

# **COMPASS BOARD OF DIRECTORS' MEETING PACKET**

**October 20, 2025**

## Community Planning Association of Southwest Idaho 2025 COMPASS Board of Directors

GENERAL MEMBERS	SPECIAL MEMBERS	EX-OFFICIO MEMBERS
<b>Ada County:</b> Commissioner Rod Beck Commissioner Ryan Davidson Commissioner Tom Dayley	<b>Boise State University:</b> Drew Alexander, Associate Vice President for Campus Operations	<b>Governor's Office:</b> Jamie Neill
<b>Ada County Highway District:</b> Commissioner Miranda Gold Commissioner Kent Goldthorpe Commissioner Patricia Nilsson	<b>Capital City Development Corporation:</b> John Brunelle, Executive Director	<b>Greater Boise Auditorium District:</b> Cody Lund, Executive Director
<b>Boise County:</b> Commissioner Bob Callahan Commissioner Lindy Lindstrom Commissioner Clay Tucker	<b>Idaho Department of Environmental Quality:</b> Troy Smith, Regional Administrator	<b>Southwest District Health Department:</b> Nikole Zogg, District Director
<b>Canyon County:</b> Commissioner Zach Brooks Commissioner Brad Holton Commissioner Leslie Van Beek	<b>Idaho Transportation Department:</b> Jason Brinkman, District 3 Engineer	
<b>City of Boise:</b> Mayor Lauren McLean Councilmember Kathy Corless Councilmember Jordan Morales	<b>Valley Regional Transit:</b> Elaine Clegg, Chief Executive Officer	
<b>City of Caldwell:</b> Mayor Jarom Wagoner Robb MacDonald, Director of Public Works	<b>West Ada School District</b> David Reinhart, Chief Operating Officer	
<b>City of Eagle:</b> Mayor Brad Pike Councilmember Mary May		
<b>City of Garden City:</b> Mayor John Evans		
<b>City of Greenleaf:</b> Councilmember Dan Hyer		
<b>City of Kuna:</b> Mayor Joe Stear Councilmember John Laraway		
<b>City of Melba:</b> Mayor Cory Dickard		
<b>City of Meridian:</b> Mayor Robert Simison Councilmember John Overton Charlie Rountree		
<b>City of Middleton:</b> Mayor Jackie Hutchison		
<b>City of Nampa:</b> Mayor Debbie Kling Councilmember Victor Rodriguez Tom Points, Public Works Director		
<b>City of Notus:</b> Mayor David Porterfield		
<b>City of Parma:</b> Matt Qualls, Treasurer		
<b>City of Star:</b> Mayor Trevor Chadwick		
<b>City of Wilder:</b> Chelsie Johnson, Public Works Superintendent		
<b>Highway District No. 4:</b> Commissioner Matt Newton		

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**MAKING A MOTION:**

- 1. Seek recognition from the chair.**
- 2. When you are recognized, say, "I move..."**  
*State your motion clearly, concisely, and completely.*
- 3. Wait for someone to "second" your motion.**  
*A "second" does not imply the person making the second agrees with the motion – only that he/she agrees it should be debated.*
- 4. Wait while the chair restates the motion.**  
*Be prepared to provide the motion to the chair in writing, if needed or requested, to ensure the chair accurately restates it.*
- 5. Respectfully debate your motion.**  
*As the person making the motion, you have the right to speak first, but do not have to. When you speak, state your opinion then respectfully listen to, and consider, other opinions.*
- 6. Wait for the chair to take a vote.**  
*After discussion is complete, the chair will call for a vote.*
- 7. Listen as the chair announces the result of the vote.**

**To Change a Proposed Motion:****Amend Motions to Raise Urgent Issues:**

- Question of privilege
- Orders of the day
- Object to consideration

**Motions to Control Debate:**

- Limit debate
- Previous question

**Motions to Protect Rights:**

- Division of the Assembly
- Point of order
- Appeal chair's ruling
- Point of information
- Parliamentary inquiry

**Motions to Choose Voting Methods:**

- Vote by ballot, roll call, counted vote
- Choose method of nominations
- Open or close nominates or the polls

**Motions to Delay Action:**

- Refer to a committee
- Postpone to a definite time
- Recess
- Adjourn
- Postpone indefinitely
- Lay on the table

**Motions to Vary the Procedures:**

- Suspend the rules
- Divide the question
- Request to withdraw a motion
- Request relief from duty – or resign

**Motions to Re-examine:**

- Reconsider
- Rescind/Amend something previously adopted
- Take from the table
- Discharge a committee

**TABLE OF RULES RELATING TO MOTIONS:**

Motion	Debate?	Amend?	Vote
Adjourn	No	No	Majority
Amend	Yes	Yes	Majority
Amend Something Previously Adopted	Yes	Yes	(a) Majority with notice; or (b) 2/3; or (c) Majority of entire membership
Appeal	Normally	No	Majority in negative required to reverse chair's decision
Commit	Yes	Yes	Majority
Debate, Close (Previous Question)	No	No	2/3
Debate, Limit or Extend Limits of	No	Yes	2/3
Main Motion	Yes	Yes	Majority
Postpone	Yes	Yes	Majority
Previous Question	No	No	2/3
Recess	No	Yes	Majority
Reconsider	If motion to be reconsidered debatable	No	Majority
Rescind	Yes	Yes	(a) Majority with notice; or (b) 2/3; or (c) Majority of entire membership
Refer (Commit)	Yes	Yes	Majority
Suspend the Rules (of Order)	No	No	2/3
Suspend the Rules (standing or convention standing rules)	No	No	Majority
Voting, motions relating to	No	Yes	Majority

## 2026 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
February 23, 2026 1:30 pm – 3:30 pm	COMPASS First Floor Boardroom 700 NE 2 <sup>nd</sup> Street Meridian, Idaho	<ul style="list-style-type: none"> <li>Receive an Introduction to COMPASS</li> <li>Adopt a Resolution Amending the FY2026-2032 Regional Transportation Improvement Program (TIP)</li> <li>Approve Updated Title VI, Limited English Proficiency and Environmental Justice Plans</li> <li>Adopt a Resolution Approving the Let's Ride Treasure Valley Study</li> </ul>
April 20, 2026 1:30 pm – 3:30 pm	COMPASS First Floor Boardroom 700 NE 2 <sup>nd</sup> Street Meridian, Idaho	<ul style="list-style-type: none"> <li>Accept 2027 Population Estimates</li> <li>Approve FY2027 General and Special Membership Dues</li> <li>Adopt a Resolution Amending the FY2026-2032 Regional Transportation Improvement Program (TIP)</li> </ul>
June 15, 2026 1:30 pm – 3:30 pm	COMPASS First Floor Boardroom 700 NE 2 <sup>nd</sup> Street Meridian, Idaho	<ul style="list-style-type: none"> <li>Executive Session – Personnel Matter, Idaho Code [74-206 (b)]</li> <li>Adopt a Resolution Amending the FY2026-2032 Regional Transportation Improvement Program (TIP)</li> </ul>
August 17, 2026 1:30 pm – 3:30 pm	COMPASS First Floor Boardroom 700 NE 2 <sup>nd</sup> Street Meridian, Idaho	<ul style="list-style-type: none"> <li>Adopt a Resolution Approving the FY2027 Unified Planning Work Program and Budget (UPWP)</li> <li>Approve FY2027 Communities in Motion Implementation Grants and Project Development Program Projects</li> <li>Adopt Resolutions amending <i>Communities in Motion 2050</i> and approving the FY2027-2033 Regional Transportation Improvement Program (TIP)</li> </ul>
October 19, 2026 1:30 pm – 3:30 pm	COMPASS First Floor Boardroom 700 NE 2 <sup>nd</sup> Street Meridian, Idaho	<ul style="list-style-type: none"> <li>Adopt a Resolution Amending the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs (TIPs)</li> <li>Approve the FY2027 COMPASS Resource Development Plan</li> <li>Approve 2027 State Legislative Positions</li> </ul>
December 14, 2026 Holiday Luncheon 12:00 pm  Annual Meeting 1:30 pm – 3:30 pm <i>In person only, no remote option</i>	Nampa Civic Center 311 3rd Street South Nampa, Idaho	<ul style="list-style-type: none"> <li>Adopt a Resolution Approving Revision 1 of the FY2027 Unified Planning Work Program and Budget (UPWP)</li> <li>Adopt a Resolution Amending the FY2026-2032 and FY2027-2033 Regional Transportation Improvement Programs (TIPs)</li> <li>Confirm 2027 Board Officer Slate</li> </ul>

**COMPASS BOARD OF DIRECTORS  
OCTOBER 20, 2025 – 1:30 PM  
COMPASS – 1ST FLOOR BOARD ROOM  
700 NE 2ND STREET  
MERIDIAN, IDAHO**

**ZOOM CONFERENCE CALL**

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

**Board members can participate in the meeting in person or via Zoom conference call.**  
Please RSVP 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. DESIGNATE ITEMS AS INTRA-COUNTY OR METROPOLITAN PLANNING ORGANIZATION**

**IV. CONSENT AGENDA**

- Page 7     **A.\*    Approve August 18, 2025, COMPASS Board of Directors Meeting Minutes**
- Page 12   **B.\*    Receive Approved July 8, and August 12, 2025, Executive Committee Meeting Minutes**
- Page 17   **C.\*    Receive Approved July 10, 2025, Finance Committee Meeting Minutes**
- Page 19   **D.\*    Approve Regional Transportation Advisory Committee Members**
- Page 20   **E.\*    Establish 2026 COMPASS Board and Executive Committee Dates and Location. Provide 30 Day Notice of Annual Meeting**
- Page 21   **F.\*    Approve Priorities for Rural Projects**
- Page 24   **G.\*    Adopt Updated Social Media Policy**
- Page 32   **H.\*    Approve List of Records for Destruction**
- Page 34   **I.\*    Adopt Resolution 02-2026 Amending the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)**

**V. SPECIAL ITEM**

- 1:35     **A.    Member Agency Presentation – Projects of Regional Importance** **Stephen Hunt/  
Kate Dahl, VRT**  
*Valley Regional Transit will present on their ValleyConnect 3.0 plan.*

## **VI. ACTION ITEMS**

- 1:55**  
**Page 39**     **A.\*    Approve the FY2026 COMPASS Resource Development Plan**     **Matt Carlson**  
*Matt Carlson will seek COMPASS Board of Directors' approval of the FY2026 Resource Development Plan.*
- 2:05**  
**Page 40**     **B.\*    Approve 2026 State Legislative Positions**     **Craig Raborn**  
*Craig Raborn will seek COMPASS Board of Directors' approval of legislative positions for the 2026 Idaho Legislative session.*
- 2:20**  
**Page 45**     **C.\*    Approve 2026 Federal Legislative Positions**     **Craig Raborn**  
*Craig Raborn will seek COMPASS Board of Directors' approval of Federal legislative positions for 2026.*

## **VII. INFORMATION/DISCUSSION ITEM**

- 2:30**  
**Page 48**     **A.\*    Status Report - Resilience Improvement Plan**     **Austin Miller**  
*Austin Miller will provide a status report on the Resilience Improvement Plan for information and discussion.*

## **VIII. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY)**

- Page 62**     **A.\*    Staff Activity Reports**
- Page 66**     **B.\*    Status Reports – Current Air Quality Data**
- Page 72**     **C.\*    Status Report – Regional Transportation Advisory Committee Attendance**
- Page 73**     **D.\*    Administrative Modifications**

## **IX. OTHER**

**Next Meeting: December 15, 2025**

**Holiday Luncheon and Board Meeting, Nampa Civic Center (IN PERSON ONLY, no remote option)**

## **X. ADJOURNMENT (2:45)**

**\*Enclosures. Times are approximate. Agenda is subject to change.**

*Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 208-475-2229 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 208-475-2229 con 48 horas de anticipación.*

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**COMPASS BOARD OF DIRECTORS  
AUGUST 18, 2025  
COMPASS, 1<sup>ST</sup> FLOOR BOARD ROOM  
700 NE 2<sup>ND</sup> STREET, MERIDIAN, ID  
ZOOM CONFERENCE CALL**

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

**ATTENDEES:**

Drew Alexander, Boise State University, via ZOOM  
Rod Beck, Commissioner, Ada County, **Chair Elect**, in person  
Jason Brinkman, Idaho Transportation Department – District 3, in person  
Zach Piepmeyer for John Brunelle, Capital City Development Corporation, via ZOOM  
Trevor Chadwick, Mayor, City of Star, **Immediate Past Chair**, in person  
Elaine Clegg, Valley Regional Transit, in person  
Kathy Corless, Councilmember, City of Boise, via ZOOM  
Ryan Davidson, Commissioner, Ada County, via ZOOM  
Tom Dayley, Commissioner, Ada County, in person  
John Evans, Mayor, City of Garden City, in person  
Miranda Gold, Commissioner, Ada County Highway District, in person  
Kent Goldthorpe, Commissioner, Ada County Highway District, via ZOOM  
Jackie Hutchison, Mayor, City of Middleton, in person  
Dan Hyer, Councilmember, City of Greenleaf, in person  
Debbie Kling, Mayor, City of Nampa, **Chair**, in person  
Mary May, Councilmember, City of Eagle, **Secretary/Treasurer**, in person  
Hallie Hart for Robb McDonald, City of Caldwell, via ZOOM  
Lauren McLean, Mayor, City of Boise, via ZOOM  
Jordan Morales, City of Boise, via ZOOM  
Patricia Nilsson, Commissioner, Ada County Highway District, in person  
John Overton, Councilmember, City of Meridian, in person  
Brad Pike, Mayor, City of Eagle, in person  
Craig Raborn, Executive Director, Community Planning Association, Ex officio, in person  
Dave Reinhart, West Ada School District, in person  
Charlie Rountree, City of Meridian, in person  
Bruce Freckleton for Robert Simison, Mayor, City of Meridian, via ZOOM  
Dave Luft for Troy Smith, Idaho Department of Environmental Quality, via ZOOM  
Joe Stear, Mayor, City of Kuna, via ZOOM  
Clay Tucker, Commissioner, Boise County, in person  
Jarom Wagoner, Mayor, City of Caldwell, **Vice Chair**, via ZOOM

**MEMBERS ABSENT:**

Zach Brooks, Commissioner, Canyon County  
Bob Callahan, Commissioner, Boise County  
Cory Dickard, Mayor, City of Melba  
Brad Holton, Commissioner, Canyon County  
Chelsie Johnson, City of Wilder  
Brett Laird, City of Parma  
John Laraway, Councilmember, City of Kuna  
Lindy Lindstrom, Commissioner, Boise County  
Cody Lund, Greater Boise Auditorium District, Ex officio  
Jamie Neill, Governor's Office, Ex officio  
Tom Points, City of Nampa  
David Porterfield, Mayor, City of Notus  
Victor Rodriguez, Councilmember, City of Nampa  
Leslie Van Beek, Commissioner, Canyon County  
Nikole Zogg, Southwest District Health, Ex officio

**OTHERS PRESENT:**

Nichole Baird Spencer, City of Eagle, in person  
Zach Bentzler, HDR, via ZOOM  
Ashley Cannon, Community Planning Association, in person  
Matt Carlson, Community Planning Association, in person  
Rose Evans, Idaho Statesman, in person  
Teri Gregory, Community Planning Association, in person  
Justin Lucas, Ada County Highway District, in person  
Amy Luft, Community Planning Association, in person  
Laura Meyer, Jacobs, via ZOOM  
Austin Miller, Community Planning Association, in person  
Chris Proud, HDR, in person  
Alexa Roitman, Community Planning Association, in person  
Meg Sonnen, Community Planning Association, in person  
Jenah Thornborrow, City of Garden City, in person  
Toni Tisdale, Community Planning Association, in person  
Olivia Vielstich McKinnon, Community Planning Association, in person  
Cameron Waite, HDR, in person  
Mary Ann Waldinger, Community Planning Association, in person

**CALL TO ORDER**

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

**OPEN DISCUSSION/ANNOUNCEMENTS**

Craig Raborn announced COMPASS' Leadership in Motion award nominations are open until September 26, 2025.



