

# COMPASS Board of Directors

June 15, 2026



Item V-A



# Topic: COMPASS Coordinated Regional Waterway-Pathway Plan

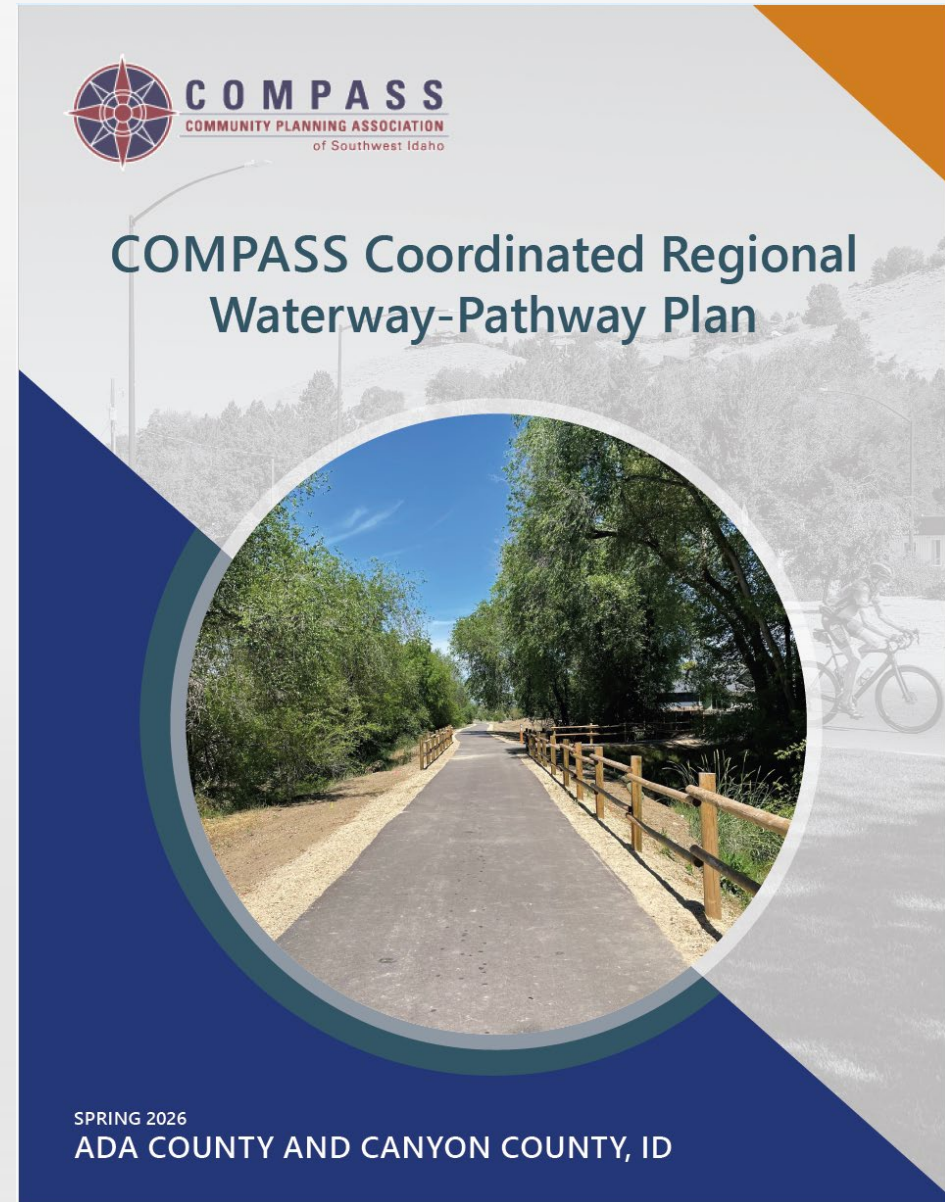
Purpose: Adopt the Regional  
Waterway-Pathway Plan

Gus Loeffelholz  
Senior Planner  
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# Background

- Identify pathway opportunities along irrigation canals and natural waterways
- Member request submitted 4 years ago
- Planning gap identified
- COMPASS went through funding steps
- Now we're ready



# Vision and Goals

The goal of the plan is to facilitate a **connected, accessible, and historically-informed** non-motorized transportation network along regional waterways that meets the needs of a growing population and fosters a higher quality of life for all residents.



Build from existing accomplishments of pathways along waterways



Make decisions that are guided by data and stakeholder support.



Foster interagency coordination by building and strengthening relationships with irrigation organizations and other stakeholders for new and enhanced connections and policy alignment.



Create a connected, safe, accessible, and historically-informed pathway system.



Minimize and mitigate impacts to sensitive environmental resources.

# Why Now?

## Needs

**Growth** is outpacing coordination  
Key **pathway opportunities** are at **risk of being lost** during development  
Policies are **fragmented** across agencies  
People are using the existing maintenance paths **informally**  
Decisions are happening **without** a regional framework

## Opportunity

Taking advantage of land along irrigation and natural waterways could **substantially expand the regional network**

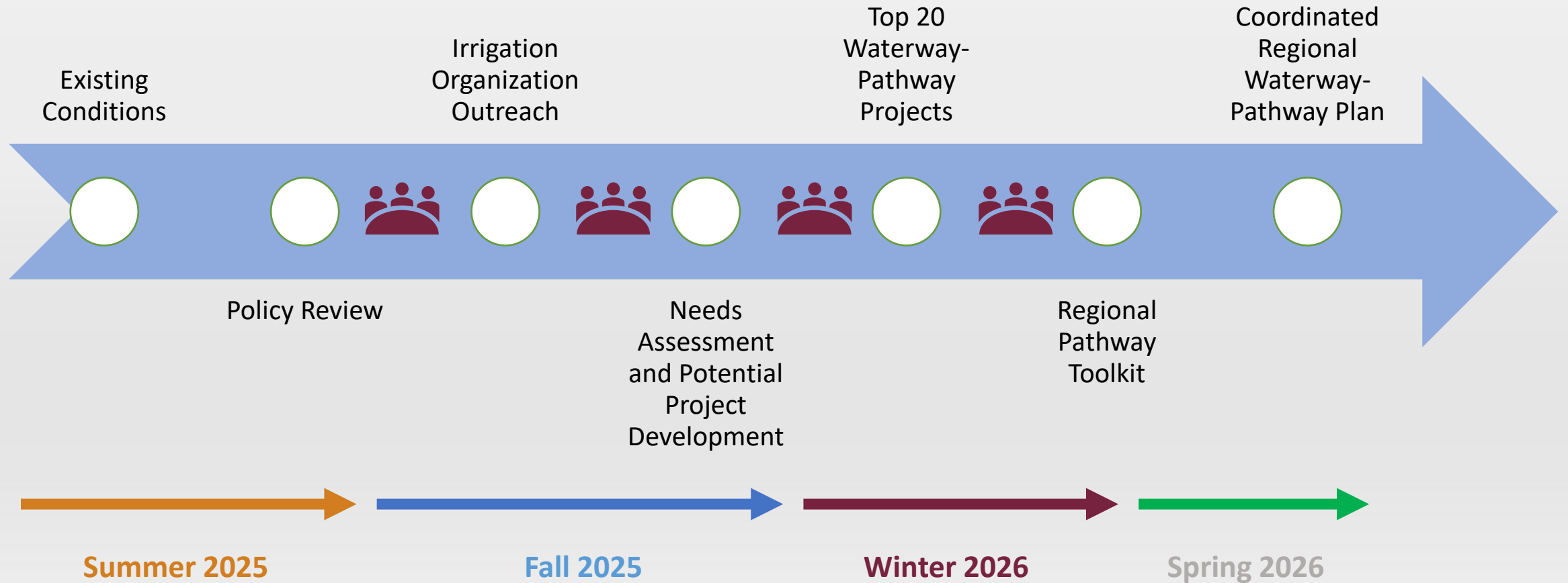
## Outcome

A **regional plan to guide** near-term and long-term **decision-making**

# Planning Process



**Work Group Meeting**



# Key Themes

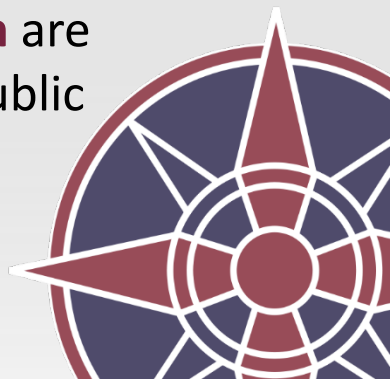
Successful development of pathways along irrigation waterways depends on strong coordination and clear communication with irrigation organizations

