Item IV-A

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

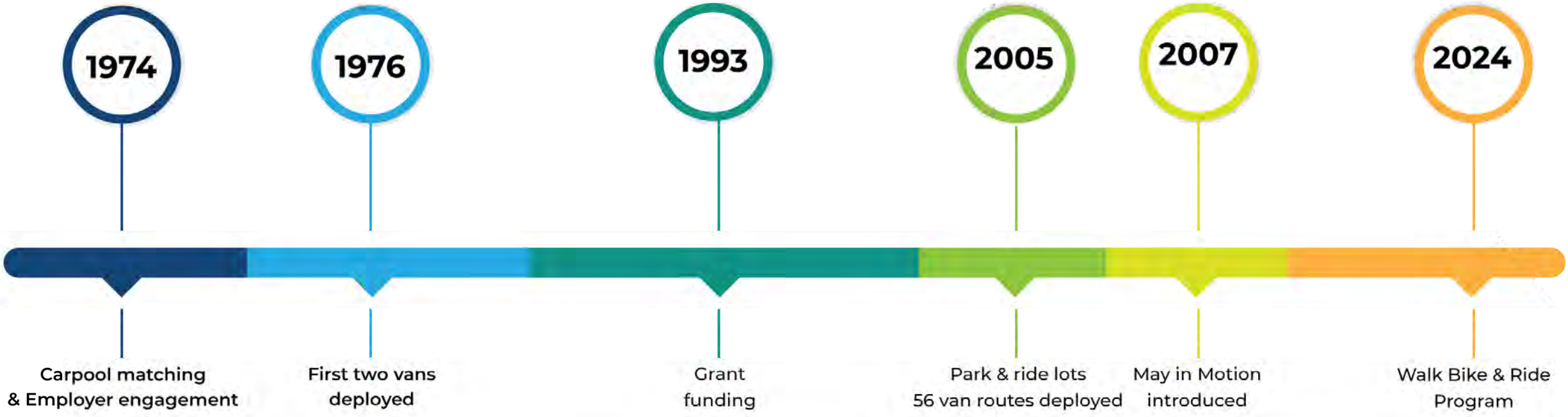
RTAC Presentation

Commuteride Informational Briefing

Nicole Stern
ACHD Commuteride Manager

ACHD COMMUTERIDE

connecting you **to work**



Through the Years

Commuteride Mission & Vision

We support businesses and individuals working in the Treasure Valley with green commuting options.

Our Vision

We see a Treasure Valley where businesses and commuters alike champion green commuting options, advocate for transportation, and participate in green commuting activities.

How We Champion Green Commuting

We help businesses, commuters, and our community succeed.

We Provide vanpool, ride matching and custom commuting solutions.
We Promote sustainable commuting in and around the Treasure Valley.
We Partner with businesses and individuals to make green commuting easier.

Our Programs & Services

Rideshare Services

- Vanpool Program
- Park & Rides
- Carpool Matching

Employer Outreach

- Work with 100+ local businesses
- Commute Coordinators
- Commuteride Works
- May in Motion
- Agency Partnerships

Commuter Outreach

- Share the Ride Idaho
- Commuter Campaigns
- Incentives
- Agency Partnerships
- Marketing & Advertising

Vanpool

Largest and most impactful program of Commuteride

Currently serves up to 9 Counties. Serving Riders from Ontario to Elmore County

Must start, end or go through Ada County

Currently 85 routes, 106 vans in fleet

Van Fares: covers maintenance, insurance, administrative fees, fuel, carwashes & bike racks

Fares start at $65/month

Current Routes

Boise to MHAFB & Gowen Field

Kuna

Meridian

Nampa

Caldwell

Emmett

Homedale

Mountain Home

Employers Served

FY25 Vanpool Impact

Served 825 riders

Over 3.3 million miles off Treasure Valley Roadways

119,068 trips saved from Treasure Valley Roads

2,610 tons of CO2 reduced from Treasure Valley Air

Employer Outreach

CommuterideWorks suite

Employer partnerships
drive ridership & retention

Integration with
HR/benefits programs

May in Motion

Share the Ride Idaho

Employer Impact

Engage 70+ businesses in FY25

65+ events or tablings in FY25

MAY IN MOTION 2025

→ **59** businesses

→ **25** tablings | **12** presentations

→ **1,193** participants

→ **30,599** green commutes

Community Outreach

Share the Ride Idaho

Ridetober
- Community campaign

Community Events
- Ride Bright
- Open Streets
- Walk Bike & Ride

Agency Partnerships

Community Impact

Over 7,000 registered members

Over 1.2 miles off Treasure Valley Roadways

163,269 trips saved from Treasure Valley Roads

978 tons of CO2 reduced from Treasure Valley Air

Commuteride Affects

Ease Congestion
Effective use of the infrastructure and transportation system we have

Minimize Pavement wear and tear
Effective use of minimizing the number of vehicles on the roads decreases the damage on our area roadways

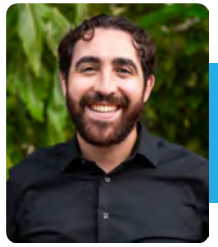
Decrease Air Pollution
Effective in reducing the number of vehicles emitting harmful pollutants and greenhouse gases.

ACHD COMMUTERIDE

Nicole Stern
Manager

Jen Anderson
Outreach Coordinator

Rideshare Coordinator
Grant Pelly



Jaime Del Barrio
Outreach Specialist

Laura Alden
Rideshare Fleet Specialist

Open Position
Outreach Specialist

Kloé McReynolds
Admin Specialist

Rebecca Barr
Community Outreach Specialist

Open Position
Rideshare Operations Specialist

Funding Overview

Enterprise Fund

Commuteride operates as an *enterprise fund* through Ada County Highway District (ACHD).

Funding Sources

Vanpool Fares

ACHD (cash + in kind; office, support)

Grants:

- Federal Grants (Van purchases)
- COMPASS Support (Outreach and Specialty projects)
- ITD (Rideshare Platform)

Van Sales Proceeds

Challenges

Regional growth, program growth and inflation have outpaced funding

Expenses, outreach, and staffing needs have increased without additional support.

Next Steps

ACHD to work with COMPASS staff during the CIM process to discuss opportunities for additional funding.

Questions

Item V-A

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Topic: Balancing in the Transportation Management Area (TMA)

Purpose: Recommend balancing actions in TMA programs.

Toni Tisdale, Resource Development Team Lead
Principal Planner

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Introduction

Review balancing process

Review requests and recommended action

Discussion and recommendation

See page 7.

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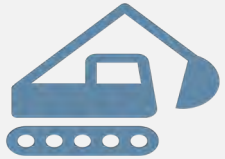
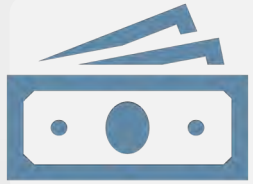
Rationale of priorities



Target funds towards current construction



Then use funds for right-of-way or design

Minimize the delay of scheduled projects

Needs currently in other programs lower priority

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Balancing requests

- Based on:
  - Withdrawing a project
  - Converting funds or increasing budgets, as requested

Balancing requests

Key Number	Policy Priority	Project	Request	FY2026 TAP-TMA
	Available			($92,000)
22390	2A	Vista Avenue, Overland Road to Rose Hill Street, Boise (ACHD)	$1,727,000	
23095	2A	Five Mile Road Overpass and Widening, Boise (ACHD)	$485,000	
24228	2A	Pedestrian Crossing Safety Access, ACHD	$928,000	
23943	3B	SR2S, VRT, Ada County – FY2026-2032	$80,000	
23179	4A	Transit – State Street Premium Corridor, Part 2, Boise Area, VRT	$193,681	
Balance				($92,000)

Negative number = funds are available
Underlined Key Number = policy tie

See page 9.

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Recommended motion

RTAC recommends the TAP-TMA balancing actions, as discussed.

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Item V-B

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

Purpose: Recommend adoption of resolutions amending CIM 2050 and the TIPs.

Gus Loeffelholz, Senior Planner

Toni Tisdale, Resource Development Team Lead
Principal Planner

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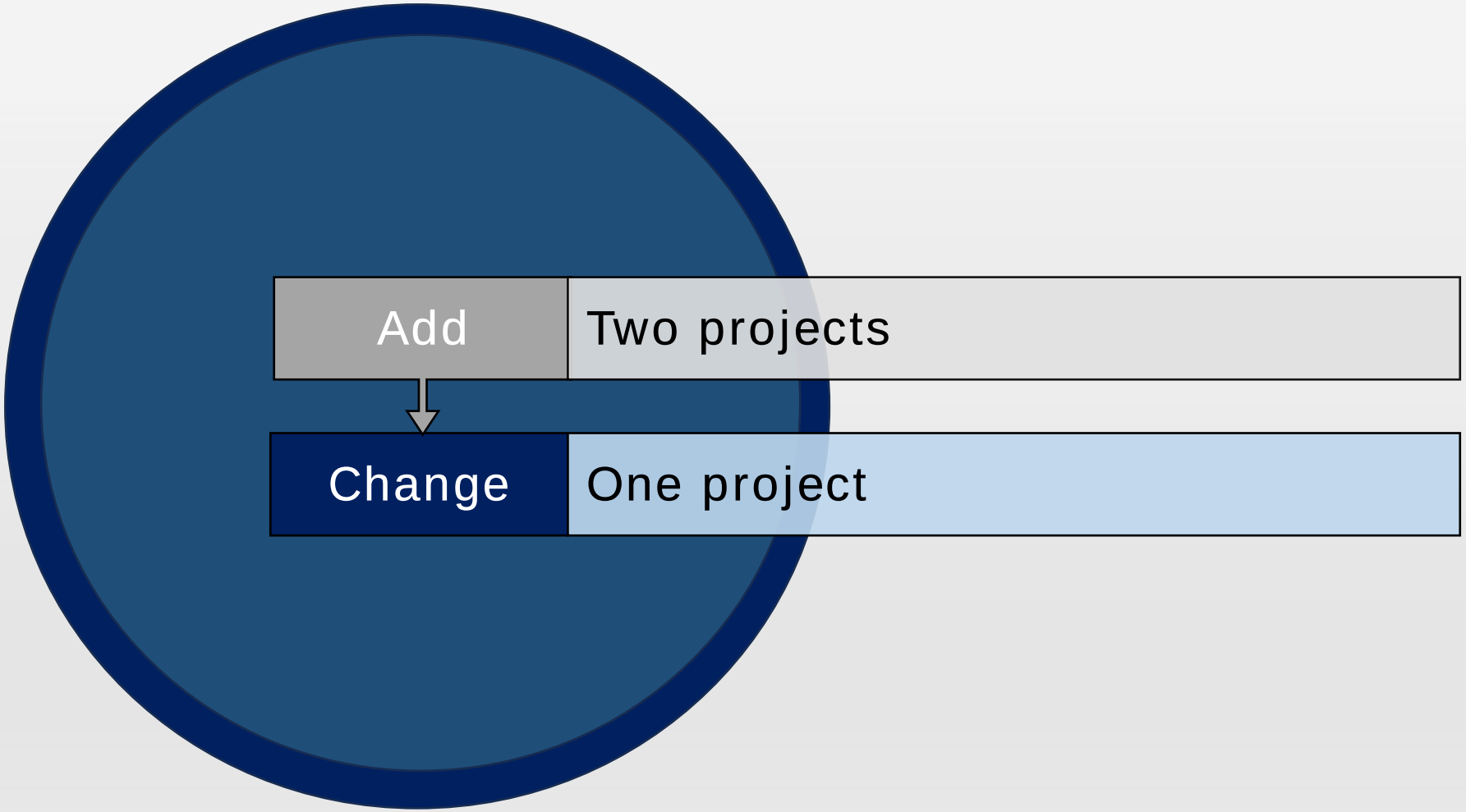
Introduction



See page 13.

