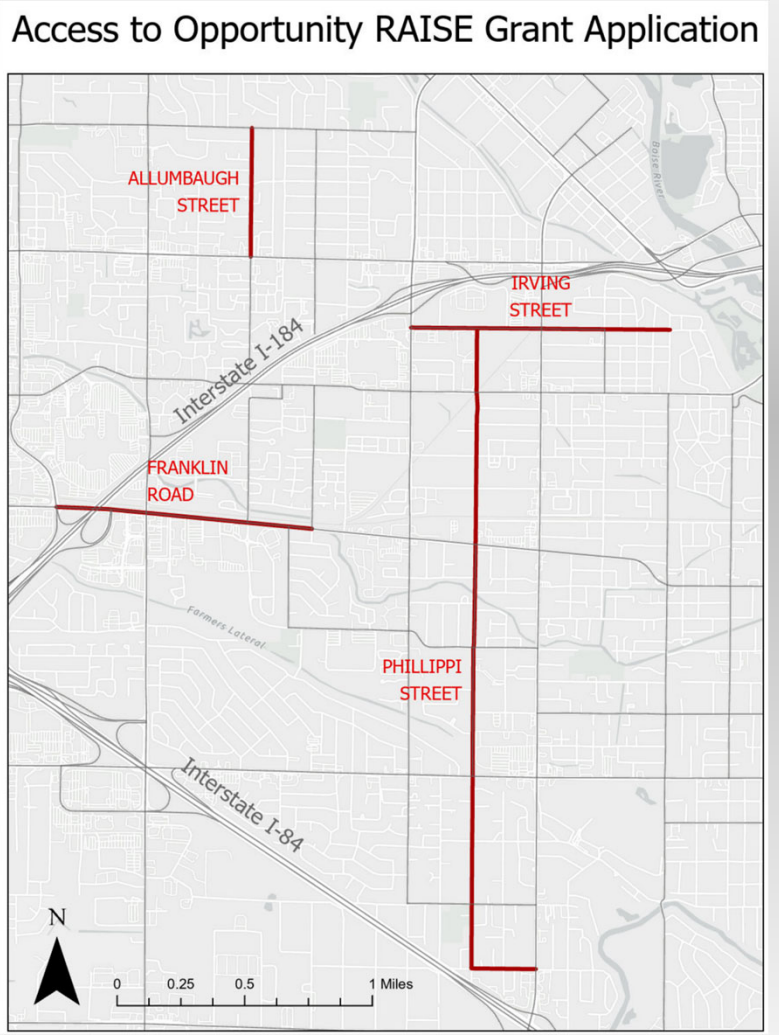
BUILD Boise Bench, ACHD

Construction Phase added for four segments:

- 2025 BUILD grant for $18.3M construction phase of 2023 RAISE design award

Project components would include:

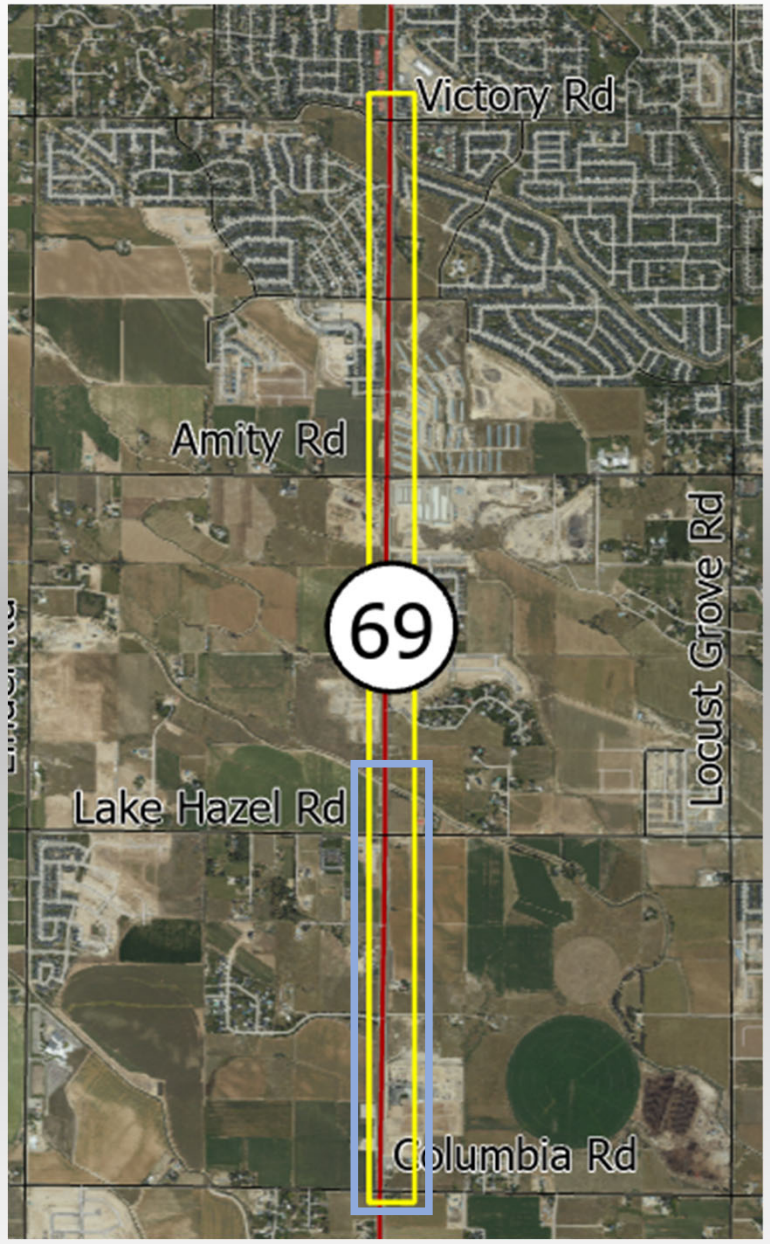
- Road maintenance
- Sidewalk and curb ramp upgrades
- Safer pedestrian crossings and bike facilities
- Green stormwater improvements
- Enhanced transit stops



State Highway 69, ITD

State Highway 69 (Meridian Road), Columbia Road to Victory Road

- Change scope to: Columbia Road to just north of Lake Hazel Road
- Cost Reduction $10.5M
  - ($35M to $24.5M)
- 3 through-lanes per direction
- Raised median
- Detached pedestrian facilities



Yellow box – current

Blue box – change

Amendments to TIPs

Resolution 05-2026

- Amend FY2025-2031 and FY2026-2032 TIPs
  - Add ACHD BUILD grant project
  - Change scope in ITD's State Highway 69 project
  - Plus…

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Replacement vehicles, VRT

Replace three vehicles in the Boise State University fleet

- Cost: $596K

Photo source: Boise State University website, photo by Hue Herrick

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Public comments

October 27 - November 10

Public comment period

November 19

RTAC recommended approval

December 15

COMPASS Board requested to approve amendments

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Public comments

When looking at the costs of these two projects, I doubt whether they justify the cost vs positive revenue for taxpayers…

I am in favor of the following projects in the subject Amendment...

