

October 26, 2026

COMPASS Board of Directors
Meeting



Item VI-A



Topic: Amendments to *Communities in Motion 2050* (CIM 2050) and the Regional Transportation Improvement Program (TIP)

Purpose: Adopt resolutions amending CIM 2050 and TIP

Toni Tisdale
Resource Development Team Lead
Page 89



Overview

- Process
- Projects
- Public comments
- Recommended motion



Source: BLM



Process

Amendment to CIM 2050...

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

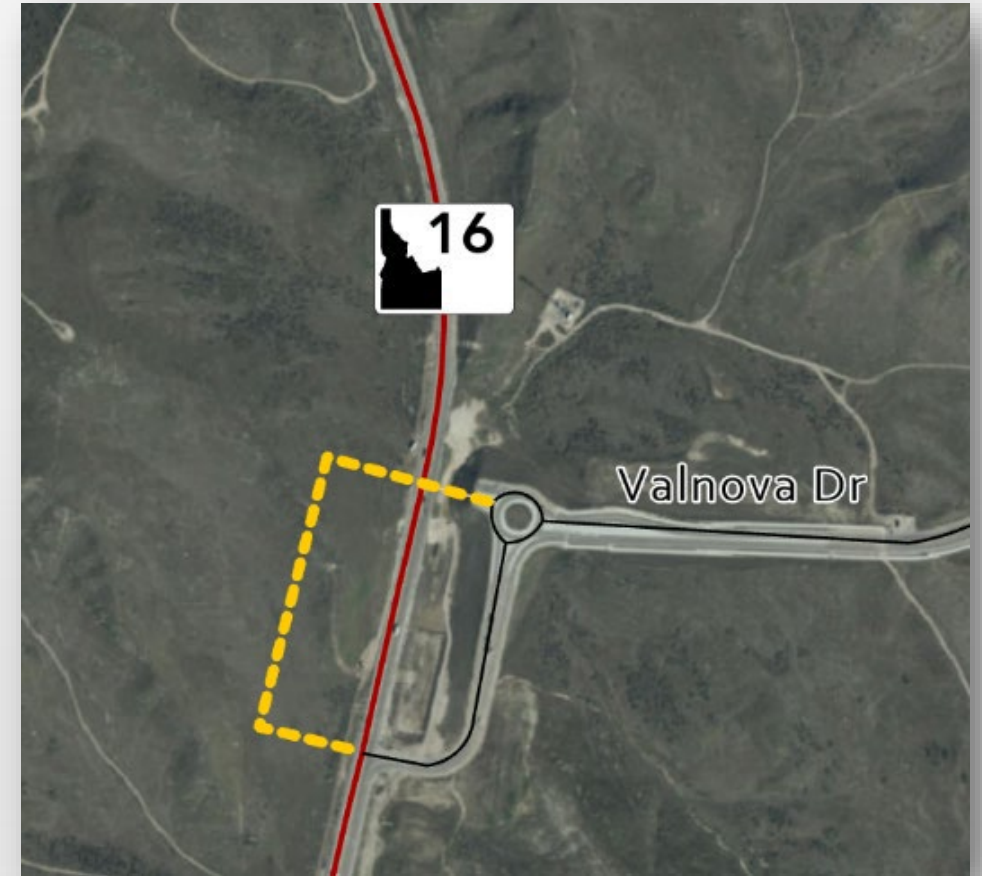
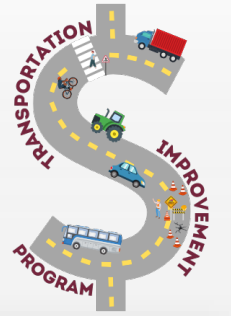
Amendments to the TIPs...

... enables work to begin on funded projects



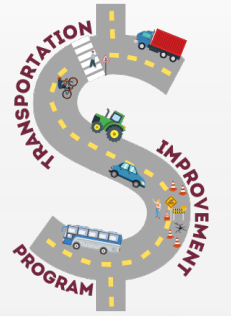
Projects

- **SH-16, Valnova Drive Overpass, Ada County**
 - Sponsor: ITD
 - Developer funded
 - Project for oversight of construction (\$500,000 developer and \$50,000 ITD)
 - Construction cost not included in project, but estimated at \$7.8 million



Projects

- **Study, SH-16, South Connectivity, Canyon County**
 - Sponsor: ITD
 - Change title and description to change scope
 - Increase \$2 million to complete environmental work
 - Funds transferred from the SH-69 extension study
 - After the initial high-level study was drafted, focus shifted to SH-16 south connectivity

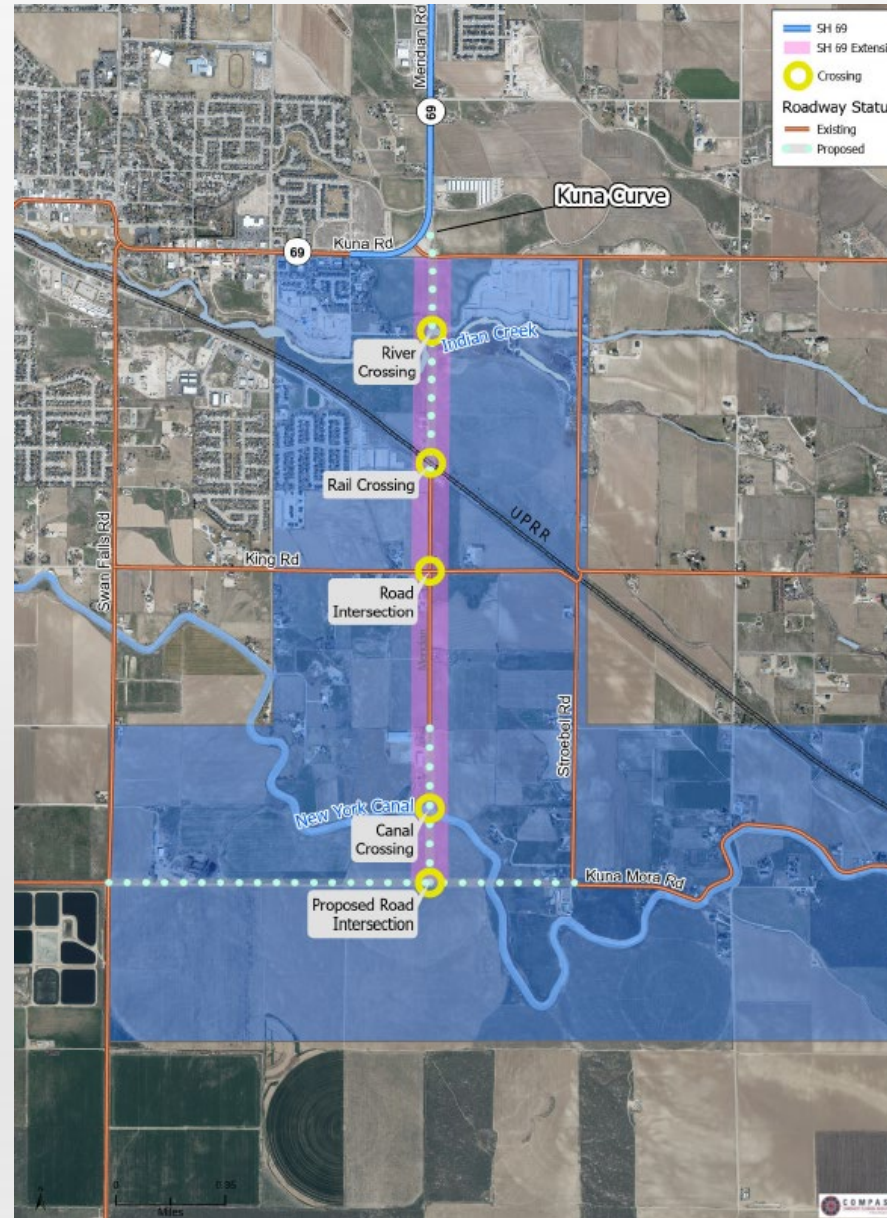


Source: ITD



Projects

- **Study, SH-69, Southern Extension to I-84 at Blacks Creek Road Interchange** (also called Study, SH-69 Southern Connectivity, Ada and Canyon County)
 - Sponsor: ITD
 - Decrease by \$2 million and transfer funds to the SH-16 extension study
 - After the initial high-level study was drafted, focus shifted to SH-16 south connectivity



Source: COMPASS

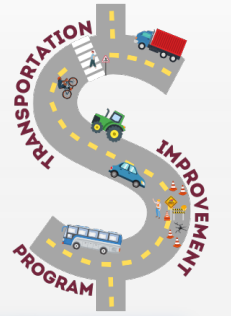


Projects

- **Rail, Advancing Intercity Rail Station, Boise**
 - Sponsor: City of Boise
 - \$503,125 Innovative Finance and Asset Concession (IFAC) grant
 - Comprehensive funding and financing strategy for future passenger rail opportunities



Source: Idahonews.com



Projects

- **Study, Lake Hazel Road Extension Corridor, Boise**
 - Sponsor: City of Boise
 - Partners: ACHD, Boise Airport, utility providers
 - \$7 million BUILD grant
 - Corridor-level planning and design