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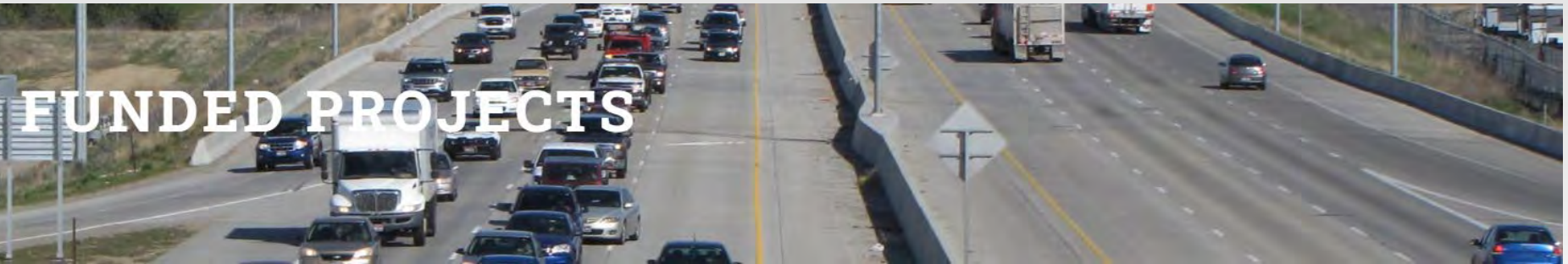
Why the amendments?

CIM 2050 funded projects include:

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



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Why the amendments?

Amendment to CIM 2050…

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

Amendment to the TIPs…

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

…enables work to begin on funded projects

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Amendments

Resolution Xa-2026

- Amend CIM 2050

Resolution Xb-2026

- FY2025-2031 TIP
- FY2026-2032 TIP

See pages 15-21.

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Amendment to CIM 2050

Resolution Xa-2026

- Amend CIM 2050

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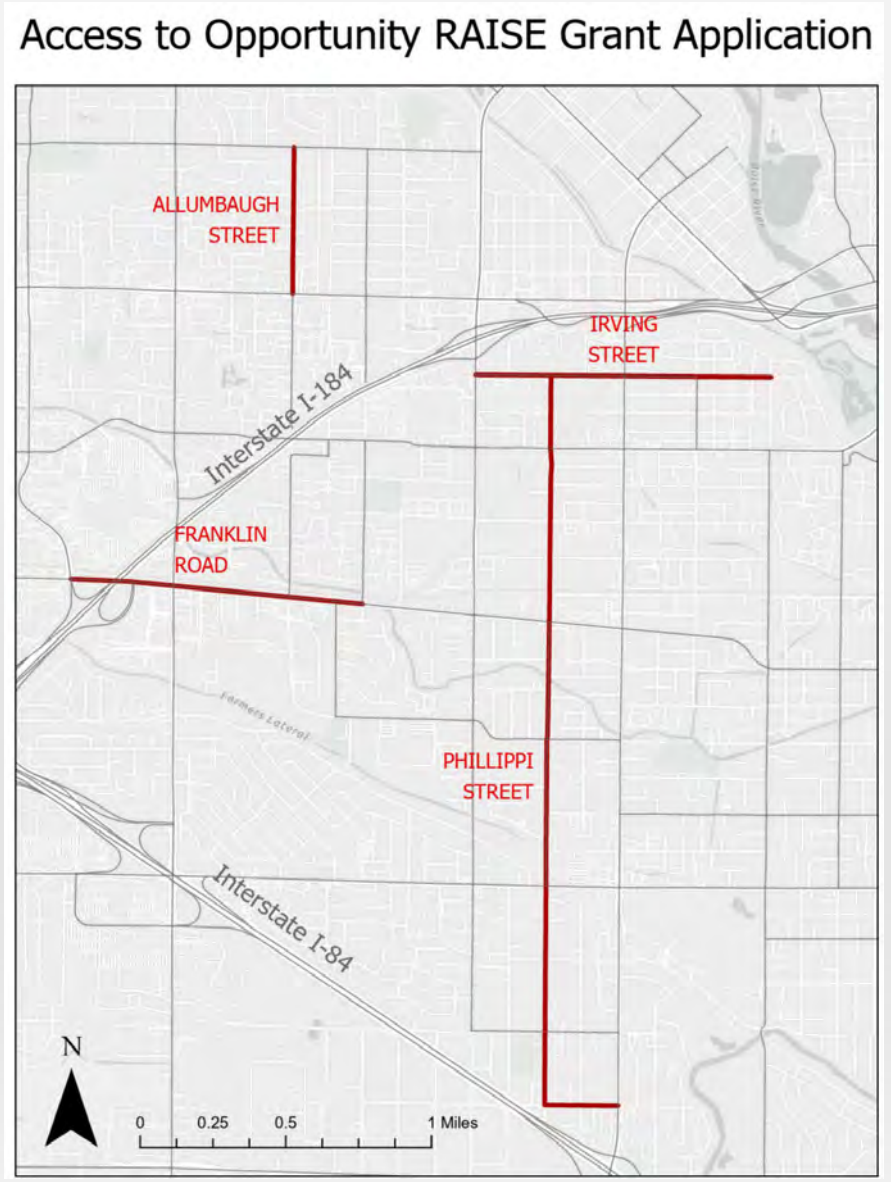
BUILD Boise Bench, ACHD

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

Yellow box – current

Blue box – change

Amendments to TIPs

Resolution Xb-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 requested to recommend approval

December 15

COMPASS Board requested to approve amendments

See pages 22-28.

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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 22-28.

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Questions?

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Recommended motion

RTAC recommends COMPASS Board of Directors' adoption of resolutions amending CIM 2050 and the FY2025-2031 and FY2026-2032 TIPs, as presented.

See pages 15-21.

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Item V-C

COMPASS
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Topic: COMPASS Carbon Reduction Strategy

Purpose: Recommend approval of the COMPASS Carbon Reduction Strategy

Hunter Mulhall, Principal Planner
Aaron Berger, DKS Associates
Olivia Vielstich McKinnon, Assistant Planner

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Overview

- Background/purpose of Carbon Reduction Strategy (CRS)
- Stakeholder engagement
- Baseline carbon emissions analysis
- Goals, objectives, and performance measures
- CRS assessment and evaluation
- CRS implementation
- Next steps

See page 29.

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Background and Purpose

- The Carbon Reduction Program (CRP) was authorized through the Infrastructure Investment and Jobs Act (IIJA).
- All states are required to have a statewide CRS; ITD recently completed and adopted its CRS.
- COMPASS is working to identify strategies 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.
- Large Urban, Small Urban, and Rural jurisdictions will coordinate with ITD and COMPASS for project funding

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Key Tasks

- Stakeholder Engagement
- Baseline Emissions
- Goals, Objectives, Performance Measures
- CRS Assessment and Evaluation
  - Multimodal Assessment
  - Qualitative Assessment
  - Project Evaluation
- CRS Implementation

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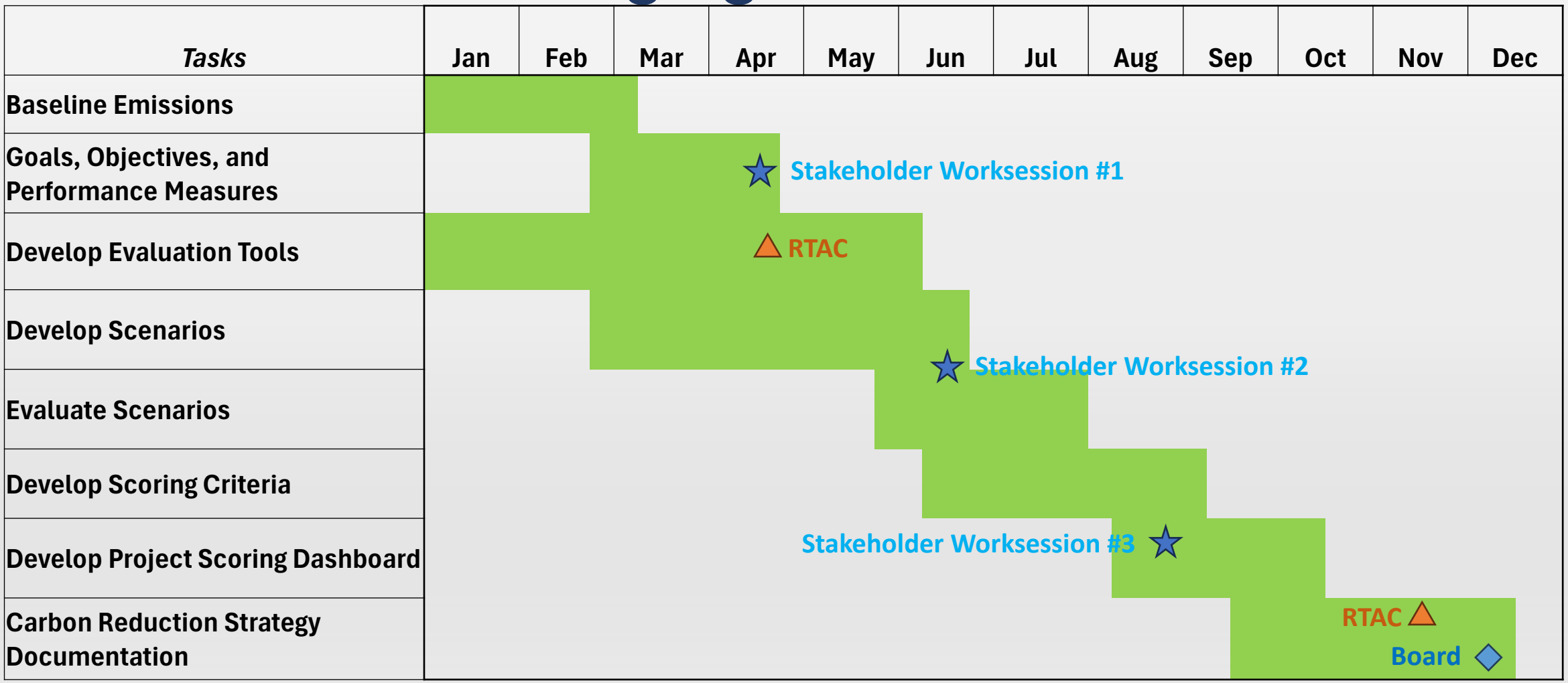
Stakeholder Engagement