## What we heard:

- Irrigation organizations have **varying levels of openness** to public pathways
- Most waterways exist within **statutory easements**, limiting control and enforcement
- **Long-term partnerships** are often required to implement projects

## What this means:

- **Early coordination** and **clear roles** are critical
- **Master Agreements** help define responsibilities and expectations
- **Communication and education** are needed for partners and the public



# Near-Term Implementable Projects



# Waterway-Pathway Project Prioritization Criteria

## Irrigation Waterways

Irrigation Organization Interest	Regional Routes Connectivity	Local Routes Connectivity
Essential Destination Connectivity	Unopened ROW or Common Area Connectivity	Equity Areas
Cross-Jurisdictional	Supports Previous Planning Efforts	Jurisdiction's Priority

Maximum Possible Score: **14**

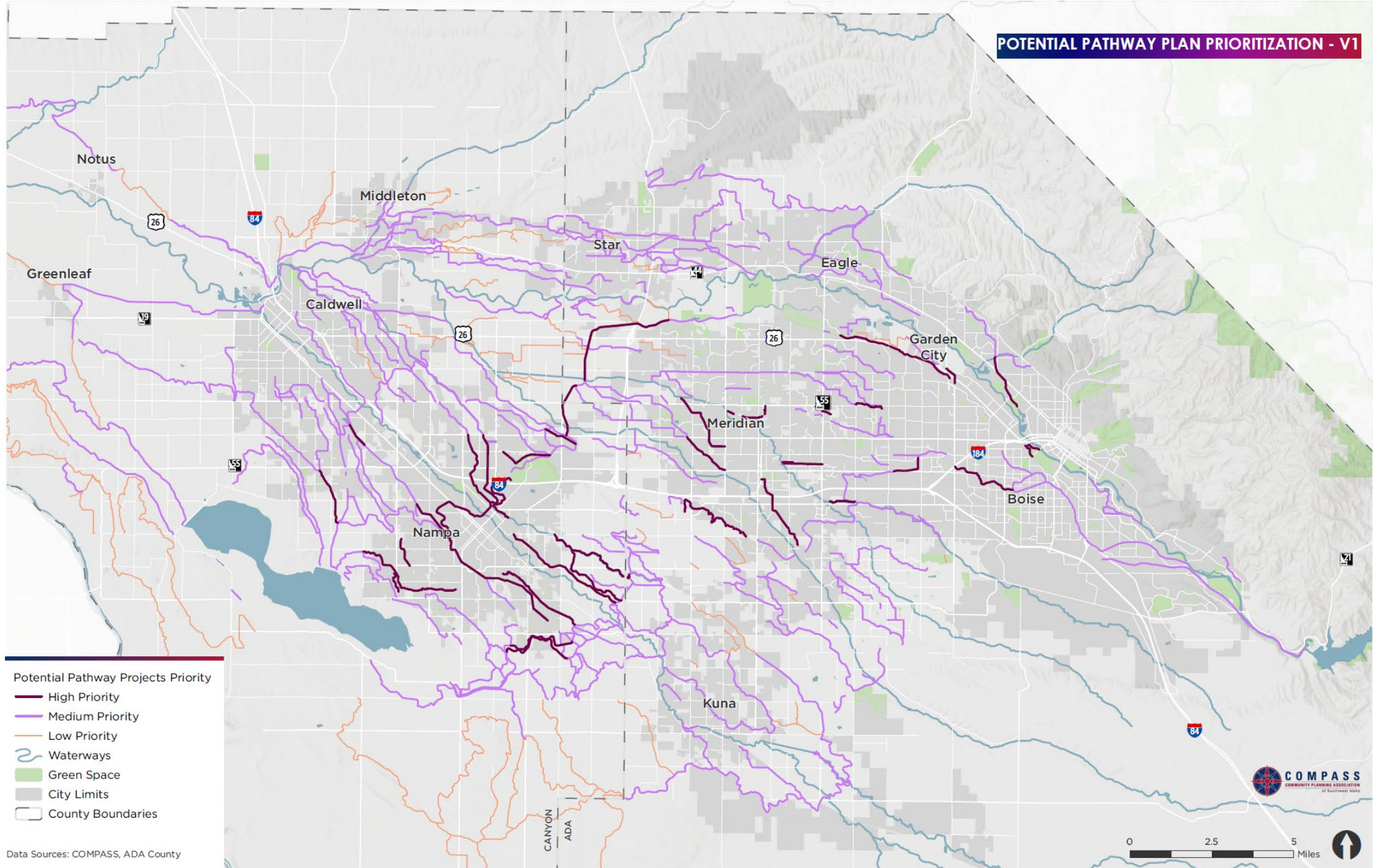
## Natural Waterways

Regional Route Connectivity	Local Route Connectivity
Adjacent Land Use	Supports Previous Planning Efforts
Unopened ROW or Common Area Connectivity	