Glad to see that you are planning ahead on much needed changes! I approve!

I oppose replacing vehicles for VRT BSU. I support accelerating construction of Highway 16 by ITD…

…Highway 69. We travel that road daily. It doesn't need to be widened. What it needs are Right Turn lanes…

I find it incomprehensible that the #1 primary goal of transportation is NOT ROADWAYS…

See pages 56-62.

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Questions?

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Recommended motion

COMPASS Board of Directors adopts Resolution 04-2026, amending CIM 2050, and Resolution 05-2026, amending the FY2025-2031 and FY2026-2032 TIPs.

See pages 50-55.

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Item VI-D

COMPASS
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Topic: 2026 Board Officer Slate

Purpose: Approve the 2026 Board Officer Slate

Craig Raborn, AICP

Executive Director

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Recommended Officer Slate

- Chair: Commissioner Rod Beck
- Chair-Elect: Councilman Dan Hyer
- Vice Chair: Councilwoman Mary May

- Secretary/Treasure: Leave vacant until February 2026

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Recommended motion

The COMPASS Board of Directors approves the 2026 COMPASS Board officer slate as presented, leaving the Secretary/Treasurer position vacant until February 2026.

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Item VII-A

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Topic: 2024 Congestion Management Systems Report

Purpose: Review the state of congestion in 2024 and strategies used to manage congestion

Hunter Mulhall

Principal Planner

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Today’s Topics

- What is the Congestion Management Process?
- How do we measure congestion?
- Congestion performance summary (2024)
- Congestion management strategies
- Funding our solutions
- Looking forward

See page 65

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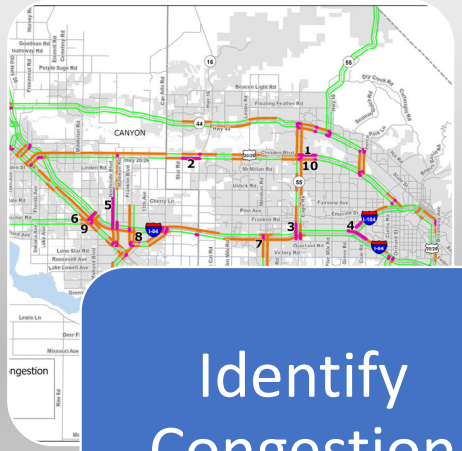
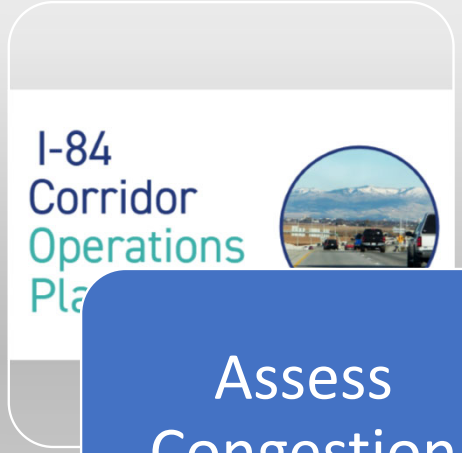
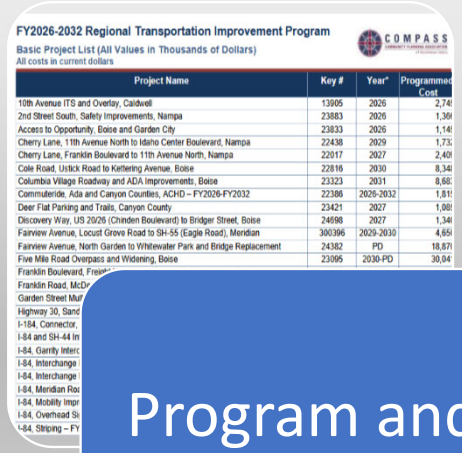
The Congestion Management Process



Identify Congestion Management Needs



Assess Congestion Management Strategies



Program and Implement Strategies

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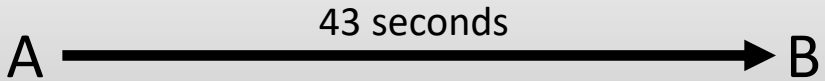
How We Measure Congestion

=



Intensity	Duration	Extent	Variability
Travel Time Index – describes how travel times vary from peak to off peak periods.	Intensity and variability is assessed at 4 peak periods (AM, Midday, PM, Weekend) to describe when and how long peak periods last. **Peak Hours of Excessive Delay** describes how much time a citizen can expect to spend in heavy congestion each year.	Miles of congested or unreliable roadway is used to describe the geographic extent of congestion.	**Level of Travel Time Reliability** – describes how predictable travel times are during peak periods by comparing the 80th percentile travel times to the 50$^{th.}$