## **CONSENT AGENDA**

- A. Approve June 16, 2025, COMPASS Board of Directors Meeting Minutes**
- B. Receive Approved June 3, 2025, Executive Committee Meeting Minutes**
- C. Receive Approved June 12, 2025, Finance Committee Meeting Minutes**
- D. Approve FY2026 COMPASS Workgroup Charters**
- E. Approve the FY2027-2033 COMPASS Application Guide**
- F. Approve Changes to By-laws**
- G. Adopt Resolution 12-2025 Approving the Updated Statewide Functional Classification System within Ada and Canyon Counties**
- H. Ratify the End-of-Year and Redistribution Program Priorities**

**Trevor Chadwick moved and Charlie Rountree seconded approval of the Consent Agenda as presented.** Motion passed unanimously.

## **SPECIAL ITEMS**

### **A. Member Agency Presentation – Projects of Regional Importance**

Jenah Thornborrow presented projects of regional importance to the City of Garden City.

### **B. Status Report – Finance Committee**

Mary May provided a status report on the July 10 and August 14, 2025, Finance Committee meetings.

## **ACTION ITEMS**

### **A. Adopt Resolution 13-2025 Approving Revision 3 of the FY2025 Unified Planning Work Program and Budget (UPWP)**

Meg Sonnen presented Resolution 13-2025 approving Revision 3 of the FY2025 UPWP and requested COMPASS Board of Directors' adoption.

**Trevor Chadwick moved and Rod Beck seconded adoption of Resolution 13-2025 approving Revision 3 of the FY2025 UPWP as presented.** Motion passed unanimously.

### **B. Adopt Resolution 14-2025 Approving the FY2026 UPWP**

Meg Sonnen presented Resolution 14-2025 approving the FY2026 UPWP and requested COMPASS Board of Directors' adoption.

After discussion, **Patricia Nilsson moved and John Overton seconded adoption of Resolution 14-2025 approving the FY2026 UPWP as presented.** Motion passed unanimously.

**C. Approve FY2026 *Communities in Motion* Implementation Grants and Project Development Program Projects**

Matt Carlson presented the FY2026 *Communities in Motion* Implementation Grants and Project Development Program projects and requested COMPASS Board of Directors' approval.

After discussion, **Trevor Chadwick moved and Mary May seconded approval of the FY2026 *Communities in Motion* Implementation Grants and Project Development Program projects as presented.** Motion passed unanimously.

**D. Adopt Resolutions 15-2025 and 16-2025 Amending *Communities in Motion 2050* and Approving the FY2026-2032 Regional Transportation Improvement Program (TIP)**

Austin Miller and Toni Tisdale presented Resolutions 15-2025 and 16-2025 amending *Communities in Motion 2050* and approving the FY2026-2032 TIP and requested COMPASS Board of Directors' adoption.

After discussion, **Trevor Chadwick moved and Elaine Clegg seconded adoption of Resolutions 15-2025 and 16-2025 amending *Communities in Motion 2050* and approving the FY2026-2032 TIP.** Motion passed unanimously.

**E. Approve a Preliminary Locally Preferred Alternative for the High-Capacity Transit (Let's Ride Treasure Valley) Planning and Environmental Linkages (PEL) Study**

Austin Miller, COMPASS, and Chris Proud, HDR presented the locally preferred alternative for the high-capacity transit (Let's Ride Treasure Valley) PEL study and requested COMPASS Board of Directors' approval.

After discussion, **Patricia Nilsson moved and Miranda Gold seconded to approve commuter rail along the Boise Cutoff corridor as the preliminary locally preferred alternative for the Let's Ride Treasure Valley study.**

After further discussion, **Tom Dailey moved and Kent Goldthorpe seconded an alternate motion to pause for four months and continue additional research regarding the available alternatives.** Motion failed.

The COMPASS Board of Directors then voted on the original motion to approve commuter rail along the Boise Cutoff corridor as the preliminary locally preferred alternative for the Let's Ride Treasure Valley study. Motion passed.

**INFORMATION/DISCUSSION ITEMS**

**A. Discuss Potential 2026 State Legislative Positions**

Craig Raborn led a discussion of potential regional positions and strategies for the 2026 Idaho Legislative session.

## **ADJOURNMENT**

**Chair Debbie Kling adjourned the meeting at 3:39 p.m.**

**Approved this 20<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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**EXECUTIVE COMMITTEE MEETING  
JULY 8, 2025  
COMPASS  
SECOND FLOOR LARGE CONFERENCE ROOM AND ZOOM  
700 NE 2<sup>ND</sup> STREET  
MERIDIAN, IDAHO**

**\*\*MINUTES\*\***

**ATTENDEES:**

Rod Beck, Commissioner, Ada County, **Chair Elect**, in person  
Miranda Gold, Commissioner, Ada County Highway District, in person  
Lee Belt for Dan Hyer, Councilmember, City of Greenleaf, via ZOOM  
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, via ZOOM  
Joe Stear, Mayor, City of Kuna, via ZOOM

**MEMBERS ABSENT:**

Trevor Chadwick, Mayor, City of Star, **Immediate Past Chair**  
Brad Holton, Commissioner, Canyon County  
Jarom Wagoner, Mayor, City of Caldwell, **Vice Chair**

**OTHERS PRESENT:**

Ashley Cannon, COMPASS, in person  
Teri Gregory, COMPASS, in person  
Amy Luft, COMPASS, in person  
Craig Raborn, Executive Director, COMPASS, in person

**CALL TO ORDER**

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

**OPEN DISCUSSION/ANNOUNCEMENTS**

There were no announcements.

**CONSENT AGENDA**

**A. Approve June 3, 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 August 18, 2025, COMPASS Board Meeting Agenda**

Craig Raborn presented agenda items 1-20 for the upcoming August 18, 2025, COMPASS Board of Directors' meeting.

**Miranda Gold moved and Mary May seconded approval of items 1 – 20 for the August 18, 2025, COMPASS Board of Directors' meeting. Craig Raborn has the latitude to amend the agenda as necessary.** Motion passed unanimously.

**B. Recommend Changes to the COMPASS By-laws**

Amy Luft presented changes to the COMPASS by-laws.

After discussion, **Miranda Gold moved and Mary May seconded to recommend COMPASS Board of Directors' approval of the changes to the COMPASS by-laws as presented.** Motion passed unanimously.

**INFORMATION/DISCUSSION ITEM**

**A. Discuss Potential 2026 State Legislative Positions**

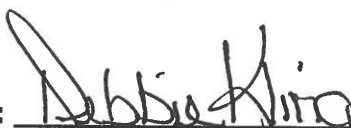
Craig Raborn discussed his overall philosophy regarding potential legislative positions for the 2026 Idaho legislative session. He will meet with Executive Committee members one-on-one to assist in crafting the legislative positions.

**ADJOURNMENT**

Chair Debbie Kling adjourned the meeting at 2:30 p.m.

**Approved this 12th day of August 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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**EXECUTIVE COMMITTEE MEETING  
AUGUST 12, 2025  
COMPASS  
SECOND FLOOR LARGE CONFERENCE ROOM AND ZOOM  
700 NE 2<sup>ND</sup> STREET  
MERIDIAN, IDAHO**

**\*\*MINUTES\*\***

**ATTENDEES:**

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

**MEMBERS ABSENT:**

Lindy Lindstrom, Commissioner, Boise County  
Jarom Wagoner, Mayor, City of Caldwell, **Vice Chair**

**OTHERS PRESENT:**

Ashley Cannon, COMPASS, in person  
Teri Gregory, COMPASS, in person  
Amy Luft, COMPASS, via ZOOM  
Craig Raborn, Executive Director, COMPASS, in person  
Meg Sonnen, COMPASS, in person  
Toni Tisdale, COMPASS, in person

**CALL TO ORDER**

Chair Debbie Kling called the meeting to order at 1:32 p.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Rod Beck announced the Western Idaho Fair will start Friday, August 15, 2025. Men's soccer will be starting in March 2026.

Debbie Kling announced the Nampa airport had hosted the final flight of a retiring A10 fighter jet. The jet is to be included as a display in the new wing of the Warhawk Museum.

## CONSENT AGENDA

### A. Approve July 8, 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. Amend the End-of-Year and Redistribution Program Priorities

Toni Tisdale presented additional requests for federal funding through the End-of-Year and Redistribution Program.

After discussion, **Miranda Gold moved and Trevor Chadwick seconded to approve revised End-of-Year and Redistribution Program priorities, as recommended.** Motion passed unanimously.

## INFORMATION/DISCUSSION ITEM

### A. Continue Discuss Potential 2026 State Legislative Positions

Craig Raborn discussed potential regional positions and strategies for the 2026 Idaho Legislative session. Craig anticipates presenting 2026 state legislative positions for Executive Committee recommendation and Board approval at their October meetings.

## ADJOURNMENT

Chair Debbie Kling adjourned the meeting at 2:13 p.m.

**Approved this 9th day of September 2025.**

By: 

**Debbie Kling, Chair  
Community Planning Association of  
Southwest Idaho**

**Attest:**

By: 

**Craig Raborn, Executive Director  
Community Planning Association of  
Southwest Idaho**



**FINANCE COMMITTEE MEETING  
JULY 10, 2025  
COMPASS  
2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM AND ZOOM  
700 NE 2ND STREET  
MERIDIAN, IDAHO**

**\*\*MINUTES\*\***

**ATTENDEES:**

Rod Beck, Commissioner, Ada County, in person  
Zach Brooks, Commissioner, Canyon County, in person  
Debbie Kling, Mayor, City of Nampa, via ZOOM  
Mary May, Councilmember, City of Eagle, **Chair**, in person  
John Overton, Councilmember, City of Meridian, in person

**MEMBERS ABSENT:**

Trevor Chadwick, Mayor, City of Star, **Vice Chair**  
Victor Rodriguez, Councilmember, City of Nampa

**OTHERS PRESENT:**

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

**CALL TO ORDER:**

Chair Mary May called the meeting to order at 12:00 p.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

There were no announcements.

**CONSENT AGENDA**

**A. Approve June 12, 2025, Finance Committee Meeting Minutes**

**Zach Brooks moved and John Overton seconded approval of the Consent Agenda as presented.** Motion passed unanimously.

## **INFORMATION/DISCUSSION ITEM**

### **A. Review Report of Disbursements Made in the Reporting Period**

Meg Sonnen presented the disbursements made in the reporting period, June 6, 2025, through June 20, 2025, which was provided in the packet for information.

## **ACTION ITEM**

### **A. Recommend Approval of the FY2026 Unified Planning Work Program and Budget (UPWP)**

Meg Sonnen presented the draft FY2026 UPWP.

After discussion, **John Overton moved and Rod Beck seconded recommending COMPASS Board of Directors' approval of the FY2026 UPWP as presented.** Motion passed unanimously.

## **ADJOURNMENT**

Chair Mary May adjourned the meeting at 12:17 p.m.

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

By: \_\_\_\_\_

  
**Mary May, Chair**

**Attest:**

By: \_\_\_\_\_

  
**Trevor Chadwick, Vice Chair**

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## COMPASS BOARD AGENDA ITEM IV-D

Date: October 20, 2025

**Topic:** Approval of New Regional Transportation Advisory Committee Members

**Request/Recommendation:**

Staff seeks COMPASS Board approval of the appointment of the following individuals to the Regional Transportation Advisory Committee (RTAC), per RTAC Bylaws Article 2, Committee Structure, 2.4.

Jacob "Mac" Qualls, City of Parma, via email dated September 3, 2025

Darrell Romine, City of Melba, via letter dated September 24, 2025

## COMPASS BOARD AGENDA ITEM IV-E

Date: October 20, 2025

### **2026 COMPASS Board of Directors' Meeting Dates** **COMPASS, 1<sup>st</sup> Floor Board Room** **1:30-3:30 p.m.**

<b>February 23, 2026</b>
<b>April 20, 2026</b>
<b>June 15, 2026</b>
<b>August 17, 2026</b>
<b>October 19, 2026</b>
<b>December 14, 2026 (Nampa Civic Center)</b>

### **2026 COMPASS Executive Committee Meeting Dates** **COMPASS, 2<sup>nd</sup> Floor Large Conference Room** **1:30-2:30 p.m.**

<b>January 13, 2026</b>
<b>February 10, 2026</b>
<b>March 10, 2026</b>
<b>April 14, 2026</b>
<b>May 12, 2026</b>
<b>June 2, 2026</b>
<b>July 14, 2026</b>
<b>August 11, 2026</b>
<b>September 1, 2026</b>
<b>October 13, 2026</b>
<b>November 10, 2026</b>
<b>December 8, 2026</b>

## COMPASS BOARD AGENDA ITEM IV-F

Date: October 20, 2025

### **Topic: Priorities for Rural Projects**

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

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 01-2026 (attached) supporting priorities for applications in rural areas through the Local Highway Technical Assistance Council (LHTAC), as recommended by the Rural Prioritization Workgroup on August 7, 2025, and the Regional Transportation Advisory Committee on September 24, 2025.

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

On August 20, 2012, the COMPASS Board of Directors approved a process for prioritizing rural projects. This process allows all rural roadway jurisdictions in Ada and Canyon Counties to voluntarily meet each year to recommend regional rural project priorities. Beginning in 2015, the Rural Prioritization Workgroup was formed to carry out this responsibility.