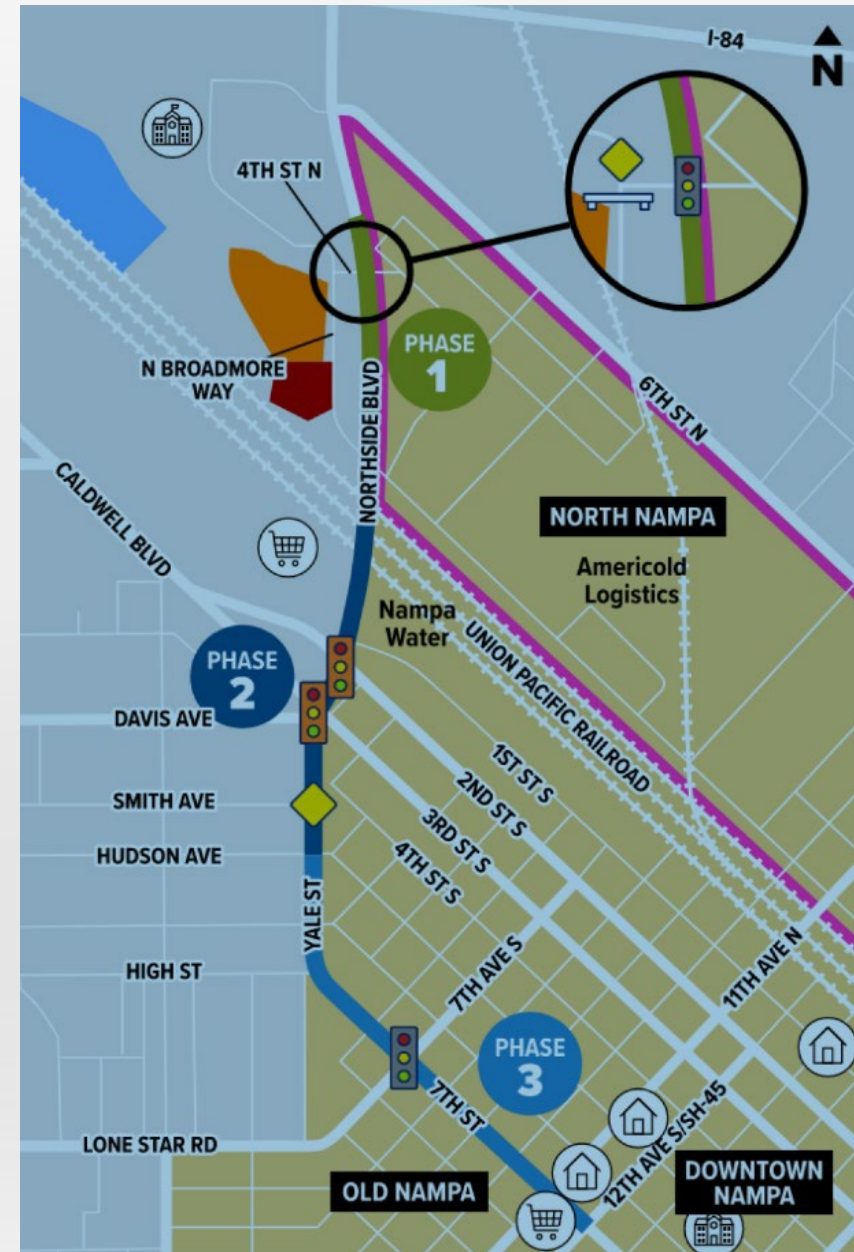


Source: City of Boise application

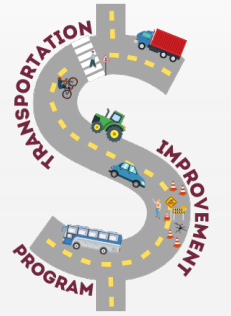


Projects

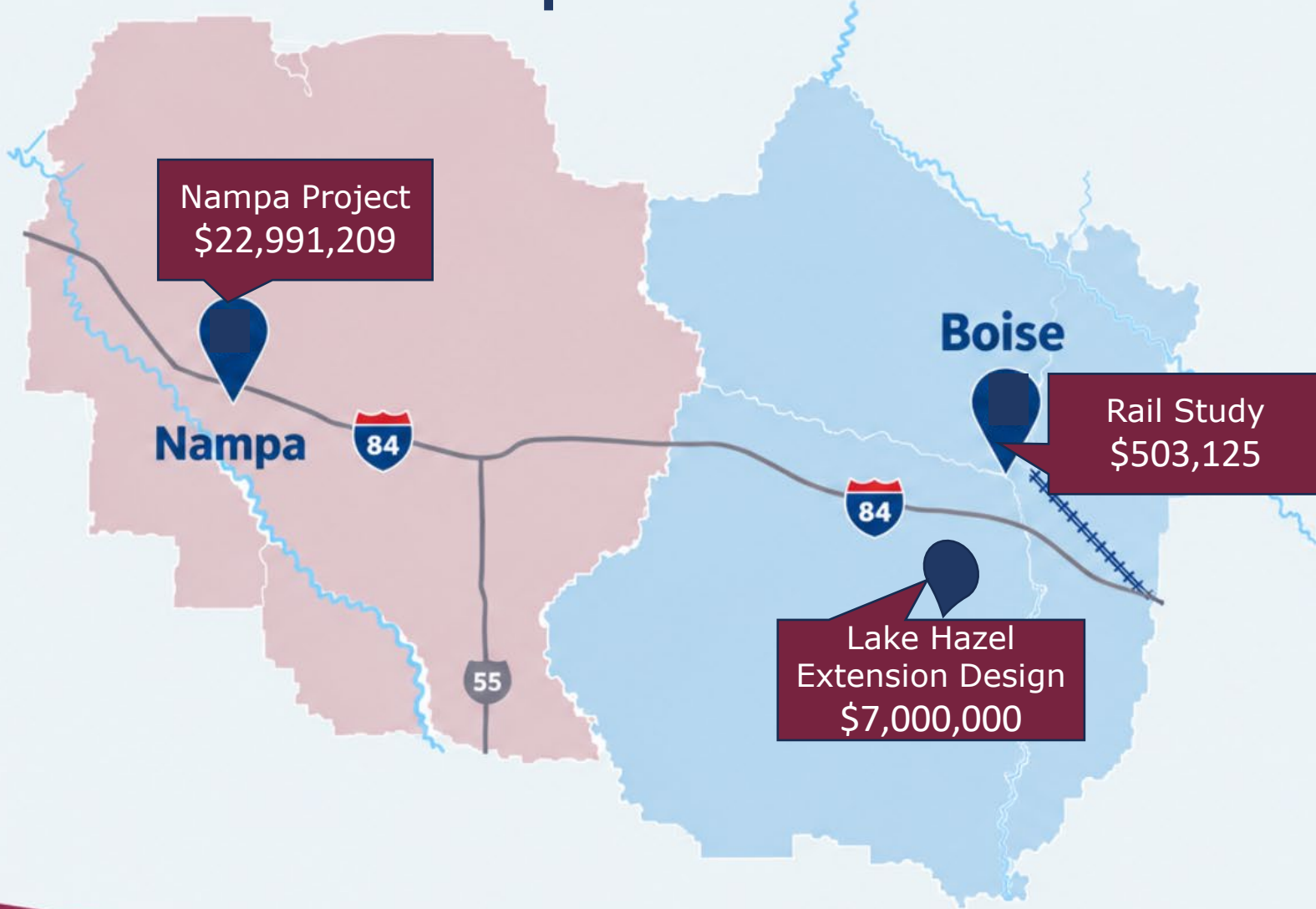
- **Northside Corridor Community Connectivity and Safety, Nampa**
 - Sponsor: City of Nampa
 - \$22,991,209 BUILD grant
 - Enhance connectivity and safety along the Northside corridor
 - Split into 3 parts



Source: City of Nampa application



New Competitive Grants



Total Grant Investment

\$30,494,334



Safety

Safer streets and stronger communities.



Rail

Feasibility study for future rail opportunities.



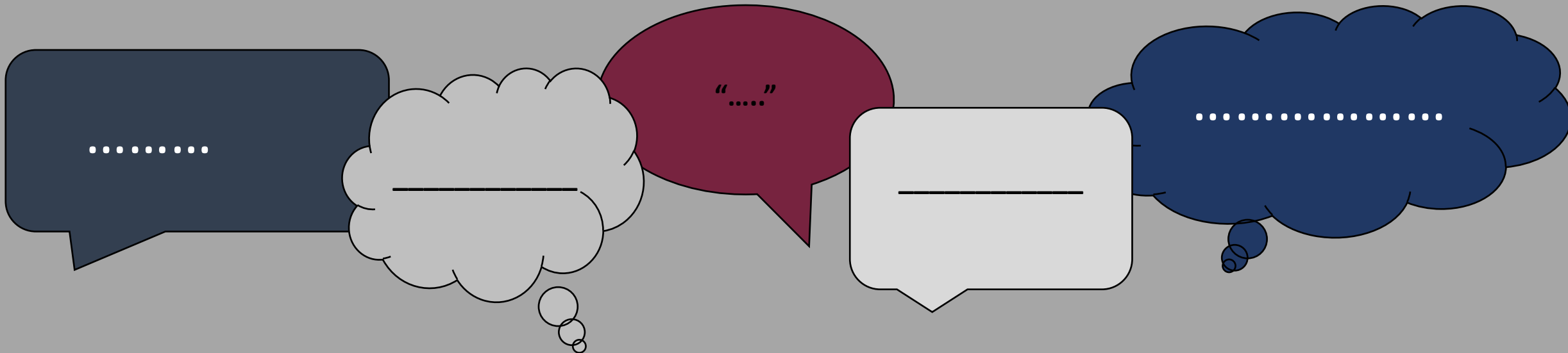
Roadway Connections

Improving access and connectivity in Boise.

Public Comments

August 28 through September 13, 2026

- 7 people commented



Public Comments

Transportation infrastructure projected growth in Ada and Canyon counties must be addressed in advance and not after growth occurs.

... I regularly dream of the day I can get on a rail, arrive safely and on time at my destination, without having to worry about aggressive drivers or traffic accidents...

...Regional transportation plans need to basically be adapted around Micron at this point. Yet, there's still not even bus service between the airport and Micron...

...We support advancing the SH-16 study, but believe it is important that this study not effectively replace or displace the SH-69 Southern Extension...

Since highway 16 is seen as an expressway let's keep extending it south to help our traffic congestion...

Finally, a passenger rail system!!! I've been waiting my whole life for something like this!

...

I am in favor of the following: ...

Questions?



Recommended Motion

The COMPASS Board of Directors adopts:

- Resolution 02-2027 amending CIM 2050
- Resolution 03-2027 amending the FY2026-2032 and FY2027-2033 TIPs

as presented.



Item VI-B



Topic: FY2027 Resource Development Plan

Purpose: Approve the FY2027 COMPASS Resource Development Plan

Matt Carlson, Principal Planner

Page 108



Resource Development Plan

By-Laws

*"Approve the annual development plan which identifies:
a) grants and other funding sources for COMPASS; and
b) resource development activities which will be pursued by
COMPASS staff."*