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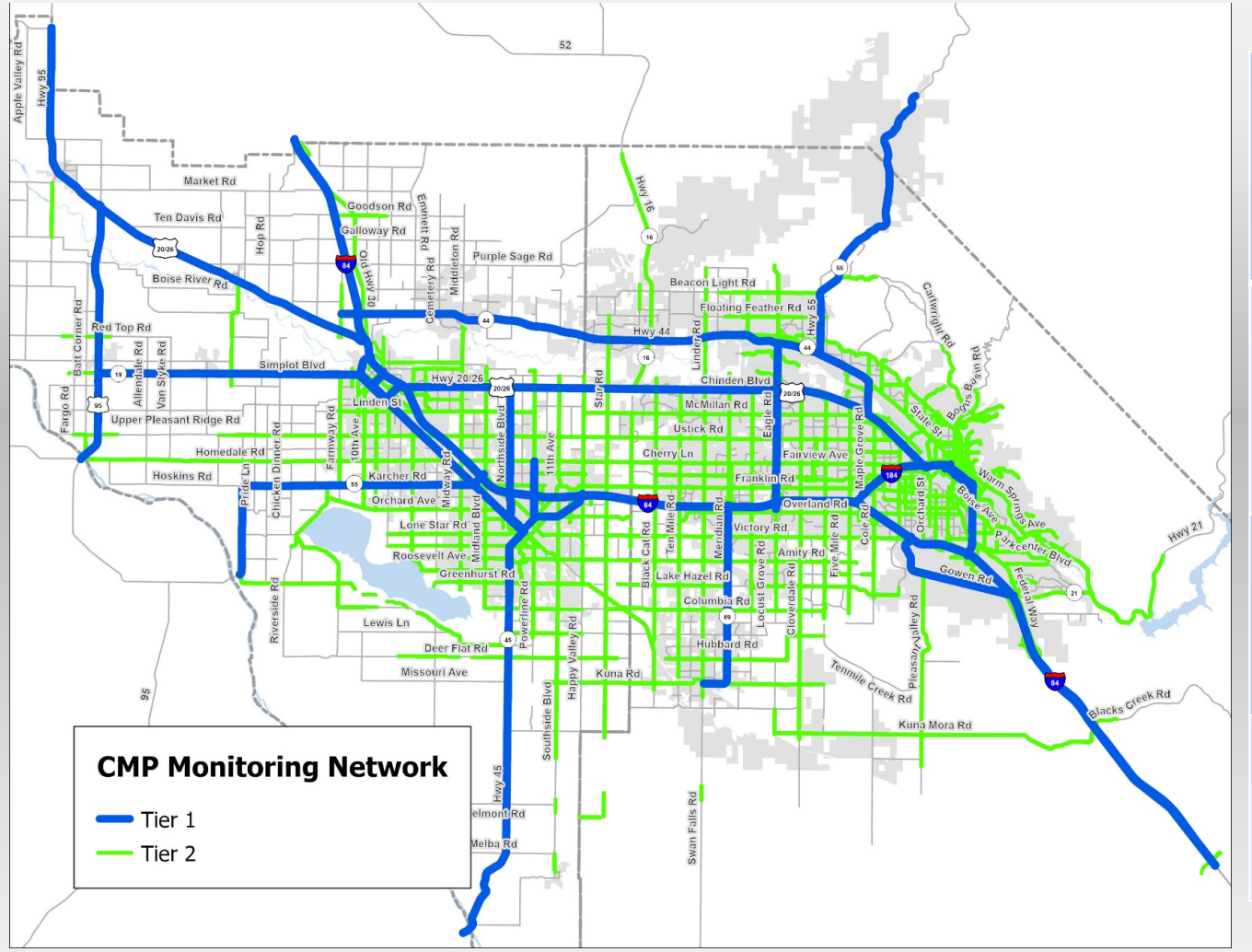
Where We Measure Congestion



Tier 1 – National Highway System including interstate and state highway system

Source: National Performance Measures Research Dataset (NPMRDS)

Tier 2 – Arterials and collector roads that are not on the National Highway System.

Source: INRIX (through ITD agreement)

Overall Performance for 2024

Meeting Targets	Not Meeting Targets
✓ Travel Time Reliability on the non-interstate National Highway System (> 70%; federal performance measure)	X < 15 days with excessive commute times on I-84 during the AM and PM peak hours from Caldwell to Boise (both directions).
✓ Person Hours of Excessive Delay per Capita in the Boise Urban Area (< 13.0; federal performance measure)	X Travel time reliability on the interstate National Highway System (> 90%; federal performance measure).
✓ Percent of non-single occupancy vehicle travel in the Boise Urban Area (> 23.5%; federal performance measure)	X Truck travel time reliability on the interstate National Highway System (< 1.3; federal performance measure)
✓ Less than 8% of Tier 1 roadways considered highly congested (travel time index > 2.0)	

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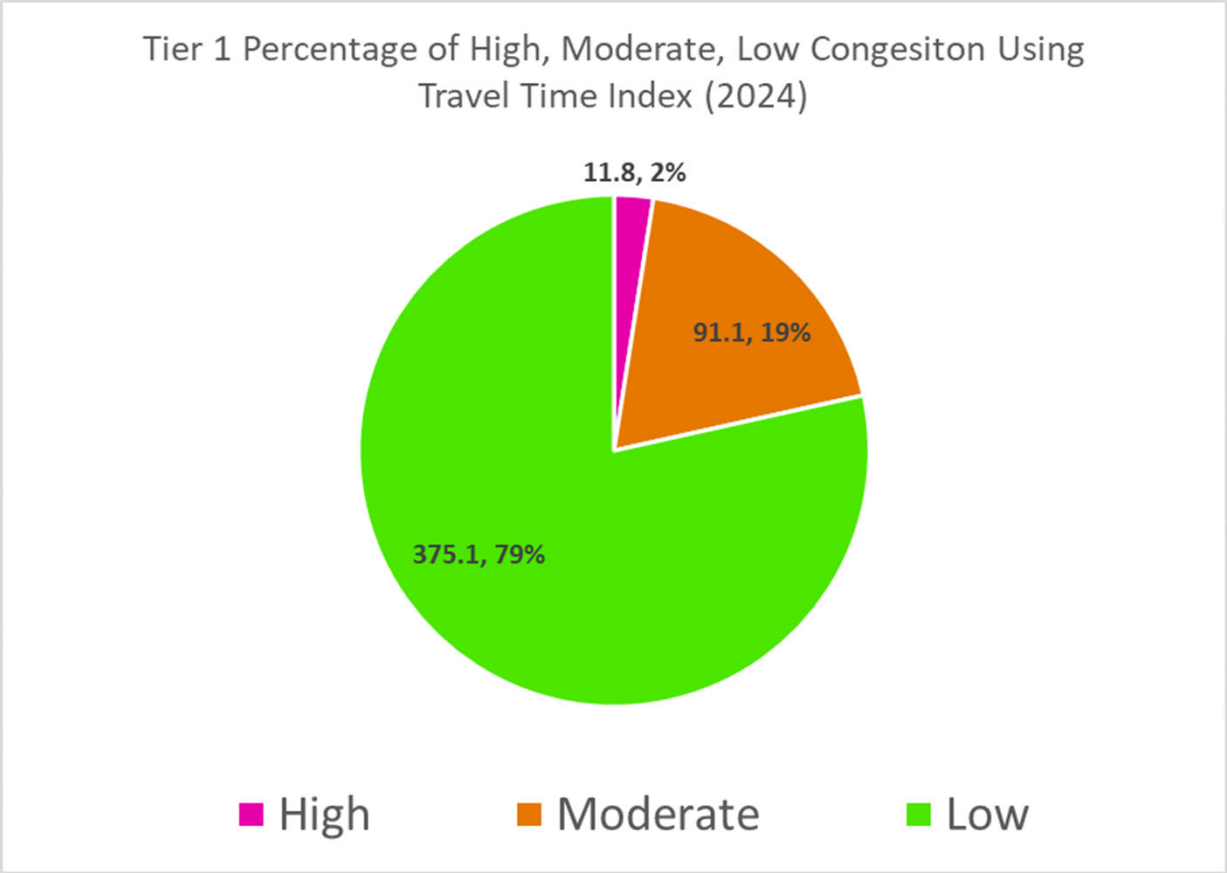
How Congested Are We Talking?

