

COMPASS Board of Directors

August 18, 2025

Item IV-A

Transportation in Garden City

Mayor John Evans

COMPASS

August 18, 2025, 1:30pm

*This presentation outlines Garden City's
transportation challenges and priorities.*



Transportation Context in Garden City

Garden City is a **small municipality** facing **urban-level transportation challenges**.

Garden City has **NO impact fee eligible** roads.

Three State highways, including Chinden Boulevard, are the principal roadways through the city, carrying significant regional traffic and serving as a vital regional corridor, but they **create barriers** for connectivity within the city.

The east side of Garden City has **little room to expand right-of-way**, but **lacks infrastructure** such as systematic drainage and sidewalks.



Chinden Blvd

Principal road through
Garden City

Regional traffic - police
loading

Unrestricted access and left
turns

Lack of pedestrian facilities



Safe Access to Arterial Roads

Density can be constrained-
reduce density or right-in-
right-out

High speeds with unrestricted
left turns

Lack of frontage/backage
roads to provide options



Connected Low-Stress Bicycle Options

Greenbelt is congested

Schools, businesses, and residents want connected facilities within the city



Pedestrian Crossings

Chinden, State Street, and Glenwood create a barrier between the properties on either side of the roads that separates school children, residents, employees, and patrons from being able to move within the city.

Concern that stopping regional traffic can cause fender-benders due to inattentive drivers.



Complete Streets

Sidewalk infill, street trees, utilities

Existing standards can be difficult to achieve due to drainage needs and constrained right-of-way



Connections in the Eastern Part of the City

Allow for Secondary
Fire Access



Adams Street

- 42nd/ VMP intersection
- Anticipated to have increased usage

Remington/Alworth/52nd

- Increased traffic at The Park at Expo Idaho is anticipated to cause disruptions

Marigold & Coffey Streets

- Used as a cut-through to avoid congestion at the intersection of Chinden Blvd & Glenwood Street

Chinden Boulevard

- Design and Drainage Plan in progress

Sidewalk Glenwood Bridge to Riverside Drive

- Design in Progress

Glenwood Street

- Congested

Greenbelt Widening

Greenbelt Conversion to Concrete

- Longevity and fire connections

Greenbelt Connections

- 52nd Bridge (on hold)

Thank you!



Item V-A

Topic: FY2025 UPWP

Purpose: Approve Revision 3 of the Fiscal Year 2025 Unified Planning Work Program and Budget

Meg Sonnen
Director of Operations

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Revenues	
Increase federal funding	\$352,108
Local match on additional federal funding	\$27,892

Expenses	
Increase funding for Project Development Program	\$100,000

Revenues		Expenses	
Remove STBG-TMA funding for data purchase	(\$138,990)	Remove data purchase project	(\$150,000)
Remove local match on data purchase funding	(\$11,010)		

Expenses	
Increase funding for government affairs consultant support at the state and local level	\$3,000

Revenues	
Net reduction to draw from fund balance	(\$277,000)

Revenues		Expenses	
Revision 2 FY25 UPWP total revenues	\$6,151,571	Revision 2 FY25 UPWP total expenses	\$6,151,571
Net revenue adjustments	(\$47,000)	Net expense adjustments	(\$47,000)
Revision 3 FY25 UPWP total revenues	\$6,104,571	Revision 2 FY25 UPWP total expenses	\$6,104,571



Recommended motion

- COMPASS Board of Directors adopts Resolution 13-2025, approving Revision 3 of the FY2025 Unified Planning Work Program and Budget.