Maximum Possible Score: **8**



POTENTIAL PATHWAY PLAN PRIORITIZATION - V1



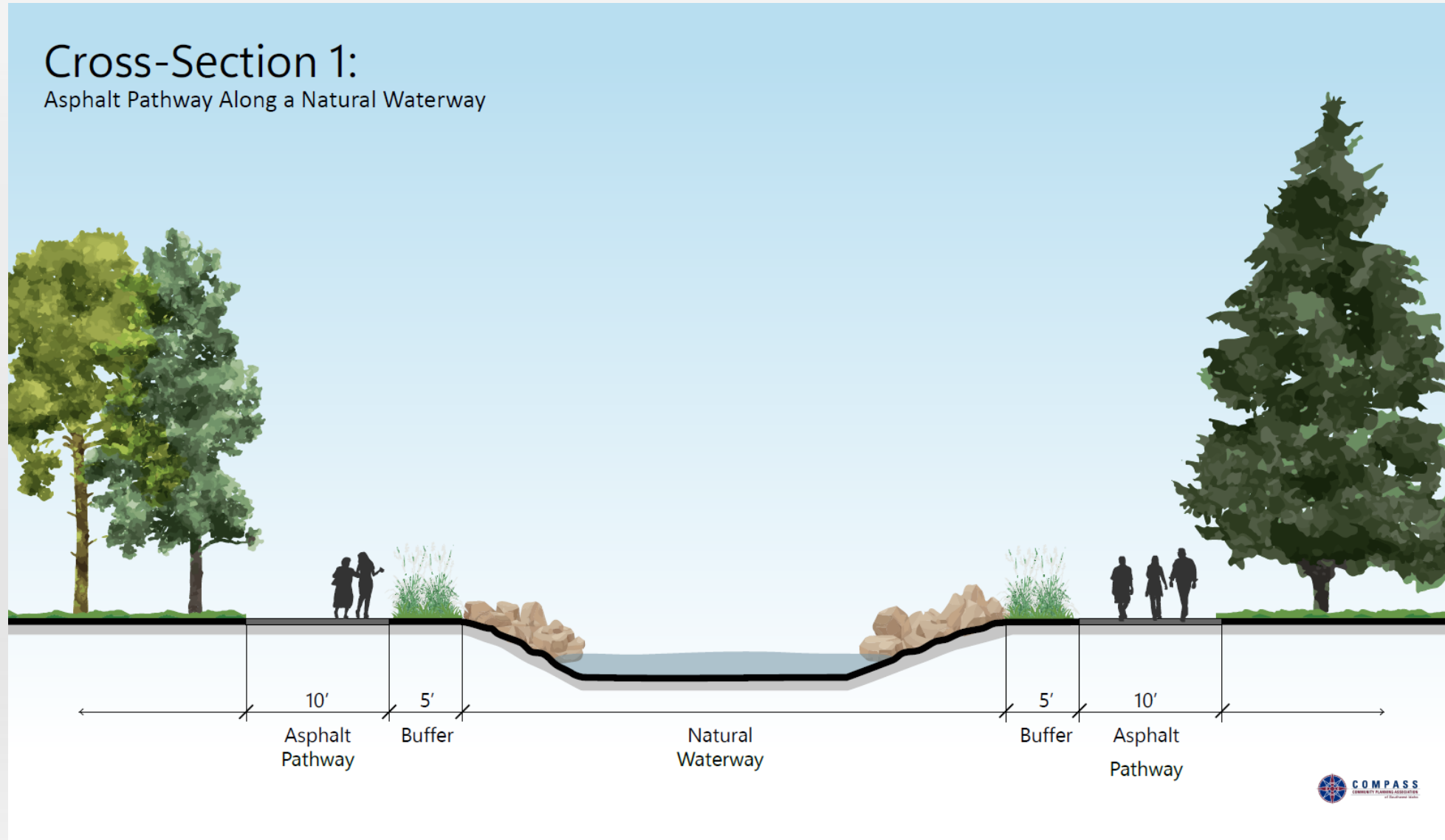
- Potential Pathway Projects Priority
- High Priority
  - Medium Priority
  - Low Priority
  - Waterways
  - Green Space
  - City Limits
  - County Boundaries

Data Sources: COMPASS, ADA County

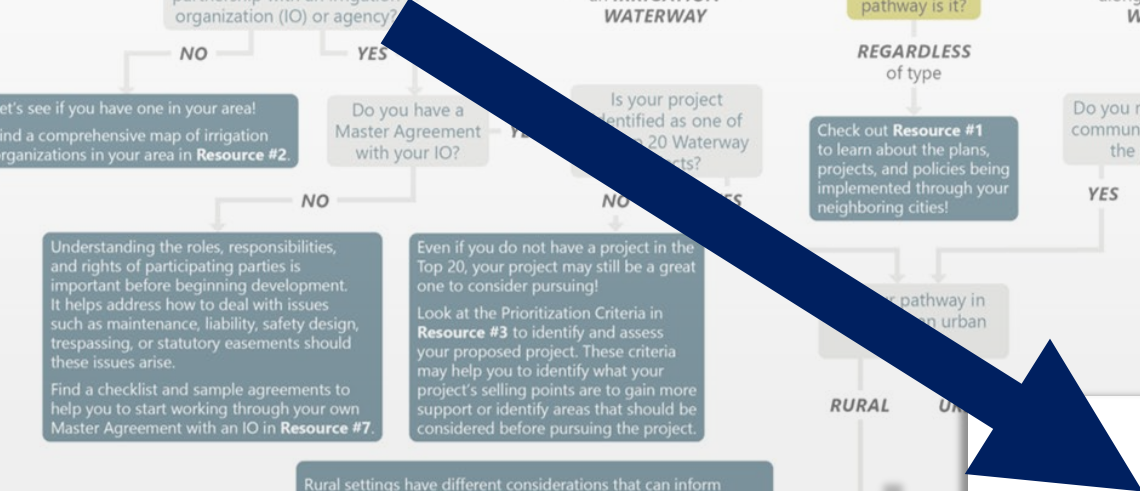
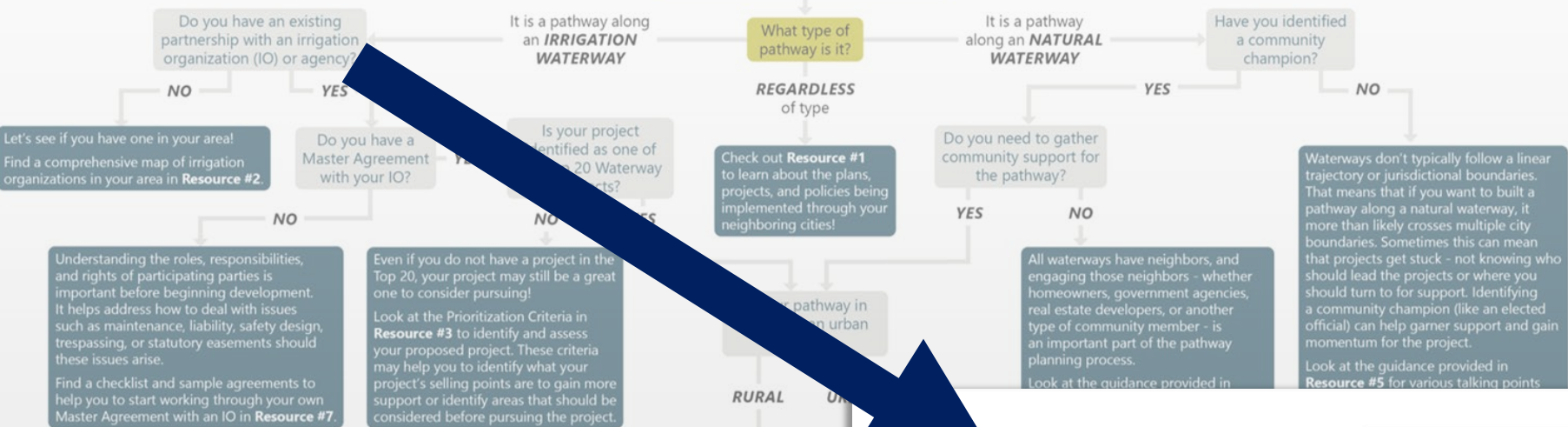
# Toolkit

## Cross-Section 1:

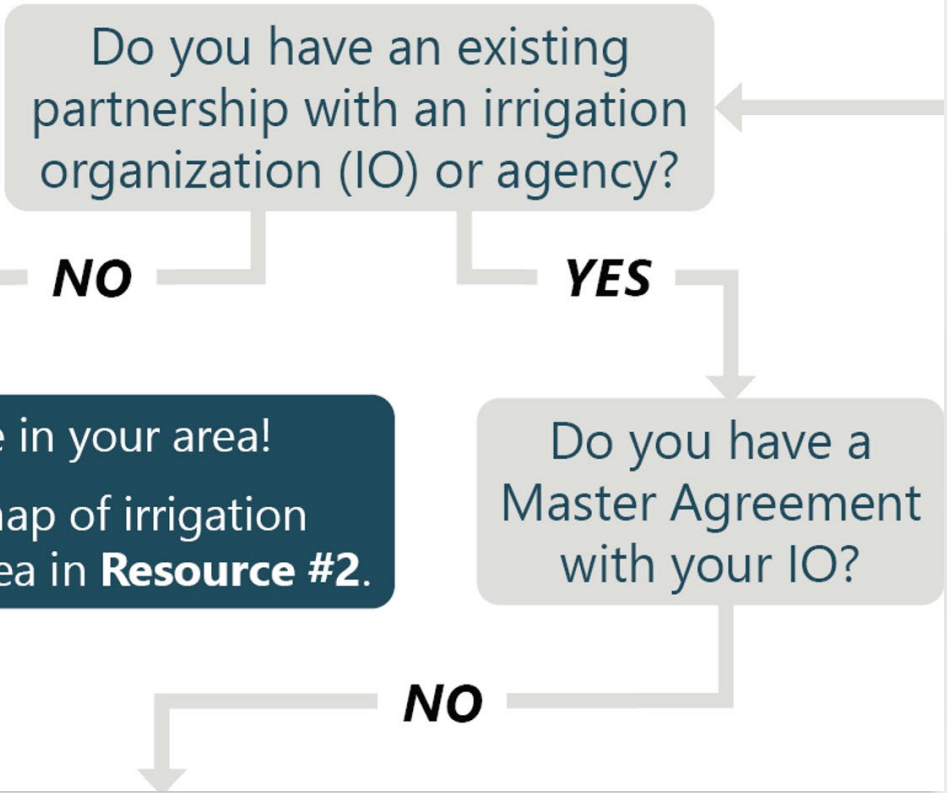
Asphalt Pathway Along a Natural Waterway



SO YOU HAVE A PATHWAY PROJECT...