~22% (around 100 miles) of Tier 1 roadways experienced high or moderate congestion in 2024



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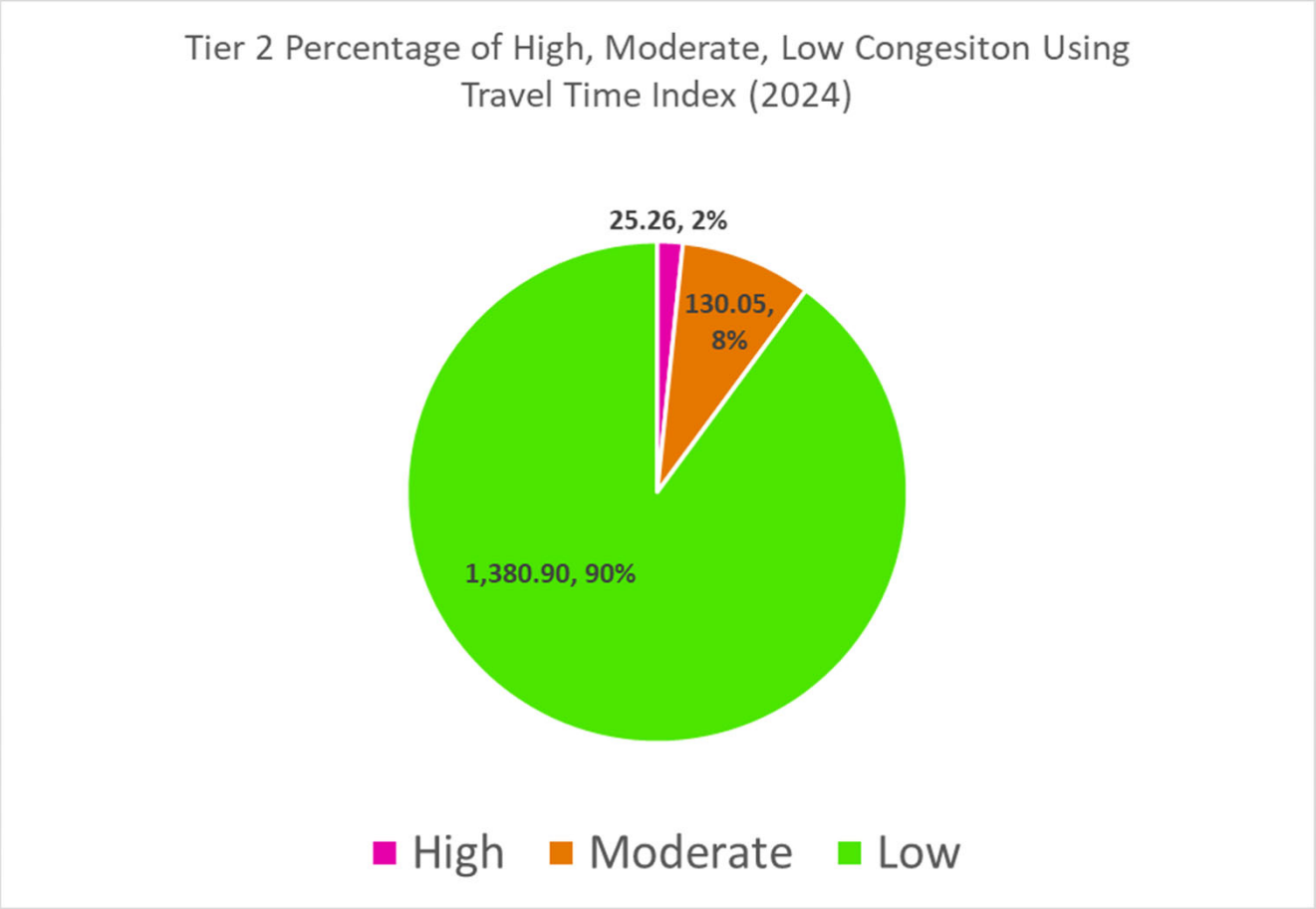
How Congested Are We Talking?

~10% (around 155 miles) of Tier 2 roadways experienced high or moderate congestion in 2024