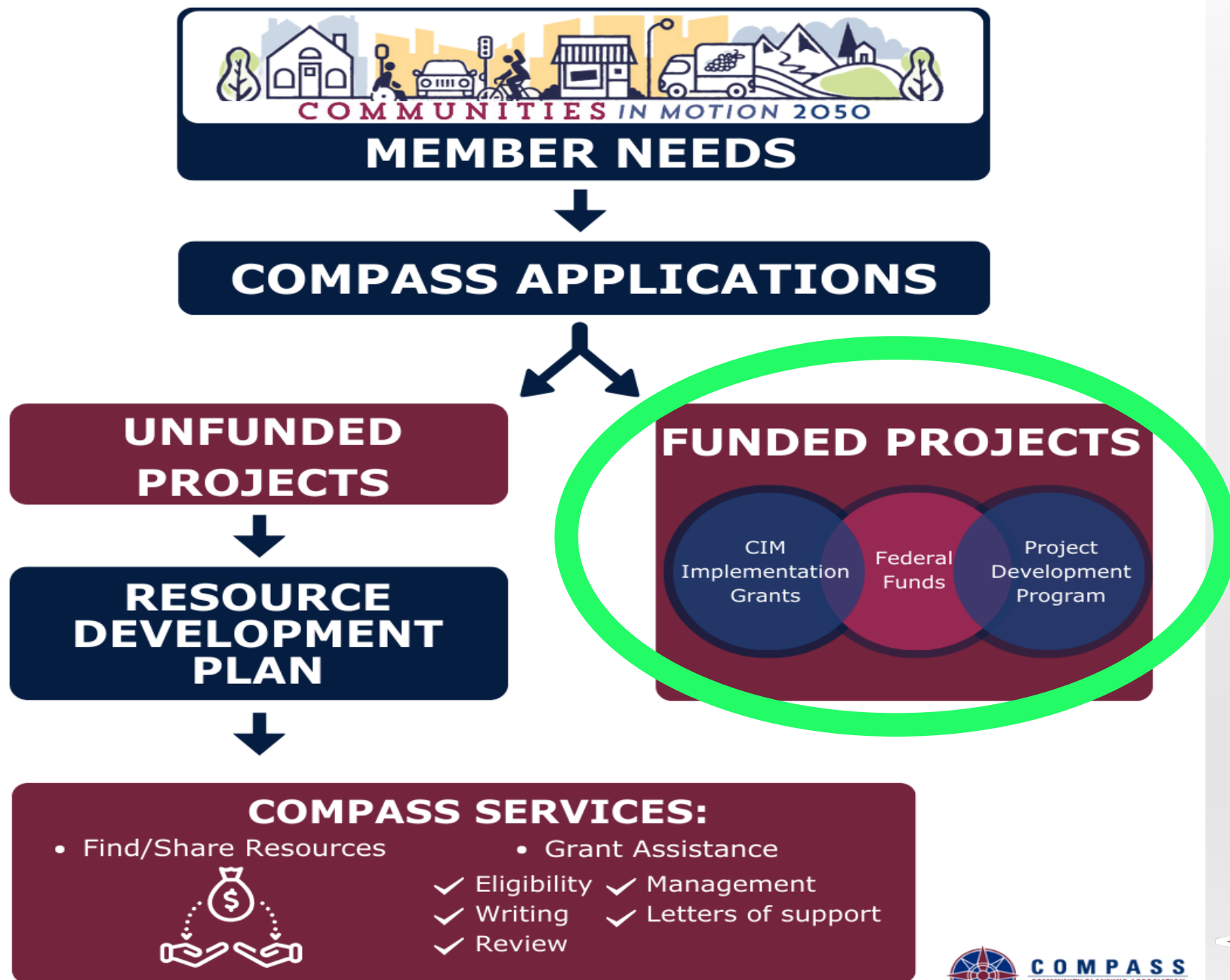
Resource Development Plan

Projects

Funding Sources



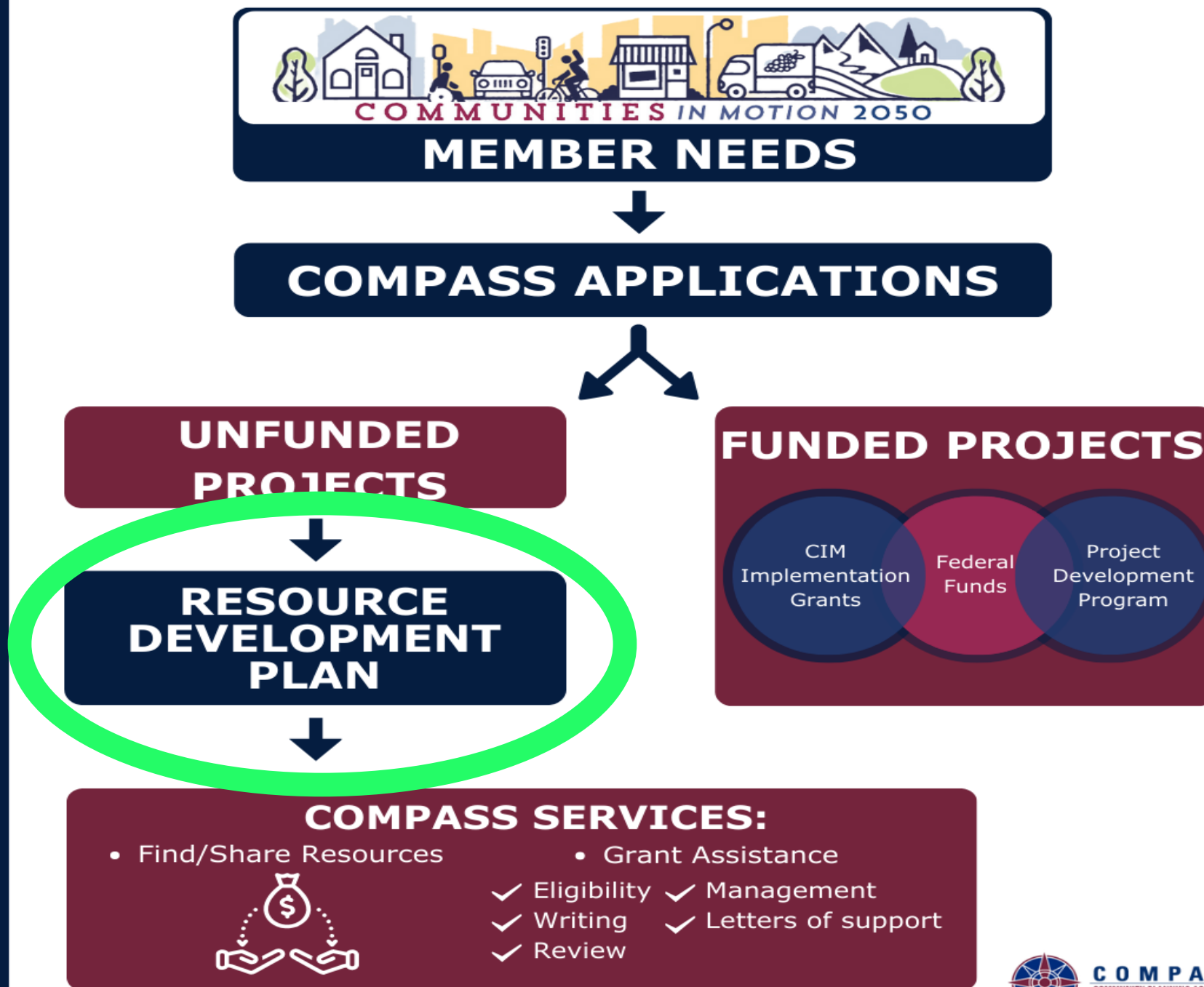
Resource Development Program



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



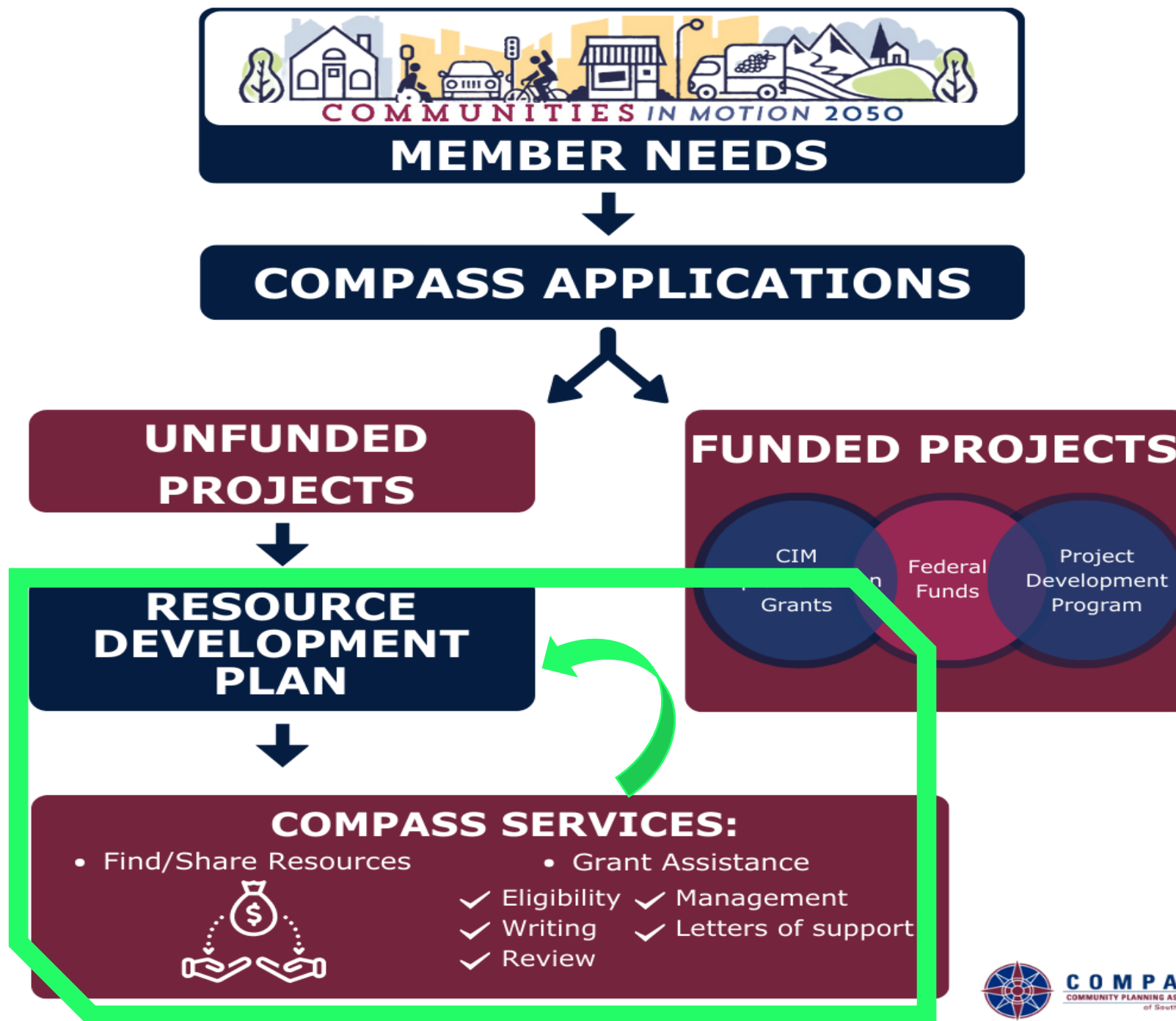
Resource Development Program



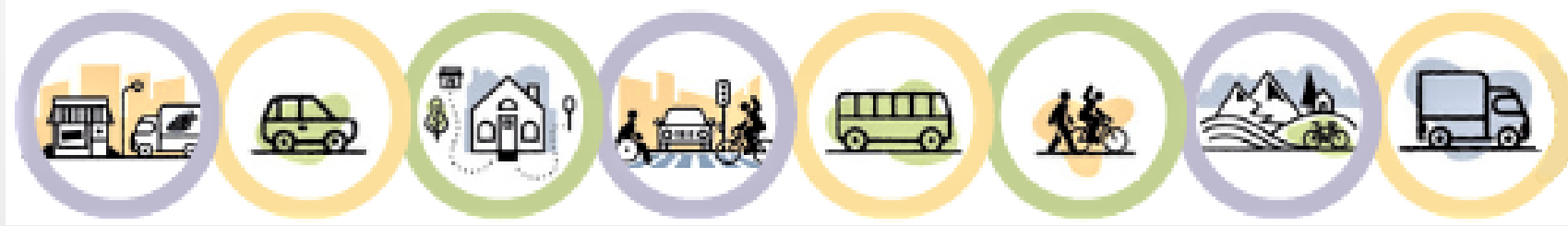
COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



Resource Development Program



What's in the Resource Development Plan?



- Previously unfunded applications
- *Communities in Motion 2050*
- *Transportation Systems Management and Operations (TSMO) Strategic Plan*
- *Regional Safety Action Plan*
- Partially funded projects needing additional funds
- Project Development Program projects with established pre-concept reports



Potential Funding Sources



Resource Development Plan



Resource Development Plan



Recommended Motion

The COMPASS Board of Directors approves the
FY2027 COMPASS Resource Development Plan.



Item VI-C



Topic: *Communities in Motion* 2055 (CIM 2055) Prioritization

Purpose: Approve CIM 2055
prioritization process.

Austin Miller
Planning Team Lead



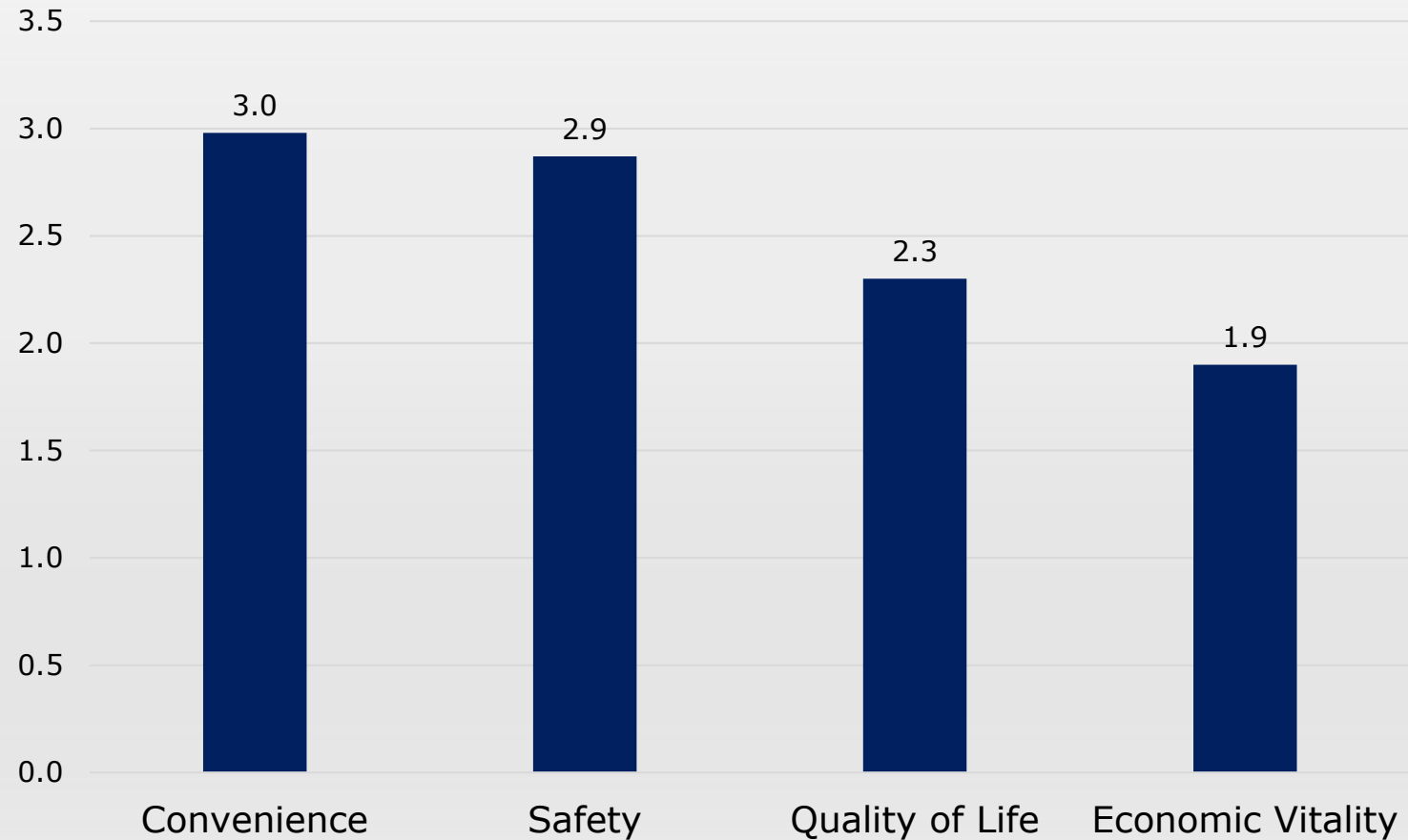
Overview

- Prioritization efforts to date and feedback received
- RTAC recommended process
- Impacts of the process
- Recommended motion



Move What Matters

My most important goals...