On June 16, 2025, the COMPASS Board of Directors amended the process to include Boise County, beginning with funding applications for FY2027.

The Rural Prioritization Workgroup met on August 7, 2025, and recommended the following FY2027 regional priorities for projects to be submitted through LHTAC:

#### Local Rural Highway Improvement Program (LRHIP) – Construction

1. City of Wilder – Citywide Chip Seals
2. City of Parma – Citywide Chip Seals

#### LRHIP – Planning

1. City of Melba – Transportation Plan Update
2. City of Notus – Transportation Plan Update

COMPASS staff are currently gathering signatures from participating agencies to demonstrate regional support for these priorities. All signatures are expected to be collected before the COMPASS Board of Directors meeting.

#### **Implication (policy and/or financial):**

Adoption of the resolution by the COMPASS Board of Directors will strengthen these applications by providing formal regional support, thereby increasing their competitiveness in LHTAC's scoring process.

#### **More Information:**

- 1) Attachment – Resolution 01-2026
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**RESOLUTION NO. 01-2026**

**FOR THE PURPOSE OF SUPPORTING RURAL PROJECT PRIORITIES  
IN ADA, BOISE, AND CANYON COUNTIES**

**WHEREAS**, the Community Planning Association of Southwest Idaho (COMPASS) was designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

**WHEREAS**, COMPASS also provides transportation planning support for Boise County;

**WHEREAS**, the COMPASS Board of Directors recognizes the importance of prioritizing rural transportation project applications within Ada, Boise, and Canyon Counties;

**WHEREAS**, the Local Highway Technical Assistance Council desires regional coordination of regional rural transportation applications;

**WHEREAS**, representatives from rural transportation jurisdictions convened on August 7, 2025, to identify and recommend the region's highest priority rural transportation projects;

**WHEREAS**, representatives from each rural transportation jurisdiction signed the attached rural prioritization recommendations, dated August 7, 2025, indicating their support for the identified projects and priorities;

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors formally supports the rural priorities outlined in the attached recommendations.

**DATED** this 20<sup>th</sup> day of October 2025.

**APPROVED:**

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

**ATTEST:**

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

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Recommendations from the  
Fourteenth Annual Rural Prioritization Workgroup  
August 7, 2025

All rural roadway jurisdictions in Ada and Canyon Counties agreed to a rural project prioritization process, which was approved by the COMPASS Board of Directors in 2012. On June 16, 2025, the COMPASS Board of Directors amended the process to include Boise County beginning with FY2027 funding applications. This process provides regional priorities for the Local Highway Technical Assistance Council's (LHTAC's) rural project application cycle, which awards additional points to projects that have been prioritized regionally. Participation in the Rural Prioritization Workgroup is voluntary.

The 14th annual Rural Prioritization Workgroup meeting was held on August 7, 2025. The Rural Prioritization Workgroup recommended the following project priorities for approval by the COMPASS Board of Directors on October 20, 2025, and consideration in the LHTAC application process:

**Local Rural Highway Improvement Program (LRHIP) – Construction**

1. City of Wilder – Citywide chip seals
2. City of Parma – Citywide chip seals

**LRHIP – Planning**


1. City of Melba – Transportation Plan Update
2. City of Notus – Transportation Plan Update

The following agencies support and recommend the priorities and projects, as presented, for approval by the COMPASS Board of Directors.

  
\_\_\_\_\_  
Ada County Highway District

\_\_\_\_\_  
Boise County


  
\_\_\_\_\_  
City of Greenleaf

  
\_\_\_\_\_  
City of Melba

  
\_\_\_\_\_  
City of Notus

  
\_\_\_\_\_  
City of Parma

  
\_\_\_\_\_  
City of Wilder

  
\_\_\_\_\_  
Golden Gate Highway  
District No. 3

  
\_\_\_\_\_  
Highway District No. 4

  
\_\_\_\_\_  
Nampa Highway District  
No. 1

\_\_\_\_\_  
Notus-Parma Highway District  
No. 2



## COMPASS BOARD AGENDA ITEM IV-G

Date: October 20, 2025

### **Topic: COMPASS Social Media Policy**

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

COMPASS staff seeks COMPASS Board of Directors' approval of a revised COMPASS social media policy.

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

Social media is an integral part of COMPASS' overall communication strategy and is used to promote educational events and opportunities to be involved with COMPASS, provide information about transportation and planning issues in a user-friendly format, and share information on behalf of COMPASS member agencies.

The goal of COMPASS' social media policy is to ensure transparency and consistency in the use of social media. The policy is applicable to users of social media in different capacities, including COMPASS employees' use of personal social media, administrators of COMPASS social media, and public/third party use of COMPASS social media (Public Terms of Use).

COMPASS' original social media policy was approved in August 2020. The revised policy reflects the ever-changing world of social media and technology, such as the use of Artificial Intelligence in social media. The changes were made to continue to represent best practices in government use of social media. The revised policy has been reviewed by COMPASS legal counsel.

#### **Implication (policy and/or financial):**

This policy provides transparent and consistent guidance regarding the use of social media for COMPASS staff and members of the public by clearly articulating expectations regarding social media use and consequences if those expectations are violated.

#### **More Information:**

- 1) Attachment: Draft Revised COMPASS Social Media Policy
- 2) For detailed information contact: Amy Luft, Communication Team Lead, at 208/475-2229 or [aluft@compassidaho.org](mailto:aluft@compassidaho.org).



## **POLICY STATEMENT**

### **Policy No. 2026-01**

#### **Adopted:**

**By: COMPASS Board of Directors**

**Last Revised: August 17, 2020**

## **COMPASS Social Media Policy**

### **I. Introduction**

The role of technology is rapidly changing the way governments interact with their constituents. Social media platforms such as Facebook, X, Instagram, LinkedIn, Nextdoor, and YouTube provide valuable means of sharing information and communicating with residents, augmenting what can be achieved through traditional communication outlets.

This document outlines the social media policy for the Community Planning Association of Southwest Idaho (COMPASS). This policy is designed to ensure transparency and consistency when incorporating social media into COMPASS' communication and outreach efforts.

Portions of this policy relating to public records, records retention, and employee use of social media are mirrored in other COMPASS policies and procedures regarding these topics.

### **II. Applicability and Organization**

This policy is applicable to users of social media in different capacities, and is organized according to use:

- COMPASS employee use of personal social media (Section III)
- Administrators of COMPASS social media (Section IV)
- Public/third party use of COMPASS social media (Public Terms of Use) (Section V)

Note that applicability is based on the use of social media – different portions of this policy may apply to the same individual under different circumstances. Sections III and IV of this policy (COMPASS Employee Use of Personal Social Media and Administration of COMPASS Social Media) are for internal use only; Section V (Public Terms of Use) applies to public/third party users of COMPASS social media and is clearly posted on the COMPASS web site with the links to COMPASS' social media channels. All use of social media must comply with applicable local, state, and federal laws.

### **III. COMPASS Employee Use of Personal Social Media**

COMPASS employees are expected to observe the following guidelines when using personal social media.

1. Supervisors are strongly discouraged from being "friends" with their subordinates on personal social media sites.

2. COMPASS employees may choose to “like” or “follow” COMPASS on their own personal social media sites, but should not post as “COMPASS” on personal social media sites.
3. When discussing job-related matters on personal social media sites, employees should clearly state that they are not posting as a representative of COMPASS and the opinions expressed on the sites are their own and do not necessarily represent the views of COMPASS.
4. Employees may not post confidential, sensitive, or proprietary information about COMPASS, its member agencies, employees, applicants, consultants, or vendors or post information that is exempt from disclosure under Idaho public records law on personal social media sites.
5. Employees may not post obscenities, slurs, harassment, or personal attacks which may damage or cause harm to COMPASS, its member agencies, employees, applicants, consultants, or vendors.
6. COMPASS may review internet content and use. Policy violations may result in discipline up to and including termination of employment.
7. Additional guidelines regarding the use of the internet and agency-supplied technology can be found in the COMPASS Employee Policies and Procedures manual.

#### **IV. Administration of COMPASS Social Media**

COMPASS may use a variety of social media platforms to communicate with the public in support of COMPASS’ mission.

1. Administration
  - i. Only designated administrators of COMPASS social media platforms may post as COMPASS.
  - ii. Administrative rights to COMPASS social media platforms are assigned by the Communication Coordinator upon approval of the Executive Director.
  - iii. When a social media administrator leaves COMPASS, his/her administrative rights shall be revoked immediately.
2. Content and Use
  - i. Social media communication shall comport to the same quality and standards of all other COMPASS communication.
  - ii. COMPASS social media sites are to be used to support the mission of COMPASS and its members.
  - iii. COMPASS shall strive to make its social media sites accessible to all users.
  - iv. Media published to COMPASS social media channels should primarily consist of materials that are created by or for COMPASS or have been purchased by COMPASS. When COMPASS does not own said media, it shall only be published with the consent of the owner. When media is posted on behalf of COMPASS’ member agencies, it should be noted as such.
  - v. COMPASS shall not benefit monetarily from copyrighted media published to social media platforms.
  - vi. COMPASS shall not knowingly post copyrighted material without the owner’s consent.

- a. If inadvertently published, COMPASS shall remove the material at the request of the owner.

### 3. Public/Third Party Posts

- i. Should any post be perceived as an imminent threat, COMPASS will take appropriate action, which may include removing the post after screen capture, reporting the post to the host platform, and/or contacting law enforcement.
- ii. COMPASS will endeavor to respond to all legitimate (non-rhetorical) public/third party questions posed on its social media sites.
  - a. Responses should be posted within one business day.
    - i. When providing a complete answer is not feasible within this time period, COMPASS should, at a minimum, respond to indicate the question was received and an answer is forthcoming.
  - b. Responses should be provided in the same manner as the question was submitted; that is, questions posed publicly should be responded to publicly and questions posed via private message should be responded to via private message.
- iii. COMPASS will not delete or hide comments posted by others unless they specifically violate the terms of this policy.
- iv. If a post is believed to contain harmful malware or phishing links or to be an Artificial Intelligence (AI) generated spam/bot post, COMPASS may choose to not engage with the post and/or state that it is believed to be spam, as appropriate.
- v. If a post is definitively known to contain harmful malware or phishing links or to be an AI generated spam/bot post, COMPASS may choose to delete the post, not engage with the post, and/or state that it is believed to be spam, as appropriate.

### 4. Public Records

- i. All COMPASS communication, including social media content, is subject to Idaho public records laws and must be managed in compliance with applicable laws and COMPASS' public records policy.

### 5. Records Retention

- i. COMPASS social media posts and posts by the public/third parties on COMPASS social media pages should be retained on the platform in which they were posted, subject to limitations established by each platform, except as noted below.
- ii. COMPASS is not responsible for retention of public/third party posts if such posts are removed or changed by anyone other than COMPASS.
- iii. COMPASS may remove or change its own social media posts if a post is posted in error, contains erroneous information, or otherwise violates COMPASS' communication standards.
  - a. COMPASS posts that are removed or changed should be preserved following the procedure below (5.v).

- b. Recordings of COMPASS Board of Directors' and committee meetings will be retained following COMPASS' Records Retention Policy. Any deletion of these recordings is exempt from the preservation procedure outlined in 5.v.
  - iv. Removal of, or changes to, third-party social media posts
    - a. COMPASS may remove public/third-party posts if such posts violate COMPASS' social media Public Terms of Use (pages 5/6).
    - b. Social media administrator(s) shall bring any post believed to violate COMPASS' social media Public Terms of Use to the attention of the COMPASS Executive Director, noting specifically what term it is believed has been violated and in what way, with a recommendation for action, if any.
    - c. Once presented with this information, the COMPASS Executive Director is responsible for determining action (if any) regarding a violation of the Terms of Use; if the Executive Director is not available, responsibility is delegated to the Communication Coordinator.
    - d. Public/third party posts that are removed by COMPASS should be preserved following the procedure below (5.v).
  - v. Prior to removing a COMPASS or public/third party post or changing a COMPASS post, the administrator should:
    - a. Take a screenshot of the post to be removed or changed and save it under the appropriate fiscal year within [T:\Permanent\Social Media](#).
    - b. Record the following in [T:\Permanent\Social Media\Removed Social Media Posts.xlsx](#).
      - Social media platform
      - Whether it is a COMPASS post or a public/third party post
      - Name of individual who posted the material
      - Name of individual who removed or changed the material
      - Date/time of original post
      - Date/time of change or removal
      - Reason for change or removal (cite Public Terms of Use as appropriate)
      - If a change (COMPASS posts only), exactly what was changed
      - Additional notes (e.g., note if the individual has had posts removed before)
      - Thumbnail picture of screen shot
      - Link to file of screen shot
  - vi. Documentation of removed or changed posts should be retained for five years, subject to disposal at the end of the fifth fiscal year.
- 6. Termination of Use of Social Media Platforms
  - i. Should COMPASS determine that a particular social media platform no longer serves the interests of the agency, COMPASS may terminate use of that platform; when this is the case, COMPASS should do the following:
    - a. Remove links to the platform from COMPASS materials.

- b. Keep the COMPASS username (handle) on that platform to ensure it is not taken by another party.
  - c. Note on the platform that COMPASS is no longer active on that platform; link to the COMPASS website.
  - d. Keep notifications from the platform active, to be aware if other parties post to a COMPASS page.
- 7. Social Media Platform Terms of Service
  - i. Posts on COMPASS social media pages are subject to each platform's individual terms of service and may be removed by that platform if found to be in violation of those terms.

## **V. Public/Third Party Use of COMPASS Social Media (Public Terms of Use)**

COMPASS encourages the public to engage with COMPASS via its social media sites. The use of COMPASS social media sites is subject to the following disclaimers and Public Terms of Use.

- 1. Disclaimers
  - i. COMPASS social media sites are continually updated and may not be free from error.
  - ii. Activity on or by COMPASS on its social media sites (e.g., links, shares, likes) does not constitute an endorsement by COMPASS.
  - iii. COMPASS may publish comments received during public comment periods. These comments are submitted by members of the public and do not reflect COMPASS' views or policies on the topics discussed.
- 2. Public Record
  - i. Posts made to COMPASS social media pages, including posts by the public/third parties, are considered public records and as such are subject to public records requests in compliance with public records laws.
  - ii. Social media should not be used to submit a public records request; public records requests should be submitted using the public records request form on COMPASS' web site at <https://compassidaho.org/request-for-public-records>.
- 3. Record Retention
  - i. COMPASS social media posts and posts by the public/third parties on COMPASS social media pages should be retained on the platform in which they were posted, subject to limitations established by each platform, except as noted below.
  - ii. COMPASS is not responsible for retention of public/third party posts if such posts are removed or changed by anyone other than COMPASS.
  - iii. Removal of, or changes to, COMPASS social media posts
    - a. COMPASS may remove or change its own social media posts if a post is posted in error, contains erroneous information, or otherwise violates COMPASS' communication standards.