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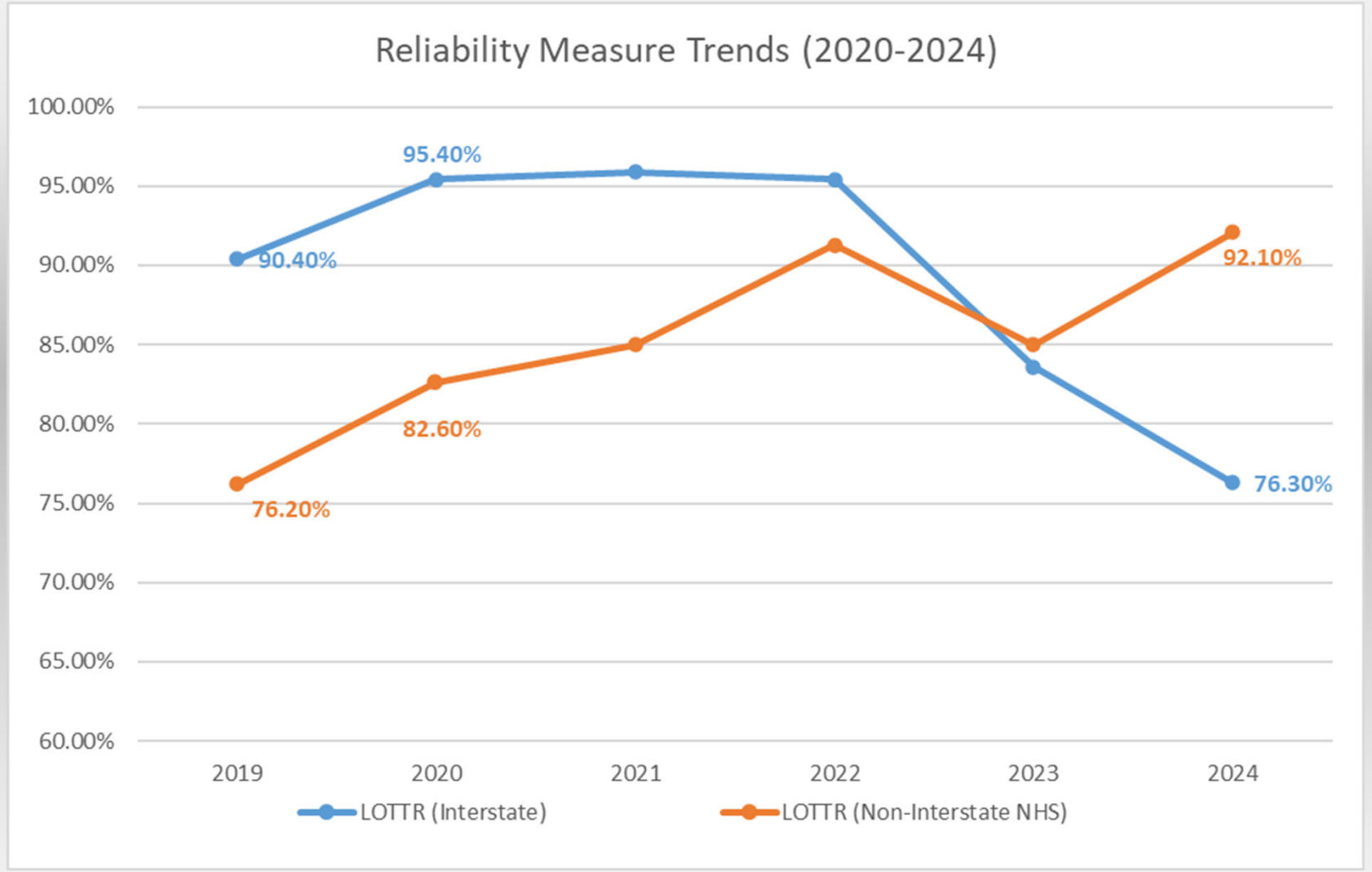
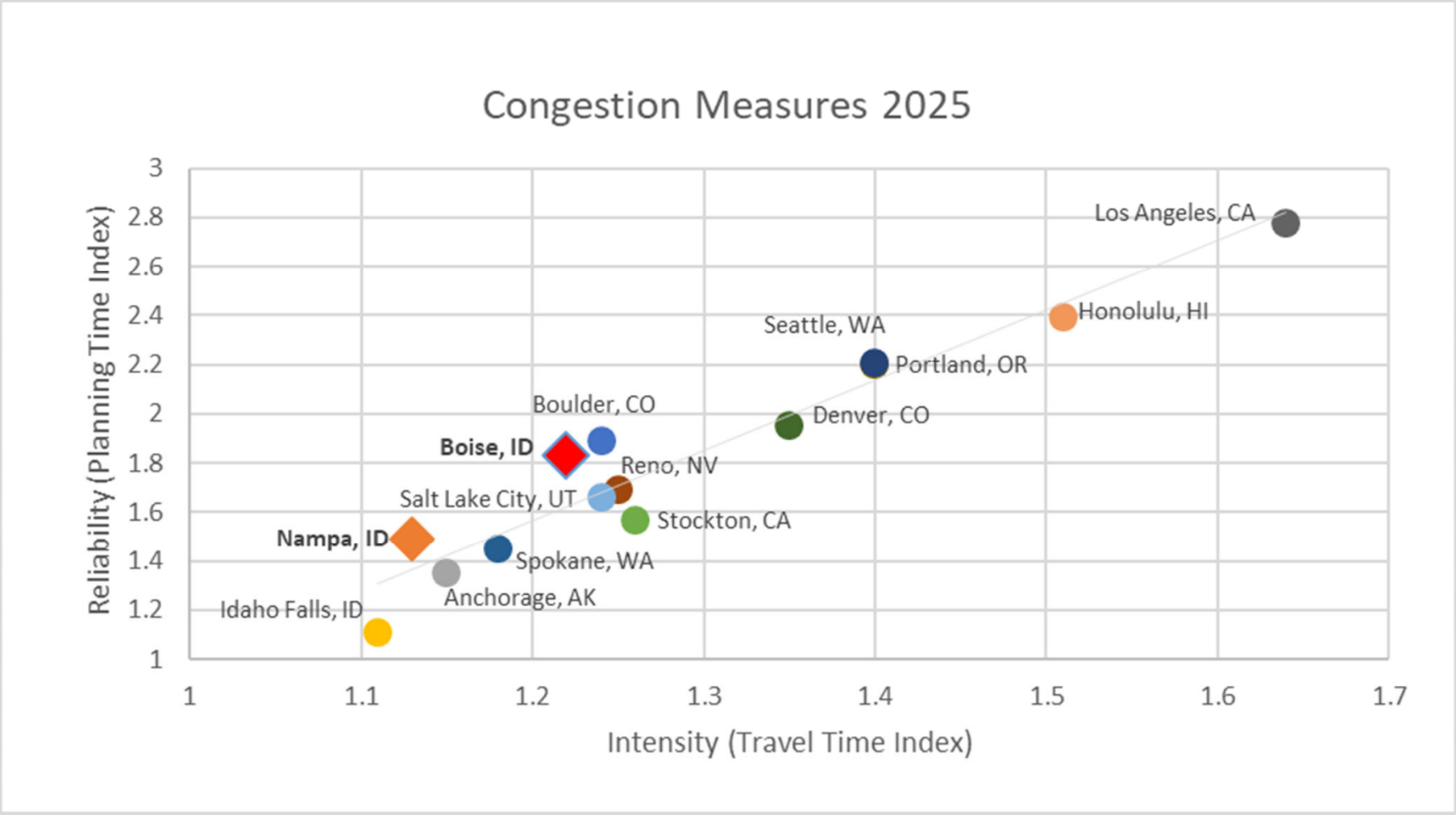
What about Reliability?



How does our region compare to others?

