

**COMPASS EXECUTIVE COMMITTEE MEETING  
OCTOBER 14, 2025 – 1:30 P.M.  
COMPASS – 2ND FLOOR LARGE CONFERENCE ROOM  
700 NE 2<sup>ND</sup> STREET  
MERIDIAN, IDAHO**

**ZOOM CONFERENCE CALL**

YouTube Live Streaming - <https://www.youtube.com/@COMPASSIdaho>  
(Subject to availability and functionality of connection.)

**Committee members can participate in the meeting in-person or via Zoom conference call.** The Second Floor Large Conference Room is open for in-person attendance.

Please specify whether you plan to attend in-person or virtually when RSVPing to Teri Gregory at [tgregory@compassidaho.org](mailto:tgregory@compassidaho.org) or 208-475-2225.

**\*\*AGENDA\*\***

**I. CALL TO ORDER/ROLL CALL (1:30)**

**II. OPEN DISCUSSION/ANNOUNCEMENTS**

**III. CONSENT AGENDA**

Page 3     **A.\* Approve September 9, 2025, Executive Committee Meeting Minutes**

**IV. ACTION ITEMS**

1:35  
Page 6     **A.\* Recommend 2026 State Legislative Positions**     **Craig Raborn**  
*Craig Raborn will discuss and seek a recommendation to the Board for COMPASS' 2026 State Legislative Positions.*

1:50  
Page 8     **B.\* Recommend 2026 Federal Legislative Positions**     **Craig Raborn**  
*Craig Raborn will discuss and seek a recommendation to the Board to continue COMPASS' 2025 Federal Legislative Positions for 2026.*

**V. INFORMATION/DISCUSSION ITEMS**

Page 10     **A.\* Status Report – Regional Transportation Advisory Committee – September (Memo Only)**

**VI. OTHER**

**Next Meeting:** November 18, 2025

**VII. ADJOURNMENT (2:00)**

**\*Enclosures      Agenda is subject to change.**

***Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 208-855-2558 with 48 hours advance notice.***

***Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 208-855-2558 con 48 horas de anticipación.***

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**EXECUTIVE COMMITTEE MEETING  
SEPTEMBER 9, 2025  
COMPASS  
SECOND FLOOR LARGE CONFERENCE ROOM AND ZOOM  
700 NE 2<sup>ND</sup> STREET  
MERIDIAN, IDAHO**

**\*\*DRAFT MINUTES\*\***

**ATTENDEES:**

Rod Beck, Commissioner, Ada County, **Chair Elect**, in person  
Trevor Chadwick, Mayor, City of Star, **Immediate Past Chair**, in person  
Miranda Gold, Commissioner, Ada County Highway District, in person  
Dan Hyer, Councilmember, City of Greenleaf, in person  
Debbie Kling, Mayor, City of Nampa, **Chair**, in person  
Lindy Lindstrom, Commissioner, Boise County, in person  
Mary May, Councilmember, City of Eagle, **Secretary/Treasurer**, in person  
Lauren McLean, Mayor, City of Boise, via ZOOM  
John Overton, Councilman, City of Meridian, in person  
Joe Stear, Mayor, City of Kuna, via ZOOM  
Jarom Wagoner, Mayor, City of Caldwell, **Vice Chair**, via ZOOM

**MEMBERS ABSENT:**

Brad Holton, Commissioner, Canyon County

**OTHERS PRESENT:**

Ashley Cannon, COMPASS, in person  
Teri Gregory, COMPASS, in person  
Craig Raborn, Executive Director, COMPASS, in person  
Meg Sonnen, COMPASS, in person

**CALL TO ORDER**

Chair Debbie Kling called the meeting to order at 1:31 p.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Craig Raborn announced COMPASS' Leadership in Motion award nominations are open until September 26.

## **CONSENT AGENDA**

### **A. Approve August 12, 2025, Executive Committee Meeting Minutes**

**Mary May moved and Miranda Gold seconded approval of the Consent Agenda as presented.** Motion passed unanimously.

## **ACTION ITEMS**

### **A. Establish the October 20, 2025, COMPASS Board Meeting Agenda**

Craig Raborn presented agenda items 1-16 for the upcoming October 20, 2025, COMPASS Board of Directors' meeting.

**Trevor Chadwick moved and Mary May seconded approval of items 1 – 16 for the October 20, 2025, COMPASS Board of Directors' meeting. Craig Raborn has the latitude to amend the agenda as necessary.** Motion passed unanimously.

### **B. Approve Board Member Travel Request**

Craig Raborn requested Executive Committee authorization for Trevor Chadwick to attend the National Association of Regional Councils' (NARC's) 2025 Executive Director's Conference and Board Retreat October 5-8, 2025, in Portland, Maine.