- b. Recordings of COMPASS Board of Directors' and committee meetings will be retained following COMPASS' Records Retention Policy. Any deletion of these recordings is exempt from the preservation procedure outlined in 5.v.
    - c. COMPASS posts that are removed or changed should be preserved, with the exception of meeting recordings as noted in 3.iii.b.
  - iv. Removal of, or changes to, public/third party social media posts
    - a. COMPASS may remove public/third party posts if such posts violate COMPASS' social media Public Terms of Use.
    - b. Third party posts that are removed by COMPASS should be preserved.
- 4. Public Dialogue
  - i. Comments and questions are encouraged on COMPASS social media sites.
  - ii. Comments submitted on social media sites are not considered official "public comments" on COMPASS plans or programs; official public comments should be emailed to COMPASS at [info@compassidaho.org](mailto:info@compassidaho.org) or submitted per instructions as posted on the COMPASS website (<https://compassidaho.org/>) during official public comment periods.
- 5. Public/Third Party Use of COMPASS Social Media Sites
  - i. All content posted on COMPASS social media sites is subject to monitoring.
  - ii. The following types of content are not allowed on COMPASS social media sites and are subject to removal:
    - a. Conduct that violates federal or state laws, including threats of violence, as defined by law
    - b. Content that promotes or encourages illegal activity
    - c. Content that is confidential in nature, defined as exempt from disclosure under the Idaho Public Records Act (<https://legislature.idaho.gov/statutesrules/idstat/title74/t74ch1/>)
    - d. Content that violates copyright law or other legal ownership
    - e. Comments in support of or in opposition to any personal political campaign
    - f. Photos or videos containing recognizable individuals, except when posted by COMPASS
    - g. Defamation of any individual, as defined by law
    - h. Links to commercial third-party web pages or email addresses
    - i. Harmful malware or phishing links
    - j. AI generated spam/bot posts
  - iii. Content that violates these terms is subject to removal
    - a. If content is removed, it will be retained by COMPASS for five fiscal years from the date of the end of COMPASS' fiscal year (September 30).
  - iii. Contest removal of content
    - a. A user may contest the removal of his/her content by contacting COMPASS at [info@compassidaho.org](mailto:info@compassidaho.org). The determination of whether to remove content from COMPASS social media platforms rests solely at the discretion of COMPASS, following the guidance outlined in this policy.

## 6. Social Media Platform Terms of Service

- i. Posts on COMPASS social media pages are subject to each platform's individual terms of service and may be removed by that platform if found to be in violation of those terms.

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## COMPASS BOARD AGENDA ITEM IV-H

Date: October 20, 2025

### **Topic: Records to be Destroyed**

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

COMPASS staff seeks COMPASS Board approval of destruction of the records listed in the attachment.

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

The COMPASS Board approved the updated Records Retention Policy at the September 21, 2015, meeting.

The policy describes the type of records that COMPASS has and specifies the retention period for those types of records. The policy further describes the process of destruction for those records that have exceeded their retention period.

In compliance with the policy guidance, COMPASS staff proposes to destroy the records listed on the attachment because those records have exceeded their Board-approved retention period.

COMPASS staff will have the records destroyed by a commercial shredding service following approval by the COMPASS Board. The shredding service will provide a certification of destruction.

#### **Implication (policy and/or financial):**

If the COMPASS Board approves the destruction of the listed records, the destruction will be completed as described. If the COMPASS Board does not approve destruction of the listed records, the records will be retained.

#### **More Information:**

- 1) Attachment: List of Records to Be Destroyed
- 2) For detailed information contact: Meg Sonnen, at 208-475-2228 or [msonnen@compassidaho.org](mailto:msonnen@compassidaho.org).



**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO**  
**Inventory of Records to be Destroyed**

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2020 Grant Billings - Grant Notes spreadsheets and job cost detail reports	9/30/2020	5	9/30/2025	10/20/2025	
FY2020 bank reconciliations	9/30/2020	5	9/30/2025	10/20/2025	
FY2020 Supporting documents for indirect cost proposal	9/30/2020	5	9/30/2025	10/20/2025	
FY2020 Supporting documents for financial statement audit	9/30/2020	5	9/30/2025	10/20/2025	
FY2020 Supporting documents for Unified Planning Work Program and Budget	9/30/2020	5	9/30/2025	10/20/2025	
FY2020 accounts payable invoices and check stubs	9/30/2020	5	9/30/2025	10/20/2025	
FY2020 employee timesheets	9/30/2020	5	9/30/2025	10/20/2025	
FY2014 Electronic supporting documents for grant billings	9/30/2014	5	9/30/2019	10/20/2025	
FY2015 Electronic supporting documents for grant billings	9/30/2015	5	9/30/2020	10/20/2025	
FY2016 Electronic supporting documents for grant billings	9/30/2016	5	9/30/2021	10/20/2025	
FY2017 Electronic supporting documents for grant billings	9/30/2017	5	9/30/2022	10/20/2025	
FY2018 Electronic supporting documents for grant billings	9/30/2018	5	9/30/2023	10/20/2025	
FY2019 Electronic supporting documents for grant billings	9/30/2019	5	9/30/2024	10/20/2025	
FY2020 Electronic supporting documents for grant billings	9/30/2020	5	9/30/2025	10/20/2025	

## COMPASS BOARD AGENDA ITEM IV-I

October 20, 2025

### **Topic: Amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)**

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

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 02-2026 (Attachment 1), modifying the FY2025-2031 and FY2026-2032 TIPs at the request of the City of Nampa. The Regional Transportation Advisory Committee recommended approval on September 24, 2025.

#### **Background/Summary**

Per COMPASS policy, Board approval is required for a cost increase exceeding 30% and more than \$1 million.

- The City of Nampa requested a budget increase of \$1,554,995 (or 37.64%) for the **Middleton Road, State Highway 55 (Karcher Road) to Flamingo Avenue** project. This adjustment is necessary to align with the final engineer's estimate. The request also includes shifting funds from FY2025 to FY2026.

A public comment period was held September 5, 2025, through September 15, 2025, to address the proposed amendment to the FY2025-2031 and FY2026-2032 TIPs. Verbatim comments are provided in Attachment 2. Two comments were received. No changes were made based on public comments.

#### **Implication (policy and/or financial):**

Approval of this amendment ensures continued compliance with federal fiscal constraint requirements and allows uninterrupted progress on the project.

#### **More Information:**

- 1) Attachment 1: Resolution 02-2026
- 2) Attachment 2: Verbatim Public Comments
- 3) For detailed information contact: Toni Tisdale, Resource Development Team Lead, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**RESOLUTION NO. 02-2026**

Attachment

**FOR THE PURPOSE OF AMENDING THE FY2025-2031 and FY2026-2032  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS**

**WHEREAS**, the Community Planning Association of Southwest Idaho (COMPASS) was designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

**WHEREAS**, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to develop and approve transportation improvement programs;

**WHEREAS**, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the transportation improvement programs to be financially constrained;

**WHEREAS**, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require transportation improvement programs be developed in consultation with all interested parties;

**WHEREAS**, a public comment period was held from September 5 through September 15, 2025, and comments were shared with the COMPASS Board of Directors for consideration;

**WHEREAS**, the Community Planning Association of Southwest Idaho desires to take timely action to ensure the availability of federal funds;

**WHEREAS**, the Community Planning Association of Southwest Idaho developed this amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Board of Directors approves this amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs.

**ADOPTED** this 20<sup>th</sup> day of October 2025.

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

**ATTEST:**

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

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**Amendment #6 for the FY2025-2031 Regional Transportation Improvement Program (TIP) and  
Amendment #1 for the FY2026-2032 TIP**

Key Number	Project	Sponsor	Scheduled Funding for Project Lifetime		Total Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
			*Current Total	Revised Total								
24229	Middleton Road, SH-55 (Karcher Road) to Flamingo Avenue, Nampa	City of Nampa	\$4,131,000	\$5,685,995	\$1,554,995	37.64%	Local Participating	2025	Construction	\$1,674,000	\$0	Increase Local Participating funds by \$1,506,995 to meet the final engineer's estimate and delay construction from FY2025 to FY2026. Also adjust advanced construction budget to match the FY2026-2032 TIP update, which advanced from PD to FY2030 and decreased by \$48,000.
							AC (Local)	2025	Construction	\$2,475,000	\$0	
							Local Participating	2026	Construction	\$0	\$3,180,995	
							AC (Local)	2026	Construction	\$0	\$2,475,000	
							AC (Local)	PD/2030	Construction	(\$2,475,000)	(\$2,425,000)	
							STBG-LU	PD/2030	Construction	\$2,427,000	\$2,425,000	

\* Current Total is the total amount previously and currently programmed in the TIP, prior to this action.  
 COMPASS TIP Amendment Policy: [https://compassidaho.org/wp-content/uploads/2024-01\\_TIPAmendPolicy.pdf](https://compassidaho.org/wp-content/uploads/2024-01_TIPAmendPolicy.pdf)  
 Only information proposed to change is included in this amendment detail.

Acronyms:

AC = Advanced Construction  
 FY = Fiscal Year  
 PD = Preliminary Development  
 LU = Large Urban  
 SH = State Highway  
 STBG = Surface Transportation Block Grant

## **Public Comments Received (Verbatim)**

Attachment 2

### **Amendment #6 to the FY2025-2031 Regional Transportation Improvement Program (TIP) and Amendment #1 to the FY2026-2032 Transportation Improvement Program, the budget(s) of transportation projects.**

Public Comment Period: September 5 – September 15, 2025

Total number of comments received by COMPASS: **2**

#### **Topic:**

This proposed change would increase local participating funds to meet the final engineer's estimate on the Middleton Road, SH-55 (Karcher Road) to Flamingo Avenue project in the City of Nampa.

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
I agree with the increased budget, with all the construction in the valley it is not surprising. Additionally, I support improving transportation in the valley.	Thank you for your comments; they will be shared with the City of Nampa and the COMPASS Board of Directors.	Stephanie Wicks
I support this proposed change that will increase local participating funds to meet the final engineer's estimate on the Middleton Road, SH-55 (Karcher Road) to Flamingo Avenue project in the City of Nampa.	Thank you for your comments; they will be shared with the City of Nampa and the COMPASS Board of Directors.	Rob Hartsock

## COMPASS BOARD AGENDA ITEM VI-A

Date: October 20, 2025

### Topic: FY2026 COMPASS Resource Development Plan

#### Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of the FY2026 COMPASS Resource Development Plan, which is provided in "Supplemental Information" on the Board of Directors' meeting web page and linked below.

#### Background/Summary:

The COMPASS Bylaws (link provided below) specify that one of the primary responsibilities of the COMPASS Board of Directors is to "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" (Article 3, Section 1.18). COMPASS staff began soliciting FY2026 funding applications through its annual call for projects in September 2024. Phase I applications were due November 20, 2024. Phase II applications were due January 21, 2025. A second opportunity to submit Phase I applications for local funding programs was offered in the spring; those applications were due May 1, 2025.

Collectively, those applications form the basis for the Resource Development Plan, which describes member agency and COMPASS needs, and guides COMPASS' resource development efforts to obtain additional funding throughout the year. Applications were ranked and scored by RTAC based on funding source eligibility and were recommended for funding based on the ranked order. However, as needs far exceed resources, many projects remain unfunded or only partially funded. Those remaining projects are listed in the Resource Development Plan.

In addition, the Resource Development Plan includes all the local and regional priorities from *Communities in Motion 2050*, the Treasure Valley Transportation Systems Management and Operations Plan, the I-84 Corridor Operations Plan, and the Regional Safety Action Plan.

#### Implications (policy and/or financial):

The FY2026 Resource Development Plan will guide COMPASS' resource development activities to assist member agencies in securing funding for priority projects, including matching projects with funding sources, interpreting funding guidelines, determining funding eligibility, finding and sharing grant opportunities, reviewing grants prepared by members prior to submittal, providing letters of support, writing grant applications, and managing grants. To receive COMPASS Resource Development staff support, the project must be listed in the Resource Development Plan.

#### More Information:

- 1) Draft FY2026 Resource Development Plan: [https://compassidaho.org/wp-content/uploads/102025\\_BoardSupp\\_FY2026DRAFTCOMPASSResourceDevelopmentPlan.pdf](https://compassidaho.org/wp-content/uploads/102025_BoardSupp_FY2026DRAFTCOMPASSResourceDevelopmentPlan.pdf)
- 2) COMPASS Bylaws: <https://compassidaho.org/wp-content/uploads/COMPASSBoardBylaws.pdf>
- 3) For detailed information contact: Matt Carlson, Principal Planner, at (208) 475-2232 or [mcarlson@compassidaho.org](mailto:mcarlson@compassidaho.org).

MC:tg <T:\FY25\600 Projects\685 Resource Development\I - Res Dev Plan\BOARD Memo 102025 RDP.docx>

## COMPASS BOARD AGENDA ITEM VI-B

Date: October 20, 2025

### **Topic: Draft 2026 State Legislative Positions**

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

COMPASS staff requests COMPASS Board of Directors' approval of the 2026 state legislative positions (attached).

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

Prior to each legislative session, COMPASS staff work with the COMPASS Executive Committee to develop a set of state legislative positions. The state legislative positions provide direction and guidance to COMPASS staff regarding the policy preferences and priorities of the COMPASS Board.

The recommended draft 2025 state legislative positions are attached. They are very similar to the 2025 positions statements, with one substantive change to add a position supporting policies to align housing with transportation investment and infrastructure:

#### **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.

The COMPASS Executive Committee will consider recommending these draft policy positions for Board adoption on October 14, 2025; staff will report any recommendation from the Executive Committee.

#### **Implication (policy and/or financial):**

The 2026 state legislative positions will provide guidance and direction for COMPASS staff during the 2026 legislative session.

#### **More Information:**

- 1) Attachment – DRAFT 2026 State Legislative Positions - marked up version
- 2) Attachment – DRAFT 2026 State Legislative Positions



## **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.

## **2026 COMPASS State Legislative Positions**

**Approved October 20, 2025**

### **Transportation Revenue**

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- **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.

## COMPASS BOARD AGENDA ITEM VI-C

Date: October 20, 2025

### **Topic: Draft 2026 Federal Transportation Positions**

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

COMPASS staff requests COMPASS Board of Directors' approval of 2026 federal transportation policy positions (attached).

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

Each year, COMPASS staff work with the COMPASS Executive Committee to develop a set of federal transportation policy positions. These position statements provide direction and guidance to COMPASS staff regarding the policy preferences and priorities of the COMPASS Board.