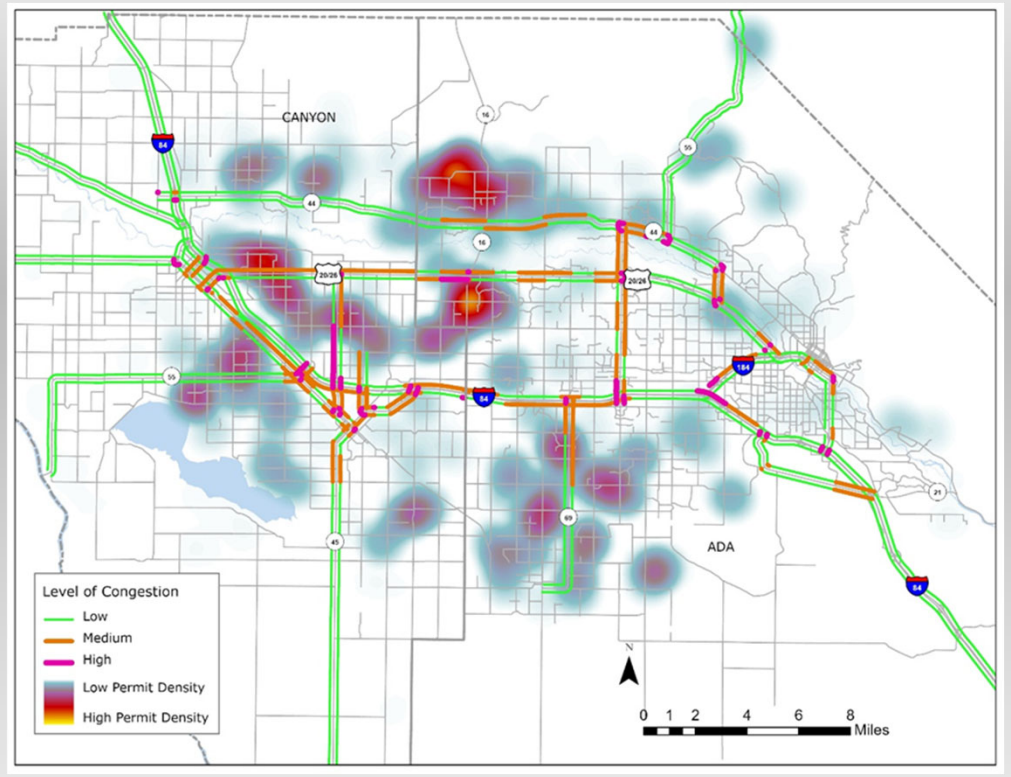


Source: [Texas A&M Transportation Institute 2025 Urban Mobility Report]

Growth and Development Challenges

- Population has grown ~13% since 2020 census
- Building permits up ~20% from 2023 to 2024
- Building along corridors already experiencing congestion

Number of Single-Family Units Permitted and Levels of Highest Peak Hour Congestion (2024)



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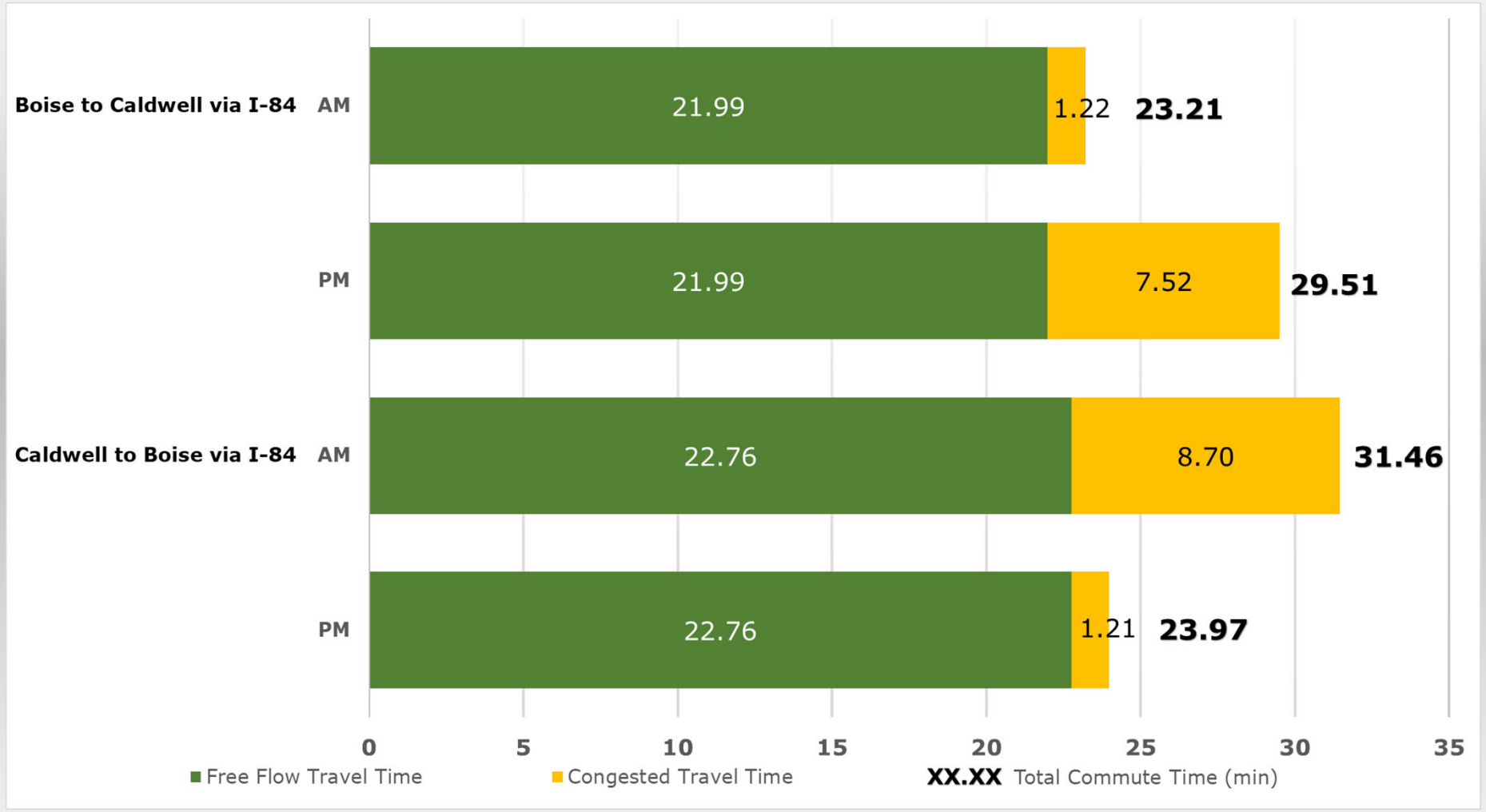
Where Are the "Hot Spots"?