**Mary May moved and Miranda Gold seconded to approve Trevor Chadwick's travel to attend the NARC 2025 Executive Director's Conference and Board Retreat October 5-8, 2025, in Portland, Maine.** Motion passed unanimously.

### **C. Authorize Call for 2026 COMPASS Board of Directors' Secretary/Treasurer Nominations**

Craig Raborn requested Executive Committee authorization to solicit nominations for the open 2026 Board officer position per COMPASS Bylaws.

**Trevor Chadwick moved and Rod Beck seconded to authorize Craig Raborn to solicit nominations for the 2026 Board of Directors' Secretary/Treasurer position.** Motion passed unanimously.

## **INFORMATION/DISCUSSION ITEMS**

### **A. Discuss Draft 2026 State Legislative Positions and Strategy**

Craig Raborn reviewed draft position statements and legislative strategy for the 2026 Idaho Legislative session.

### **B. Discuss 2026 Federal Transportation Policies**

Craig Raborn reviewed the current federal transportation position statements.

## **ADJOURNMENT**

Chair Debbie Kling adjourned the meeting at 2:03 p.m.

**Approved this 14<sup>th</sup> day of October 2025.**

**By:** \_\_\_\_\_  
**Debbie Kling, Chair**  
**Community Planning Association of**  
**Southwest Idaho**

**Attest:**

**By:** \_\_\_\_\_  
**Craig Raborn, Executive Director**  
**Community Planning Association of**  
**Southwest Idaho**

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## **DRAFT 2026 COMPASS State Legislative Positions**

Approved **October 20, 2025** (*anticipated*)

### **Transportation Revenue**

**COMPASS supports continued investment in Idaho's state and local transportation systems.** Idaho's current transportation investment level remains inadequate to address the state's growing infrastructure needs. State and local transportation entities face critical funding shortfalls for safety, maintenance, and expansion projects. An additional \$193 million investment per year in the transportation system is needed in the Treasure Valley alone to expand and maintain it to meet the region's current and future safety and mobility needs.

**Enhanced transportation revenues.** COMPASS supports enhancing state and local transportation revenues in a stable and predictable fashion to address Idaho's long-term infrastructure funding needs, including, but not limited to, local roadways, highways, public transportation, active transportation, and child pedestrian safety projects, as well as planning, scoping, and studies to accelerate the early development of future projects.

### **Growth**

**COMPASS supports policies that encourage growth to pay for growth.** Ada and Canyon Counties' combined population is forecast to grow to 1.3 million by 2055. An increase of over 400,000 people in 30 years will further strain a transportation system that is already congested and lacks mobility options for the region's residents. COMPASS supports policies that allow local jurisdictions to meet the increasing demands for infrastructure in Idaho.

- **Property tax cap.** COMPASS supports ~~removing~~ adjusting the property tax cap on local taxing districts to meet the increasing infrastructure needs and ongoing operations and maintenance costs associated with new development.
- **Transportation impact fee flexibility.** COMPASS supports expanding the statutorily allowable uses of transportation impact fees to include additional capital improvements such as sidewalks, bicycle lanes, and public transportation improvements.

### **Housing**

**COMPASS supports policies that enhance regional and local efforts to align housing availability with transportation investments and infrastructure planning.** Policies that promote a range of housing options—particularly in areas with existing or planned transportation infrastructure—can help improve regional mobility, economic opportunity, infrastructure efficiency, and make addressing housing undersupply more feasible. COMPASS encourages legislation that supports local flexibility, market-driven solutions, and voluntary tools to improve housing outcomes that are coordinated with transportation systems.

## **State Transportation Policy**

**COMPASS supports policies to augment state and local transportation entities' abilities to meet the transportation needs of the state and region,** including but not limited to:

- **High occupancy vehicle (HOV) lanes.** COMPASS supports changing existing statutory authority to allow HOV lanes to be considered by the Idaho Transportation Department (ITD) Director in any region in Idaho.
- **Speed limits on state highways.** COMPASS supports improved coordination and cooperation between ITD and local governments in establishing speed limits on state highways within local jurisdictional boundaries.
- **Interstate passenger rail service.** COMPASS supports the restoration of Amtrak passenger rail service in Idaho.
- **Safety and accessibility.** COMPASS supports policies that improve the safety and accessibility of the transportation system for its most vulnerable users through enhanced engineering, education, enforcement, and emergency response.

## **2025 COMPASS Federal Transportation Positions**

**Approved October 21, 2024**

**COMPASS encourages long-term reauthorization of the Infrastructure Investment and Jobs Act (IIJA).** The IIJA expires on September 30, 2026. Consistent, predictable federal investments through a new long-term surface transportation reauthorization bill will allow state and local governments to address much-needed infrastructure improvements. Starting discussions on the reauthorization of IIJA early will allow for the identification of the nation's most pressing issues and the vetting of possible and appropriate solutions.