The vast majority of COMPASS' federal transportation positions depend upon a single federal law — the surface transportation reauthorization bill. The current law, the Infrastructure Investment and Jobs Act, authorized funding for surface transportation for five years and expires on September 30, 2026. These policy positions will inform COMPASS' engagement with various stakeholders during discussions about reauthorization of surface transportation programs and funding.

The recommended 2026 federal transportation positions (attached) are unchanged from the Board's adopted 2025 position statements.

The COMPASS Executive Committee will consider recommending these draft policy positions for Board adoption on October 14, 2025; staff will report any recommendation from the Executive Committee.

#### **Implication (policy and/or financial):**

The 2026 federal transportation positions will provide guidance and direction for COMPASS' staff regarding the federal policy preferences and priorities of the COMPASS Board.

#### **More Information:**

- 1) Attachment – DRAFT 2026 Federal Legislative Position Statements

## **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.

## COMPASS BOARD AGENDA ITEM VII-A

Date: October 20, 2025

### Topic: Resilience Improvement Plan

#### Request/Recommendation:

This is an information item only.

#### Background/Summary:

The Infrastructure Investment and Jobs Act established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program to help make surface transportation more resilient to natural hazards. The PROTECT program includes both formula funding as well as competitive grant opportunities.<sup>1</sup>

Consistent with the PROTECT program, COMPASS has begun developing a Resilience Improvement Plan for Ada and Canyon Counties that will:

- Establish a baseline understanding of resilience planning
- Analyze asset criticality and vulnerability specific to Ada and Canyon Counties
- Develop a list of priority projects to inform other planning and funding efforts

For this plan COMPASS has partnered with High Street Consulting Group and Atlas Strategic Communications. COMPASS' work is supported by local stakeholders and subject matter experts to identify the most relevant hazards to transportation infrastructure, review criticality and vulnerability of assets, and help define priorities.

In this meeting, COMPASS staff will share the purpose of the Resilience Improvement Plan, literature review (attached) findings, project status, and timeline.

#### Next Steps:

The COMPASS Resilience Improvement Plan is scheduled to be completed in March 2026.

#### Implication (policy and/or financial):

Analysis done to develop the Resilience Improvement Plan will be used to inform project prioritization for *Communities in Motion 2055*, the PROTECT program, and other competitive grant opportunities.

#### More Information:

- 1) Attachment: Literature Review
- 2) For detailed information contact: Austin Miller, Planning Team Lead, at 208/475-2239 or [amiller@compassidaho.org](mailto:amiller@compassidaho.org).

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<sup>1</sup> [https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/protect\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/protect_fact_sheet.cfm)





# Literature Review

COMPASS Resilience Improvement Plan

**FINAL**

September 6, 2025



In collaboration with



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## 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 during and after disruptive events.

Resilience is defined as “the ability to anticipate, prepare for, and/or adapt to changing conditions and/or withstand, respond to, and/or recover rapidly from disruptions” (FHWA, 2017). In the context of transportation, resilience means designing systems that can endure and recover from hazards such as flooding, wildfires, extreme heat, and seismic activity.

The objective of resilience planning is to identify system vulnerability, prioritize critical infrastructure, and enhance regional capacity for response and recovery. These efforts support improved safety, minimized economic disruption, and accelerated recovery. The COMPASS Resilience Improvement Plan (RIP), in alignment with the FHWA PROTECT program, advances these goals through a strategic framework tailored to Ada and Canyon Counties.

## Context

### Regional Overview

Ada and Canyon Counties form the COMPASS planning area, characterized by a diverse and growing population, a dynamic economy, and evolving land use patterns. According to *Communities in Motion 2050* (COMPASS, 2022), the region is experiencing increased urbanization, with development expanding into previously rural areas. Regional land use trends show a mix of high-density urban development and low-density suburban and rural expansion. This growth will increase demand on the region’s transportation network and contribute to increased hazard exposure, intensifying the need for resilient infrastructure that can support both current and future demands.

The region’s climate and geography further increase the need for resilience. The Boise River, mountainous terrain, and semi-arid climate contribute to a range of environmental challenges, including flooding, wildfires, and extreme heat events.

This context underscores the importance of integrating resilience into transportation planning to ensure infrastructure investments remain effective and responsive to evolving regional needs.

### History of Resilience Planning

Idaho has a growing history of resilience planning, with several initiatives underway or completed. The Idaho Transportation Department (ITD) is developing a Resilience Strategy, and both state and county-level Hazard Mitigation Plans provide foundational data on historical hazards and risk areas.

COMPASS itself has also previously explored resilience. In 2021, a Boise State University researcher published *Understanding Current Resilience Practices and Their Application to the Treasure Valley*, which identified planning gaps and best practices (Klopfenstein, 2021). The report supported development of the Transportation Resilience chapter of the COMPAS long-range plan *Communities in Motion 2050*.

At the federal level, FHWA has created the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program, which supports planning and implementation efforts to make surface transportation systems more resilient to natural hazards

(USDOT 2024). The program emphasizes vulnerability assessments, criticality analysis, and integration with broader transportation planning efforts. The COMPASS RIP will be consistent with the requirements of the program.

## Resilience Planning Overview

Development of the RIP requires the identification of transportation assets with the highest risk of disruption from natural hazards, where risk is determined by the probability of exposure and potential consequences of damage or disruption to an asset (USDOT 2024). Statewide, regional, and local resilience and hazard mitigation plans help identify relevant natural hazards, with further research deepening understanding of both historical exposure patterns and future projections. Next, asset data is collected to build a detailed inventory of infrastructure assets. The criticality of each asset is then evaluated, which indicates the assets' importance to regional transportation functions and underserved communities. Together, these datasets form the foundation for assessing vulnerability—evaluating how exposed and sensitive each asset is to specific hazards.

Once exposure and criticality are understood, the plan will identify adaptation options. These strategies may include physical upgrades, policy changes, or operational adjustments aimed at reducing risk, enhancing system performance during adverse conditions, and improving system recovery after events. The results of these assessments and proposed adaptations will then be incorporated into decision-making processes, ensuring that resilience is embedded in transportation planning, investment prioritization, and project development.

Ultimately, the outcomes of this resilience planning process will include a deeper understanding of regional vulnerabilities, a prioritized list of projects based on risk and importance, and a stronger foundation for integrating resilience into all aspects of transportation decision-making.

## Hazards

Six of the 11 sources evaluated for this literature review helped identify the natural hazards most relevant for Ada and Canyon Counties:

- Idaho Transportation Department (ITD) Resiliency Strategy (In Development)
- State of Idaho Hazard Mitigation Plan
- Ada County Multi-Hazard Mitigation Plan
- Canyon County All-Hazard Mitigation Plan
- Boise Climate Adaptation Assessment
- Impacts of Climate Change on Idaho's Infrastructure

**Table 1** summarizes the types of hazards included in the resilience and hazard mitigation plans reviewed. A total of 16 hazards are included in at least one of the sources. Six of these hazards were identified as most relevant to the COMPASS region. These hazards were selected for detailed analysis based on their frequency, severity, and potential impact on transportation infrastructure. These are:

- Wildfires
- Floods
- Landslides
- Earthquakes
- Extreme heat
- Extreme weather

The following hazards are less relevant to the region and relate less to the RIP effort, and are therefore not covered further in this literature review:

- Volcanic eruptions and avalanches
  - Unlikely to affect Ada and Canyon Counties
- Droughts and extreme cold
  - Limited transportation impacts
- Thunderstorms, heavy precipitation, lightning, straight-line winds, winter storms, hail, and tornadoes
  - Combined into “extreme weather”
- Dam failure
  - Included in floods

Table 1: Hazards Analyzed by Source

	Wildfires	Floods	Landslides	Earthquakes	Extreme Heat	Thunderstorm/ Heavy Precip	Drought	Avalanche	Dam/canal Failure	Lightning	Straight-line Wind	Winter Storms	Hail	Tornadoes	Extreme Cold	Volcanic Eruptions
ITD Resiliency Strategy (In development)	X	X	X	X				X <sup>1</sup>								
State Hazard Mitigation Plan	X	X	X	X		X	X	X	X <sup>2</sup>	X	X	X	X	X		X
Ada County Hazard Mitigation Plan	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X
Canyon County Hazard Mitigation Plan	X	X	X	X	X	X	X		X	X	X				X	
Boise Climate Adaptation Assessment	X	X			X	X	X									
Impacts of Climate Change on Idaho's Infrastructure	X	X	X		X			X								
Count	6	6	5	4	4	4	4	3	3	3	3	2	2	2	2	2

<sup>1</sup> The ITD Resiliency strategy includes avalanches in its chapter on landslides<sup>2</sup> The State of Idaho Hazard Mitigation Plan includes dam failures in its chapter on floods

## Wildfires

### Description

Wildfires are an increasingly frequent occurrence across the western United States and are one of the most significant hazards facing Ada and Canyon Counties. The term is generally used to refer to “an unplanned fire caused by lightning or other natural causes, by accidental (or arson-caused) human ignitions, or by an escaped prescribed fire” (IOEM, 2023). Fires pose a serious hazard due to their scale and the damage they produce. Once started, fires can be very difficult to control, often traveling quickly and producing smoke that can damage air quality hundreds of miles away.

### Regional Context

Idaho’s wildlands are home to two primary ecosystems that are vulnerable to wildfires: forests and rangeland. Populated areas near these fire-prone ecosystems are especially vulnerable. This boundary area is known as the “wildland-urban interface” (WUI). Structures in this area are often in close proximity to vegetation, a major fuel source, resulting in ideal conditions for fire to spread.

The WUI has grown considerably over recent decades amid the region’s strong population and economic growth, increasing the risk to communities. Today, much of Ada and Canyon Counties is considered to be in the WUI area. As more of the WUI is developed, the risk will increase. Ongoing shifts in the area’s climate may also increase the risk, as warmer, drier conditions result in additional fuel.

### Transportation Impacts

The primary transportation impact from wildfires is direct damage to infrastructure. In addition, fires in populated areas frequently require evacuations, so emergency plans must account for fire risk when designing evacuation routes and communication plans. Wildfires also create smoke, which makes breathing difficult and can cause illness, especially for vulnerable populations (IOEM 2023). This can be very dangerous for people who frequently walk or bike. They also alter the topography of burned areas and can increase the risk of landslides and flooding.

### Data Sources

Existing plans have used several metrics to assess hazard levels. In addition to whether an area is included in the WUI, analyses often incorporate metrics on an area’s likelihood to burn, the anticipated behavior of a fire in that area, and the magnitude of impacts. Risk data has been published by the Federal Emergency Management Agency (FEMA) and the US Forest Service. Some approaches also use climatology to incorporate the role of weather in fire risk, both spatially and temporally.

## Floods

### Description

There are many types of flooding, each with their own causes and effects. Riverine floods occur when the water in a stream or river escapes its banks. This is usually the result of sustained rainfall over a large area, which causes flooding in small streams, eventually flowing into larger rivers. This can present two hazards: inundation, in which water and debris flow through normally dry areas, and channel migration, in which erosion causes a change in the normal course of the river.

Stormwater runoff flooding is a result of drainage issues. Heavy rain events can overwhelm the capacity of stormwater systems and ground infiltration. This results in flooding, usually outside of

natural flood plains. This type of flooding is most prevalent in urbanized areas due to their use of impervious ground cover.

Flash flooding is “a rapid and extreme flow of high water into a normally dry area, or a rapid water level rise in a stream or creek above a predetermined level, beginning within 6 hours of the causative event” (Ada County EMCR, 2022). The causative events can vary, and flash flooding can occur in conjunction with other types of flooding.

Some sources also treat dam failure as a type of flooding, while others treat it as one potential cause of riverine and flash flooding. Failures can be caused by overtopping of the structure by the reservoir, structural deficiencies, mechanical failures, and seismic activity. While rare, these events have the potential to be extremely damaging. The risk posed by these events is determined by the height of the structure, the volume of water in the reservoir, and the distance to developed areas.

## Regional Context

Ada and Canyon Counties are regularly impacted by flooding. The Boise River flows through the region’s most populated areas. The river’s flow is regulated by upstream dams, but riverine flooding is still possible. The river is fed by multiple tributaries in the Boise Foothills which are highly susceptible to flooding during intense rain events. Historically, Ada County has experienced floods large enough to cause property damage every three to seven years (Ada County EMCR, 2022).

There are many dams in the area that pose a potential hazard. The Idaho Department of Water Resources rates dams as low, significant, or high hazard, based on the potential impacts (not likelihood) of a failure. There are six dams in Ada and Canyon Counties rated as high hazard (IOEM, 2023). In addition, much of the agricultural land in Canyon County is served by canals, which can also flood due to intense rain, structural failure, or blockages.

Urbanized areas in the region also regularly experience flooding due to drainage issues.

## Transportation Impacts

Flooding of all kinds can have serious impacts for transportation systems. Roads and bridges can be blocked by flood water. Stormwater runoff, which is caused by impervious surfaces such as roads, is especially likely to block roads. Riverine and flash floods, which tend to be fast flowing and carry debris, can also cause damage to roads, bridges, and vehicles. Flooded rivers also cause increased bridge scour, leading to increased maintenance needs.

## Data Sources

The most frequent tool for understanding riverine flood risk is a series of flood hazard area maps published by FEMA. These maps include outlines of areas likely to be inundated by a 1% annual chance (100-year) and 0.2% annual chance (500 year) event. Stormwater runoff events are studied based on historical occurrence. Dam failure risk is less well documented, although some sources use Hazus, a hazard modeling program published by FEMA, to model hypothetical events.

## Landslides

### Description

Landslides are masses of earth and debris moving down a slope. They can be initiated by a variety of events, including storms, earthquakes, fires, and land modification. The primary contributing factor to landslide risk is slope; most slides occur on slopes between 30 degrees and 41 degrees (IOEM, 2023). Other important conditions include soil material, bedrock geology,



vegetation, and climate. Many events can create or exacerbate these conditions. Soil saturation due to heavy rain and rapid snowmelt are the most common contributing factor. Erosion by rivers, weakening of soil and removal of vegetation by wildfires, vibrations from earthquakes, and excess weight from structures can also increase the likelihood of landslides. Slides are sometimes classified by the type of movement and material involved, as well as the velocity.