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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
- The 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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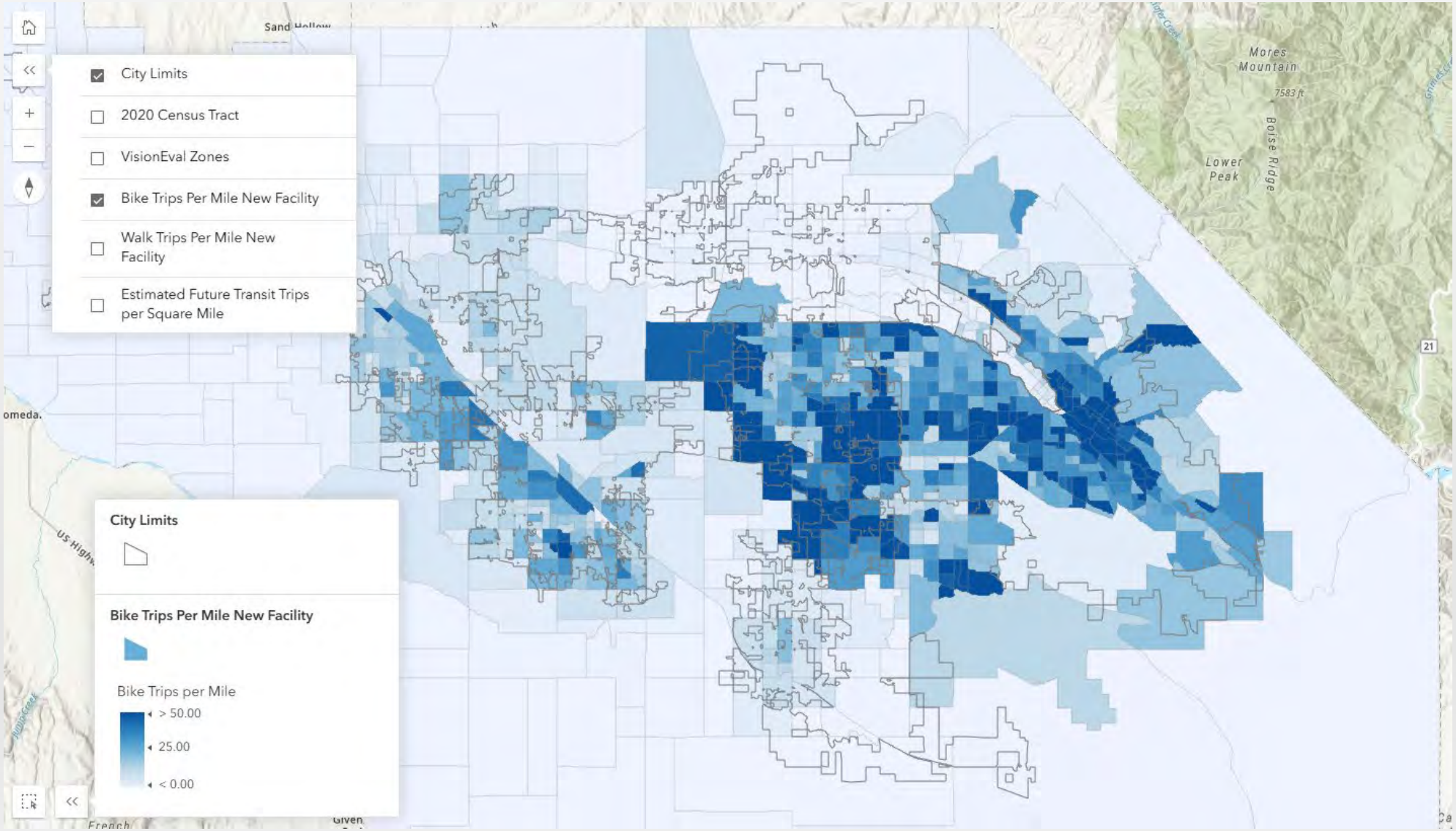
CRS Assessment and Evaluation



CRS Assessment and Evaluation

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

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CRS Assessment and Evaluation

Project Category	Project Type	Decrease in heavy truck delay	Increase in public transit trips	Reduction in heavy truck Vehicle Miles Traveled (VMT)	Decrease in arterial roadway delay	Decrease in freeway delay	Reduced crash rate on congested and non-/or unreliable corridors	Reduced Carbon Emissions
Arterial Management	Arterial Variable Speeds	1	0	0	1	0	2	1
	Arterial Signal Operations Improvements	2	0	0	2	0	1	2
	Transit Signal Priority on Premium Transit Corridors	0	1	0	1	0	0	1
	Automated Traffic Signal Performance Measures (ATSPMs) Corridors or System Wide	1	0	0	2	0	1	2
	Camera Upgrades for Traffic Monitoring and Near-Miss Analytics	0	0	0	1	0	1	1
	Integrated Corridor Management (ICM)	2	0	0	2	2	1	1
	Transit Vehicle Maintenance / Upgrades	0	1	0	0	0	0	2
Commercial Vehicle Operations	New Truck Parking Facility	2	0	0	0	0	2	2
	Truck Parking Information Management System (TPIMS)	1	0	0	0	0	1	1
Freeway Management	Transportation Management Center (TMC)	1	0	0	1	1	1	1
	Ramp Metering	1	0	0	0	2	2	1
	Freeway Variable Speeds	1	0	0	0	1	2	1
General and Winter Operations	Snowplow Vehicle Maintenance / Upgrades	1	0	0	1	1	0	1
Special Event Management	Special Event Management ITS System	1	1	0	2	2	1	1
Traffic Incident Management	Traffic Incident Management	2	0	0	2	2	2	1
Traveler Information	Traveler Information Improvements (ex. DMS upgrades, 511)	1	0	1	1	1	1	1
Work Zone Management	Smart Work Zones	2	0	0	2	2	2	1
	Work Zone Data Exchange (WZDx)	1	0	0	1	1	2	1

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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GOAL	OBJECTIVE	PERFORMANCE MEASURE	GOAL WEIGHTING	OBJECTIVE WEIGHTING	MEASURE WEIGHTING
ECONOMIC VITALITY	Economic Vitality	Decrease in heavy truck delay	0.63	0.33	0.70
		Increase in public transit trips	0.63	0.33	0.20
		Increase in walk trips	0.63	0.33	0.05
		Increase in bike trips	0.63	0.33	0.05
	Preservation and Reliability	Decrease in heavy truck delay	0.63	0.33	0.17
		Reduction in heavy truck Vehicle Miles Traveled (VMT)	0.63	0.33	0.50
		Decrease in arterial roadway delay	0.63	0.33	0.17
		Decrease in freeway delay	0.63	0.33	0.17
	Growth Management	Reduced VMT per capita	0.63	0.33	1
SAFETY	Safety, Security, and Resiliency	Reduced crash rate on congested and non-/or unreliable corridors	1	1	0.25
		Improved Level of Traffic Stress (LTS) for bicycles and/or pedestrians	1	1	0.75
CONVENIENCE	Organized Transportation	Increase in public transit trips	1	0.5	0.5
		Increase in walk trips	1	0.5	0
		Increase in bike trips	1	0.5	0
		Increase in trips diverted to ‘low-speed’ travel modes	1	0.5	0.5
	Organized Development	Decrease in arterial roadway delay	1	0.5	0.5
		Reduced VMT per capita	1	0.5	0.5
QUALITY OF LIFE	Environment and Open Space	Increase in walk trips	0.75	0.5	0.5
		Increase in bike trips	0.75	0.5	0.5
	Housing Affordability and Equity	Decrease in vehicle travel cost	0.75	0.5	1
CRP GOAL	Reduce Carbon Emissions	Reduced VMT per capita	1	1	0.5
		Reduced Carbon Emissions	1	1	0.5

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
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Measures				Performance Measure 2														
Goal	Objective	Performance Measure	Measure	11th Avenue Sidepath	Garrity Boulevard Sidepath	Indian Creek Pathway Repair	Indian Creek Pathway Rebuild	Fairview Avenue Bridge	Swan Falls Road RRX Elimination	DMS Event Management	DMS Message Boards for Major Routes	Marble Front St Improvements	Indiana St Bike Lanes	Paynter North Sidewalk Infill	Paynter South Sidewalk Infill	Notus Rd Sidewalk Infill	1st St Sidewalks	3rd St Sidewalks
ECONOMIC VITALITY	*Economic Vitality*	Decrease in heavy truck delay	Qualitative Assessment															
		Increase in public transit trips	VisionEval	0	0	0	0	0	0			0	0	0	0	0	0	0
		Increase in walk trips	VisionEval	2	14	2	2	0	6			2	0	2	15	0	0	0
		Increase in bike trips	VisionEval	5	30	10	20	45	8			15	20	0	0	0	0	0
	Preservation and Reliability	Decrease in heavy truck delay	Qualitative Assessment															
		Reduction in heavy truck Vehicle Miles Traveled (VMT)	Qualitative Assessment															
		Decrease in arterial roadway delay	Qualitative Assessment															
		Decrease in freeway delay	Qualitative Assessment															
	Growth Management	Reduced VMT	VisionEval	0	84	21	52	160	0			9	111	13	46	0	0	1
SAFETY	*Safety, Security, and Resiliency*	Reduced crash rate on congested and non-/or unreliable corridors	CMF and COMPASS ITR data	0%	100%	0%	0%	100%	0%			0%	0%	0%	0%	0%	0%	0%
		Improved Level of Traffic Stress (LTS) for bicycles and/or pedestrians	ACHD Methodology															
CONVENIENCE	*Organized Transportation*	Increase in public transit trips	VisionEval	0	0	0	0	0	0			0	0	0	0	0	0	0
		Increase in walk trips	VisionEval	2	14	2	2	0	6			2	0	2	15	0	0	0
		Increase in bike trips	VisionEval	5	30	10	20	45	8			15	20	0	0	0	0	0
		Increase in trips diverted to 'low-speed' travel modes	VisionEval	7	44	12	22	45	14			17	20	2	15	0	0	0
	Organized Development	Decrease in arterial roadway delay	Qualitative Assessment															
		Reduced VMT	VisionEval	0	84	21	52	160	0			9	111	13	46	0	0	1
QUALITY OF LIFE	*Environment and Open Space*	Increase in walk trips	VisionEval	2	14	2	2	0	6			2	0	2	15	0	0	0
		Increase in bike trips	VisionEval	5	30	10	20	45	8			15	20	0	0	0	0	0
	Housing Affordability and Equity	Decrease in vehicle travel cost	VisionEval	$ -	$ 1.57	$ 3.36	$ 9.18	$ 5.97	$ -			$ 1.98	$ -	$ 0.95	$ 0.47	$ -	$ -	$ -
CRP Goal	*Reduce Carbon Emissions*	Reduced VMT	VisionEval	0	84	21	52	160	0			9	111	13	46	0	0	1
		Reduced Carbon Emissions	VisionEval	0.0	28.0	0.0	6.9	33.6	4.3			5.5	22.2	3.3	14.8	0.0	0.0	0.5

CRS Implementation

- Implementation
  - Created a web-based dashboard tool for evaluating candidate projects
  - Enables flexibility to assess a broad range of projects that align with local and regional needs
  - Jurisdictions outside the TMA should consider the ITD statewide CRS priorities when proposing projects for CRP funding
- Utility beyond the CRP
  - This effort developed quantified performance metrics conditioned to the COMPASS area for a broad range of non-capacity enhancement projects, particularly active transportation and transit improvements
  - These metrics and corresponding scoring criteria and evaluation tools provide local jurisdictions and agencies with the tools and flexibility to prioritize projects for future funding opportunities while aligning with CIM 2055 goals

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Questions?

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Recommended motion

RTAC recommends the COMPASS Board of Directors approve the COMPASS Carbon Reduction Strategy

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COMPASS Coordinated Regional Waterway Pathway Plan

RTAC Meeting

November 19, 2025

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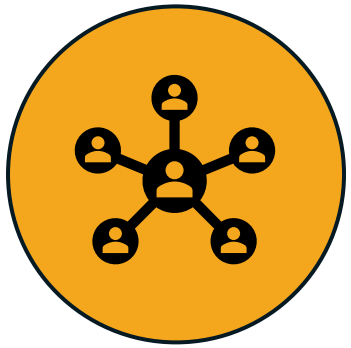
KITTELSON & ASSOCIATES

Agenda

Welcome and Project Overview



Stakeholder Outreach

Identification of Gaps and Opportunities in the System

Questions and Next Steps

Welcome

Alexa Roitman

COMPASS

Gus Loeffelholz

COMPASS

Brooke Green

Kittelson & Associates

Background

- This Plan is guided by the COMPASS current long-range transportation plan, *Communities in Motion 2050* (CIM 2050), which was adopted in 2022.
- COMPASS is currently updating the LRTP for Communities in Motion 2055, which is anticipated for adoption in 2027.
- In addition, to these guiding goals and objectives, there are other secondary aims of this Plan.

Purpose

- Develop a **connected**, **accessible**, and **historically informed** non-motorized transportation network along regional waterways
- Waterways can be **riparian** (rivers, streams) or **built** (canals, irrigation ditches)
- Provide useful tools for development and implementation, such as:
  - **Relationship-building** between irrigation organizations and local jurisdictions
  - **Policy templates** to guide master agreements, easements, and maintenance responsibilities
  - **Design templates** to inform safety and maintenance strategies
  - **Project recommendations** to identify key gaps and opportunities in the system

CRWPP Goals and Objectives

Build from existing waterways, pathways, and canal accomplishments to expand and enhance the existing network of waterway pathways along canals in the two-county region that is connected, safe, accessible, and sustainable.