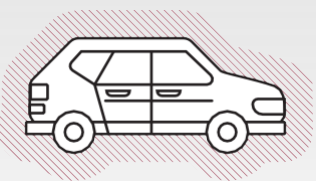
Prioritization Meetings

What	By whom	When
Roadways	RTAC Subcommittee	March 2026; June 2026
Public Transportation	Public Transportation Workgroup	May 2026; June 2026
Active Transportation	Active Transportation Workgroup	June 2025; November 2025; June 2026
Rail Crossing	Freight Advisory Workgroup	December 2025
Environmental Impacts	Environmental Review Workgroup	March 2026
Opportunity Index	RTAC Subcommittee	March 2026



July Roadway Prioritization

Goal Area	Scoring Factor	Max Score
Safety	High Injury Network	30 points
	Resilience	
	Strategic Highway Network	
Convenience	Vehicle Miles of Travel	30 points
	Travel Time Index	
Quality of Life	Opportunity Areas	22 points
	Environmental Considerations	
Economic Vitality	Bridges	18 points
	Complete Network: Freight and Transit	
	Complete Network: Bicycle and Pedestrian	



RTAC Comments

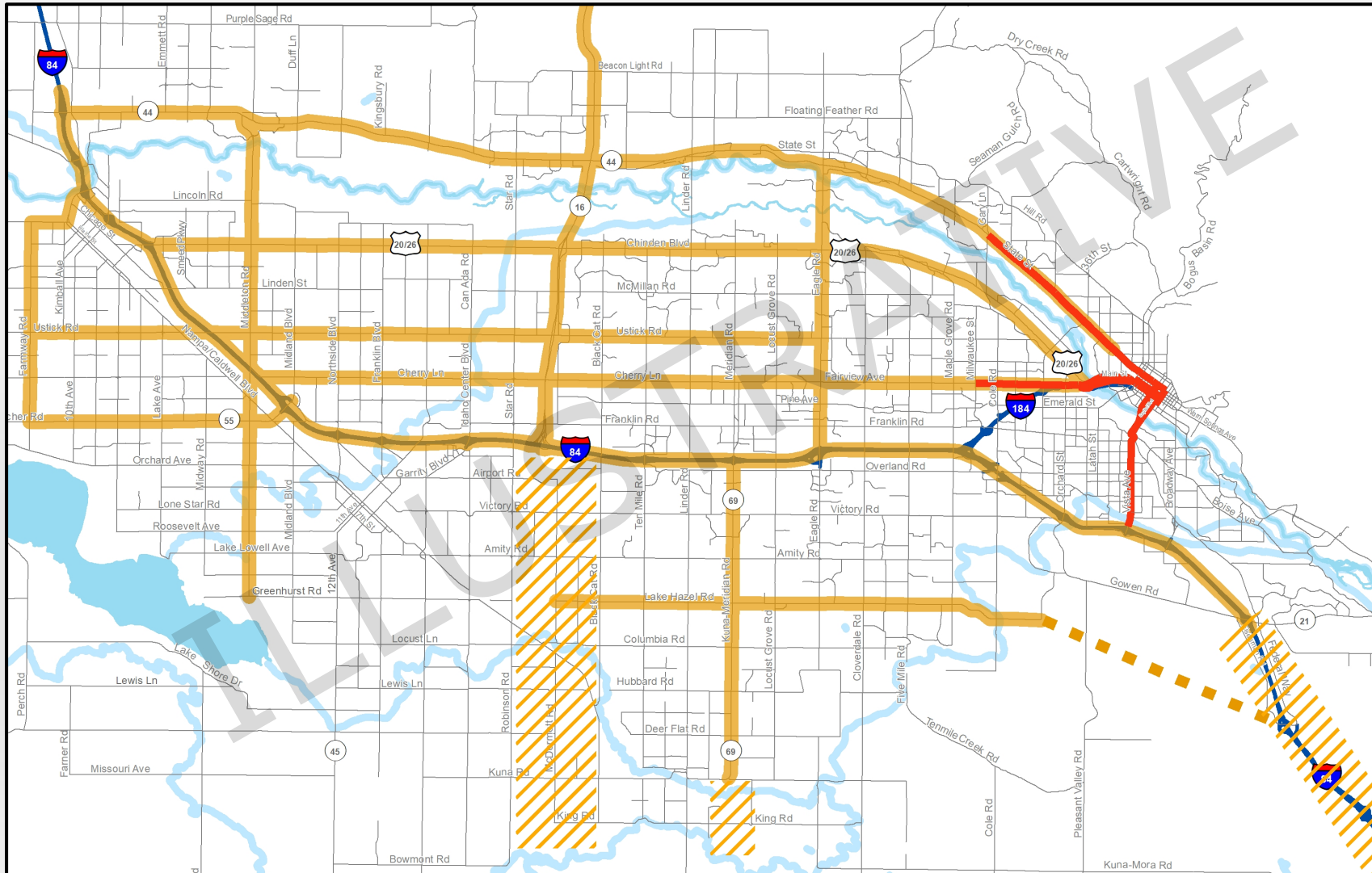
- Better articulate how regional investments support goals
 - Near-term emphasis
 - Focus on corridors
- Be less prescriptive on how to address; add flexibility
 - Wanted examples



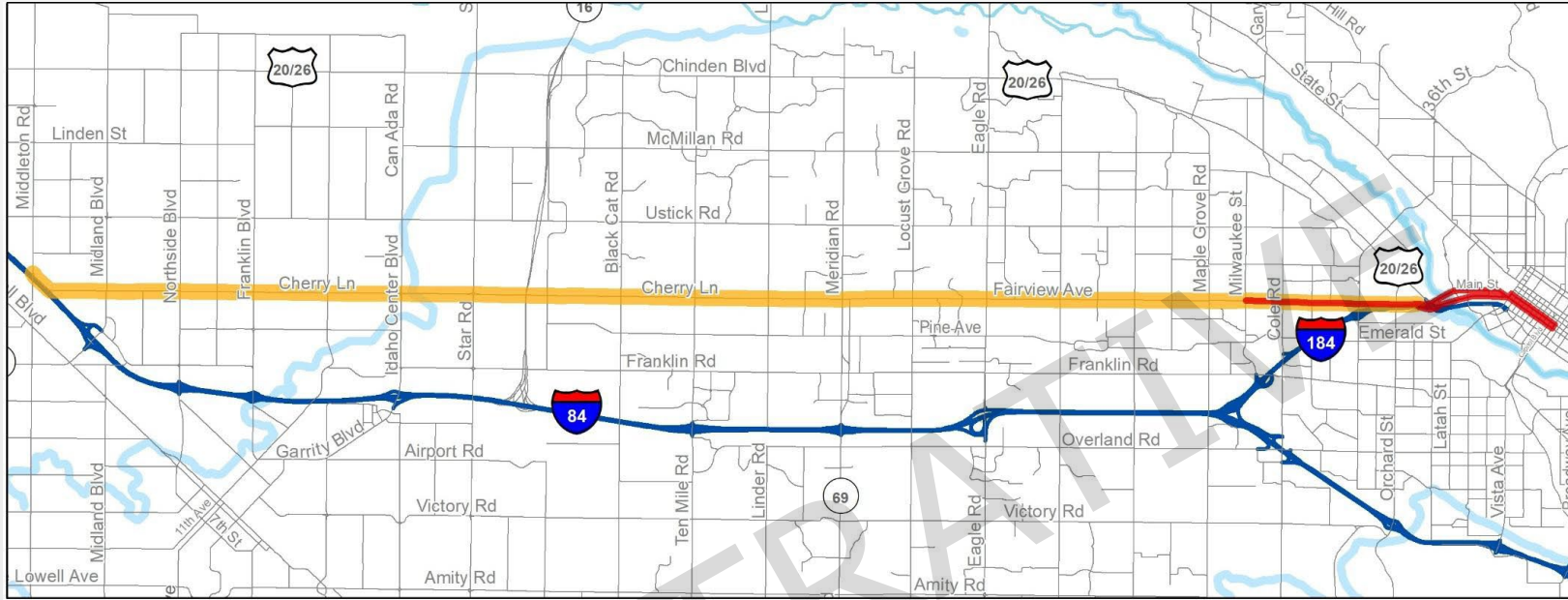
Emphasis Corridors



Ten-Year Emphasis



Fairview/Cherry Corridor



Corridor Summary:

A principal arterial connecting the areas of Boise, Meridian, and Nampa. Fairview Avenue in the cities of Boise and Meridian was identified through the Regional Safety Action Plan as the #1 priority segment due to the high existing rates of fatal and serious crashes. Medium levels of reliable congestion exist along the full corridor, especially in the PM peak hour. In Ada County the corridor is more space constrained, therefore future efforts are more likely to include increased transit frequency, access management, and intersection improvements. This portion of the corridor is a candidate for a coordinated signal timing effort. In Canyon County, future efforts are more likely to include roadway widening/capacity projects as development occurs. Portions of this corridor have 2 existing vehicle travel lanes and no active transportation facilities. Future widening efforts should include safe facilities for active transportation users.

Growth Profile:

Existing Population: (within X-mile buffer)

Forecast Population:

Population Growth Percentage:

Existing Jobs:

Forecast Jobs:

Jobs Growth Percentage:



Room for improvement

Safety ●	Convenience ●	Quality of Life 	Economic Vitality 
Reduce risk of fatal and serious injury (KA) crashes. • Locust Grove Rd to Curtis Rd is the #1 segment with 44 KA crashes. • Fairview/Locust Grove is #34 intersection with 3 KA crashes. • Fairview/Five Mile is #36 intersection with 3 KA crashes.	Address current congestion, while accommodating for future growth. • Medium levels of congestion between Franklin Blvd and Curtis Rd currently, anticipated to degrade with forecast growth.	Provide multi-modal facilities. • Active transportation facilities are often unprotected. • Key first last mile gaps identified.	Retain or improve travel time reliability with future growth.