Let's see if you have one in your area!  
Find a comprehensive map of irrigation organizations in your area in **Resource #2**.



# What Comes Next

- The plan is complete—now it needs to be used
- Share it with your communities and staff
- COMPASS will support you—questions, resources, workgroups
- Toolkit is your guide from vision to implementation



# Questions

- Before we get to the motion do you have any questions?



# Recommended Motion

- The COMPASS Board of Directors adopts the COMPASS Coordinated Regional Waterway-Pathway Plan.



Item V-B



# Topic: Resilience Plan

Purpose: Adopt the COMPASS Resilience Improvement Plan

Austin Miller

Planning Team Lead

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# Overview

- Background
- Resilience profile
- Implementation
- Recommended motion



Source: Ada County Sheriff's Office



# Purpose

PROTECT surface transportation from natural hazards

- Understand hazards and resilience planning efforts
- Analyze asset criticality and vulnerability
- Prioritize projects



Source: BLM Idaho Fire

# Project Scope



# Workgroup



IDAHO DEPARTMENT OF  
**WATER RESOURCES**



— BUREAU OF —  
**RECLAMATION**



# Resilience Profile

## 3 Key Components

- Hazards
- Assets
- Criticality



Source: City of Eagle

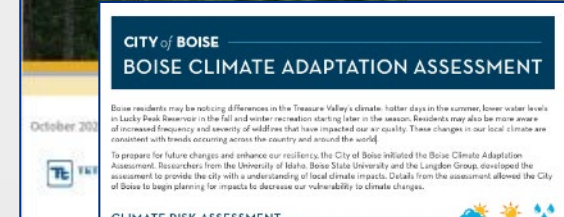


# Hazards



# Literature Review

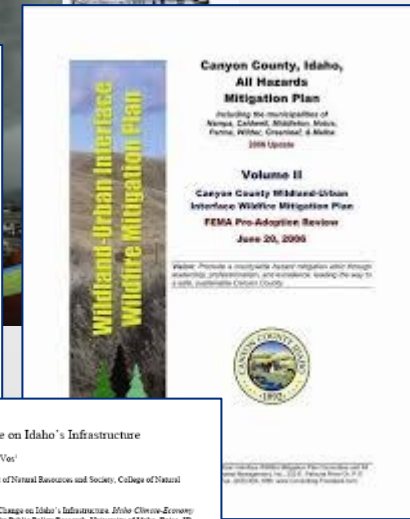
- State DOT Resilience Improvement Plan
- State Hazard Mitigation Plan
- Ada County Hazard Mitigation Plan
- Canyon County Hazard Mitigation Plan
- Boise Climate Adaptation Assessment
- Impacts of Climate Change on Idaho's Infrastructure (University of Idaho)



**CLIMATE RISK ASSESSMENT**

The assessment addresses the most significant climate change related impacts that Boiseans will experience over the next 60 years. Based on scientifically credible climate models, the following impacts were examined:

- **HEAT STRESS DAYS:** The frequency of Moderate Risk days (heat index greater than 91 degrees F) for heat extremes will increase from a historical baseline of around 16 days per summer to 66 days per summer by the mid 21st century. High Risk days (heat index greater than 103 degrees F) have been exceedingly rare in Boise; however, such days will become more common during the 21st century.
- **HEAVY PRECIPITATION DAYS:** The occurrence of these events (daily total exceeding 0.7") is projected to increase in Boise by approximately 50% by the early 21st century and nearly 100% by the mid 21st century.
- **IRRIGATION DEMANDS:** Climate change will increase evaporative demand and irrigation requirements during the warm season. An increase of approximately 2 inches of irrigation is expected by the early 21st century and 4 inches of irrigation by the mid 21st century.
- **DROUGHT FREQUENCY:** Moderate drought which currently to occur in 1 of every 2 years, on average, by the mid 21st century increases in heavy precipitation events due to increased evapotranspiration that historically occurs, on average, 1 out of every 12 years, is projected to occur by the mid 21st century.
- **POOR AIR QUALITY DAYS:** The duration of the summer period predicted to be critically dry is projected to increase 40-100% region is projected to increase by 400% by the mid 21st century.
- **SEASONAL STREAM FLOWS:** Seasonal shifts in river levels in the winter and spring and less during the summer months.
- **FLOODING DANGERS:** No overall change in river flooding is projected. However, more frequent and more intense spring snowmelt events are projected to occur during the fall. More snowmelt timing on upstream water sheds and more winter precipitation.
- **WATER QUALITY:** Earlier mountain snowmelt, increased evapotranspiration during the summer months are projected to result in a decrease in water quality and aquatic life. An increase in the frequency of what are historically considered low flow levels by the mid 21st century.



**Impacts of Climate Change on Idaho's Infrastructure**

Jaap Van't Hof

Professor of Planning and Natural Resources, Department of Natural Resources and Society, College of Natural Resources, University of Idaho

Recommended citation: Van't Hof, J. 2021. Impacts of Climate Change on Idaho's Infrastructure. Idaho Climate-Resilient Infrastructure Assessment. Boise, ID: University of Idaho, Center for Public Policy Research, University of Idaho, Boise, ID.

**Key Points:**

- Idaho's infrastructure likely will be impacted by climate change and climate change-related weather events.
- Infrastructure systems – including those in Idaho – are both internally, within a system (e.g., stormwater management), and externally, across systems (e.g., transportation and energy), connected. Weather-related disruptions in one system often cascade into other systems, which can greatly increase economic impacts of a disruption.
- Since infrastructure systems are internally and externally connected, the integrity of the entire infrastructure system is determined by the strength of the most vulnerable link.
- In the short-term, climate change impacts on infrastructure in Idaho will mostly be in the form of an increase in disruptions caused by weather-related events, such as wildfires, floods, landslides, and wildfires.
- Utilizing models that take into account future climate conditions, infrastructure managers can rethink facilities, operations, and maintenance practices on a longer-term scale.
- It is difficult to quantify economic consequences, since they are dependent on the location and duration of the disruptions in infrastructure. That said, economic impacts can be significant.