Facilitate transparent, evidence-based decision-making through 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

Minimize and mitigate impacts to sensitive environmental resources

CIM2050 & CRWPP: Goals and Objectives Alignment

Safety

- Provide a safe transportation system for all users.

Economic Vitality

- Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and businesses to prosper.
- Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism.

Convenience

- Develop a regional transportation system that provides access and mobility for all users via safe, efficient, and convenient options.
- Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.

Quality of Life

- Develop and implement a regional vision that protects, preserves, and connects residents to the natural environment and open space while minimizing the impact of the transportation system on the environment and promoting public health.

CRWPP Working Group

- Ada County
- Ada County Highway District
- Boise State University
- Canyon County
- City of Boise
- City of Caldwell
- City of Eagle
- City of Garden City
- City of Kuna
- City of Meridian
- City of Notus
- City of Parma
- City of Star
- City of Middleton
- City of Greenleaf
- City of Melba
- Nampa Bicycle Project
- ACHD BAC

CRWPP Schedule

Task	2025				2026			
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
1 – Project Management								
2 – Existing Conditions and Policy Review								
3 – Engagement								
4 – Needs Assessment and Project Development								
5 – Final Plan								

We Are Here

Stakeholder Outreach

Stakeholder Outreach Purpose

- Build trust between regional and local agencies with irrigation organizations
- Gather insights on existing successes, existing challenges, barriers to implementation, and related information
- Identify key issues to address through policy and design templates
- Inform the identification of gaps and opportunities in the system

Recent Stakeholder Outreach

Irrigation Organizations	Highway Districts	Other
• Boise Board of Project Controls • Pioneer ID • Nampa & Meridian ID • Farmers Co-operative Ditch • Settlers ID*	• Nampa Highway District 1 • Canyon County Highway District 4	• Idaho Water Users Association

Key Findings

Some irrigation organizations are open to pathways along waterways, while others are hesitant

Major concerns with pathways along waterways are maintenance and vandalism

There is growing interest and capacity to integrate pathways along waterways

Next Steps for Stakeholder Outreach

- Interviews
  - Our team will conduct several more interviews in the next few weeks
- Survey
  - Our team has developed an online survey for distribution among all of the irrigation organizations in Ada and Canyon County
  - This survey explores the key themes that have emerged from stakeholder interviews
  - The survey will be distributed by the Idaho Water Users Association

Identification of Gaps and Opportunities in the System

Purpose and Methodology

- Develop a GIS-based system for prioritizing potential pathways based on the gaps and opportunities in the system
- Use the existing waterway/canal GIS data as the basis for “potential pathways”
- Include criteria that support the Plan’s vision and goals
- Identify the most feasible and significant potential pathways for future projects

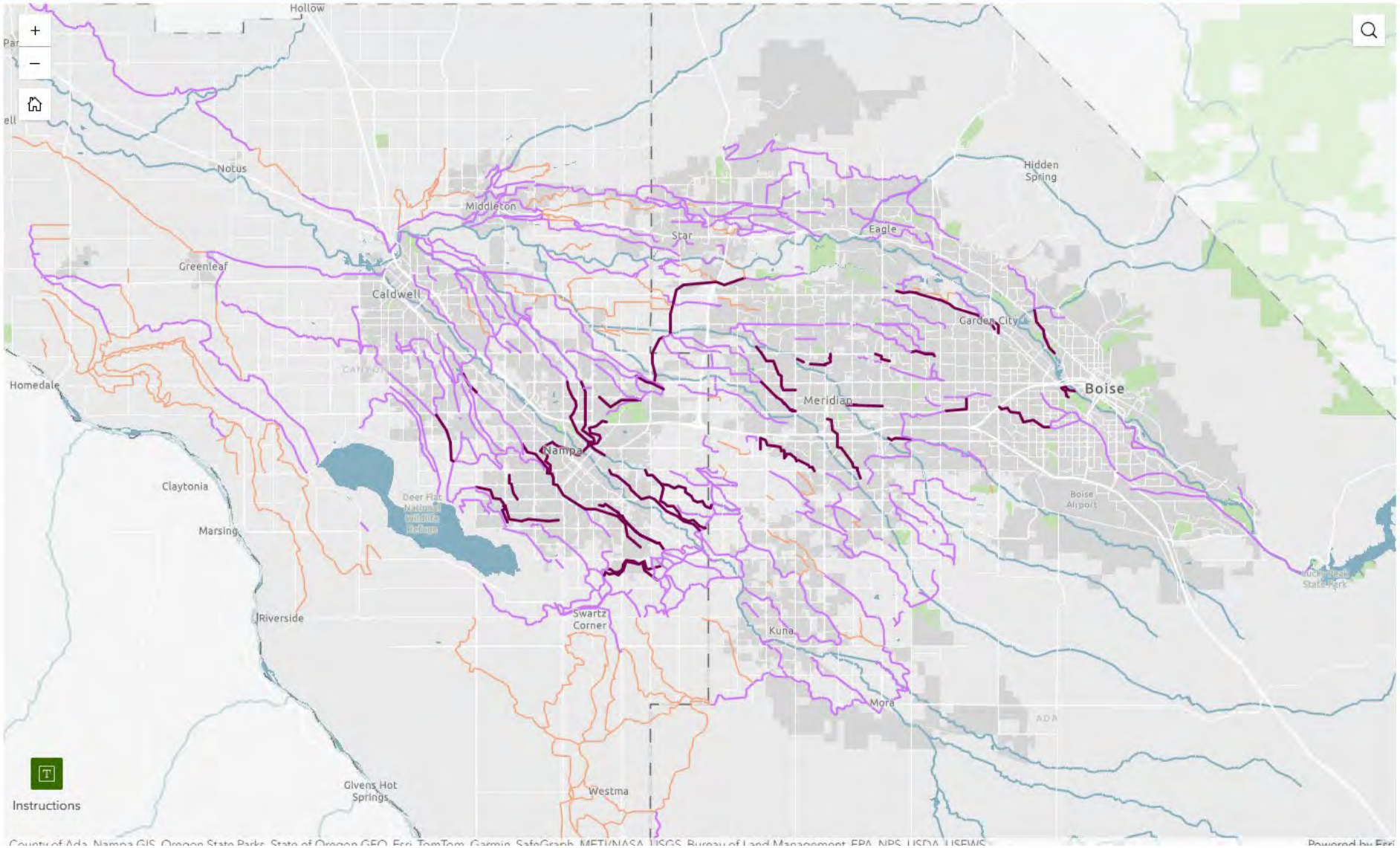
Prioritization Criteria

Maximum Possible Score: **10**
Online, Interactive Map

Criterion	+2 Points	+1 Point	0 Points	-1 Point
Irrigation Organizations Interest in Publicly-Accessible Pathways along Waterways Determined via Stakeholder Outreach Conducted in September, October, and November 2025	Irrigation Organizations that Have Indicated a Willingness or Existing Practice of Implementing Publicly-Accessible Pathways along Waterways	Irrigation Organizations that Have Indicated They Are "Interested but Cautious" about Implementing Publicly-Accessible Pathways along Waterways	Irrigation Organizations that Did Not Respond to Outreach Attempts	Irrigation Organizations that Have Indicated They Are "Uninterested or Against" Implementing Publicly-Accessible Pathways along Waterways
Existing vs Proposed Connections with Regional Routes	Existing to Existing Facility	Existing to Proposed Facility	Proposed to Proposed Facility	N/A
Essential Destinations (Schools, Libraries, Parks / Open Spaces/ Water within 0.5 mi)	2+ Destinations	1 Destination	0 Destinations	N/A
COMPASS CIM2050 Regional Equity Index	Highest 25% of Index Scores	Next 25% of Index Scores	N/A	N/A
Supports Existing Planning Efforts	N/A	Identified in a Previous Plan	Not Identified in a Previous Plan	N/A
Cross-Jurisdictional Alignment	N/A	Only One Jurisdiction	One+ Jurisdictions	N/A

COMPASS CRWPP Work Group Meeting #2 Map

- Potential Pathways along Waterways
- COMPASS Active Transportation Regional Routes
- Existing Pathway
- Proposed Pathway
- Irrigation Organizations
- COMPASS Equity Index
- Public Libraries
- Schools



Potential Pathways along Waterways

Potential Pathway Projects Priority

- High Priority
- Medium Priority
- Low Priority

- Home
- Boise
- Caldwell
- Eagle
- Greenleaf
- Kuna
- Meridian
- Middleton
- Nampa
- Notus
- Parma
- Star
- Wilder

Next Steps and Questions

Next Steps

- Refine Prioritization Criteria Based on
  - Recent Working Group Meeting
  - Upcoming Stakeholder Outreach Findings
- Identify Draft Top 20 Pathway Projects


Questions?

Item VI-B

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2024 Congestion Management Systems Report

Purpose: Briefing

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 31.

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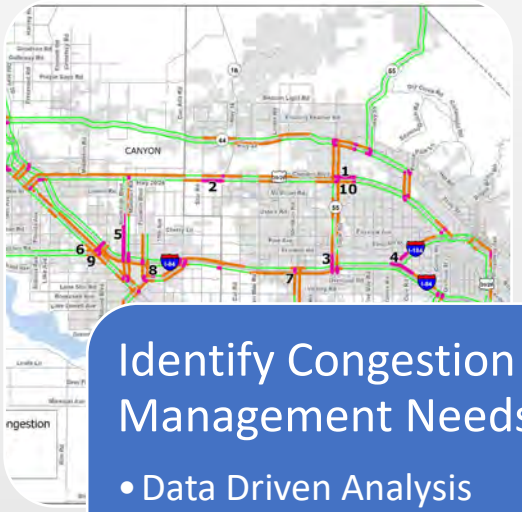
The Congestion Management Process

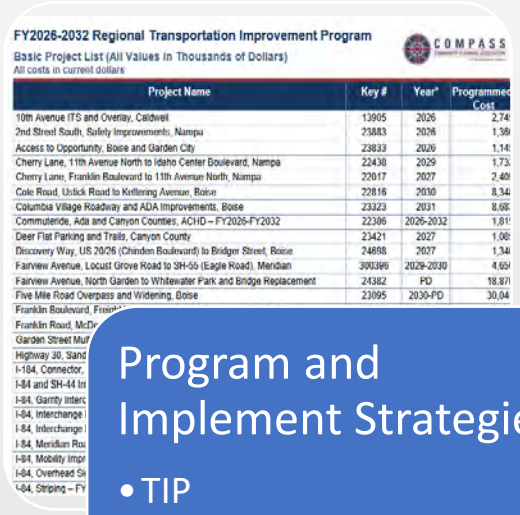


Identify Congestion Management Needs

- Data Driven Analysis
- Trends and Performance Monitoring

Assess Congestion Management Strategies

- TSMO/ITS Plan
- Corridor Plans
- National Guidance and Studies
- CMP Toolkit



Program and Implement Strategies

- TIP
- CIM
- Local CIPs

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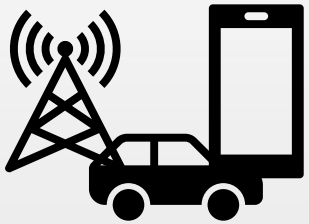
How We Measure Congestion