Potential Investments (include but not limited to)

Potential Investment	Transportation Benefits								Funded
	Safety		Convenience		Quality of Life		Economic Vitality		
	Addresses deficiency	Enhancement	Addresses deficiency	Enhancement	Addresses deficiency	Enhancement	Addresses deficiency	Enhancement	
Improve frequency of Route 7 (Fairview)		✓	✓		✓			✓	✗
Widening:									
• 5-lanes between Middleton Rd and McDermott Rd			✓				✓		✓
• 7-lanes between Locust Grove Rd and SH-55									
Intersections:									
• Linder Rd									
• Franklin Blvd	✓		✓				✓		✓
• Black Cat Rd									
• Ten Mile Rd									
• Curtis Rd									
Intersections:									
• Five Mile Rd	✓			✓				✓	✗
Active Transportation:									
• Protected bicycle facilities from Ten Mild Rd to Garden Street	✓				✓				✗
• Sidepath from Midland Rd to McDermott Rd									
• Purdam Drain and Mason Creek Crossings									
Safety pilot:									
• Cole Rd to Curtis Rd	✓								✓
Implement safety pilot findings:									
• Locust Grove Rd to Curtis Rd	✓								✗
Railroad crossing west of Northside Blvd		✓					✓		✓
Nine Mile Creek bridge replacement							✓		✓

Deficiency/Funding Legend

- ✓ = existing
- ✓ = in next 10 years
- ✓ = beyond 10 years

Other Components

- 12-15 more emphasis corridor summaries.
- Corridors beyond ten years.
 - High-level description rather than full summary.
- Off-street active transportation corridors.
 - Regional map rather than full summary.
- Studies to better understand how to address anticipated impacts.
- Strategic investments.
 - Five Mile overpass, Swan Falls Road bridge, Old Highway 30.



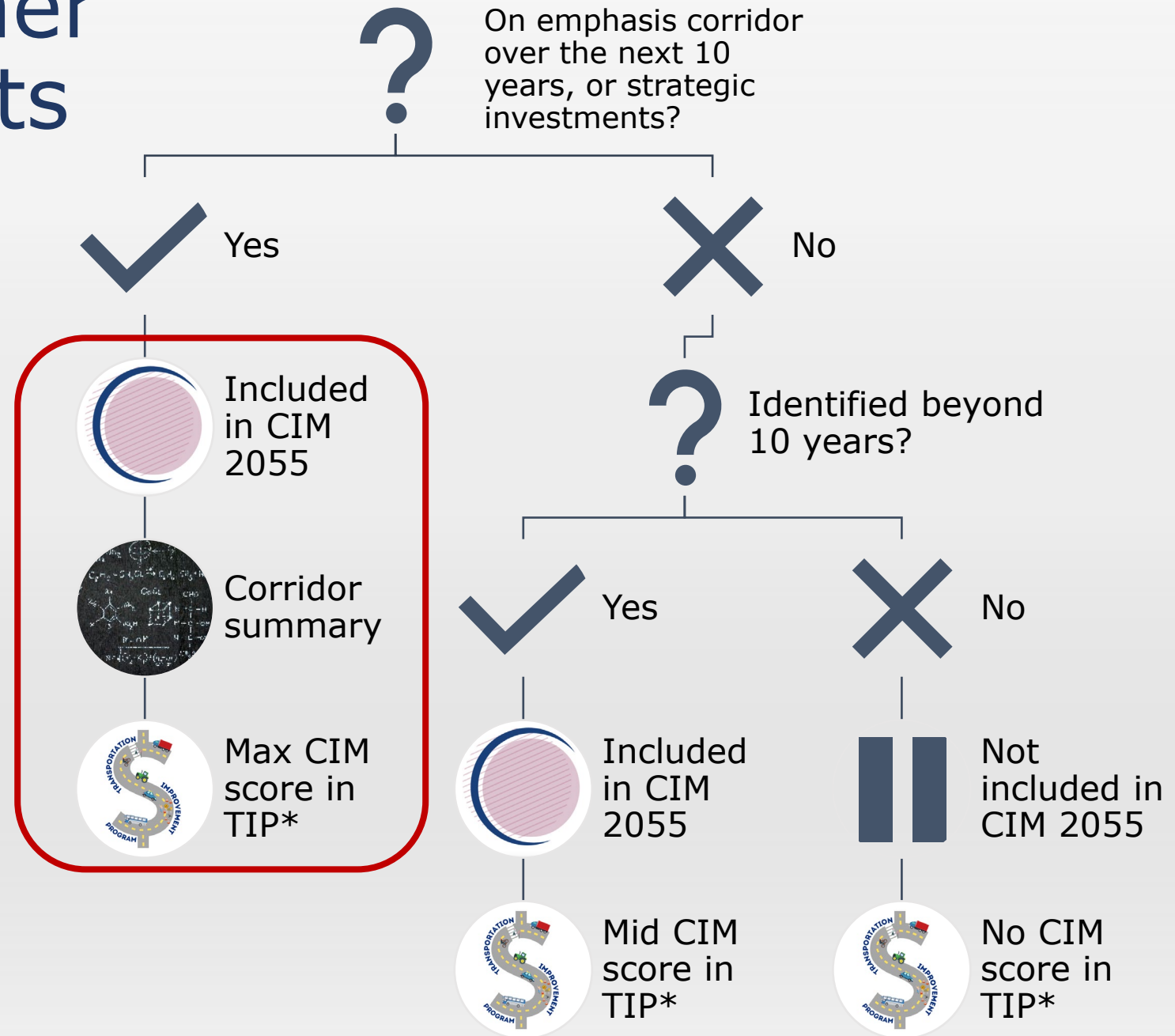
Impacts

- Meets RTAC direction
 - Broader flexibility of eligible projects
- Plan beyond new capacity
 - Consistent with Congestion Management Process
- Aligns with TIP scoring



Connection to other COMPASS Products

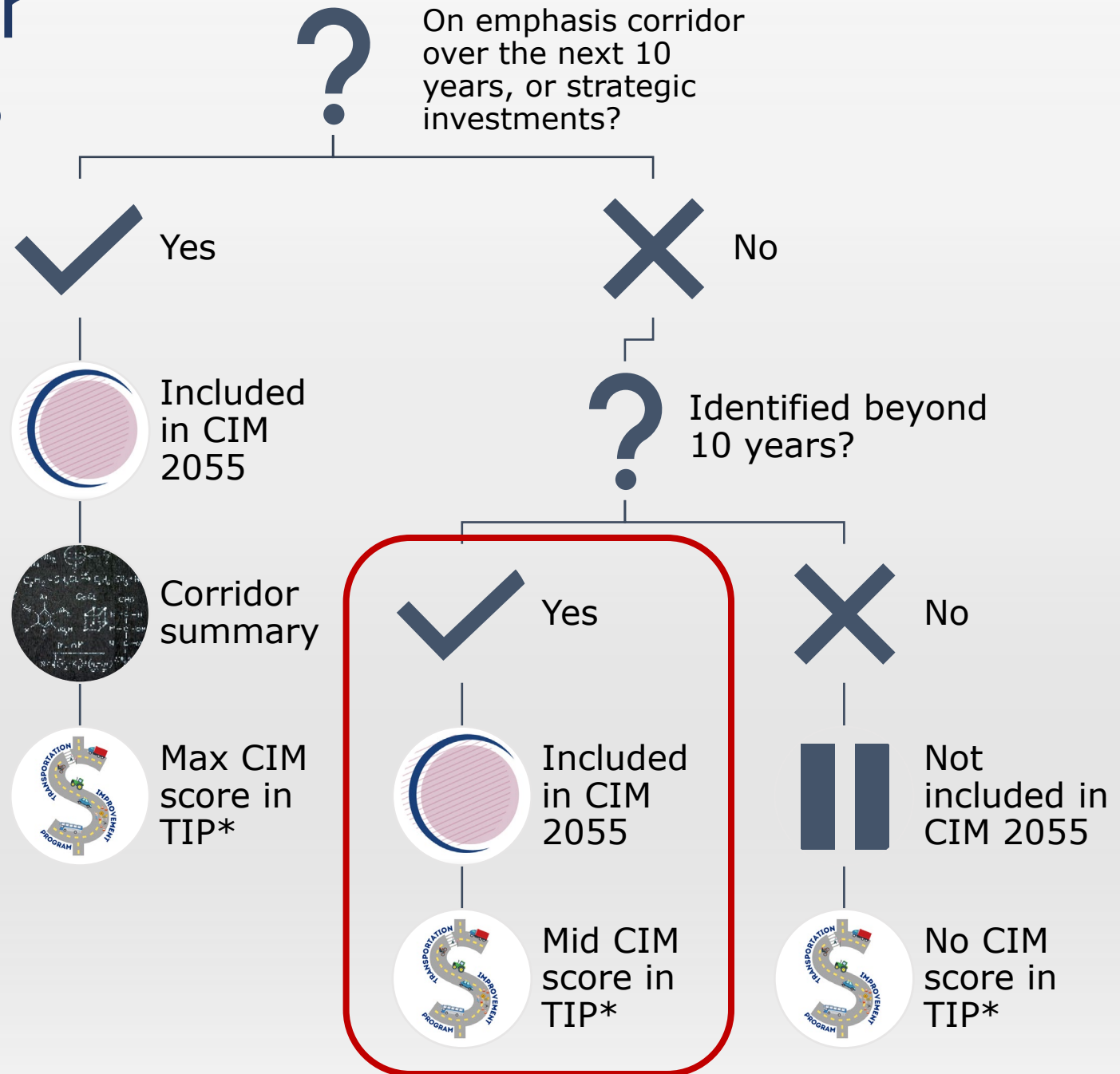
- TIP



*TIP scoring to incorporate CIM 2055 will be reviewed at a future meeting. Process is illustrative on how a future structure could function.

Connection to other COMPASS Products

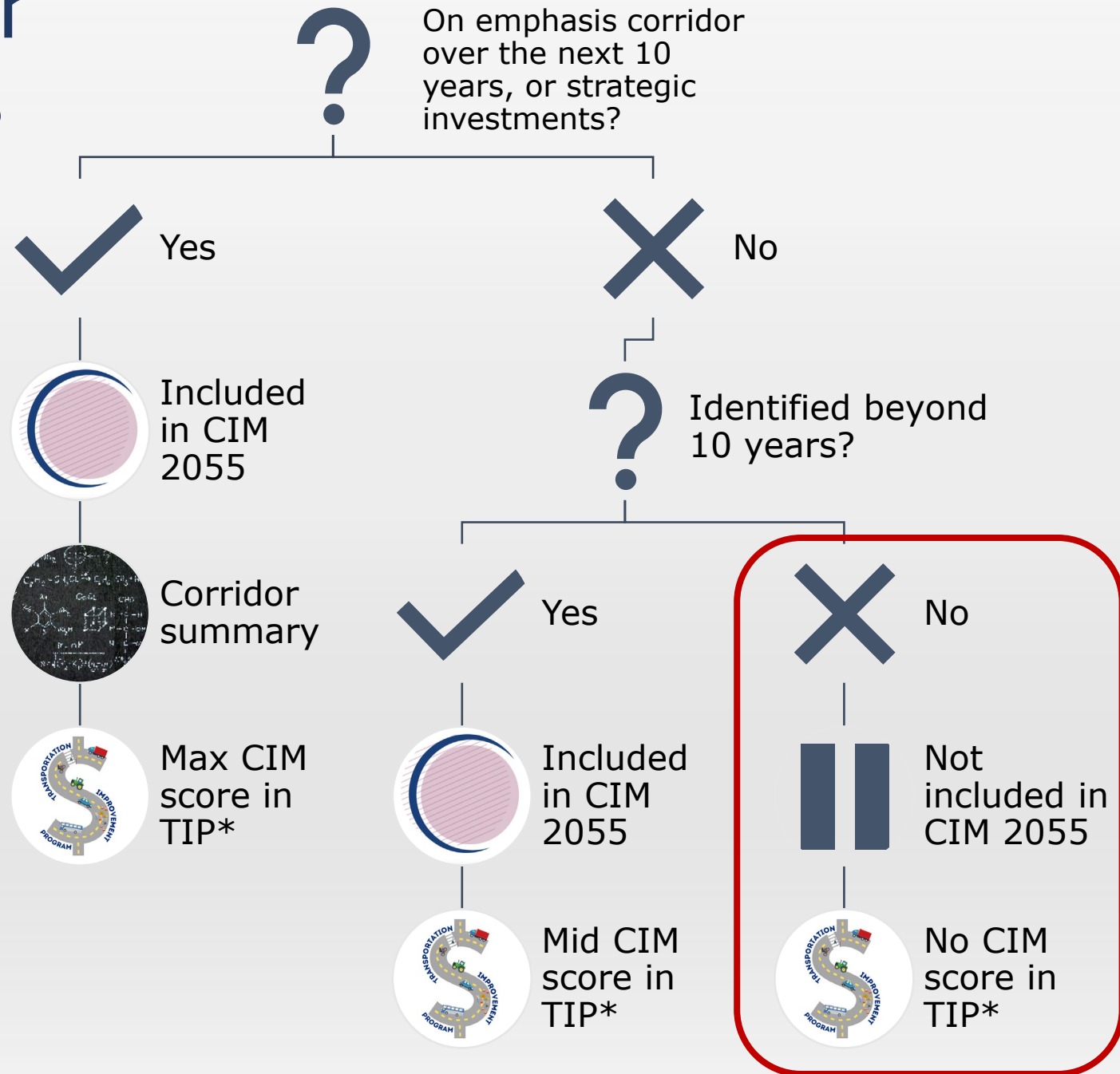
- TIP



*TIP scoring to incorporate CIM 2055 will be reviewed at a future meeting. Process is illustrative on how a future structure could function.