Rank	Road	Description	Miles	Direction	TTI	Peak Period	Peak Hour Delay	Avg. Speed
1	US 20/26 (Chinden Blvd)	Cloverdale Rd to SH 55 (Eagle Rd)	0.93	Westbound	3.26	PM	2 min 56 sec	18 mph
2	US 20/26 (Chinden Blvd)	SH 16/McDermott Rd to Star Rd	1.02	Eastbound	2.74	AM	2 min 21 sec	23 mph
3	SH 55 (Eagle Rd)	Franklin Rd to I-84 Westbound On Ramp	0.51	Southbound	2.35	PM	1 min 19 sec	15 mph
4	I-84	Exit 49 Franklin Rd/City Center to I-184 Flying Wye	0.95	Westbound	2.29	PM	1 min 4 sec	45 mph
5	Northside Blvd	Ustick Rd to Karcher Rd	2.00	Southbound	2.12	PM	3 min 38 sec	23 mph
6	Nampa/Caldwell Blvd	Middleton Rd to SH 55 (Karcher Rd)	0.70	Eastbound	1.97	PM	1 min 31 sec	16 mph
7	I-84	Exit 44 (Meridian Rd) Off Ramp to On Ramp	0.69	Eastbound	1.96	AM	34 sec	47 mph
8	Franklin Blvd	10th Ave N to Exit 36 (Franklin Blvd) On Ramp	0.73	Northbound	1.95	PM	1 min 4 sec	25 mph
9	SH 55 (Karcher Rd)	Middleton Rd to Nampa/Caldwell Blvd	0.52	Eastbound	1.95	Midday	1 min 17 sec	13 mph
10	SH 55 (Eagle Rd)	McMillan Rd to US 20/26 (Chinden Blvd)	0.98	Northbound	1.94	PM	1 min 19 sec	25 mph

Where Are the "Hot Spots"?

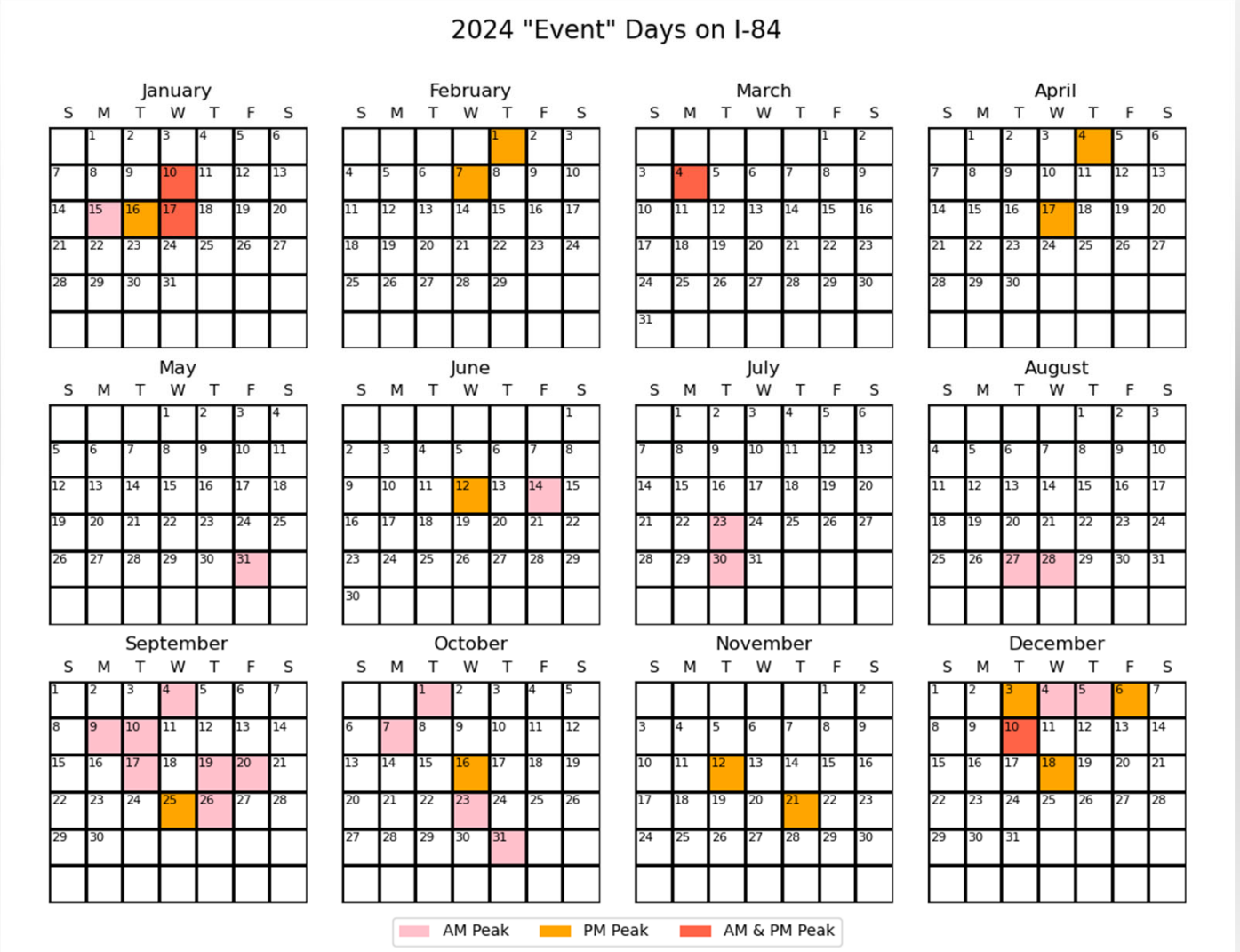
Rank	Road	Description	Miles	Direction	TTI	Peak Period	Peak Hour Delay/Avg Speed
	Canyon County						
1	Idaho Center Blvd	Franklin Rd to I-84 On/Off Ramps	0.34	Southbound	1.83	PM	35 sec/15 mph
2	Midland Blvd	W St Lukes Dr to Karcher Bypass	0.37	Southbound	1.72	PM	35 sec/15 mph
3	I-84 Exit 26 Off Ramp	I-84 Exit 26 Off Ramp (US 20/26)	0.26	Westbound	1.63	Midday	18 sec/21 mph
4	I-84 Exit 33 Off Ramp	I-84 Exit 33 Off Ramp (Karcher Rd)	0.41	Westbound	1.62	PM	26 sec/25 mph
5	I-84 Exit 28 On Ramp	I-84 Exit 28 On Ramp (10th Ave)	0.38	Westbound	1.62	AM	12 sec/45 mph
	Ada County						
1	I-84 Exit 0 On Ramp (I-184)	Wye Interchange (I-184/Franklin Blvd)	0.66	Westbound	3.05	PM	1 min 12 sec/37 mph
2	I-84 Exit 44 On Ramp	I-84 Exit 44 On Ramp (Meridian Rd)	0.40	Eastbound	2.66	AM	44 sec/24 mph
3	I-84 Exit 42 On Ramp	I-84 Exit 42 On Ramp (Ten Mile Rd)	0.64	Eastbound	2.53	AM	1 min 1 sec/34 mph
4	I-84 Exit 46 On Ramp	I-84 Exit 46 On Ramp (Eagle Road/SH55)	0.57	Westbound	1.92	PM	36 sec/37 mph
5	SH 16	Phyllis Canal to US 20/26 (Chinden Blvd)	0.48	Southbound	1.91	PM	40 sec/23 mph

What Does the Commuter Experience?