**Wildfire**



**Flood**



**Landslide**



**Extreme  
Heat**

# Assets



# Assets

- State and Federal Highways
- Major Roadways – Arterials
- Bridges and Culverts
- Boise River Greenbelt



Source: Boise State Public Radio News

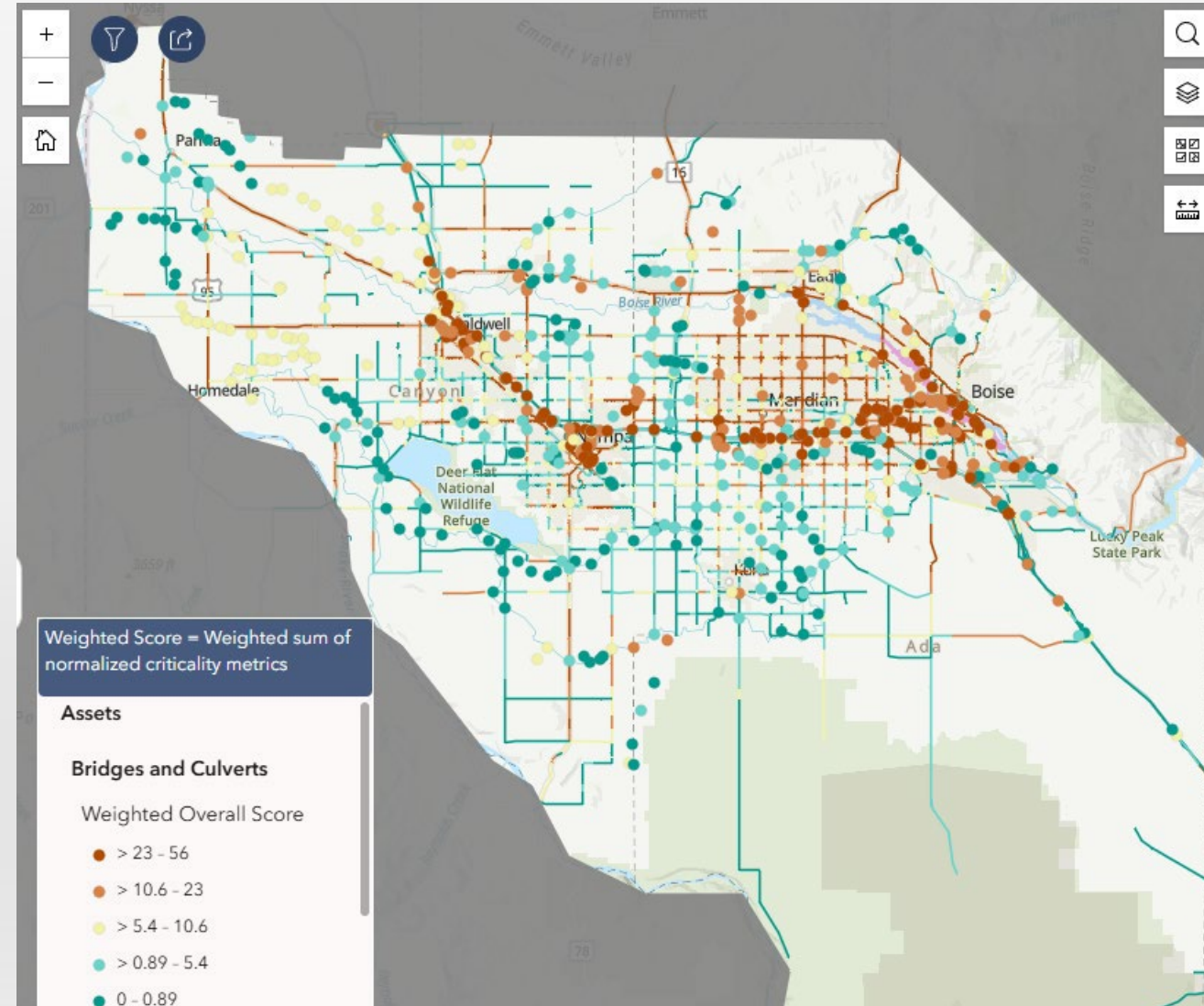


# Criticality



# Criticality

1. Redundancy (roads) / detour length (bridges)
2. Average daily traffic
3. Proximity to activity centers
4. Freight volumes
5. Connectivity to underserved communities
6. Active transportation facilities
7. Transit routes



# Implementation



# Purpose

PROTECT surface transportation from natural hazards

- Understand hazards and resilience planning efforts
- Analyze asset criticality and vulnerability
- Prioritize projects

Identify strategies



Source: BLM Idaho Fire

# Strategies



Hardening



Bridge and road elevation



Slope stabilization



Trees and shade



# Potential



# StoryMap



## Resilience Improvement Plan

Publisher COMPASS

May 14, 2026

[Introduction](#)   [The COMPASS Resilience Improve...](#)   [Assets](#)   [Criticality](#)   [Hazards](#)   [Strategies](#)   [What's next?](#)

### Introduction

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

This plan defines resilience as the ability to anticipate, withstand, and recover from disruptions



# Questions?



# Recommended motion

The COMPASS Board of Directors adopts the COMPASS Resilience Improvement Plan as recommended by RTAC.



Item VI-A



# Topic: Draft FY2027-2033 Regional Transportation Improvement Program (TIP)

Purpose: Review the draft FY2027-2033 TIP project list before public comment.



# Introduction

- Overview
- Information
  - Basic project list
  - Detailed project list
  - Major changes list
  - Interactive map
- Syncing the TIP and STIP
- Timeline



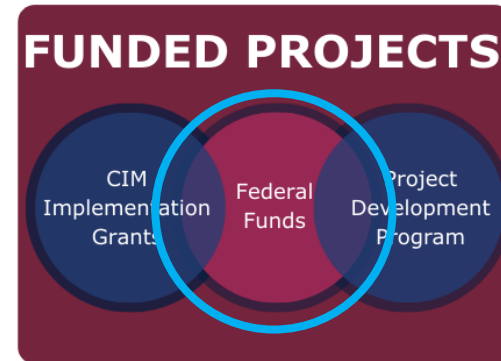
# Turning Planning into Projects

## Resource Development Program



**COMPASS APPLICATIONS**

**UNFUNDED PROJECTS**



**RESOURCE DEVELOPMENT PLAN**

**COMPASS SERVICES:**

- Find/Share Resources
- Grant Assistance



- ✓ Eligibility
- ✓ Writing
- ✓ Review
- ✓ Management
- ✓ Letters of support



# Basic project list

## FY2027-2033 Regional Transportation Improvement Program

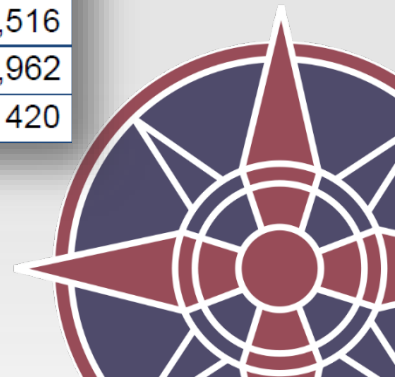
### Basic Project List (All Values in Thousands of Dollars)

All costs in current dollars



Project Name	Key #	Year*	Programmed Cost
43rd Street, Ustick Road to Boise River, Garden City	ORN25459	2027-2030	2,639
5th Street, Bannock Street to Jefferson Street, Construction, Boise	25447	2033	2,500
5th Street, Front Street to Jefferson Street, Design, Boise	26539	2032	0
5th Street, Front Street to Main Street, Construction, Boise	25448	2033	2,000
5th Street, Main Street to Bannock Street, Construction, Boise	25449	2033	2,000
Bicycle and Pedestrian Counter, Nampa Area, COMPASS	ORN25343	PD	8
BUILD, 50th Street, Garden City	ORN26522	2030	537
BUILD, Boise Bench, ACHD	25126	2029	23,045
Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	22438	2029	1,767
Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa	22017	2027	2,665
Cole Road, Ustick Road to Kettering Avenue, Boise	22816	2030	8,516
Columbia Village Roadway and ADA Improvements, Boise	23323	2031	7,962
Commuteride, Ada and Canyon Counties, ACHD - FY2027	ORN25396	2027	420

See Board Supplemental



# Detailed project list

See Board Supplemental

## FY2027-2033 Regional Transportation Improvement Program

### Detailed Project List (All Values in Thousands of Dollars)

All costs in current dollars



#### 43rd Street, Ustick Road to Boise River, Garden City

Regionally Significant:

Key #: ORN25459

Requesting Agency: ACHD

Project Year: 2027-2030

Total Previous Allocations: \$0

Total Programmed Budget: \$2,639

Total Cost (Prev. + Prog.): \$2,639

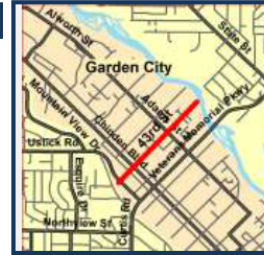
#### TIP Achievement:

Open Space

Active Transportation

Asset Management

Safety



#### Project Description

Rehabilitate 43rd Street from Ustick Road to the Boise River in the City of Garden City. Work will include constructing curb, gutter, sidewalk, and pedestrian ramps that are compliant with the American's with Disabilities Act, providing bicycle facilities, and installing an enhanced pedestrian crossing at Ustick Road and 43rd Street. (Design is under KN 23833.)