Connection to other COMPASS Products

- TIP



*TIP scoring to incorporate CIM 2055 will be reviewed at a future meeting. Process is illustrative on how a future structure could function.

Questions?



Recommended motion

The COMPASS Board of Directors approves the CIM 2055 prioritization process as outlined.



Item VI-D



Topic: 2027 State and Federal Legislative Positions

Purpose: Approve the 2027 state and federal legislative positions

Craig Raborn, Executive Director

Page 113



COMPASS positions and engagement

- Keep 2026 state and federal positions
- New lobbyist
- Concentrate **engagement** on funding solutions and proposals
 - Incremental changes for other policy positions
- Similar activities/events to previous session
 - Partner with other Idaho MPOs
- Be flexible and responsive to other emerging legislative initiatives (within framework of position statements, adopted plans, and MPO responsibilities)



Anticipated legislative activities

- Government affairs consultant (lobbyist)
 - New consultant started October 1
- Regional legislative forum
 - Entire Treasure Valley delegation invited
 - Focus on incremental proposals and initiatives
 - November 18, 2026
- COMPASS-hosted statewide MPO legislative reception
 - Aiming for mid-February (dates and venue under review)
 - Educate about transportation issues in urban areas
 - All legislators invited – broaden support for priorities



Moving forward

October – Finalize strategies and positions (Executive Committee)

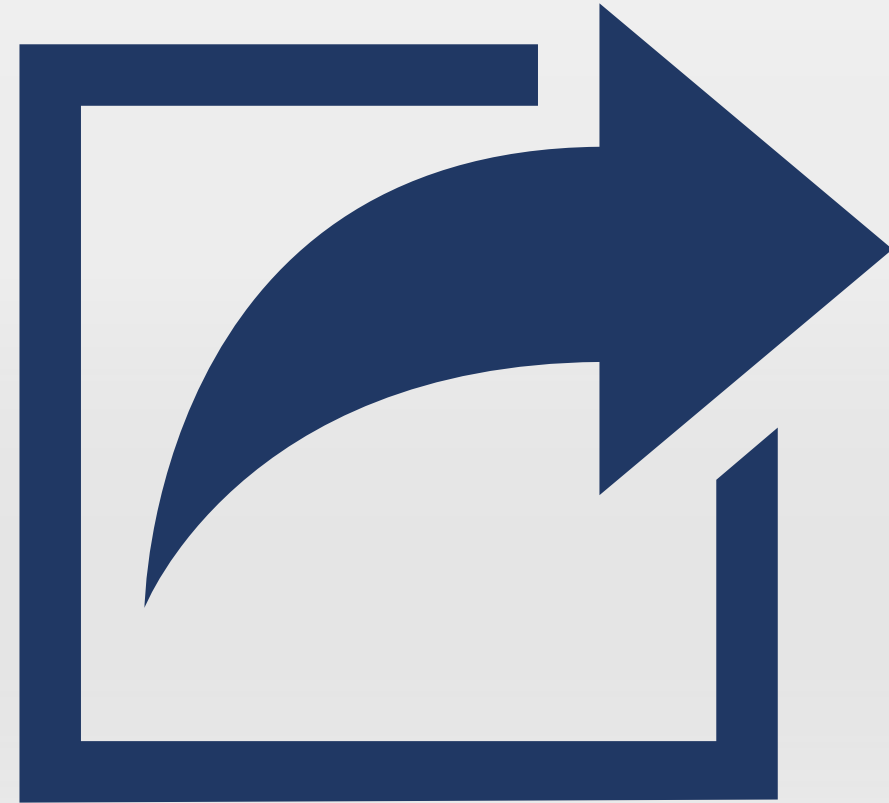
- ✓ Adopt Position Statements (Board)
- ✓ Initiate individual meetings with delegation
- ✓ COMPASS poll starts

November – Refine and implement strategies

- ✓ Analyze poll results (initial data ~Nov 9)
- ✓ Develop/refine proposals and strategies
- ✓ Host regional legislative forum (November 18)

2027 Legislative Session (Focus on Funding)

- ✓ Host statewide MPO reception (Mid-February)
- ✓ Actively engage to advance goals and proposals



COMPASS public opinion poll

- Three main modules:
 - Measure attitudes about regional transportation and growth
 - Identify preferences for transportation investments
 - Test willingness to pay for transportation investments
- Polling starts end of this week
- Top-level results expected ~November 9
- Detailed report mid-December



Questions?



Recommended Motion:

The COMPASS Board of Directors approves the 2027 COMPASS state and federal legislative positions.



Item VII-A



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

COMPASS Board
October 26, 2026

Agenda

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

Project Purpose

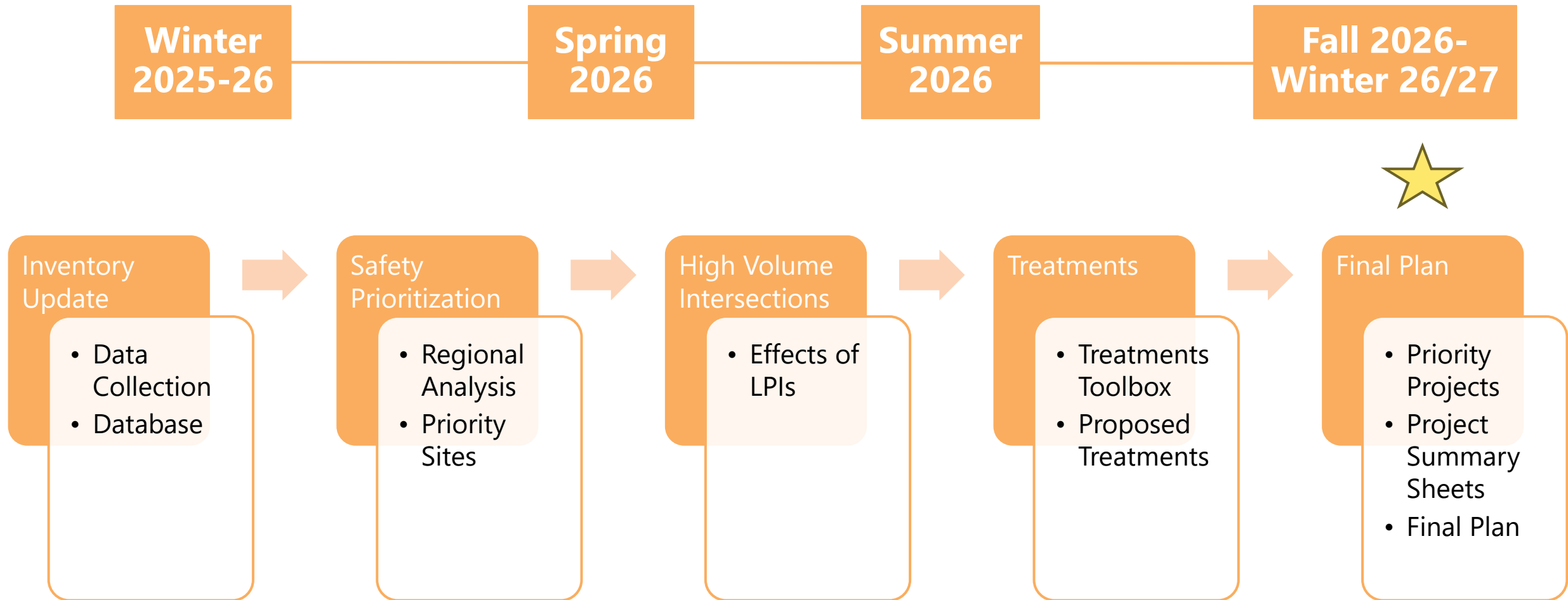
Improve Pedestrian
Safety at Signalized
Intersections

LPI/APS

Other Safety
& Operational
Treatments

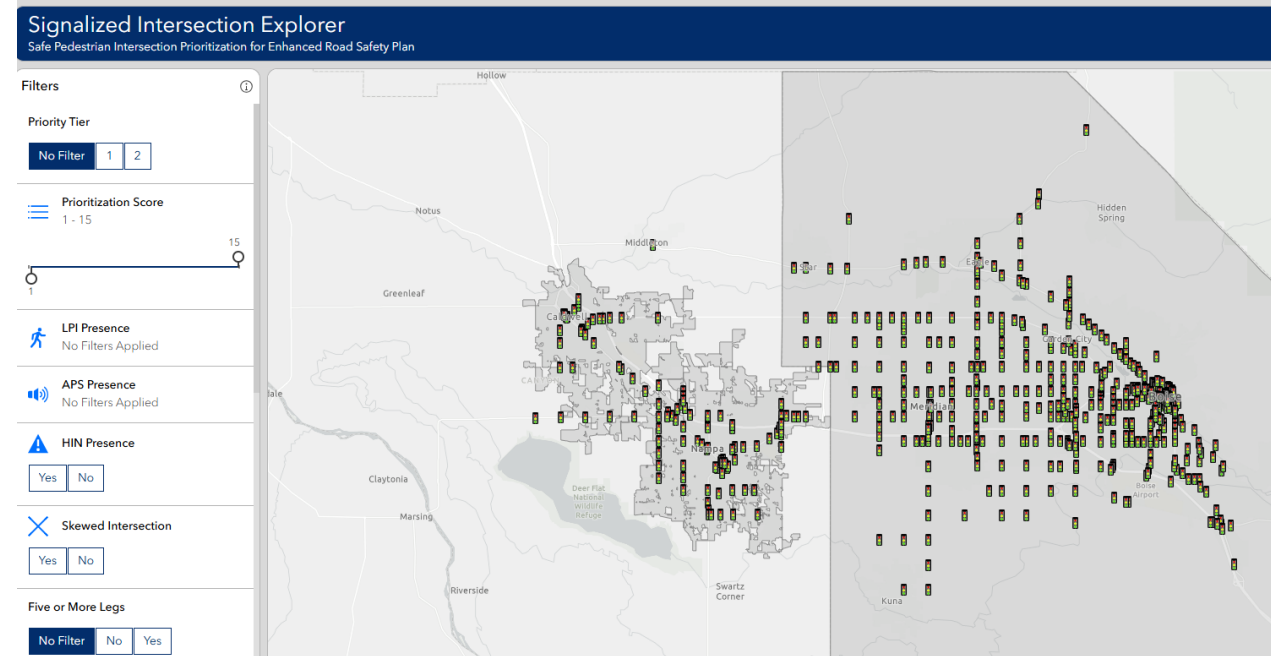


Project Schedule



What has been done?