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A ——— 43 seconds ———→ B

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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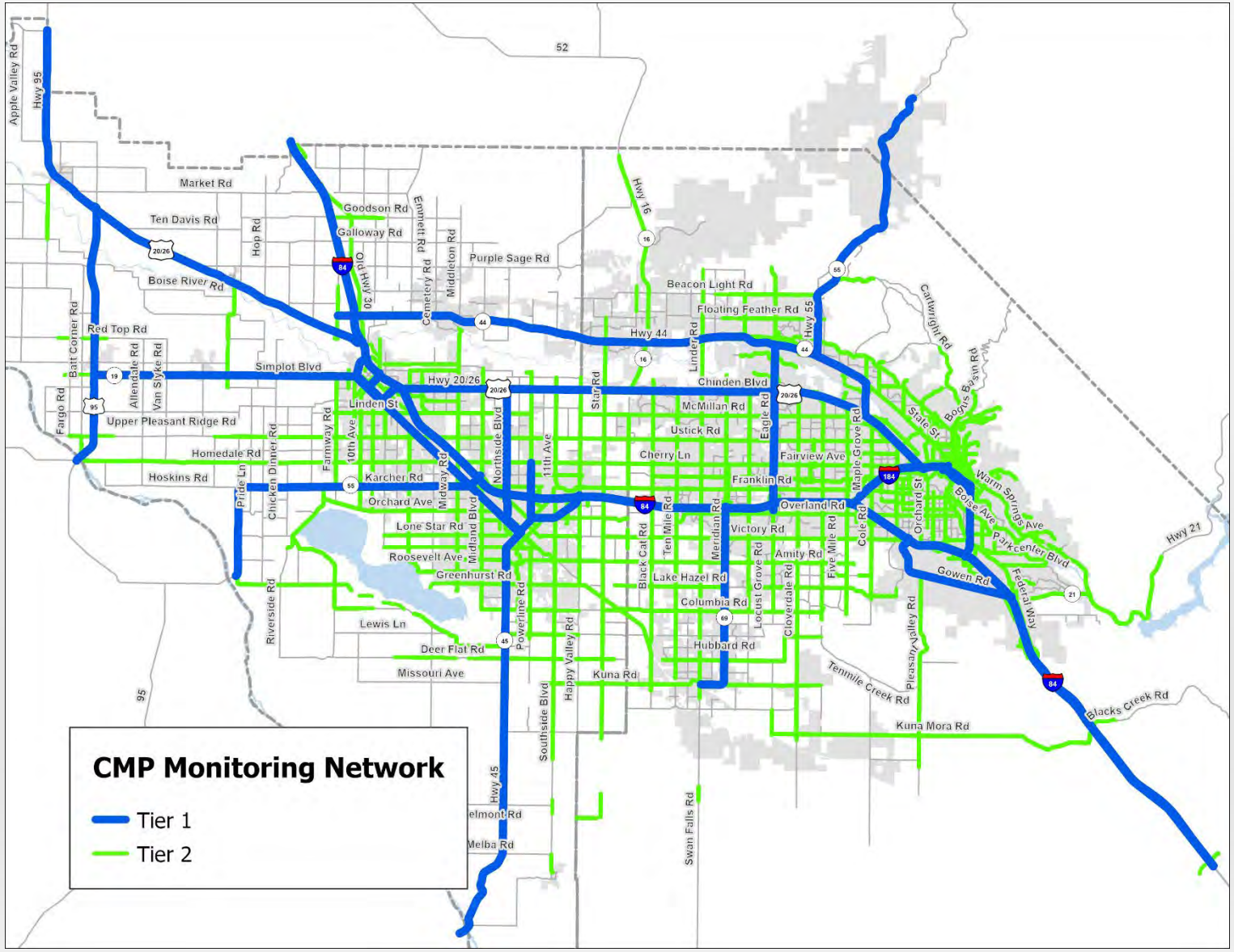
Where We Measure Congestion



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

Source: National Performance Measures Research Dataset (NMPRDS)

Tier 2 – Arterials and collector roads that are not on the NHS.

Source: INRIX (through ITD agreement)

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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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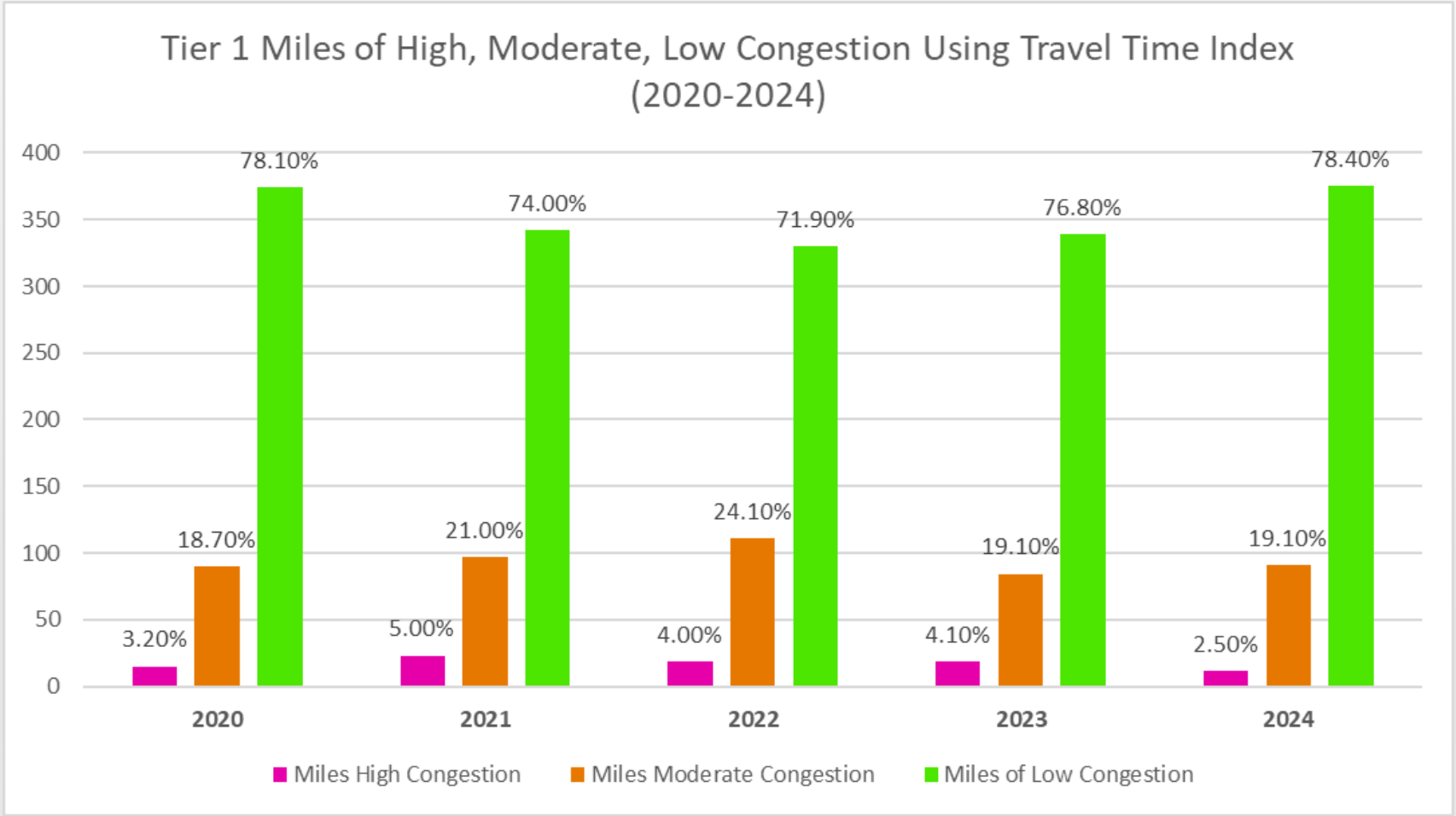
How Congested Are We Talking?

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

2024 lowest percentage of roadway with high congestion over the past 5 years of data (~12 miles of roadway)



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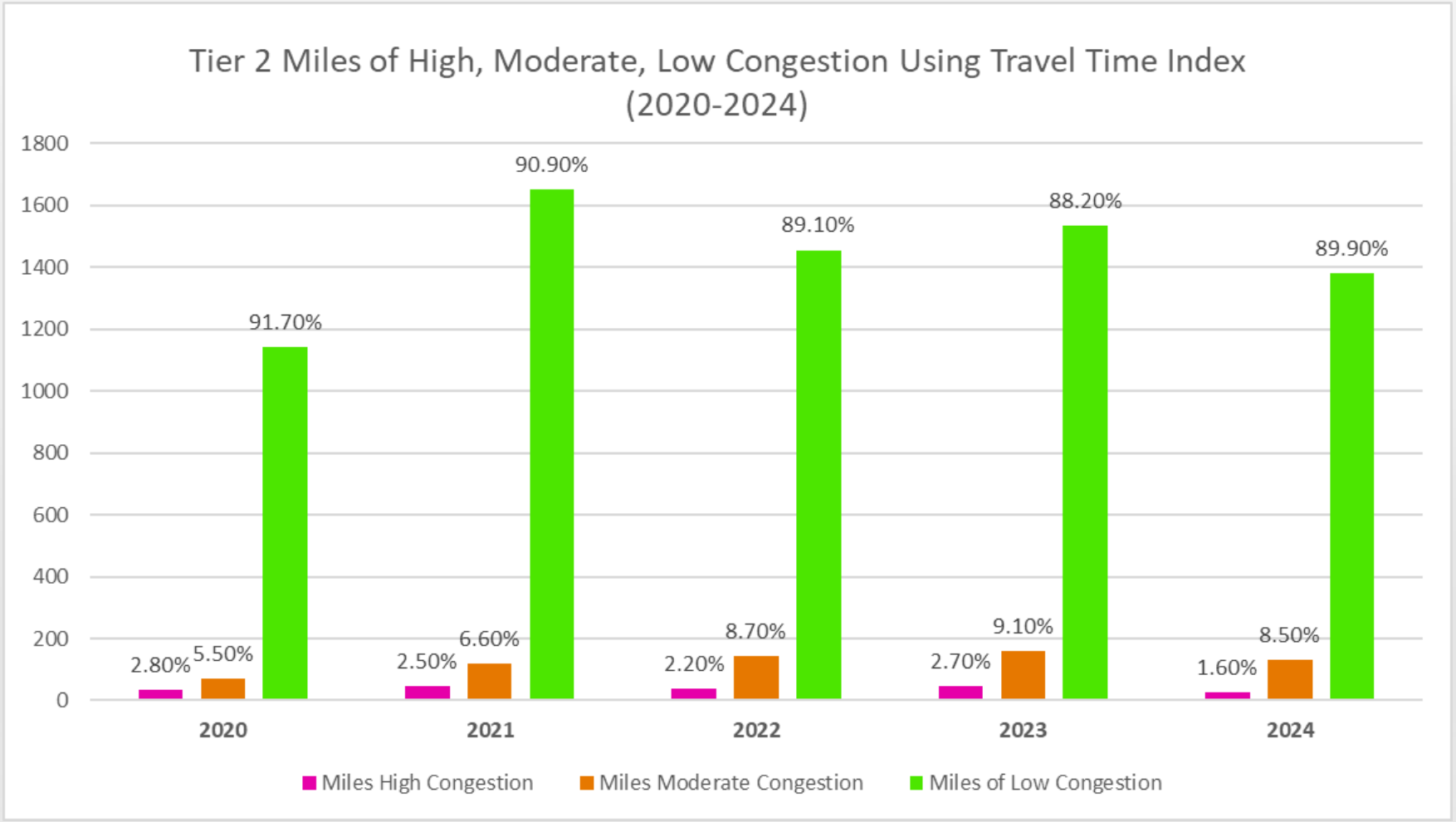
How Congested Are We Talking?