Funding Source		TAP-TMA		Program				Local Hwy - Transportation Management Area		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	0	0	0	0	0	346	346	321	25		
<b>Fund Totals:</b>	0	0	0	0	0	346	346	321	25		

Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management Area		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	0	0	0	50	344	548	942	873	69		
2029	0	0	0	0	0	221	221	205	16		
2030	0	0	0	0	0	273	273	253	20		
<b>Fund Totals:</b>	0	0	0	50	344	1,042	1,436	1,331	105		

Funding Source		AC (Local)		Program				Local Hwy - Transportation Management Area		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	0	0	0	0	0	668	668	0	668		
2028	0	0	0	0	0	-140	-140	0	-140		
2029	0	0	0	0	0	-221	-221	0	-221		
2030	0	0	0	0	0	-307	-307	0	-307		
<b>Fund Totals:</b>	0	0	0	0	0	0	0	0	0		

Funding Source		CRP-TMA		Program				Local Hwy - Transportation Management Area		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	0	0	0	0	0	683	683	633	50		
2028	0	0	0	0	0	140	140	130	10		
2030	0	0	0	0	0	34	34	32	2		
<b>Fund Totals:</b>	0	0	0	0	0	857	857	794	63		



# Detailed project list

See Board Supplemental

## FY2027-2033 Regional Transportation Improvement Program

### Detailed Project List (All Values in Thousands of Dollars)

All costs in current dollars



#### 43rd Street, Ustick Road to Boise River, Garden City

Regionally Significant:

Key #: ORN25459

Requesting Agency: ACHD

Project Year: 2027-2030

Total Previous Allocations: \$0

Total Programmed Budget: \$2,639

Total Cost (Prev. + Prog.): \$2,639

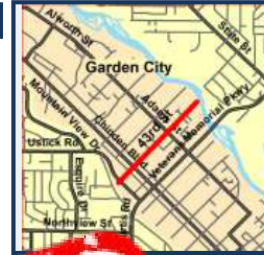
#### TIP Achievement:

Open Space

Active Transportation

Asset Management

Safety



#### Project Description

Rehabilitate 43rd Street from Ustick Road to the Boise River in the City of Garden City. Work will include... (text partially obscured by stamp)

Cost Year	Funding Source TAP-TMA		Program Local Hwy - Transportation Management Area			Total	Local Match 7.34%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction		Federal Share	Local Share
2027	0	0						
Fund Totals:	0					25		25

Cost Year	Funding Source (Local)		Program Advanced Construction			Total	Local Match 100.00%		
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Federal Share	Local Share	
2027					344	548	942	873	69
2029					0	221	221	205	16
2030					0	273	273	253	20
Fund Totals:			0	50	344	1,042	1,436	1,331	105

Cost Year	Funding Source (Local)		Program Local Hwy - Transportation Management Area			Total	Local Match 7.34%		
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Federal Share	Local Share	
2027	0	0	0	0	0	683	683	633	50
2028	0	0	0	0	0	140	140	130	10
2029	0	0	0	0	0	-221	-221	0	-221
2030	0	0	0	0	0	-307	-307	0	-307
Fund Totals:	0	0	0	0	0	0	0	0	0

Cost Year	Funding Source CRP-TMA		Program Local Hwy - Transportation Management Area			Total	Local Match 7.34%		
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Federal Share	Local Share	
2027	0	0	0	0	0	683	683	633	50
2028	0	0	0	0	0	140	140	130	10
2030	0	0	0	0	0	34	34	32	2
Fund Totals:	0	0	0	0	0	857	857	794	63



# Major changes list

## Major Changes List Draft FY2027-2033 Regional Transportation Improvement Program (TIP)

For this report, "major changes" are defined as new or removed projects, projects with advanced or delayed construction, and projects with major changes in scope, as compared to the FY2026-2032 TIP. **Projects are listed in alphabetical order of project name by type of action.**

### Federal Highway Administration Funds

Key Number	Project	Year of Funding	Total Cost
<b>New*</b>			
ORN25329	Bicycle and Pedestrian Counter, Nampa Area, COMPASS	PD	\$8,000
ORN26522	BUILD - 50th Street, Garden City	2030	\$537,000
ORN25451	Commuteride, Ada and Canyon Counties, ACHD - FY2033	2033	\$379,000
ORN25457	COMPASS Planning - FY2033	2033	\$386,000
24698	I-184, Connector, Durable Pavement Markings, Boise	2027	\$252,000
ORN25364	I-84, Meridian Road Interchange Ramps, Restoration, Meridian	2029	\$1,653,000
ORN25348	I-84, Meridian Road Interchange, Chip Seal, Meridian	2030	\$784,000
ORN25360	I-84, Sand Hollow Interchange to Farmers Sebree Canal, Chip Seal, Canyon	2033	\$3,439,000
ORN25344	Middleton Road and Nampa/Caldwell Boulevard Widening, Nampa	PD	\$589,000
ORN25465	Overland Road, Roosevelt to Owyhee, Safety Improvement, Boise	2028	\$550,000
ORN25389	Pedestrian Crossing, Alworth Street and 50th Street, Garden City, ACHD	2027	\$461,000
ORN26526	Pedestrian Crossing, Grimes Pathway at Franklin Boulevard, Nampa	2031	\$976,000
ORN25459	Pedestrian Improvements, 43rd Street, Ustick Road to Boise River, Garden City	2027-2030	\$2,639,000
ORN25500	Pedestrian Improvements, Kent Street, US 20/26 to Alworth Street, Garden City	2030	\$1,531,000
ORN25388	Planning, Consolidated Planning Funds, COMPASS - FY2033	2033	\$1,935,000
ORN25446	Railroad Crossing, Happy Valley Road, Nampa	2033	\$550,000
ORN25444	Railroad Crossing, McDermott Road, Nampa	2032	\$550,000
ORN25461	Replace Permanent Bicycle and Pedestrian Counters, COMPASS	2031	\$30,000
ORN25462	Safety, Road Safety Data Collection Pilot, COMPASS	2031	\$35,000
ORN25466	Safety, Ten Lane and Karcher Road Safety Audit, Nampa	2028	\$100,000
ORN25369	SH-19, US 95 to I-84, Restoration, Canyon County	2033	\$13,116,000