- Regional Safety Prioritization
- Treatment Toolbox
- High-Volume Intersection Research



#	Countermeasure	Cost (\$, \$\$, \$\$\$)	Safe System Roadway Design Hierarchy Tier	More Information	Crash Modification Factor (if applicable) ¹	Estimated Reduction in Crashes ²	Potential Safety Benefits
15	Leading Pedestrian Interval	\$	Tier 3	https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval	0.87	13%	Provides enhanced visibility of pedestrians to help reduce pedestrian-vehicle conflicts.
16	Left-Turn Phasing (Convert to Protected Phasing)	\$	Tier 3	https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/Safe_System_Roadway_Design_Hierarchy.pdf	0.01 - 0.13	87%	Reduces fatal and serious injury traffic crashes by eliminating left-turn conflicts.
17	Prohibit Right-Turn on Red	\$	Tier 3	https://highways.dot.gov/safety/other/older-road-user/desk-reference-handbook-designing-roadways-aging-population/chapter-2	x	9%	Reduces pedestrian-vehicle conflicts especially at skewed intersections where sight angles may cause issues.

High-Volume Intersection Research

Research looked into:

- LPI effects on:
 - Pedestrian safety
 - Motor vehicle safety
 - Motor vehicle operations
- What other agencies are using when considering LPI

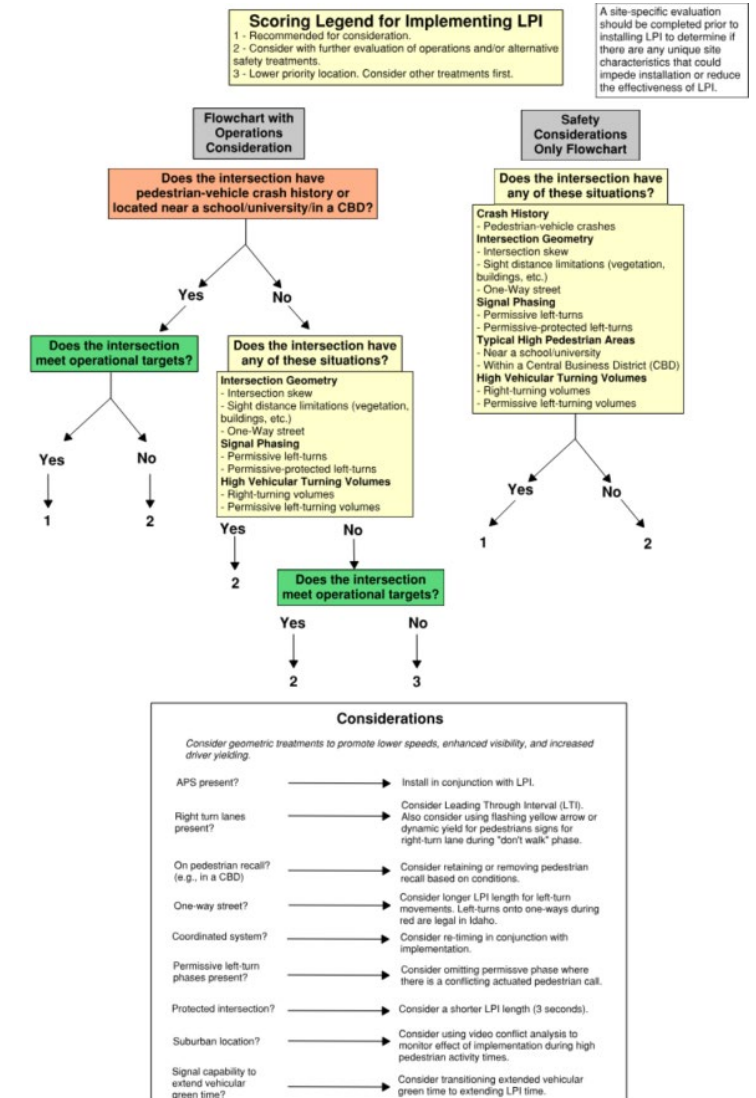
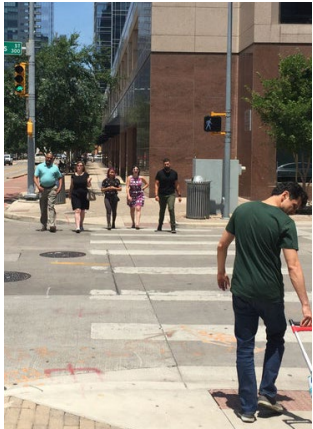


Table 1. LPI Implementation or Prioritization Factors by Agency

	Crash History	Pedestrian Volumes	Near Schools / Vulnerable Users	One-Way Streets / T-Intersections	Intersection Geometry	Vehicular Turning Volume	Transit Proximity	Vehicular Level of Service
FHWA	X	X	X	X	X			
LADOT			X		X	X	X	
NCDOT	X	X	X	X	X	X	X	
FDOT	X		X		X	X		
Phoenix	X	X	X	X	X	X	X	X

Priority Sites + Treatments



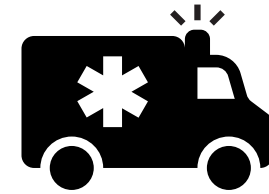
LPI & LTI



APS



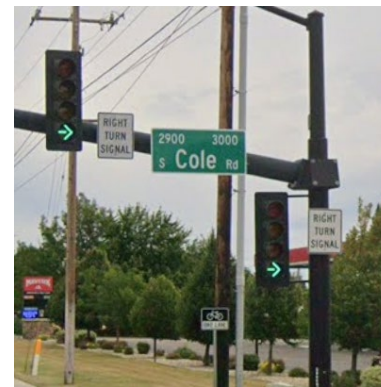
High Visibility
Crosswalk Striping



Emergency Vehicle
Preemption



Left-turn Phasing



FYA for Right Turns¹



Dynamic Yield to
Pedestrians Sign²



Centerline
Hardening

1. Image source: Google Maps
2. Image source: Signal-Tech

Near-Term Prioritization

- ACHD
 - ACHD Owned Intersections
 - No near-term projects
 - Consider Meridian Intersection and Pedestrian Safety Task Force
- Nampa
 - Mix of ITD/City Sites
 - Integrating into City's maintenance rotation
 - Additional review of BUILD grant locations
- Caldwell
 - Grant funding opportunities

Next Steps

Through February 2027

Final Plan

- Priority Projects
- Project Summary Sheets
- Cost Estimates
- Final Plan

Item VII-B



Topic: COMPASS Change in Motion Dashboard

Purpose: Introduce a new performance reporting tool

Hunter Mulhall
Principal Planner
Page 119

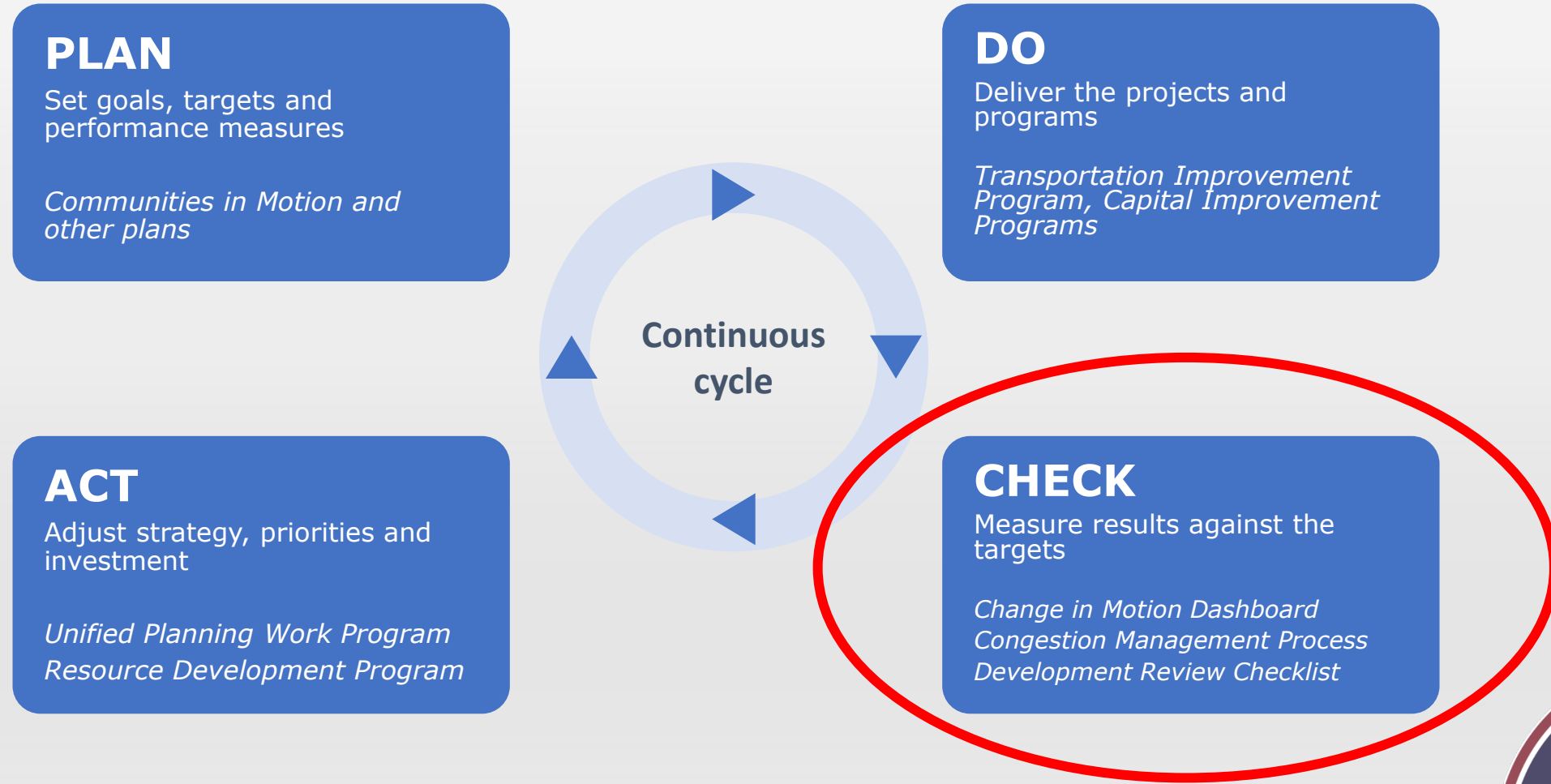


Introduction

- Performance based planning
- Goals, objectives, performance measures, and targets in *Communities in Motion*
- Introduction and tutorial - Change in Motion Dashboard
- Next steps; *Communities in Motion 2055* Performance Measures



Performance Based Planning



CIM 2050 Goals, Objectives, Performance Measures

42

performance measures

4

goal areas

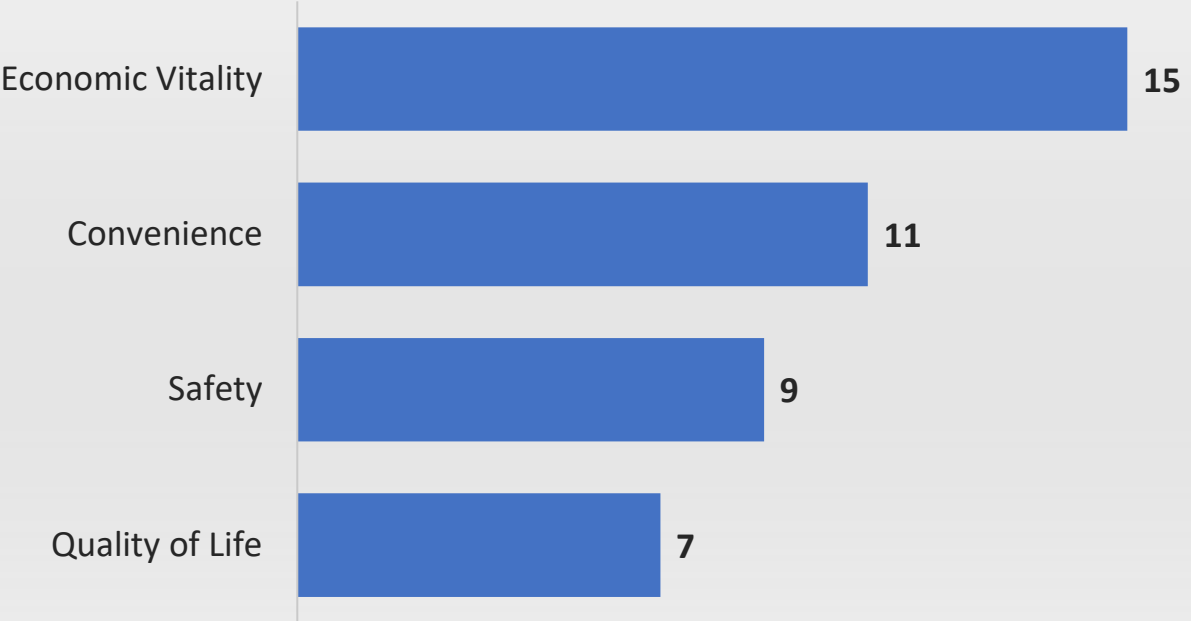
14

objectives

2030

target horizon

Number of performance measures by goal area:



How the 42 targets are set:

- Quantified regional targets, most by 2030
- Adopt/support ITD or VRT targets
- A couple still to be determined
- Some informational only, no target



History of Performance Monitoring at COMPASS



2005-2006

Communities in Motion Annual Performance Monitoring Report

Performance reporting begins with CIM 2030. Region-wide results plus jurisdiction summaries. Based on 5 goals.