## Regional Context

Landslides are frequent in Idaho, although most are small and cause minimal damage. In the study area, most landslides have occurred in the Boise Foothills in northern Ada County. While no fatalities have been reported, five events in the area have been reported to cause property damage since 1959. Most local landslides occur in late winter, when the water table is high. Water is nearly always a factor, and human influence (usually in the form of disturbance due to development) has contributed to over 80 percent (Ada County EMCR, 2022). Precipitation in the region is trending towards fewer, more intense events (IOEM, 2023). This pattern is likely to increase the risk of landslides. As drier overall conditions increase the chance of drought and wildfire, which can remove vegetation and reduce soil's ability to absorb water, extreme rainfall events will be more likely to disrupt weaker soil, causing landslides and mudslides.

## Transportation Impacts

Landslides primarily disrupt transportation by blocking or damaging roads and bridges. Even a moderate slide can leave enough material on a street to make it impassable. This is especially dangerous if the route is important for evacuations or is isolated and difficult to route around. For example, in July 2020, a landslide on US-95 south of Riggins, ID "closed almost all north-south Idaho traffic for several days" (Vos, J., 2021). In the worst case, such an event could leave some areas entirely cut off.

## Data Sources

Many plans measure landslide risk using ground slopes generated from digital elevation model data. FEMA's National Risk Index also provides a risk level for many threats, including landslides, at the census tract level. Finally, the Idaho Geological Survey published a landslide inventory, with data on all recorded landslides in the state. While not predictive, this data can inform decisions about areas that experience risk for landslides. In some cases, plans that do not have access to specific landslide risk data use severe storm frequencies as a proxy, as most landslides in southwest Idaho are associated with such storms (Canyon County Sheriff's Office, 2021).

## Earthquakes

### Description

An earthquake is "the vibration of the earth's surface that follows a release of energy in the earth's crust generated by a sudden dislocation of crust segments" (Canyon County Sheriff's Office, 2021). Crust segments undergo stress from several sources, causing them to move and stretch. When the stress exceeds the strength of the rock, they break and shift into a new position. This sudden movement generates vibrations, known as seismic waves. While the initial earthquake usually lasts a few seconds, the shockwaves travel across the surface of the earth over several minutes.

Earthquakes can be measured by how much energy is released, known as magnitude, or by the impact to structures, known as intensity. A given event has a single magnitude, but the intensity varies based on geography and distance from the epicenter.

## Regional Context

Idaho is among the most seismologically active states. It experiences hundreds of events each year, although most are too small to feel. On average, Idaho experiences an earthquake strong enough to damage buildings every 10 years (IOEM, 2023). In the Boise area, seismologists have calculated that there is a greater than 50% chance of a midrange or greater intensity event (strong enough to cause light to moderate building damage) in any 50-year period (Canyon County Sheriff's Office, 2021).

## Transportation Impacts

Earthquakes can have a variety of impacts. During an event, structures are subjected to shaking. This is generally most dangerous for unsecured objects and older structures. Ground displacement can also occur, where crust sections move laterally and/or vertically during an event. This frequently disrupts roads and utilities, as sections can become partially or completely impassible.

Earthquakes can also disrupt soil and rock at the surface. This can cause landslides and avalanches in areas that are prone to them, with impacts ranging from blocked roads to damaged or destroyed structures (see **Landslide** section). Certain soil types are also susceptible to liquefaction, where shaking causes soil particles to float freely in ground water. This can result in previously solid ground losing structural integrity, causing roads and buildings to sink. Much of the area near the Boise River is especially susceptible to liquefaction due to the soil type present there (Ada County EMCR, 2022; Canyon County Sheriff's Office, 2021).

## Data Sources

Earthquakes are extremely difficult to predict. However, the US Geological Survey (USGS) publishes the Seismic Hazard Long-Term Model, which maps seven levels of earthquake risk. USGS also publishes seismic hazard maps, which give the expected intensity at various probability levels based on soil type and geography. These data are frequently used to inform building codes in high-activity areas (IOEM, 2023). Some sources also use ShakeMaps, which map the expected intensity of shaking caused by an earthquake with a specified magnitude and epicenter. Finally, liquification risk is measured using soil type data available from the National Earthquake Hazards Reduction Program.

## Extreme Heat

### Description

Extreme heat is defined as summertime conditions featuring temperatures and humidity that are much higher than average. Because these two conditions both affect how hot it “feels,” they are commonly combined using the heat index metric. Prolonged exposure to conditions in excess of 80 degrees can increase risk for heat disorder, while heat index readings above 100 degrees are considered dangerous, even in the shade (Ada County EMCR, 2022). The duration of an extreme heat event also impacts its severity. Studies of past events show a significant increase in heat-related illnesses when high temperatures last more than two days (Canyon County Sheriff's Office, 2021).

## Regional Context

Extreme heat events are common in the study area. Based on historic weather readings taken in Nampa, ID, there is a 90 percent chance the area will experience 100-degree temperatures at least once in a given summer (Canyon County Sheriff's Office, 2021). Historic trends, as well as climate projections, also suggest that the frequency of these events is increasing (Klopfenstein, 2021). Much of the region is also affected by the “urban heat island effect,” in which asphalt and

concrete absorb heat during the day and slowly release it at night. This causes higher nighttime surface temperatures relative to nearby, less-developed areas. Temperatures in the higher-elevation areas of the study area are typically 5 to 10 degrees cooler than the valley, so the lower areas are at higher risk to experience extreme heat (Canyon County Sheriff's Office, 2021).

### Transportation Impacts

The most dangerous impacts of extreme heat are on human health. This makes it very dangerous for individuals who walk, bike, or use transit as their primary mode of transportation. This is especially true for vulnerable populations, including children, the elderly, and those with chronic illnesses.

Heat also has the potential to impact transportation infrastructure. It can degrade and soften road surfaces and cause damage to bridges.

### Data Sources

The heat index is the primary indicator of extreme heat risk used by the reviewed sources. High resolution data for historical and projected temperatures is available in the Multivariate Adaptive Constructed Analogs dataset from Climatology Lab at the University of California, Merced.

## Extreme Weather

### Description and Regional Context

Extreme weather (sometimes "severe weather") can include a variety of events, including thunderstorms, extreme precipitation, straight-line winds, lightning, hail, winter storms, and tornados. Many severe weather patterns can include more than one of these events. Such events are common across Idaho; Ada and Canyon Counties can expect to experience at least some of them on an annual basis, although not all will result in significant damage or disruption.

### Transportation Impacts

The potential impact of these events on transportation systems varies based on the nature and severity of the event. Physical damage to assets from extreme weather is rare. Hail, wind-blown debris, and dangerous road conditions are unlikely to seriously damage pavement or bridges, though they may lead to damage to transit vehicles or other, smaller assets. Tornados do have the potential to damage or destroy roads and bridges but are uncommon in southwest Idaho.

Far more likely are impacts to mobility and reliability. Thunderstorms and winter weather can reduce visibility and cause dangerous road conditions, especially for pedestrians and at night. High winds can damage trees and power lines, creating debris that blocks roads. This can be especially dangerous in emergency scenarios. Debris on important highways can hamper evacuation efforts. Damage to communication infrastructure can also hamper emergency warning and coordination efforts.

### Data Sources

Notably, extreme weather events are often the cause for several of the other hazards examined in this report. Lightning and downed power lines can cause wildfires in dry conditions, while extreme precipitation can lead to flash flooding and landslides. For this reason, assessment of extreme weather risk often uses the same data sources and techniques as those hazards (floodplains, fire risk areas, etc.).

## Conclusion

The literature review and hazard identification conducted for the COMPASS RIP provide a foundational understanding of the region's most pressing transportation vulnerabilities. By synthesizing insights from federal, state, and local sources, this analysis has identified six key hazards—wildfires, floods, landslides, earthquakes, extreme heat, and extreme weather—that pose the greatest risk to Ada and Canyon Counties. These findings, combined with asset inventory and criticality assessments, will inform the next phase of the RIP: quantifying vulnerabilities and prioritizing infrastructure based on risk exposure and regional importance. These findings will be integrated into a transparent, data-driven framework to guide the selection of resilience strategies and investment decisions. Ultimately, this process will culminate in a prioritized list of projects and an implementation plan aligned with regional goals and federal funding opportunities, ensuring that resilience is embedded in transportation planning across Ada and Canyon Counties.

## Appendix: Sources

### Federal

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U.S. Department of Transportation (USDOT). (2024). *Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) General Grant Information*. <https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving>

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Klopfenstein, L. (April 2021). *Understanding Current Resilience Practices and Their Application to the Treasure Valley*. [https://compassidaho.org/wp-content/uploads/ResilienceReport\\_2021.pdf](https://compassidaho.org/wp-content/uploads/ResilienceReport_2021.pdf)

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## COMPASS Staff Activity Report: August 2025

### Staff Updates:

- ✓ Eric Adolfson and Alexa Roitman were named COMPASS August Employees of the Month.
- 

### Planning Team

Team Lead: Austin Miller

Team Members: Alexa Roitman, Olivia Vielstich McKinnon

- ✓ Presented a *Communities in Motion 2050* amendment to RTAC, and the Board.
  - ✓ Presented the Let's Ride Treasure Valley (High-Capacity Transit Planning and Environmental Linkages Study) Tier 3 Evaluation Summary to RTAC, and Board.
  - ✓ Submitted the Let's Ride Treasure Valley alternatives screening and development to the Federal Transit Administration for formal review and concurrence.
  - ✓ Spoke with various news outlets regarding the Let's Ride Treasure Valley study.
  - ✓ Kicked off the Coordinated Regional Waterway-Pathway Plan.
  - ✓ Hosted the first stakeholder meeting for the Resilience Improvement Plan.
  - ✓ Completed four development review checklists.
- 

### Resource Development Team

Team Lead: Toni Tisdale

Team Members: Matt Carlson, Sherone Sader

- ✓ Held the Rural Prioritization Workgroup meeting for the rural project priority recommendation.
  - ✓ Processed one administration modification, changing eight projects.
  - ✓ Continued developing the draft FY2026-2032 Regional Transportation Improvement Program.
  - ✓ Updated the Draft FY2026 Resource Development Plan.
- 

### Technical Team

Team Lead: Mary Ann Waldinger

Team Members: Eric Adolfson, Brian Crowley, Hunter Mulhall

- ✓ Developed materials and presented ideas at a meeting to kick off the Northwest Canyon/Northeast Ada County Connectivity study.
  - ✓ Completed quality control and review process for the eastern 3" the 2025 Orthophotography imagery.
  - ✓ Completed the Congestion Management Annual Report summarizing 2024 data.
  - ✓ Held four outreach meetings to update the Intelligent Transportation System (ITS) project list.
  - ✓ Held Carbon Reduction Strategy Stakeholder meeting #3 to project scoring and strategy prioritization processes.
-

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## Communication Team

Team Lead: Amy Luft

Team Members: Josie Gallup, Teri Gregory

- ✓ Coordinated media coverage regarding the Board's action to approve commuter rail on the Boise Cutoff alignment as the "preliminary locally preferred" high-capacity transit alternative south of the Boise River.
  - ✓ Organized and responded to comments received during July's public comment period on the FY2026-2030 Regional Transportation Improvement Program.
  - ✓ Finalized a 2026 calendar featuring member agencies promoting the regional "Good Move" safety campaign.
  - ✓ Opened the 2025 Leadership in Motion award nomination period.
  - ✓ Completed annual Title VI reporting.
- 

## Operations Team

Director of Operations: Meg Sonnen

Team Members: Ashley Cannon, Janet Russell

- ✓ The FY2024 audit process was approved by the Finance Committee.
  - ✓ Presented the FY2026 Unified Planning Work Program and Budget to the COMPASS Board of Directors for approval.
  - ✓ Presented FY2026 Workgroup Charters to the COMPASS Board of Directors for approval.
  - ✓ Received approval of amendments to COMPASS Bylaws from COMPASS Board of Directors.
-



## COMPASS Staff Activity Report: September 2025

### Staff Updates:

- ✓ COMPASS was inducted into the Idaho Transportation Department's Public Transportation Hall of Fame for innovation in the "Let's Ride Treasure Valley" high-capacity transit study.

### Planning Team

Team Lead: Austin Miller

Team Members: Alexa Roitman, Olivia Vielstich McKinnon, Gus Loeffelholz

- ✓ Welcomed Gus Loeffelholz as the newest member of the Planning Team!
- ✓ Presented a Resilience Improvement Plan status update to RTAC.
- ✓ Hosted an Affordable Housing Advisory Workgroup.
- ✓ Updated the Housing Education Resources webpage with Public Health Effects and H+T Index.
- ✓ Hosted the first workgroup meeting for the Waterway Pathway Plan.
- ✓ Completed four Development Review Checklists.

### Resource Development Team

Team Lead: Toni Tisdale

Team Members: Matt Carlson, Sherone Sader

- ✓ Participated in six agency outreach meetings to discuss member agency transportation challenges and funding needs and encouraged agencies to submit funding applications.
- ✓ Processed two administration modifications, modifying 18 projects.
- ✓ Finalized the FY2026-2032 Regional Transportation Improvement Program.
- ✓ Completed two Project Development Program projects and one *Communities in Motion* Implementation project.
- ✓ Opened the first call for Phase I applications for the FY2027-2033 TIP.
- ✓ Wrote letters of support for a U. S. Department of Transportation (DOT) competitive grant program, Bridge Investment Program (BIP), for the Ada County Highway District (ACHD) and the City of Nampa.
- ✓ Wrote a letter of support for a DOT competitive grant program, Innovative Finance and Asset Concession (IFAC) for the City of Boise.
- ✓ Secured a letter of support for the BIP grant project for the Ada County Highway District (ACHD) from Governor Brad Little.

### Technical Team

Team Lead: Mary Ann Waldinger

Team Members: Eric Adolfson, Brian Crowley, Hunter Mulhall

- ✓ Completed five special model runs for proposed developments this month, bringing the total for FY2025 to 25.
- ✓ Completed outreach meetings to update the Intelligent Transportation System (ITS) project list and updated the ITS asset inventory web map.
- ✓ Began the quality control and review process for the western 3" of the 2025 Orthophotography imagery.
- ✓ Completed liner reference networks for pathways and roadways.



- ✓ Streamlined the bike / ped video process and created software to assist with reviewing the data.
- 

## **Communication Team**

Team Lead: Amy Luft

Team Members: Josie Gallup, Teri Gregory

- ✓ Hosted two education series events regarding how Utah is addressing housing affordability through transportation planning.
  - ✓ Closed the nomination period for Leadership in Motion awards. Awards will be presented at the December Board holiday luncheon.
  - ✓ Completed and posted an episode of the In Motion podcast on road safety audits.
  - ✓ Presented an overview of COMPASS and metropolitan transportation planning to a Boise State University planning class.
  - ✓ Finalized and received delivery of 2026 "Good Move" safety calendars featuring safety messages from 12 member agencies.
  - ✓ Coordinated a public comment period on a proposed amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs.
- 

## **Operations Team**

Director of Operations: Meg Sonnen

Team Members: Ashley Cannon, Janet Russell

- ✓ Began preparations for the FY2025 year-end close.
  - ✓ Completed the recruitment and hiring process for a Senior Planner.
-

## COMPASS BOARD AGENDA ITEM VIII-B

Date: October 20, 2025

### Topic: Status Report – August Air Quality Data

#### Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for August 2025 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: Everyone may begin to experience health effects.
- Hazardous: The entire population is likely to experience serious health effects.