**Congress must solve the perennial Highway Trust Fund funding shortfall in a permanent, meaningful way, eliminating the need for short-term infusions of general fund dollars.**

- **Support a federal fuel excise tax increase.** The federal fuel tax has not been increased since 1993 (32 years) and remains the most readily available user-pay solution to stabilizing the Highway Trust Fund.
- **Add additional road user charge concepts.** Improvements in fuel efficiency and the development of alternative fuel vehicles have negatively affected the Highway Trust Fund. Additional user fee concepts are necessary to capture evolving trends and changes in relation to transportation infrastructure funding.

**Provide more direct funding to local governments and increase local decision-making authority.** COMPASS encourages more flexibility in funding and direct allocation to regions, metropolitan planning organizations (MPOs), counties, cities, and public transportation authorities with transportation infrastructure responsibilities. The IIJA made some progress in this regard while placing greater responsibility on those entities to develop and meet system performance goals. MPOs should be direct recipients of federal transportation funding for all transportation planning and program efforts in metropolitan areas.

**Provide local flexibility.** COMPASS supports local flexibility in building, operating, and maintaining local and regional transportation projects. Federal policy should allow MPOs and local governments to plan projects that use alternative design standards while meeting environmental objectives when rigid federal design standards are inconsistent with local needs.

**Simplify federal transportation grants.** COMPASS supports simplifying the process for applying for, receiving, and managing discretionary federal transportation grants. Federal policy should reduce administrative burdens imposed on local governments by streamlining the federal grants process.

**Increase federal funding for public transportation.** Public transportation providers in both urban and rural areas of Idaho operate on very limited funding. Congress should provide more robust growth in federal public transportation programs to help these systems meet the needs of their communities. Local match requirements for Federal Transit Administration and Federal Highway Administration funding should be the same within each state.



**Increase federal support for non-motorized transportation options.** COMPASS supports increasing federal funding and incentives to provide safe bicycle and pedestrian mobility options designed to move toward zero deaths.

**Increase set-aside for off-system bridges.** Nearly 80% of the nation's bridges are the responsibility of local entities (not on the federal-aid highway system). Funding for off-system bridges is crucial for local entities to safely operate and maintain these bridge structures.

**Oppose federal aid turnback proposals.** COMPASS opposes any proposals to dismantle the federal transportation funding system by turning back all or a portion of the federal aid to the states.

**Interstate Passenger Rail Service.** COMPASS encourages the Federal Rail Administration and Amtrak to study the feasibility of resuming Amtrak's "Pioneer Route" passenger rail service through the Treasure Valley. The Pioneer Route provided service from Seattle to Denver through Portland, Boise, and Salt Lake City for 20 years until it was discontinued in 1997. Given the recent economic and population growth in these areas of the Northwest, it is reasonable to study the feasibility of resuming Pioneer Route passenger rail service.

## EXECUTIVE COMMITTEE AGENDA ITEM V-A

Date: October 14, 2025

### **Topic: Status Report - Regional Transportation Advisory Committee (RTAC)**

#### **Request/Recommendation:**

Information only.

#### **Background/Summary:**

RTAC Bylaws state that the RTAC Chair will submit a monthly status report on RTAC activities to the COMPASS Executive Committee. Below is an outline of agenda items and actions from the September 24, 2025, meeting.

#### **CONSENT AGENDA**

##### **Approve August 6, 2025, RTAC Meeting Minutes**

##### **Recommend Transit Asset Management Performance Targets**

##### **Recommend Support of Priorities for Rural Projects**

RTAC approved the consent agenda.

#### **ACTION ITEMS**

##### **Recommend the FY2026 COMPASS Resource Development Plan**

RTAC recommended COMPASS Board of Directors' approval of the FY2026 Resource Development Plan.

##### **Recommend Amendments to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs**

RTAC recommended COMPASS Board of Directors' adoption of amendments to both the FY2025 - FY2031 and FY2026 - 2032 Regional Transportation Improvement Programs to increase the cost and move funds from FY2025 to FY2026 for the City of Nampa's Middleton Road, State Highway 55 (Karcher Road) to Flamingo Avenue project to align with the final engineer's estimate.

#### **INFORMATION/DISCUSSION ITEMS**

##### **Resilience Improvement Plan**

RTAC received a status report on the regional Resilience Improvement Plan.

##### **COMPASS Application Cycle**

RTAC participated in a mini workshop to assist members in submitting high-quality applications as a kickoff to the FY2026 COMPASS application cycle.

#### **MORE INFORMATION**

- 1) Contact Amy Luft, Communication Team Lead, at [aluft@compassidaho.org](mailto:aluft@compassidaho.org), or Crystal Craig, City of Nampa, at [craigc@cityofnampa.us](mailto:craigc@cityofnampa.us).