See Board Supplemental

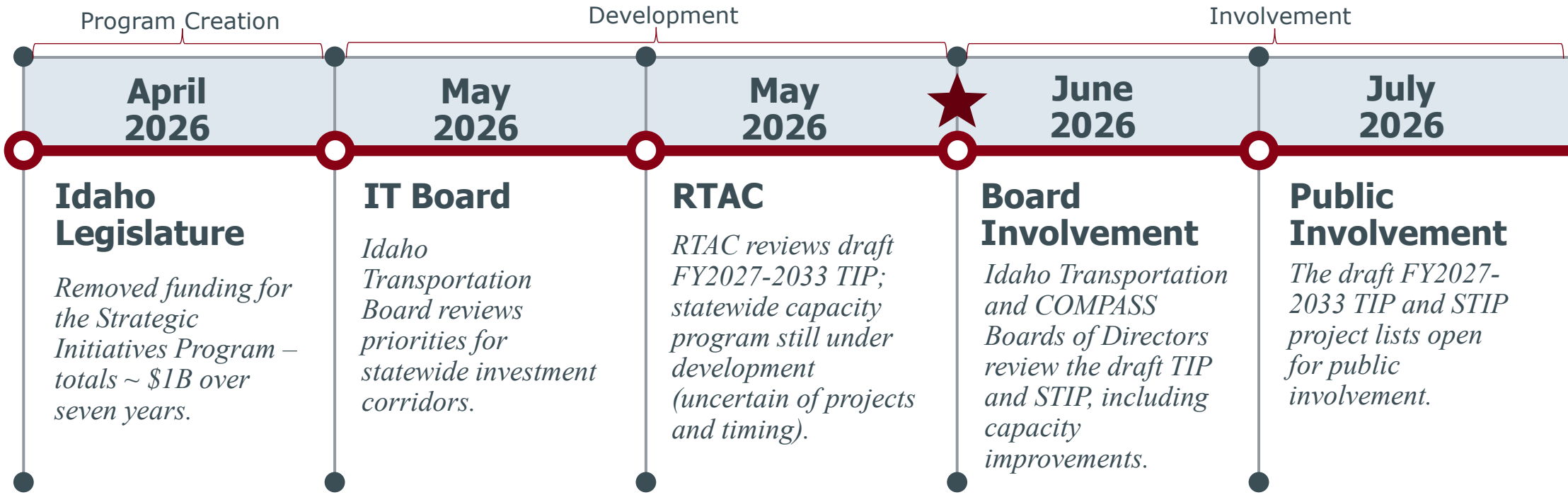




**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

# Statewide Program

*Syncing the Statewide and Regional Transportation Improvement Programs*



★ *RTAC received details regarding the ITD capacity projects via email after the May meeting.*

# Timeline

June 22 (noon)

- Deadline for member comments

July 1 - 31

- Public comment period
- Open House – July 7, 2026 (Ice Cream Social)
  - Please join us!

August 5

- RTAC recommendation of Final FY2027-2033 TIP

August 17

- COMPASS Board adoption of Final FY2027-2033 TIP

September 17

- IT Board adoption of Final FY2027-2033 statewide program





Due by Noon  
June 22, 2026



# Questions?



Item VI-B



# **COMPASS Safe Pedestrian Intersection Prioritization for Enhanced Road Safety Plan (SPEARS)**

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COMPASS Board of Directors

June 15, 2026



# Agenda

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- Project Background & Purpose
- Schedule
- Work to Date
- Next Steps

# Project Purpose

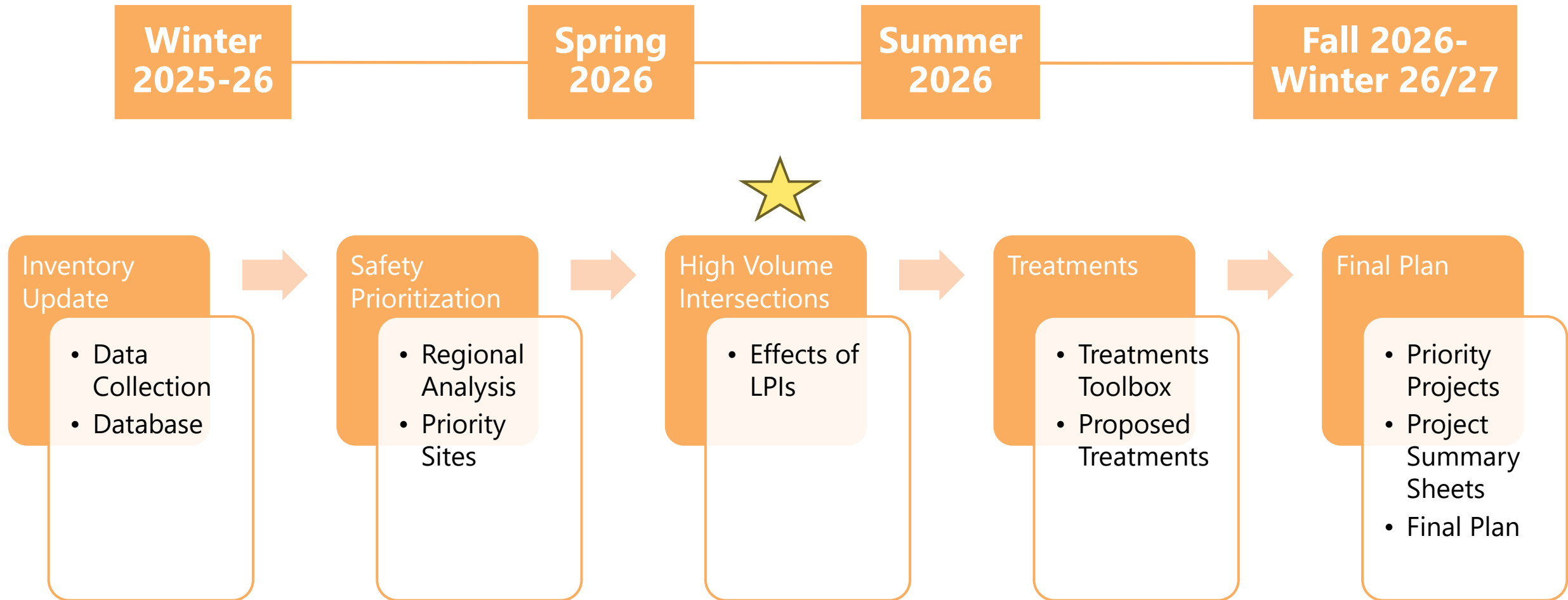
Improve Pedestrian Safety at Signalized Intersections