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

2024 lowest percentage of roadway with high congestion over the past 5 years of data (~25 miles of roadway)



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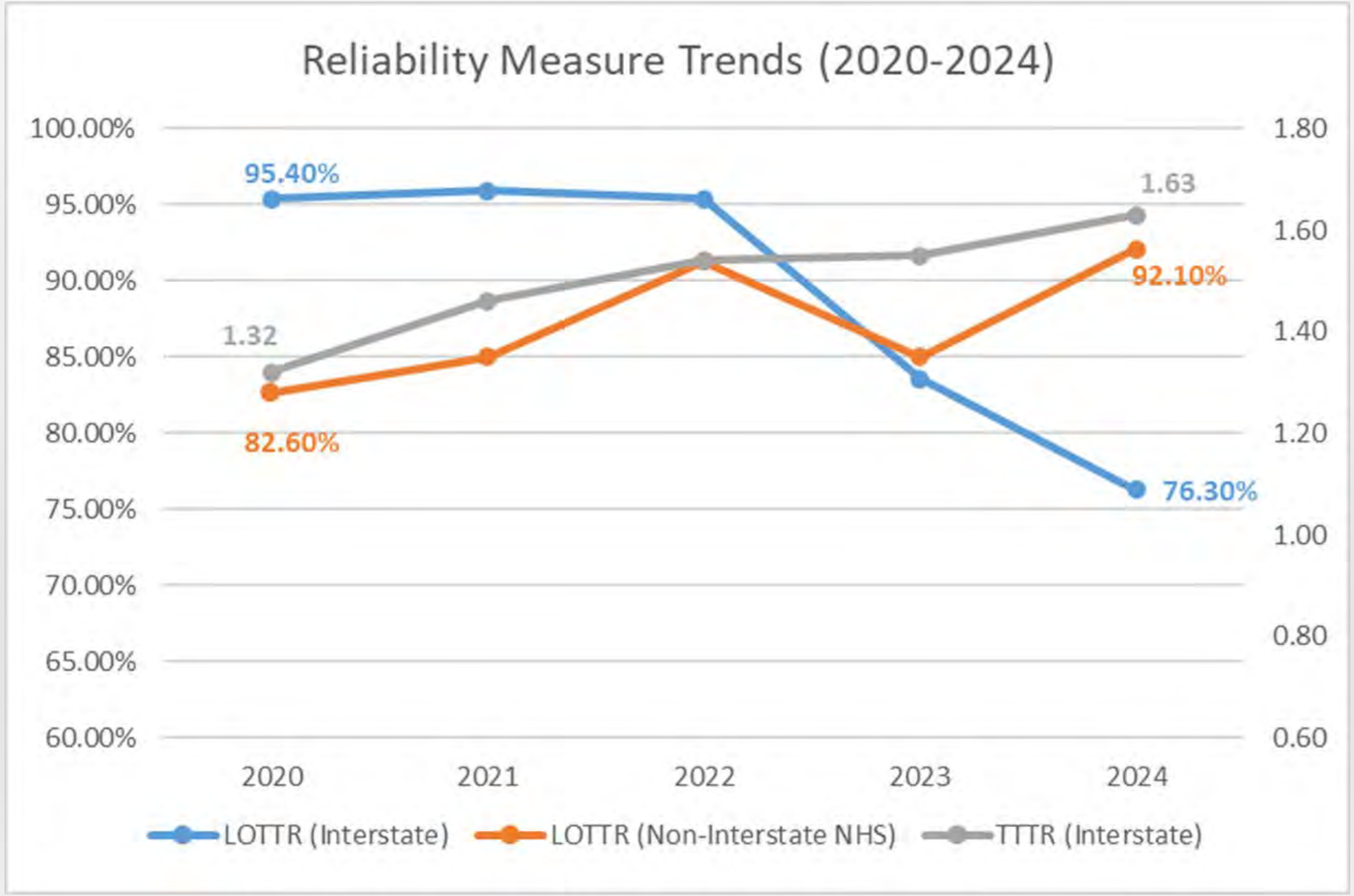
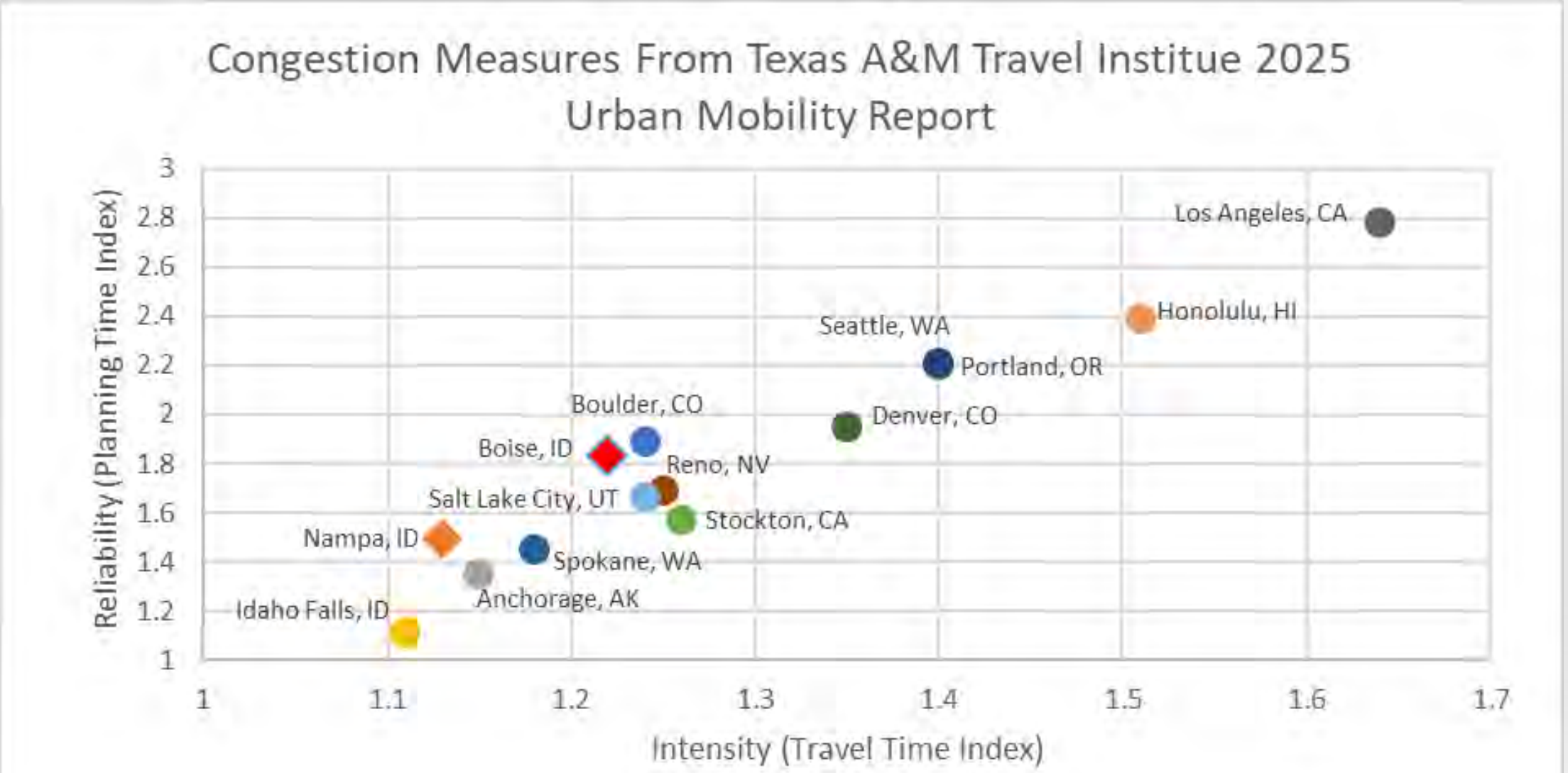
What about Reliability?



How Does Our Region Compare to Others?

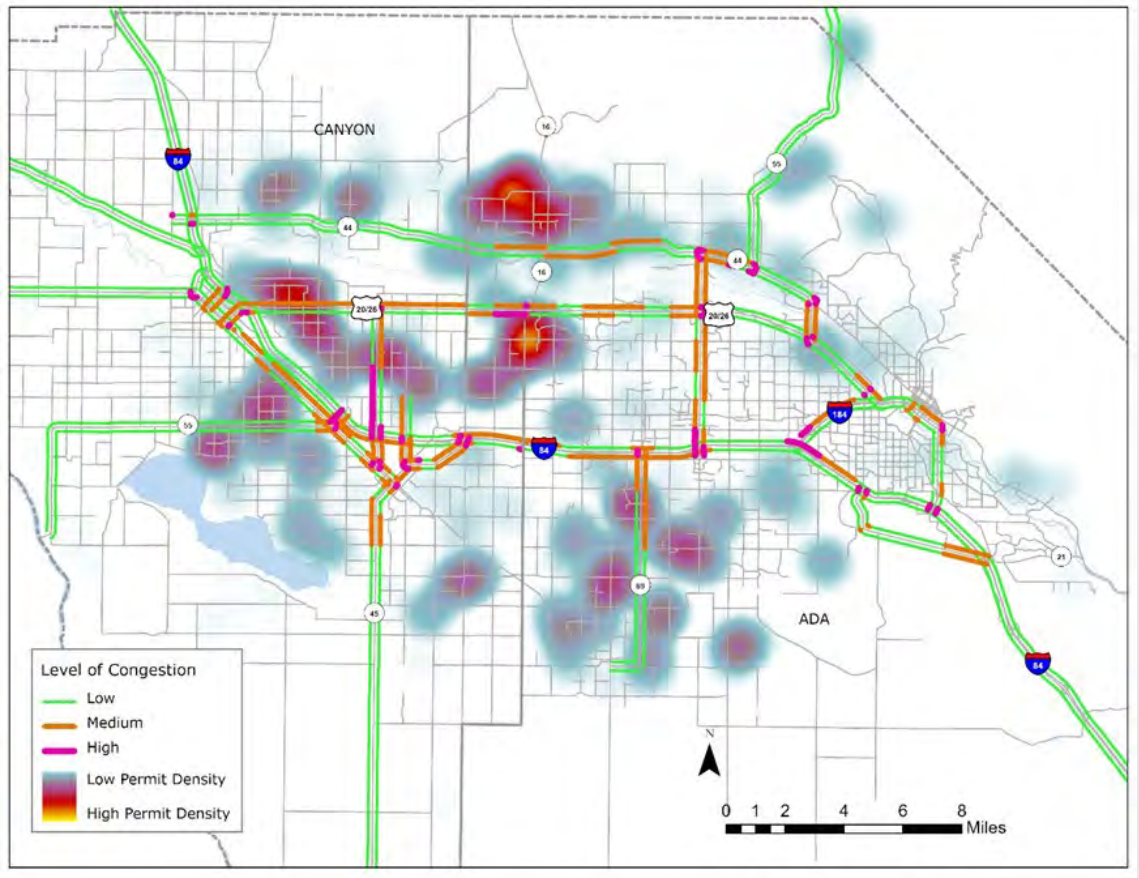


Source: [Texas A&M Transportation Institute 2025 Urban Mobility Report]