What Does the Commuter Experience?

37 “Event” days on I-84 where commute was 30% greater than average in 2024



Congestion Management Strategies

Transportation Management and Operations/Intelligent Transportation Systems

Transportation Demand Management/Active Transportation

Transit Operational Improvements

Roadway Capacity Improvements

Freight and Goods Mobility

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Funding Our Congestion Solutions

- Most of our capital is going toward roadway capacity improvements
- Active transportation is the second most funded strategy; this is usually attributed to new sidewalk and bike lanes included in capacity projects
- Far fewer TSMO/ITS, transit, and freight projects

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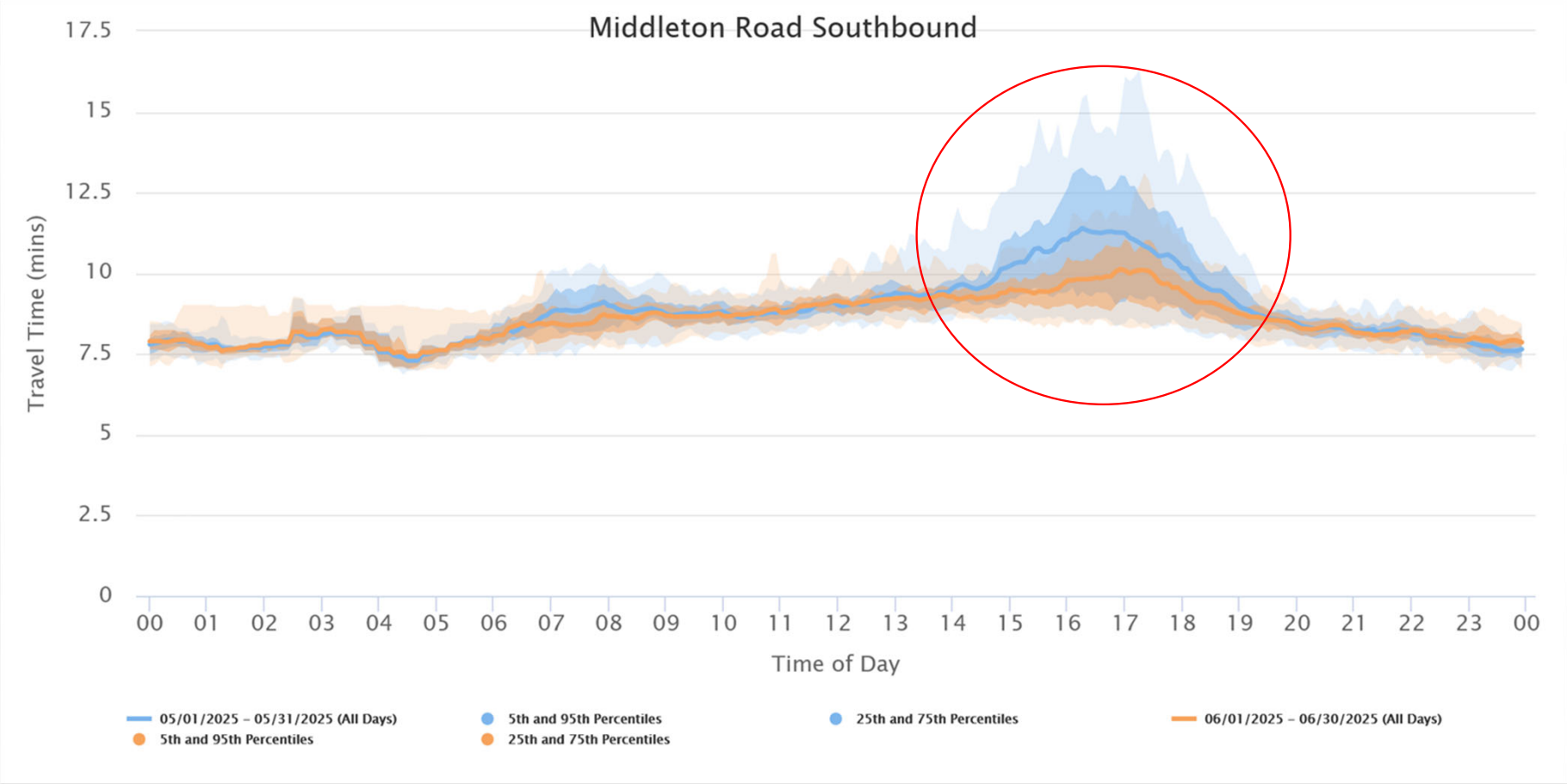
Monitoring Strategy Implementation



Before and After Effects of Signal Timing Modifications on Average, 5th, 25th, 75, and 95th Percentile Travel Times on Southbound Middleton Road from Laster Street to Roosevelt Avenue (2025)

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Looking Forward

- Several capacity projects funded and in progress (I-84, US 20/26, SH 44, SH 16, SH 55)
- I-84 Mobility Study (in progress)
- ITD TSMO/ITS Plan and program funding (recently completed)
- ITD HQ Traffic Incident Management Systems training (coming soon)
- Update COMPASS TSMO/ITS Strategy (2027-2028)
- Smart Corridors Plan (Nampa/Caldwell Blvd Operations Plan, 2027)

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Conclusion/Summary

- ~22% of Tier 1 (State Highway and Interstate) and ~10% of Tier 2 (Arterials and Collectors) considered high to moderately congested in 2024.
- Reliability on the interstate has dramatically worsened since 2022.
- Small operational investments can have big impacts on travel time and reliability.
- Upcoming opportunity to participate in TSMO/ITS/TDM planning.

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Questions?

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