#### August 2025 Air Quality Data:

In August 2025, the Idaho Department of Environmental Quality reported the following days per air quality category – 11 days as “moderate”. The remaining 20 days were in the “healthy” category.

The pollutants that triggered the conditions are listed below; descriptions can be found on page 2.

#### Moderate:

- 7 days were attributable to O<sub>3</sub> recorded in Ada County and Fine Particulate Matter (PM<sub>2.5</sub>) recorded in both counties.
- 2 days were attributable to Ozone (O<sub>3</sub>) recorded in Ada County.
- 1 day was attributable to PM<sub>2.5</sub> recorded in both counties.
- 1 day was attributable to PM<sub>2.5</sub> recorded in both counties and Coarse Particulate Matter (PM<sub>10</sub>) recorded in Ada County.

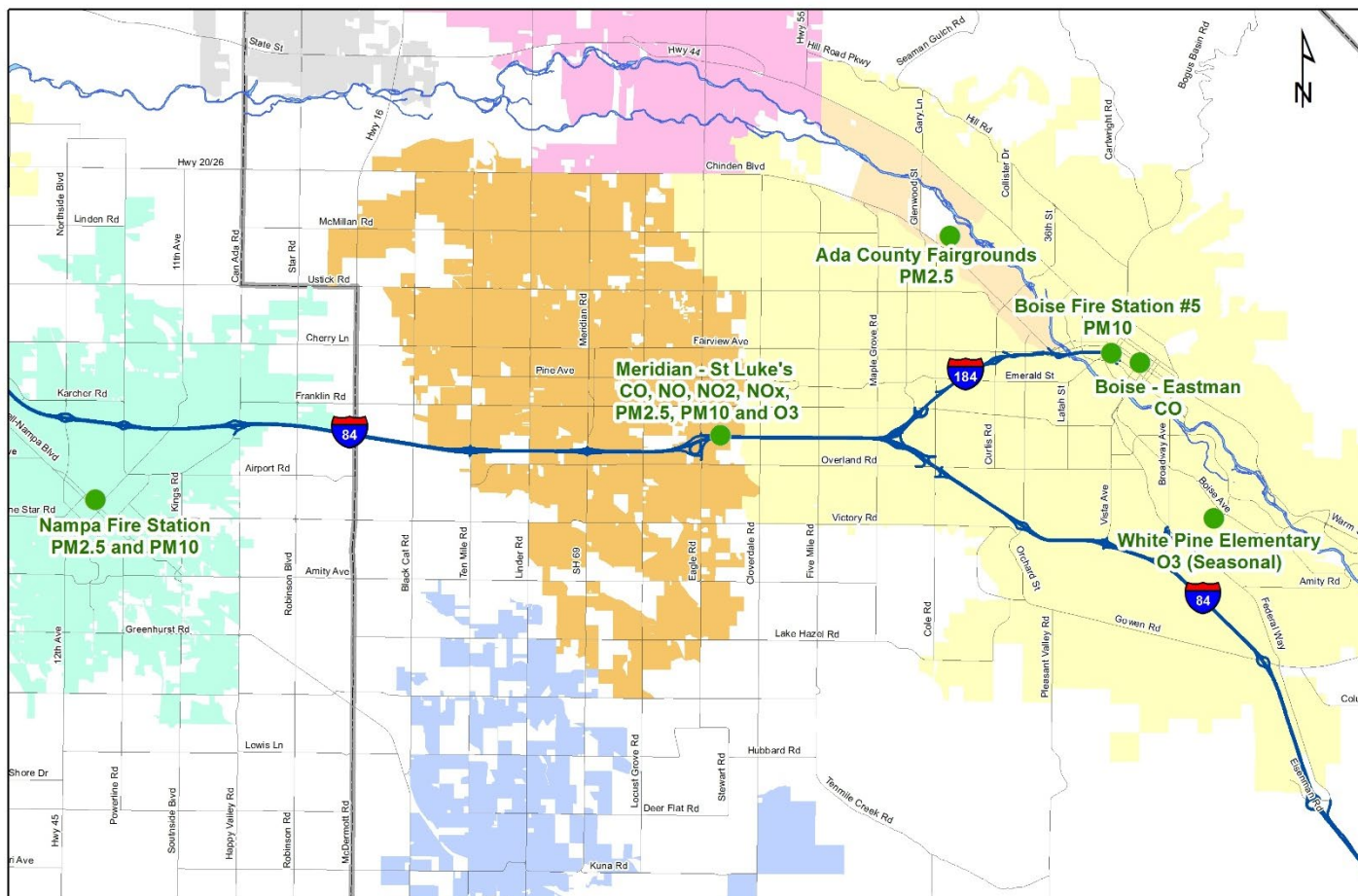
#### Yearly Summary

The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since January 2015.

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	234	114	17	365
2022	208	147	10	365

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2023	271	91	3	365
2024	227	104	35	366
2025	162	81	0	243

Note: 2016, 2020, and 2024 were leap years, so include one additional day.



Air quality monitoring locations, Ada and Canyon Counties

## Pollutant Descriptions

- Carbon Monoxide (CO)** A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
- Oxides of nitrogen (NO<sub>x</sub>)** NO<sub>x</sub> is a generic term for mono-nitrogen oxides NO and NO<sub>2</sub> (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures. They are precursors (building blocks) of ozone.
- Ozone (O<sub>3</sub>)** A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources, but is formed when volatile organic compounds, such as pesticides and solvents, and NO<sub>x</sub> combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
- PM<sub>2.5</sub>** Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
- PM<sub>10</sub>** Coarse particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

**More Information:**

- 1) For more information, contact MaryAnn Waldinger, Principal Planner, at 208/475-2242 or [mwaldinger@compassidaho.org](mailto:mwaldinger@compassidaho.org)
- 2) For detailed information, contact the Idaho Department of Environmental Quality, Michael Toole, Regional Airshed Coordinator, at 208/373-0550 or [Michael.Toole@deq.idaho.gov](mailto:Michael.Toole@deq.idaho.gov)

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## COMPASS BOARD AGENDA ITEM VIII-B

Date: October 20, 2025

### Topic: Status Report – September Air Quality Data

#### Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for September 2025 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: Everyone may begin to experience health effects.
- Hazardous: The entire population is likely to experience serious health effects.

#### September 2025 Air Quality Data:

In September 2025, the Idaho Department of Environmental Quality reported the following days per air quality category – 17 days as “moderate”. The remaining 13 days were in the “healthy” category.

The pollutants that triggered the conditions are listed below; descriptions can be found on page 2.

#### Moderate:

- 9 days were attributable to Fine Particulate Matter (PM<sub>2.5</sub>) recorded in both counties.
- 2 days were attributable to Ozone (O<sub>3</sub>) recorded in Ada County.
- 4 days were attributable to PM<sub>2.5</sub> recorded in Canyon County.
- 1 day was attributable to PM<sub>2.5</sub> recorded in both counties and Coarse Particulate Matter (PM<sub>10</sub>) recorded in Ada County.
- 1 day was attributable to PM<sub>2.5</sub> recorded in Canyon County and PM<sub>10</sub> recorded in Ada County.

#### Yearly Summary

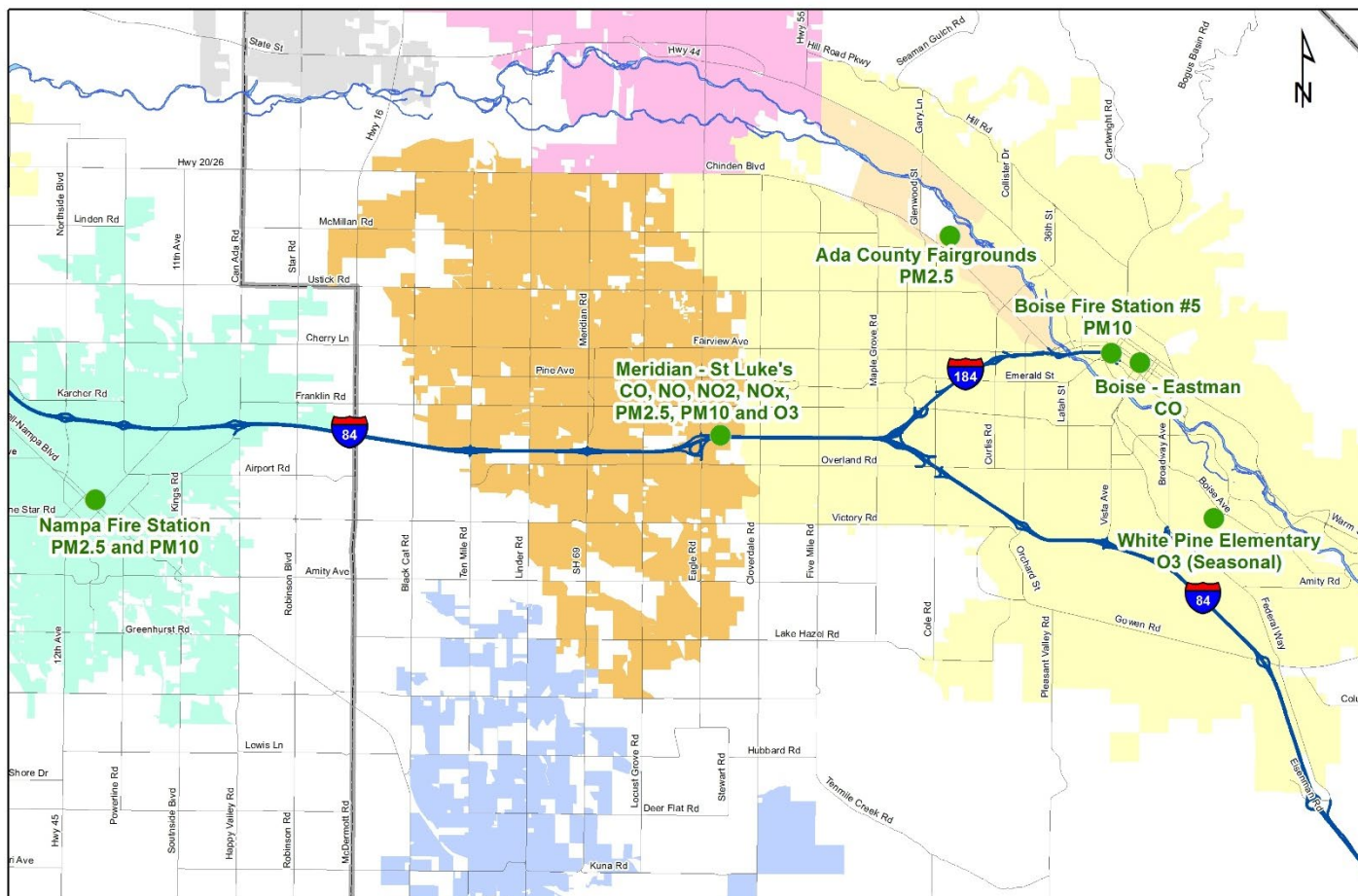
The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since January 2015.

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	234	114	17	365
2022	208	147	10	365



Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2023	271	91	3	365
2024	227	104	35	366
2025	175	98	0	273

Note: 2016, 2020, and 2024 were leap years, so include one additional day.



Air quality monitoring locations, Ada and Canyon Counties

## Pollutant Descriptions

- Carbon Monoxide (CO)** A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
- Oxides of nitrogen (NO<sub>x</sub>)** NO<sub>x</sub> is a generic term for mono-nitrogen oxides NO and NO<sub>2</sub> (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures. They are precursors (building blocks) of ozone.
- Ozone (O<sub>3</sub>)** A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources, but is formed when volatile organic compounds, such as pesticides and solvents, and NO<sub>x</sub> combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
- PM<sub>2.5</sub>** Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
- PM<sub>10</sub>** Coarse particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

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REGIONAL TRANSPORTATION ADVISORY COMMITTEE										VIII-C			
Attendance List													
Member Agency/Name	Jan '25	Feb '25	Mar '25	Apr '25	May '25	June '25*	July '25	Aug '25	Sept '25	Oct '25	Nov '25	Dec '25	TOTAL
Ada County/ S. DuPuis/M. Owens/vacant	2	1	2	2	3		3	2	2				17
ACHD/ C. Homan (June)/T. Laws/A. Yann (Apr)	3	3	3	3	3		3	3	3				24
Boise County/B. Callahan/L. Lindstrom/C. Tucker	2	0	0	0	0		0	0	0				2
Boise State/ G. Finkelstein	1	1	1	1	1		1	0	1				7
Canyon County/ M. Barron/D. Lister/D. Root	1	2	0	1	2		1	3	1				11
Capital City Development Corporation/ Z. Piepmeyer	0	0	0	0	0		0	0	0				0
City of Boise/ B. Brush/D. Dupuy/Vacant (July)	1	2	2	2	2		0	2	1				12
City of Caldwell/ M. Beesaw (Apr)/H. Hart	2	1	1	2	2		1	1	1				11
City of Eagle/ N. Baird Spencer/A. Glaspell	2	2	2	2	2		2	1	2				15
City of Garden City/ H.Veal	1	0	1	1	1		1	1	1				7
City of Greenleaf/ L. Belt	1	1	0	1	1		1	1	0				6
City of Kuna/ T. Behunin/D. Hanson	2	2	2	2	2		2	2	2				16
City of Melba/ Brent Arte	0	0	0	1	1		1	1	1				5
City of Meridian/ C. Hood/B. McClure/vacant	2	3	3	3	3		3	2	2				21
City of Middleton/ J. VanGilder	1	1	1	1	1		1	1	1				8
City of Nampa/ C. Craig/C. Salinas/M. Steuer	3	3	3	2	3		3	2	3				22
City of Notus/ R. Hartsock	1	1	1	1	1		1	1	1				8
City of Parma/ B. Laird	0	0	0	0	0		0	0	0				0
City of Star/ S. Nickel	1	1	1	1	1		1	0	1				7
City of Wilder/ C. Johnson	0	0	0	0	0		0	0	0				0
Highway District #4/ J. McMullin	1	1	1	1	1		1	1	1				8
IDEQ/ M. Toole	1	1	1	1	1		0	1	1				7
ITD/ A. Bauges	1	1	1	1	1		1	0	1				7
Public Participation Committee/ J. Wilde	1	1	1	1	1		1	0	1				7
Valley Regional Transit/ S. Hunt	1	1	1	1	1		1	1	1				8
West Ada School District/ M. Carson	1	1	1	1	1		0	1	1				7
Central District Health/ C. Loveless (Ex-Officio)	1	1	1	1	0		1	1	0				6
Governor's Office/ J. Neill (Ex-Officio)	0	0	0	0	0		0	0	0				0
Greater Boise Auditorium District/ C. Lund (Ex-Officio)	1	0	0	0	0		0	0	0				