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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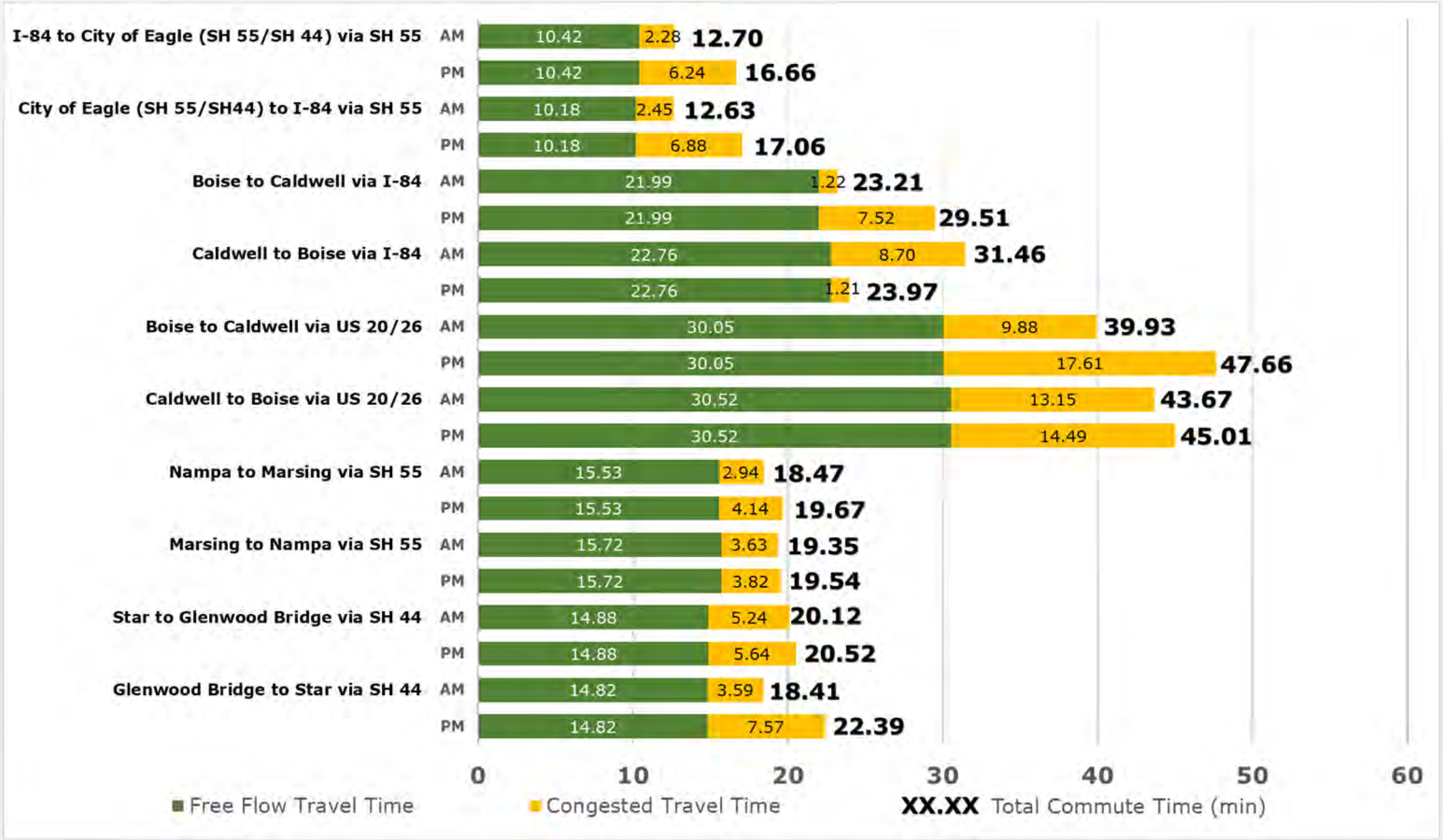
Where Are the "Hot Spots"?

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”?

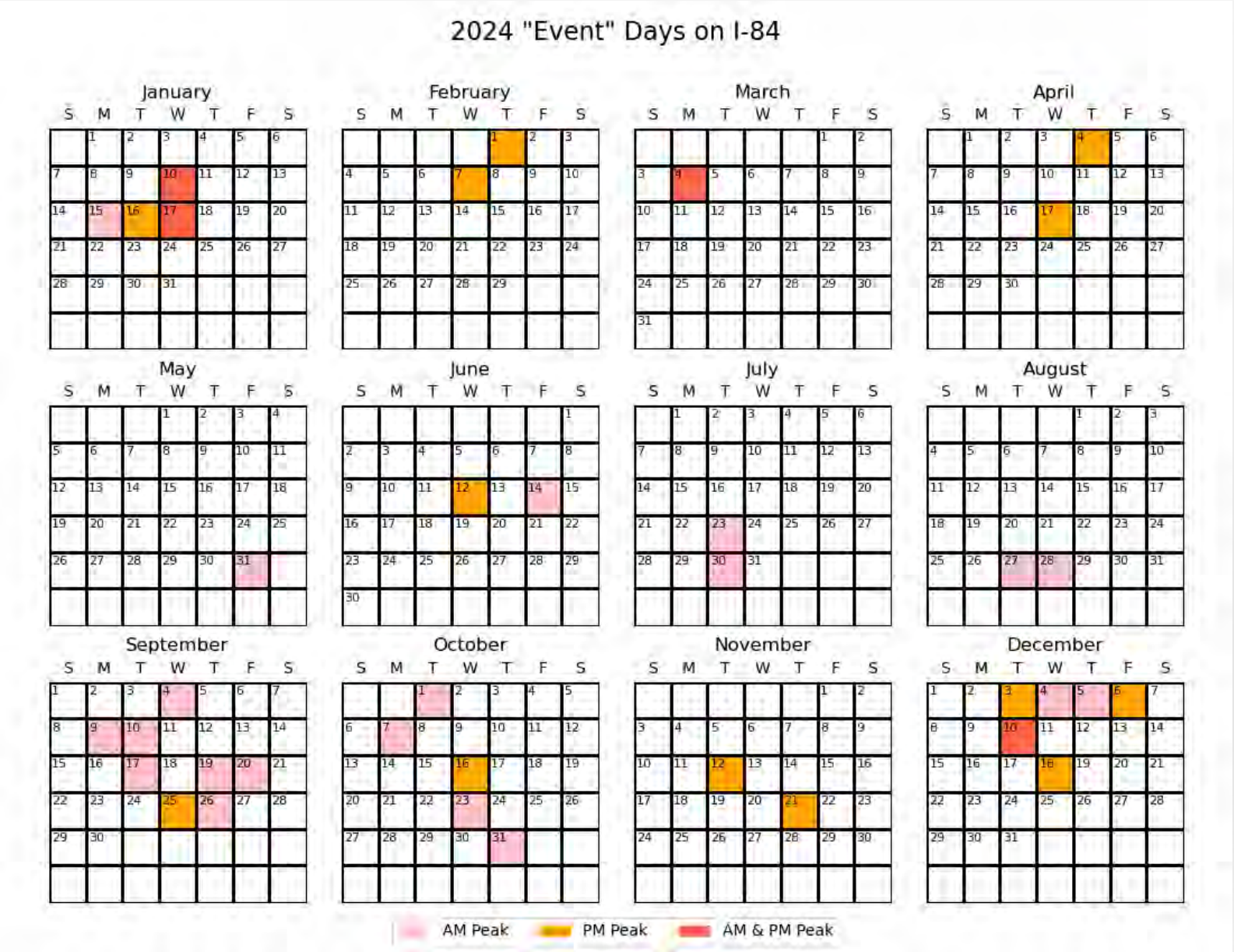
Rank	Road	Description	Miles	Direction	TTI	Peak Period	Peak Hour Delay/Avg Speed
	Canyon County						
1	Idaho Center Blvd	Franklin Rd to I-84 On/Off Ramps	0.34	Southbound	1.83	PM	35 sec/15 mph
2	Midland Blvd	W St Lukes Dr to Karcher Bypass	0.37	Southbound	1.72	PM	35 sec/15 mph
3	I-84 Exit 26 Off Ramp	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?



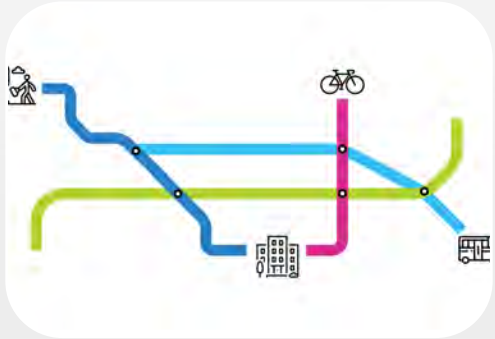
What Does the Commuter Experience?

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

- Nearly $800M going toward congestion management (FY2025-2031)
- Roughly ~60% of funds going to capacity improvements
- Active transportation is second most funded strategy; this is usually attributed to new sidewalk and bike lanes included in capacity projects

Congestion Management Strategy*	Number of Projects Supportive of Strategy**	Dollars programmed in the FY2025-2031 TIP
Roadway Capacity Improvements	41	$469,099,000
Transit Operation Improvements	18	$115,090,000
TDM/Active Transportation	39	$139,770,000
TSMO/ITS	11	$69,676,000
Freight and Goods Mobility	1	$2,728,000
Total		$796,363,000

*Many projects include multiple congestion management strategies; programmed dollars are divided equally across each strategy where this is applicable.

**Total number of projects that are supportive of specific congestion management strategy; not all projects in the FY2025-2031 TIP include congestion management strategies.

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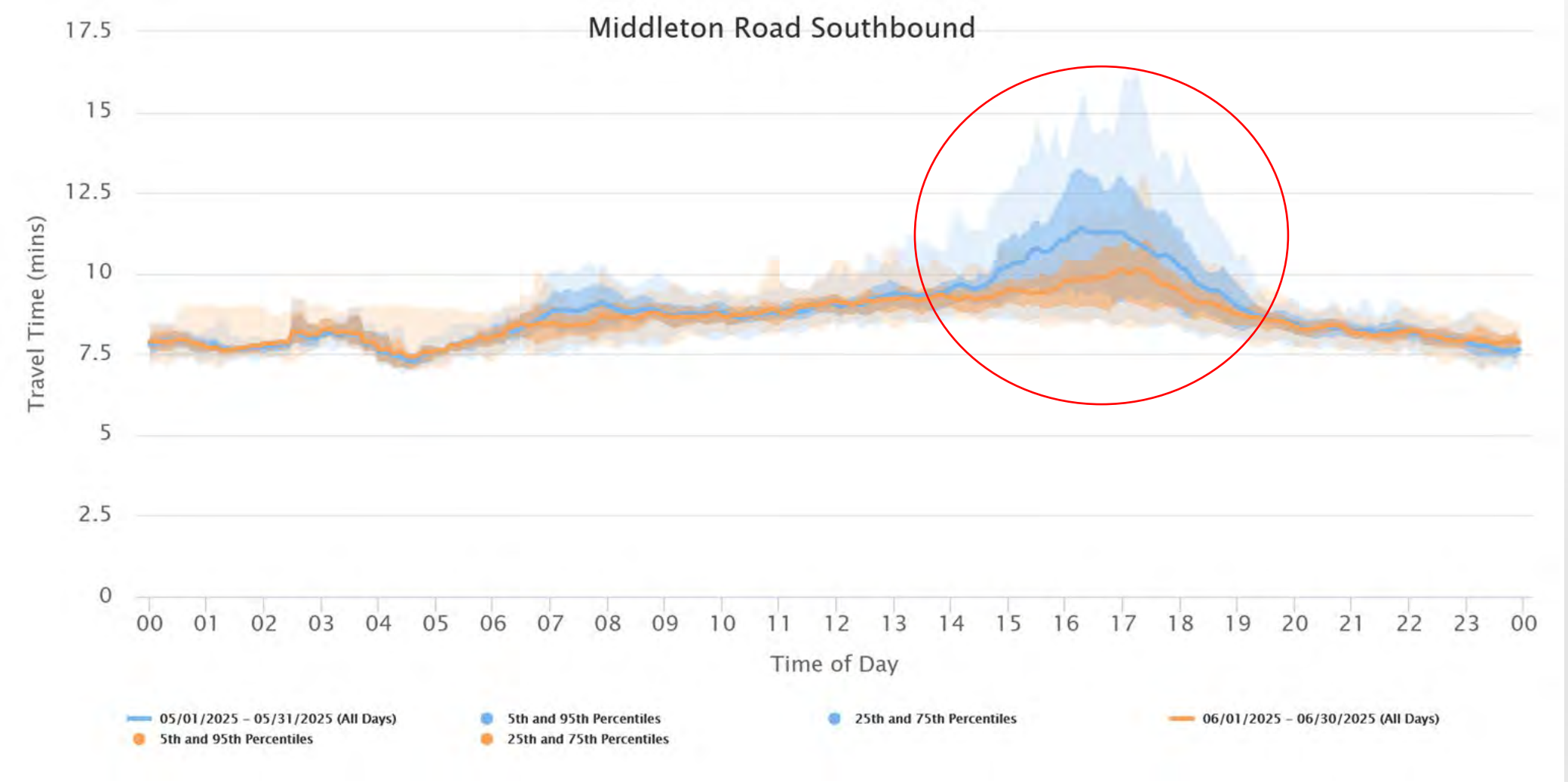
Monitoring Strategy Implementation