LPI/APS

Other Safety & Operational Treatments

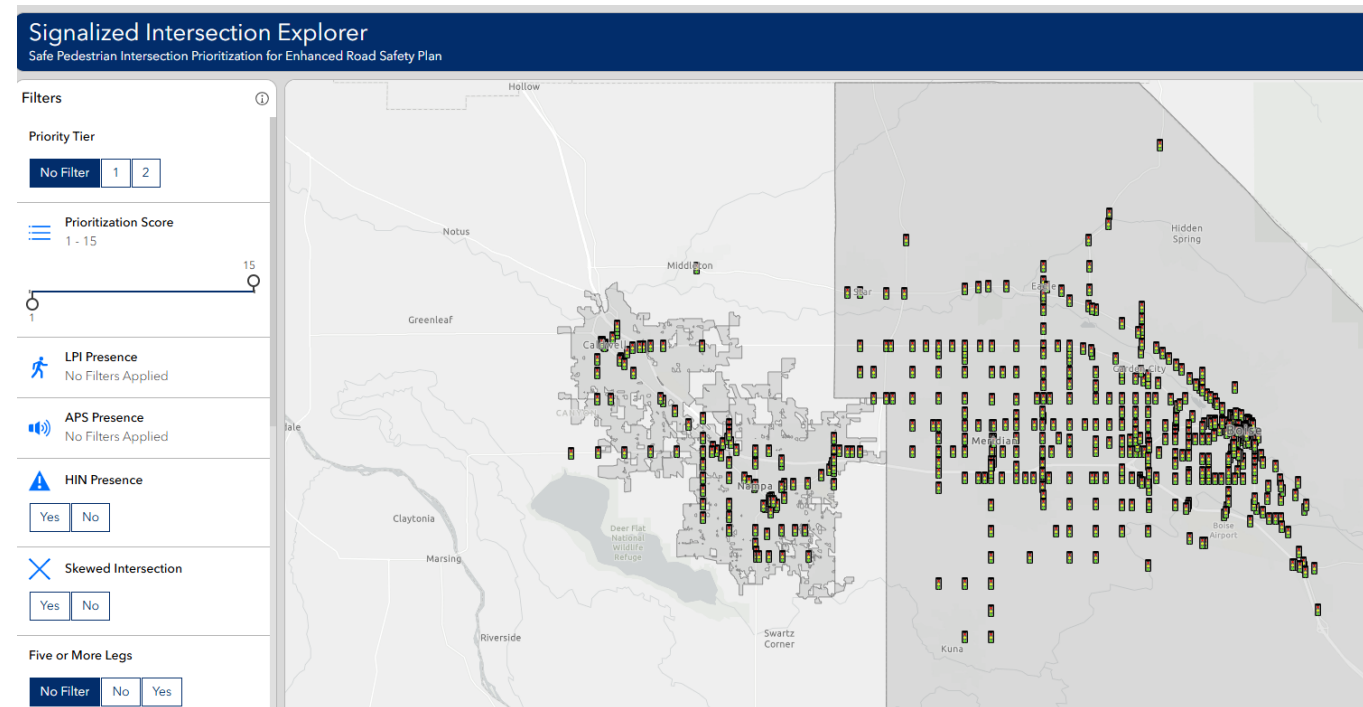


# Project Schedule



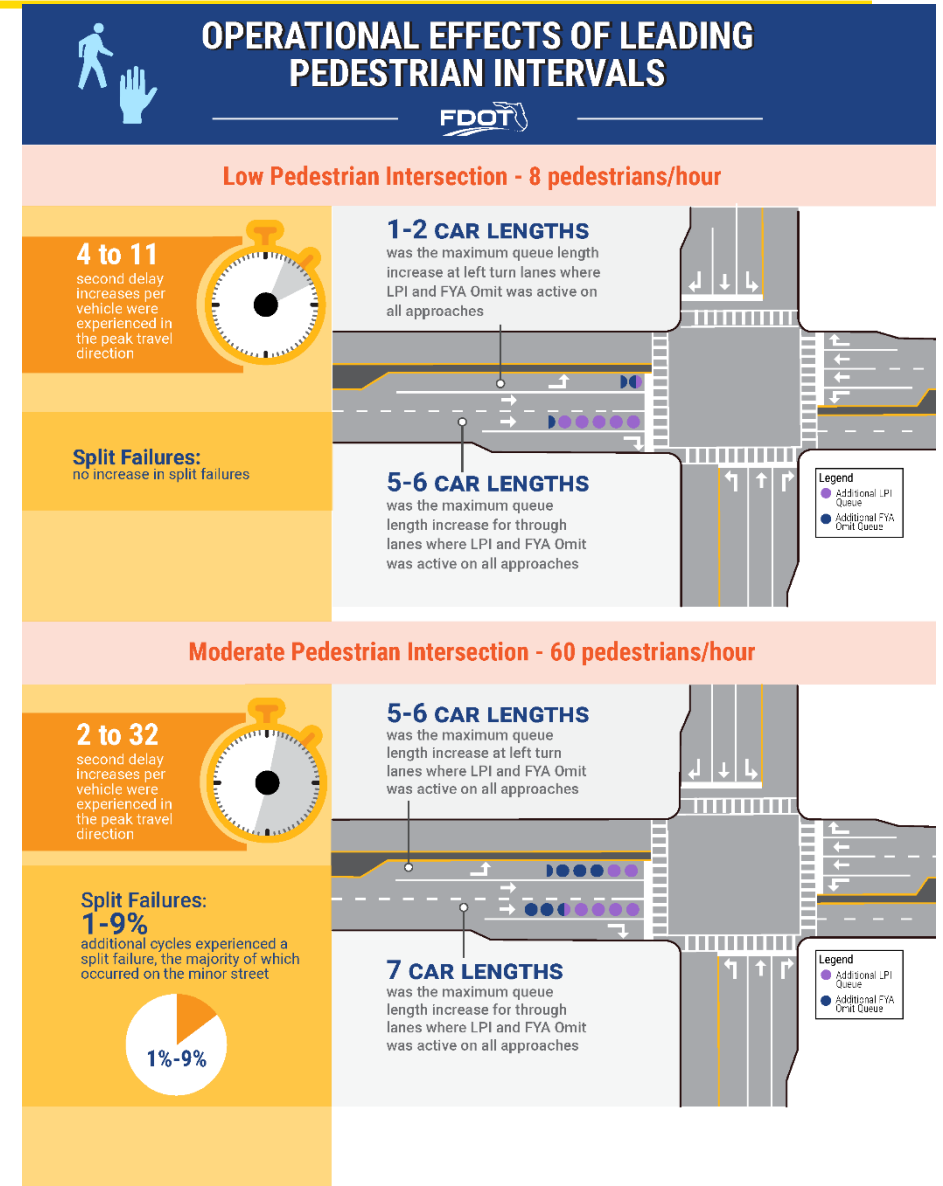
# Regional Safety Prioritization

- Criteria
  - Pedestrian Activity
  - School Walksheds
  - Crash Data/HIN Presence
  - Signal Phasing
  - Intersection Geometry
- School District Input
- [Dashboard](#)



# High-Volume Intersection Considerations

- Effective situations
  - Safety
  - Land-use
- Tradeoffs
- Implementation considerations
  - Intersection geometry
  - RTOR restrictions
  - Recall





# Treatment Toolbox

- Builds from RSAP Toolbox
- Pedestrian safety-focused countermeasures
  - Crash reduction estimates
  - Safety benefits
  - Implementation considerations

#	Countermeasure	Cost (\$, \$\$, \$\$\$)	<a href="#">Safe System Roadway Design Hierarchy Tier</a>	More Information	Crash Modification Factor (if applicable) <sup>1</sup>	Estimated Reduction in Crashes <sup>2</sup>	Potential Safety Benefits	Context/Considerations
15	Leading Pedestrian Interval	\$	Tier 3	<a href="https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval">https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval</a>	0.87	13%	Provides enhanced visibility of pedestrians to help reduce pedestrian-vehicle conflicts.	Allows 3-7 seconds for pedestrians to enter an intersection before right or left turning vehicles are permitted to enter the intersection, allowing time for vehicles to see the pedestrian(s).
16	Left-Turn Phasing (Convert to Protected Phasing)	\$	Tier 3	<a href="https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/Safe_System_Roadway_Design_Hierarchy.pdf">https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/Safe_System_Roadway_Design_Hierarchy.pdf</a>	0.01 - 0.13	87%	Reduces fatal and serious injury traffic crashes by eliminating left-turn conflicts.	Addresses "Permissive Left Turn Conflicts and Lack of Pedestrian/Cyclists Time Separation."
17	Prohibit Right-Turn on Red	\$	Tier 3	<a href="https://highways.dot.gov/safety/other/older-road-user/desk-reference-handbook-designing-roadways-aging-population/chapter-2">https://highways.dot.gov/safety/other/older-road-user/desk-reference-handbook-designing-roadways-aging-population/chapter-2</a>	x	9%	Reduces pedestrian-vehicle conflicts especially at skewed intersections where sight angles may cause issues.	Provides overall better pedestrian protection.



# Next Steps

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Spring  
2026

Summer  
2026

Fall 2026-  
Winter 26/27

Safety Prioritization

- Regional Analysis
- Priority Sites

Treatments

- Treatments  
Toolbox
- Proposed  
Treatments

Final Plan

- Priority Projects
- Project Summary  
Sheets
- Final Plan