72  
\* - Meeting canceled





## Community Planning Association of Southwest Idaho (COMPASS)

Administrative Modification #13 for FY2025-2031 Transportation Improvement Program												
Key Number	Project	Sponsor	Scheduled Funding for Project Lifetime		Amount Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
			*Current Total	Revised Total								
19144	Planning, FTA Metropolitan Planning Funds, COMPASS – FY2025-FY2028	COMPASS	\$2,090,000	\$1,672,000	(\$418,000)	-20.00%	FTA 5303	2025	Design	\$418,000	\$0	Move FY2025 funds from KN 19144 to KN 22998 to combine the Federal Transit Administration and Federal Highway Administration consolidated planning funds.
19951	Highway 30, Sand Hollow Road to SH-44, Canyon County	Highway District 4	\$2,924,000	\$3,147,000	\$223,000	7.63%	STBG-R	2025	Design	\$0	\$223,000	Increase FY2025 PC by \$223,000 to cover design overrun. Funds are offset from a project outside the COMPASS planning area (KN 18933).
22998	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2025	COMPASS	\$1,487,000	\$1,944,581	\$457,581	30.77%	FTA 5303	2025	Design	\$0	\$457,581	Move FY2025 funds from KN 19144 to KN 22998 to combine the Federal Transit Administration and Federal Highway Administration consolidated planning funds and increase funds to match the apportionment. The increase of the combined projects is \$39,587, or 2.08%.
23456	I-84, Meridian Road Interchange to Eagle Road Interchange, Meridian	ITD	\$16,005,000	\$16,435,189	\$430,189	2.69%	IM	2025	Design	\$0	\$109,189	Increase design and right-of-way costs to meet current needs and delay construction from FY2025 to FY2032. The project was delayed in the TIP update (approved by the COMPASS Board on 8/18/25), which included public comment.
							IM	2025	Right-of-Way	\$0	\$31,000	
							IM	2025	Construction	\$14,500,000	\$0	
							IM	2032	Construction	\$0	\$14,790,000	
23958	SH-16 and SH-44 Interchange, Star	ITD	\$79,300,000	\$65,245,298	(\$14,054,702)	-17.72%	NHPP	2026	Construction	\$15,600,000	\$13,145,298	Reduce construction costs and advanced construction based on a low bid.
							AC (State)	2025	Construction	\$16,758,000	\$14,303,298	
							AC (State)	2026	Construction	(\$16,758,000)	(\$14,303,298)	
							TECM	2025	Construction	\$59,600,000	\$48,000,000	
24309	US 20/26, Middleton Road to Franklin Boulevard Star Road, Ada and Canyon County	ITD	\$65,000,000	\$112,517,000	\$47,517,000	73.10%	NHPP	2026	Construction	\$0	\$68,300,000	Combine funds and work from KN 24310 into KN 24309, adjust the title and description, and advance construction funds to FY2026. The project was advanced from FY2029-2030 in the FY2026-2032 TIP update (approved 8/18/25), which included public comment. The cost of the projects were also adjusted in the TIP update. The overall change in cost is \$4,167,000, or 3.85%.
							TECM	2026	Construction	\$0	\$44,217,000	
							NHPP	2029	Construction	\$25,000,000	\$0	Description: Widen US 20/26 from Middleton Road near the City of Caldwell to Star Road near the City of Star. Improvements include two travel lanes in each direction and a center turn lane with two way left turns. Intersection improvements at the mile will include signalization.
							NHPP	2030	Construction	\$40,000,000	\$0	
24310	US 20/26, Franklin Boulevard to Star Road, Ada and Canyon Counties	ITD	\$43,350,000	\$0	(\$43,350,000)	-100.00%	NHPP	2029	Construction	\$17,950,000	\$0	Combine funds and work from KN 24310 into KN 24309 and remove this project from the TIP.
							NHPP	2030	Construction	\$25,400,000	\$0	
25101	Pedestrian Improvements, 16th Avenue North, Nampa	City of Nampa	\$701,000	\$701,000	\$0	0.00%	FTA 5307 SU	2025	Construction	\$701,000	\$0	Delay construction from FY2025 to FY2026 per VRT, as funds were not obligated in FY2025.
							FTA 5307 SU	2026	Construction	\$0	\$701,000	

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COMPASS TIP Amendment Policy: <https://www.compassidaho.org/documents/people/policies/TIPAmendPolicy081522.pdf>  
Only information proposed to change is included in this amendment detail.

Acronyms:

AC = Advanced Construction  
COMPASS = Community Planning Association of Southwest Idaho  
CN = Construction  
FTA = Federal Transit Administration  
FY = Fiscal Year  
IM = Interstate Maintenance  
ITD = Idaho Transportation Department

KN = Key Number  
NHPP = National Highway Performance Program  
PC = Preliminary Construction  
SH = State Highway  
STBG = Surface Transportation Block Grant  
SU = Small Urban  
TECM = Transportation Expansion and Congestion Mitigation

TMA = Transportation Management Area  
US = United States  
VRT = Valley Regional Transit

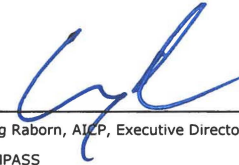
Staff Recommendation:



Toni Tisdale, Principal Planner, Transportation  
COMPASS

Approval:

Date:



Craig Raborn, AICP, Executive Director  
COMPASS

8/19/25



Administrative Modification #14 for the FY2025-2031 Transportation Improvement Program (TIP) and  
 Administrative Modification #1 for the FY2026-2032 TIP

Key Number	Project	Sponsor	Scheduled Funding for Project Lifetime		Amount Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
			*Current Total	Revised Total								
13918	Pathway, Rail with Trail, Meridian	City of Meridian	\$1,246,000	\$1,346,000	\$100,000	8.03%	TAP-TMA	2025	Construction	\$551,000	\$651,000	Increase construction costs by \$100,000 through Redistribution and adjust phasing to match the final engineer's estimate.
20006	Pavement Preservation and ADA, Local, Boise Area – FY2022	ACHD	\$2,345,609	\$2,650,943	\$305,334	13.02%	STBG-TMA	2025	Construction	\$0	\$305,334	Increase construction costs by \$305,334 through Redistribution to cover a high bid.
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023	ACHD	\$9,182,013	\$9,489,026	\$307,013	3.34%	STBG-TMA	2025	Construction	\$0	\$307,013	Increase construction costs by \$307,013 through Redistribution. Project is ready to bid, and the engineer's estimate was adjusted for inflation.
22387	Planning, COMPASS – FY2025/FY2026	COMPASS	\$231,642	\$611,642	\$380,000	164.05%	STBG-TMA	2025	Design	\$26,000	\$406,000	Increase design costs by \$380,000 through Redistribution to cover additional projects and costs for technical services supporting long-range planning efforts.
22390	Vista Avenue, Overland Road to Rose Hill Street, Boise	ACHD	\$9,113,000	\$9,163,000	\$50,000	0.55%	TAP-TMA	2025	Design	\$0	\$50,000	Increase design costs by \$50,000 through Redistribution to cover a cost overrun due to an extended environmental review.
22922	SR25, VRT, Canyon County – FY2026-FY2028	Valley Regional Transit	\$432,000	\$601,722	\$169,722	39.29%	TAP-LU	2025	Construction	\$108,000	\$77,722	Adjust final cost for FY2025 TAP funding based on cost estimates. Move funds for Canyon County work starting in FY2026 from KN 23943 to this project for efficiencies in billing and tracking. Overall effective change in cost is -\$30,278, or -1.23%.
							STBG-LU	2026	Design	\$0	\$50,000	
							STBG-LU	2027	Design	\$0	\$50,000	
							STBG-LU	2028	Design	\$0	\$50,000	
							STBG-LU	2029	Design	\$0	\$50,000	
23307	Pathway, Federal Way and Broadway Avenue, Multi-Use Pathway, Boise	City of Boise	\$1,961,245.00	\$2,176,245	\$215,000	10.96%	STBG-TMA	2025	Design	\$0	\$160,152	Increase design costs by \$215,000 through Redistribution to cover final design.
							TAP-TMA	2025	Design	\$0	\$54,848	
23311	Study, Chinden Drainage and Design Plan, Garden City	City of Garden City	\$462,141	\$472,141	\$10,000	2.16%	STBG-TMA	2025	Design	\$0	\$10,000	Increase design costs by \$10,000 through Redistribution to cover a cost overrun for geotechnical work.
23314	Commuteride, Safety and Security Cameras, Ada County	ACHD	\$48,000	\$73,081	\$25,081	52.25%	STBG-TMA	2025	Construction	\$0	\$25,081	Increase construction costs by \$25,081 through Redistribution funds to cover a cost overrun for additional cameras at park and ride lots (inflation resulted in previously reduced scope).
23546	SH-19 Centennial Way, north of Railroad to I-84, Rehabilitation, Caldwell	ITD	\$1,757,400	\$1,857,400	\$100,000	5.69%	STBG-State	2025	Design	\$0	\$100,000	Increase design costs by \$100,000 to cover negotiated cost agreements.
23943	SR25, VRT, Ada County and Canyon Counties – FY2026-2032	Valley Regional Transit	\$2,024,000	\$1,824,000	(\$200,000)	-9.88%	STBG-LU	2026	Design	\$50,000	\$0	Move funds for Canyon County work starting in FY2026 from KN 23943 to this project for efficiencies in billing and tracking. Adjust title and description to remove Canyon County. Overall effective change in cost is -\$30,278, or -1.23%.
							STBG-LU	2027	Design	\$50,000	\$0	
							STBG-LU	2028	Design	\$50,000	\$0	
							STBG-LU	2029	Design	\$50,000	\$0	

Key Number	Project	Sponsor	Scheduled Funding for Project Lifetime		Amount Change	Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
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24230	Pedestrian Improvements, West Park, Nampa	City of Nampa	\$360,000	\$370,000	\$10,000	2.78%	STBG-LU	2025	Design	\$0	\$10,000	Increase design by \$10,000 through Redistribution to cover additional required survey work.
24382	Fairview Avenue, North Garden to Whitewater Park and Bridge Replacement	ACHD	\$20,310,000	\$20,670,000	\$360,000	1.77%	STBG-TMA	2025	Design	\$1,800,000	\$2,160,000	Increase design costs by \$360,000 through Redistribution to cover final design.
24526	SH-44 (State Street), Linder Road to SH-55 (Eagle Road), City of Eagle	ITD	\$3,676,000	\$3,244,853	(\$431,147)	-11.73%	NHPP	2025	Construction	\$1,974,000	\$2,248,500	Convert advanced construction costs from FY2026 to FY2025 through Redistribution. Increase FY25 NHPP CC by \$275,000 for agreement costs, offset from KN 20536.
							NHPP	2026	Construction	\$1,700,000	\$931,692	
							STBG-TMA	2025	Construction	\$0	\$62,661	
							AC State	2025	Construction	\$1,700,000	\$931,692	
							AC State	2026	Construction	(\$1,700,000)	(\$931,692)	
<del>25018</del> 25058	Railroad Overpass, Robinson and Greenhurst, Design Only, Nampa	City of Nampa	\$1,512,000	\$1,517,000	\$5,000	0.33%	Local Participating	2025	Design	\$0	\$5,000	Correct the Key Number for the project and add Local Participating funds for ITD oversight.

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Only information proposed to change is included in this amendment detail.

Acronyms:

AC = Advanced Construction  
ACHD = Ada County Highway District  
ADA = Americans with Disabilities Act  
COMPASS = Community Planning Association of Southwest Idaho  
CC = Construction Engineering Consultant  
FY = Fiscal Year  
ITD = Idaho Transportation Department

I = Interstate  
KN = Key Number  
LU = Large Urban  
NHPP = National Highway Performance Program  
SH = State Highway  
SR25 = Safe Routes To School  
STBG = Surface Transportation Block Grant

TAP = Transportation Alternatives Program  
TMA = Transportation Management Area  
VRT = Valley Regional Transit

Staff Recommendation:



Toni Tisdale, Principal Planner, Transportation  
COMPASS

Approval:



Craig Raborn, AICP, Executive Director  
COMPASS

Date:

9/5/25

## Community Planning Association of Southwest Idaho (COMPASS)

Administrative Modification #15 for FY2025-2031 Transportation Improvement Program												
Key Number	Project	Sponsor	Scheduled Funding for Project Lifetime			Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
			*Current Total	Revised Total	Amount Change							
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023	ACHD	\$9,489,028	\$9,496,245	\$7,217	0.08%	STBG-TMA	2025	Construction	\$307,015	\$314,232	Increase construction costs by \$7,217 through Redistribution. This increase is a correction to match the engineer's estimate.
23833	Access to Opportunity, Boise and Garden City	ACHD	\$7,459,500	\$8,659,500	\$1,200,000	16.09%	STBG-TMA	2025	Design	\$0	\$55,451	Increase design to complete final design on all bundles of projects through Redistribution and local funding.
							Local Participating	2026	Design	\$0	\$1,144,549	
24526	SH-44 (State Street), Linder Road to SH-55 (Eagle Road), City of Eagle	ITD	\$3,246,000	\$3,244,853	(\$1,147)	-0.04%	STBG-Flex	2025	Construction	\$0	\$994,353	Correct funding to remove STBG-TMA funds and convert all advanced construction to STBG-Flex funding through Redistribution. The difference in totals is due to rounding.
							STBG-TMA	2025	Construction	\$63,000	\$0	
							AC State	2025	Construction	\$932,000	\$0	
							AC State	2026	Construction	(\$932,000)	\$0	
							NHPP	2026	Construction	\$932,000	\$0	

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 Only information proposed to change is included in this amendment detail.

### Acronyms:

AC = Advanced Construction  
 ACHD = Ada County Highway District  
 ADA = Americans with Disabilities Act  
 Flex = Anywhere in the State

NHPP = National Highway Performance Program  
 SH = State Highway  
 STBG = Surface Transportation Block Grant  
 TMA = Transportation Management Area

Staff Recommendation:

/s/ Toni Tisdale

Toni Tisdale, Principal Planner, Transportation  
 COMPASS

Approval:

Date:

  
 Craig Raborn, AICP, Executive Director  
 COMPASS

9/19/25