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

- Intensity and extent of congestion slightly improved from 2023 to 2024, with trends remaining stable since 2020.
- 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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Item VI-C

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Topic: *Communities in Motion 2055*

Purpose: Status Report

Austin Miller
Principal Planner
Planning Team Lead

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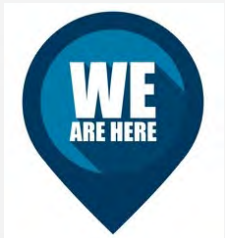
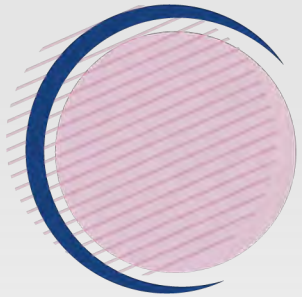
Overview

- Projects
- Priorities
- Funding/Implementation





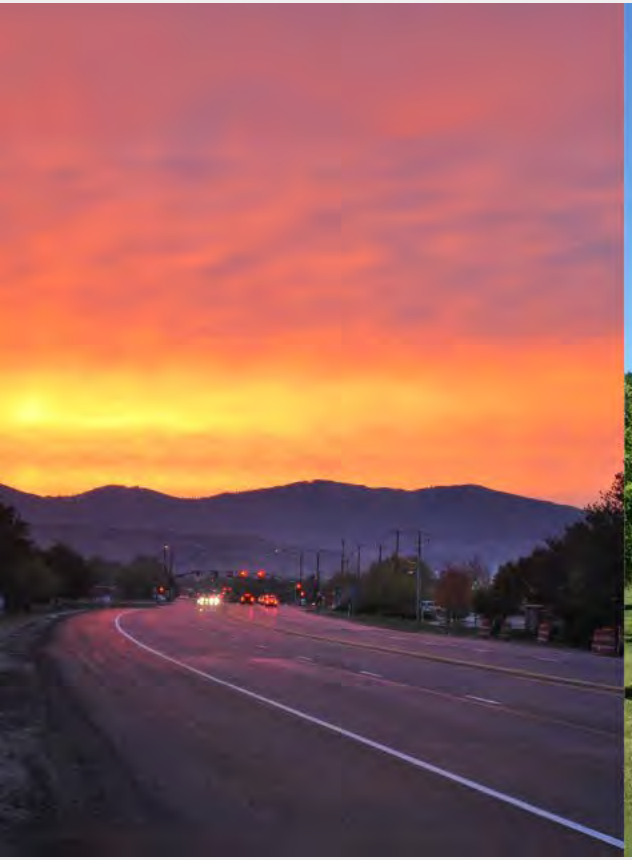
COMMUNITIES
IN MOTION | 2055

Projects

- Includes plans and studies
- State efforts
- Regional efforts
- Local efforts
- Deficiency

Priorities

Move What Matters



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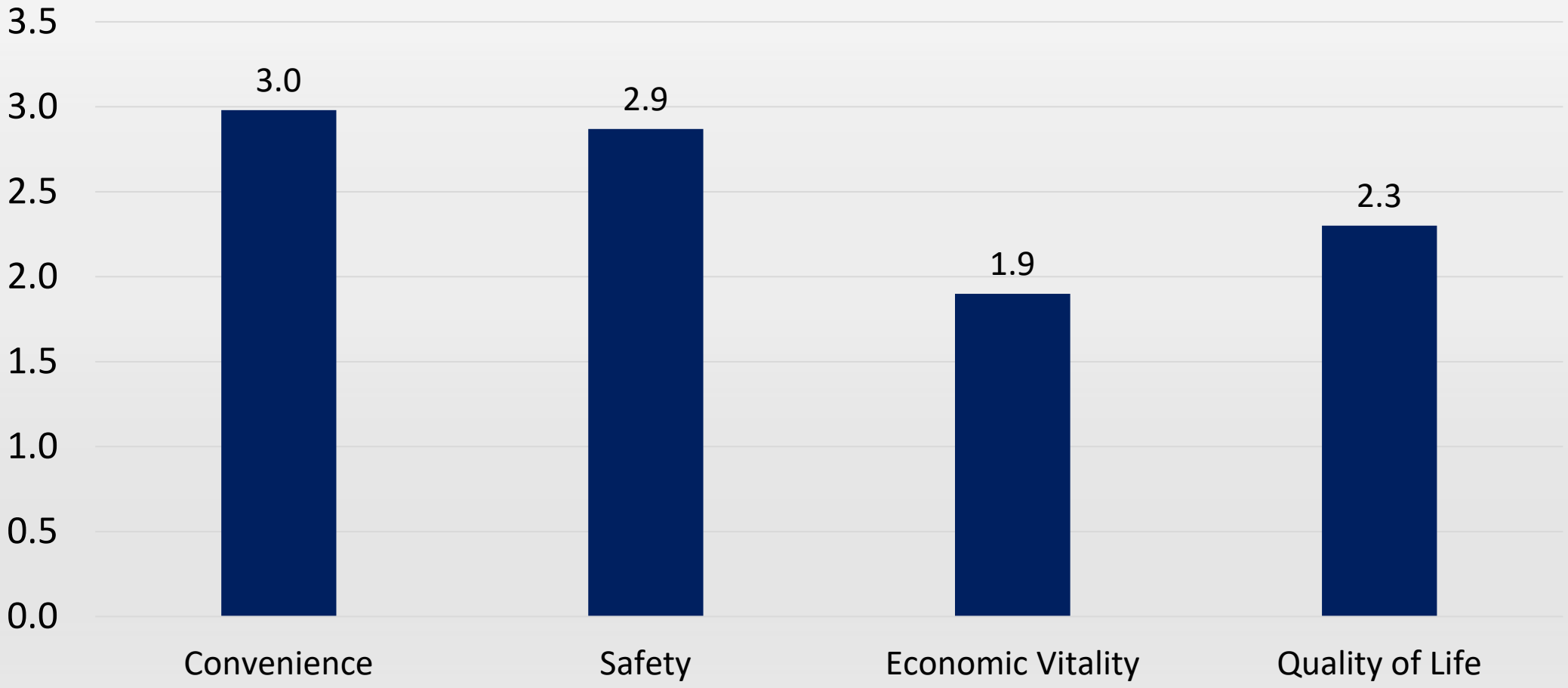
Goal Ranking



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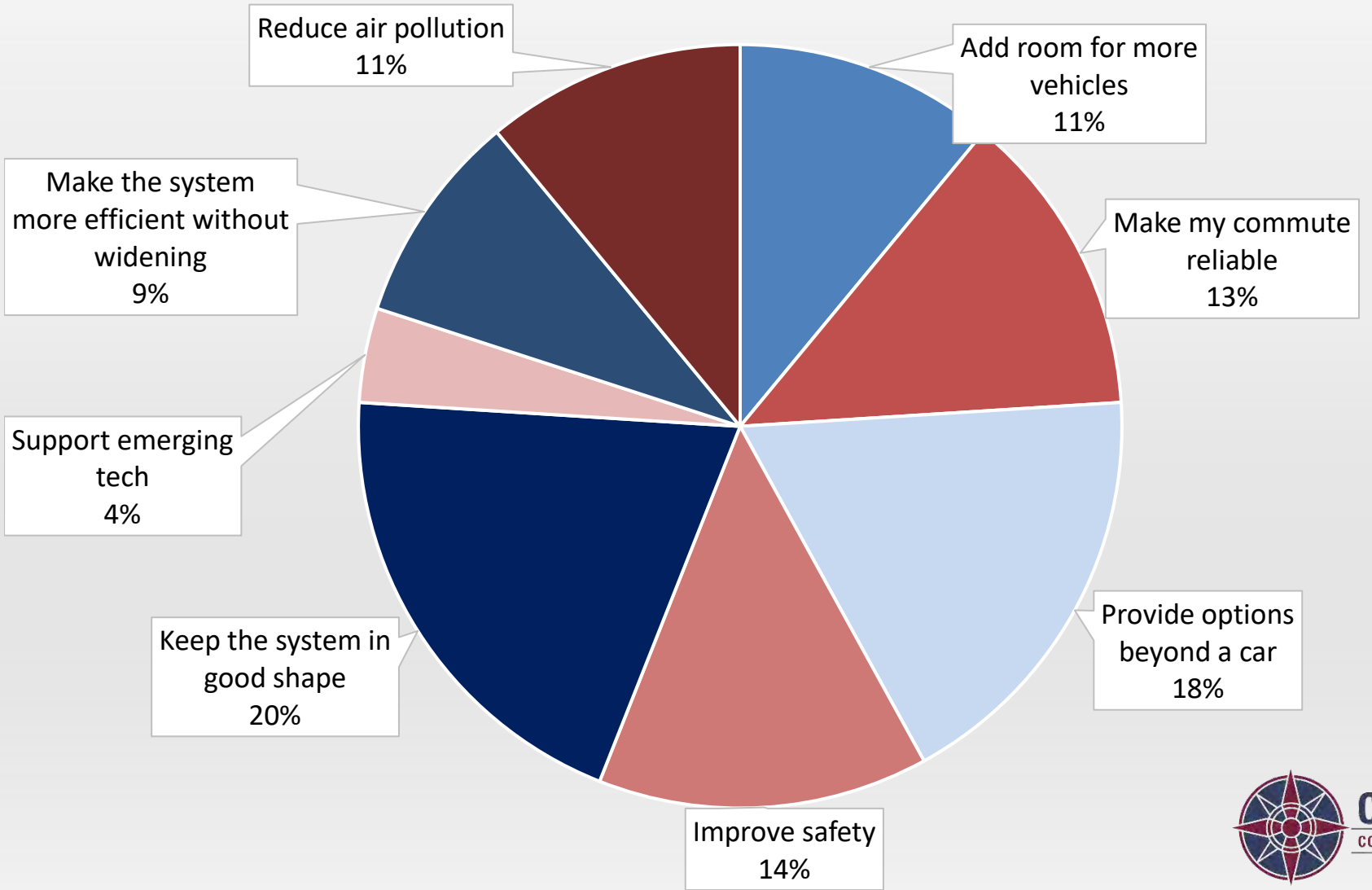
Preferred Outcomes



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“A plan without action is not a plan. It’s a speech.”

–T. Boone Pickens

Funding

FEDERAL FUNDS		Surface Transportation Block Grant (STBG)				Transportation Alternatives Program (TAP)	Carbon Reduction Program (CRP)	
		STBG - TMA		STBG – LU (Urban Balancing Committee)		TAP - TMA	CRP - TMA	CRP - LU
		Policy Amount	*Illustrative Amount*	*Policy Amount*	*Illustrative Amount*			
CIM 2050 Funding Policy	**Off-the-Top**					*Not included in CIM 2050 Funding Policy*		
	COMPASS	$ 232,000		$ 99,000				
	ACHD Commuteride	$ 220,000		$ 55,000				
	Safe Routes to School	$ 280,000		$ 50,000				
	Split of Remaining Funds							
	Local Network Improvements	72%	$ 8,000,000	85%	$ 2,000,000			
	Pathways (State highway or off-network)	12%	$ 1,300,000	12%	$ 370,000			
	Public Transportation Capital	13%	$ 1,400,000	-	-			
	Studies/Special Projects	3%	$ 330,000	3%	$ 75,000			
Totals			**$ 11,030,000**		**$ 2,445,000**	**$ 1,000,000**	**$ 1,400,000**	**$ 600,000**

Note: Dollar amounts are rounded and ILLUSTRATIVE

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Process

Spring

- Prioritization Process
- Project Identification

Summer

- Project Identification
- Prioritize

Winter

- Refine Prioritized Projects
- Implementation and Funding

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Questions?

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