2014

As data grew

More objectives, more data, and measures; reporting narrows to region-wide, every two years. Introduction of scorecard format and a static dashboard component.



2018

Change in Motion Scorecard

Debriefs with RTAC sub-committees turn results into actions.



2026

Change in Motion Dashboard

Living dynamic interactive dashboard that includes information on trends and links to relevant plans and tools.



What are the advantages of the Change in Motion Dashboard?



Dynamic

Refreshed as new data become available



Interactive

Sort, filter, and link out to related plans or tools



Layered

Go deeper to show more information behind each measure



Built on what exists

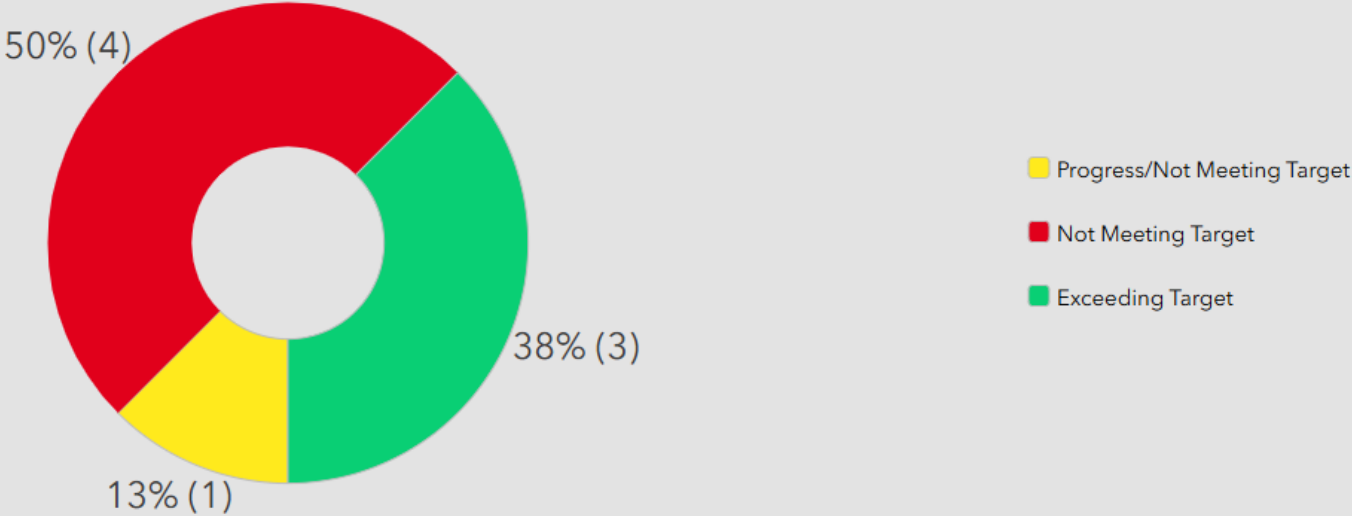
References source material and links directly to established COMPASS products





Safety

88



[Explore Performance Measures Dashboard](#)

Dashboard Instructions





Historical trends

Safety

Safety, Security, and Resiliancy

Number of auto fatalities (5-YR Avg.)

Five-year rolling average of auto fatalities. This number excludes bicycle and pedestrian fatalities related to autos.

49.2 (2025) ▲

X Not Meeting Target

Target: < 46 (FY2026)

More Info:

[COMPASS Website](#)

[Explore Data](#)



Historical trends

Safety

Safety, Security, and Resiliancy

Number of serious injuries (5-YR Avg.)

Five-year rolling average of auto serious injuries. This number excludes bicycle and pedestrian serious injuries related to autos.

401 (2025) ▲

X Not Meeting Target

Target: < 388 (FY2026)

More Info:

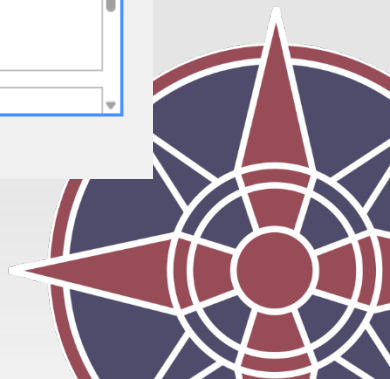
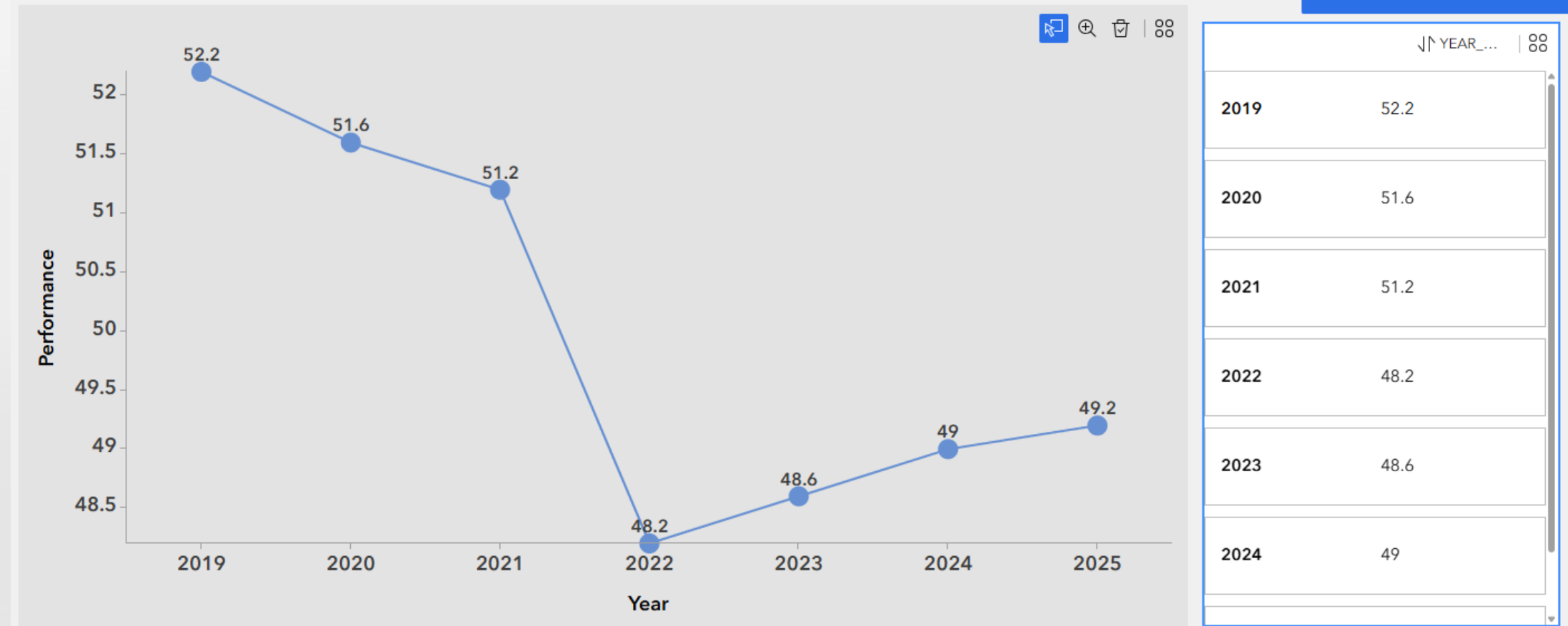
[COMPASS Website](#)

[Explore Data](#)



Trends Charts and Tables

Number of auto fatalities (5-YR Avg.)

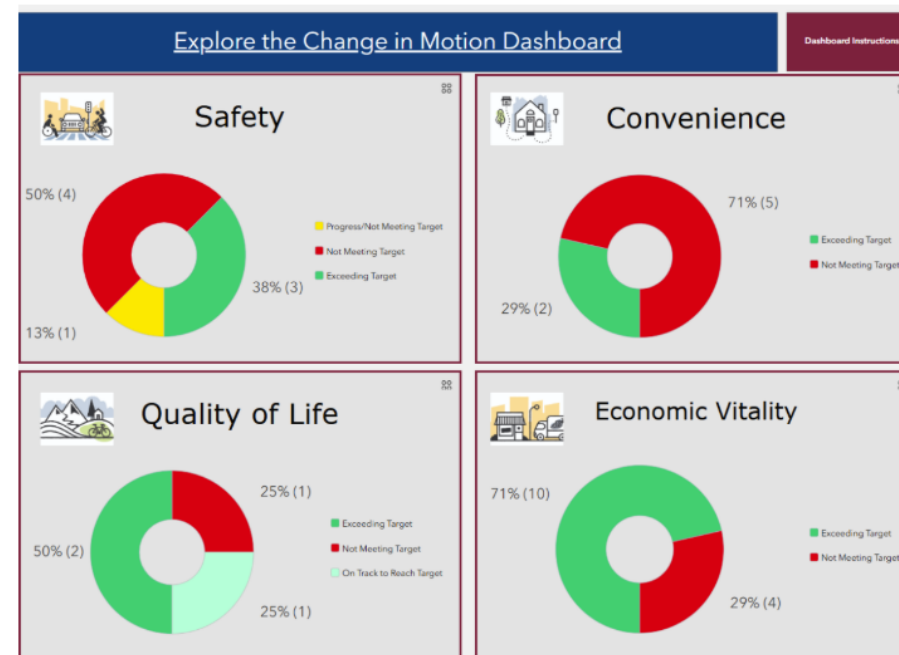


<https://compassidaho.org/change-in-motion-reports/>

Change in Motion

The regional long-range transportation plan for Ada and Canyon Counties, [Communities in Motion 2050](#), is guided by [goals, objectives, and targets](#) developed by the COMPASS [Board of Directors](#) and helps ensure roads, bridges, and transportation services (buses, etc.) are ready for the future. Long-range planning helps prioritize future transportation projects based on public input and how the region is likely to grow.

COMPASS collects and evaluates data to assess the region's progress toward achieving [Communities in Motion goals](#) and summarizes that information in the [Change in Motion Dashboard](#). The dashboard highlights where the region is succeeding or is falling short of meeting goals and helps guide decision-making by identifying priority areas of focus.



Older reports, called "Change in Motion Scorecards" (2018 – 2025), "Change in Motion Reports" (2014–2016), and "Performance Monitoring Reports" (2007–2011), can be found on the [Reports Archives](#) webpage.



Next Steps

- Develop CIM 2055 performance measures and targets with RTAC subcommittee
- Debrief on underperforming measures with RTAC subcommittee; report findings to COMPASS Board
- Enable dashboard on mobile devices if demand exists
- Fill gaps in dashboard where “explore data” currently doesn’t exist
- In development: Congestion Monitoring Dashboard



Questions?



Item VII-C