Item V-B

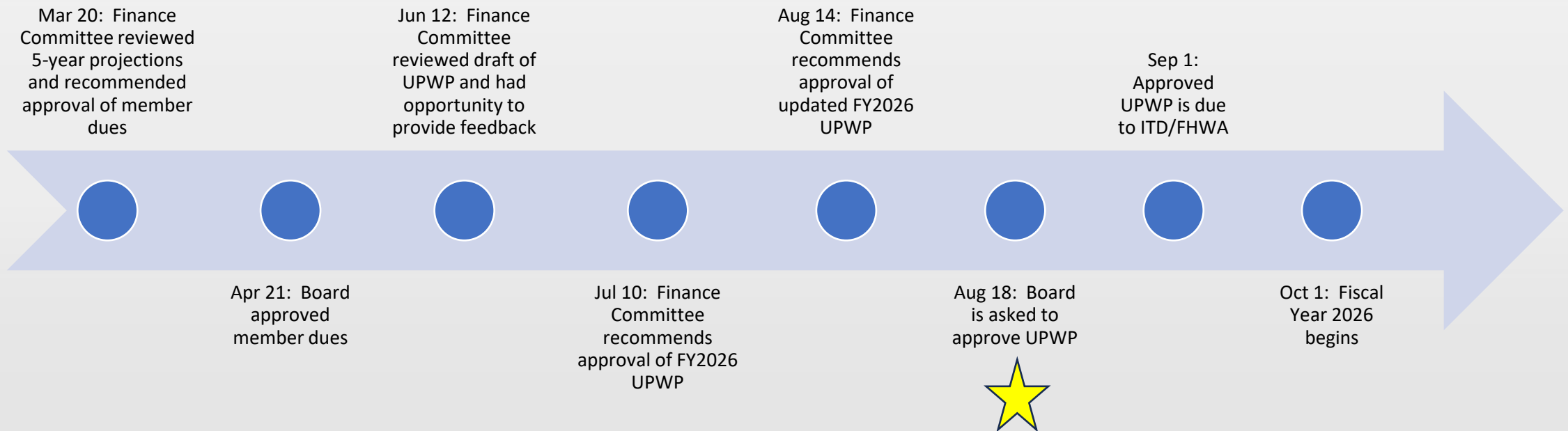
Topic: FY2026 UPWP

Purpose: Approve the Fiscal Year 2026 Unified Planning Work Program and Budget

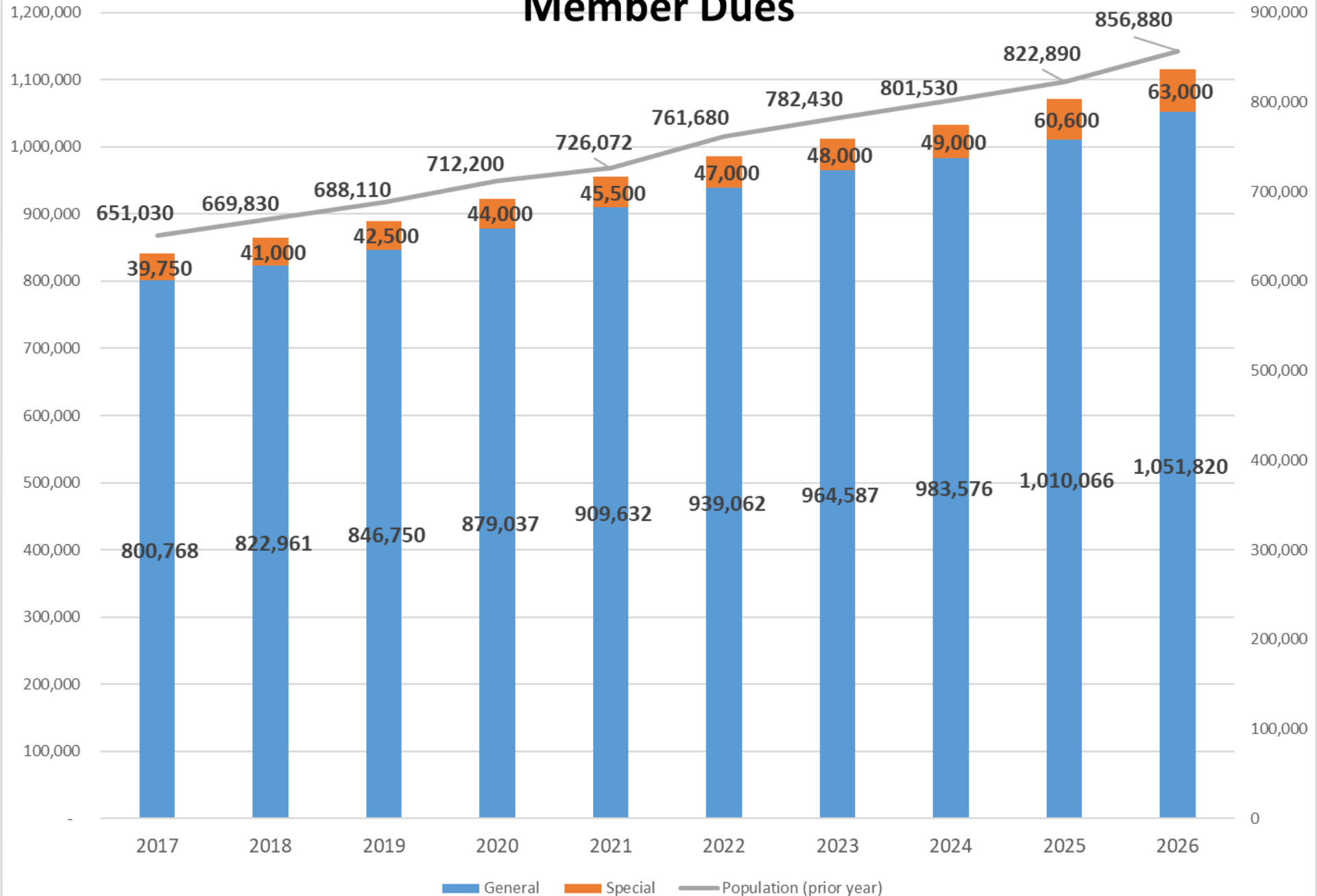
Meg Sonnen
Director of Operations

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UPWP Process



Member Dues

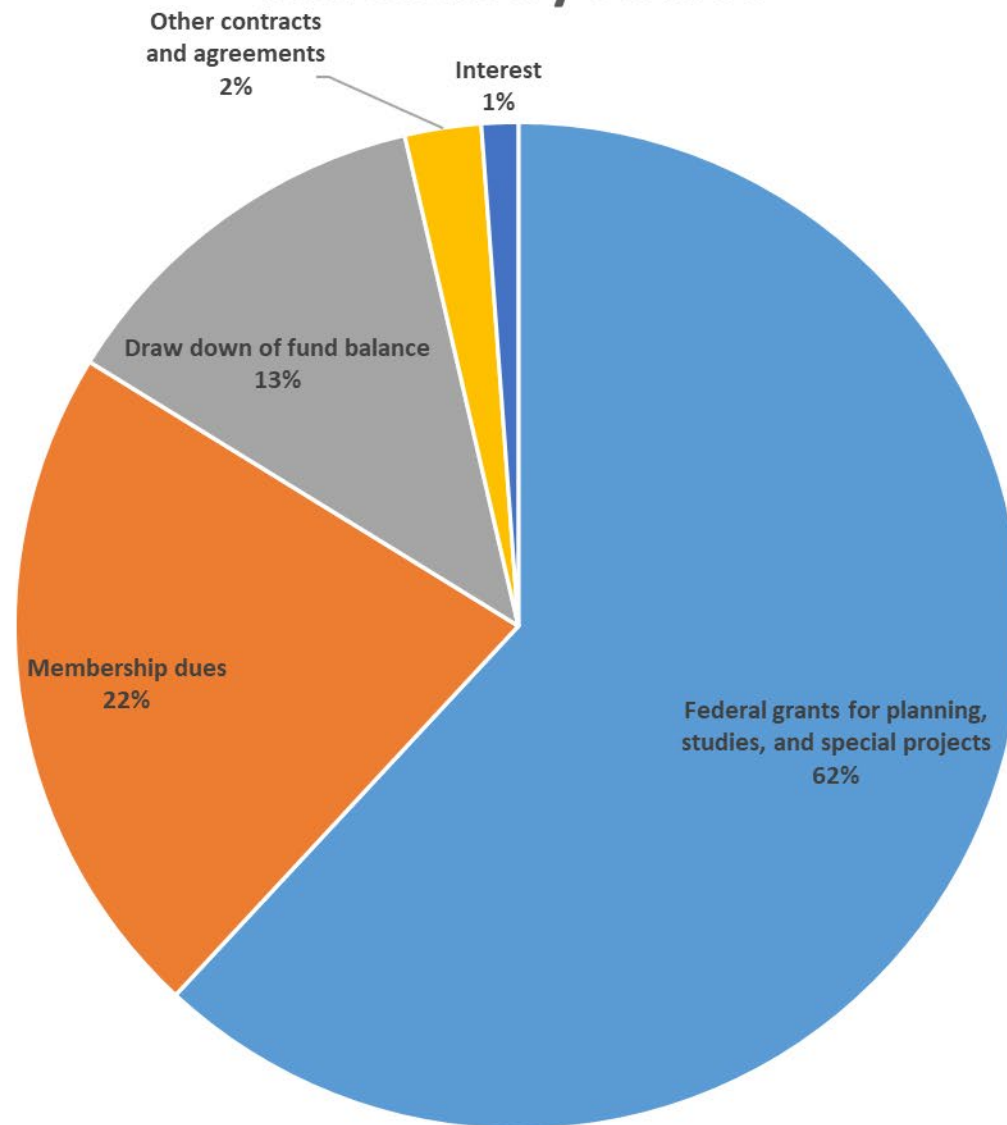


Federal Grants	Rev 2 – FY2025	FY2026
Consolidated Planning Grant for current year	\$1,768,205	\$1,795,000
STBG-TMA Off the Top planning funds	\$306,705	\$306,705
STBG-TMA <i>Communities in Motion 2055</i>	\$543,606	\$361,397
STBG-TMA HCT PEL	\$720,974	\$338,538
STBG-TMA, Coordinate Local Waterway-Pathway Plans	\$111,192	\$77,834
FHWA Safe Streets and Roads for All SPEARS		\$276,000
Total federal grants		\$3,155,474

Other Contracts and Agreements	FY2026
Orthophotography – participant contributions	\$125,000
Interest income	\$60,000
Total other revenues	\$185,000

Draws from fund balance	FY2026
CIM Implementation Grants	\$100,000
CIM 2055 carry forward match	\$21,204
HCT PEL match	\$26,817
SS4A SPEARS match	\$69,000
Waterway Pathway Plan match	\$6,166
TREDIS expense amortization	\$33,317
Funding shortfall	\$385,037
Total draws from fund balance	\$641,441

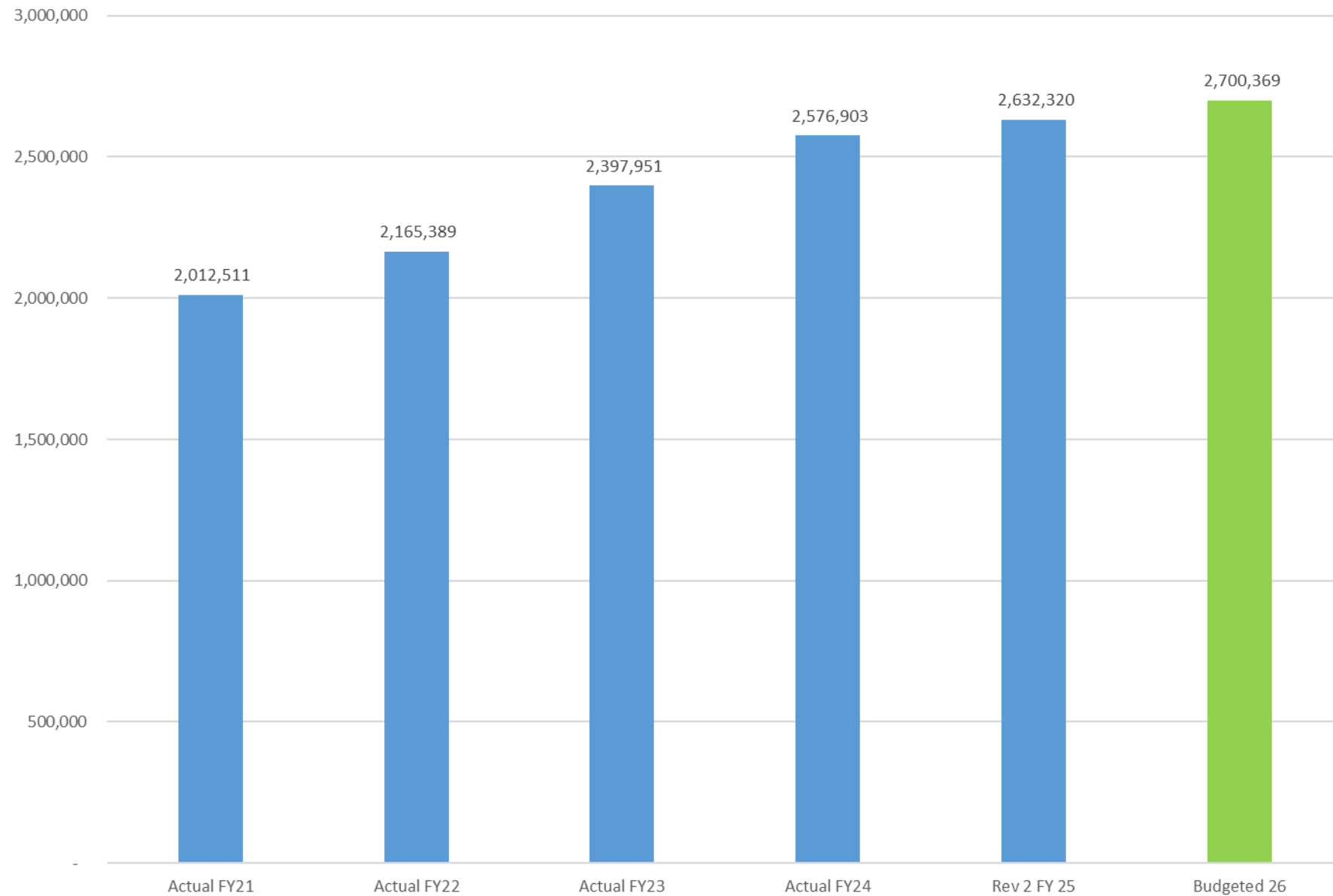
Revenue by Source



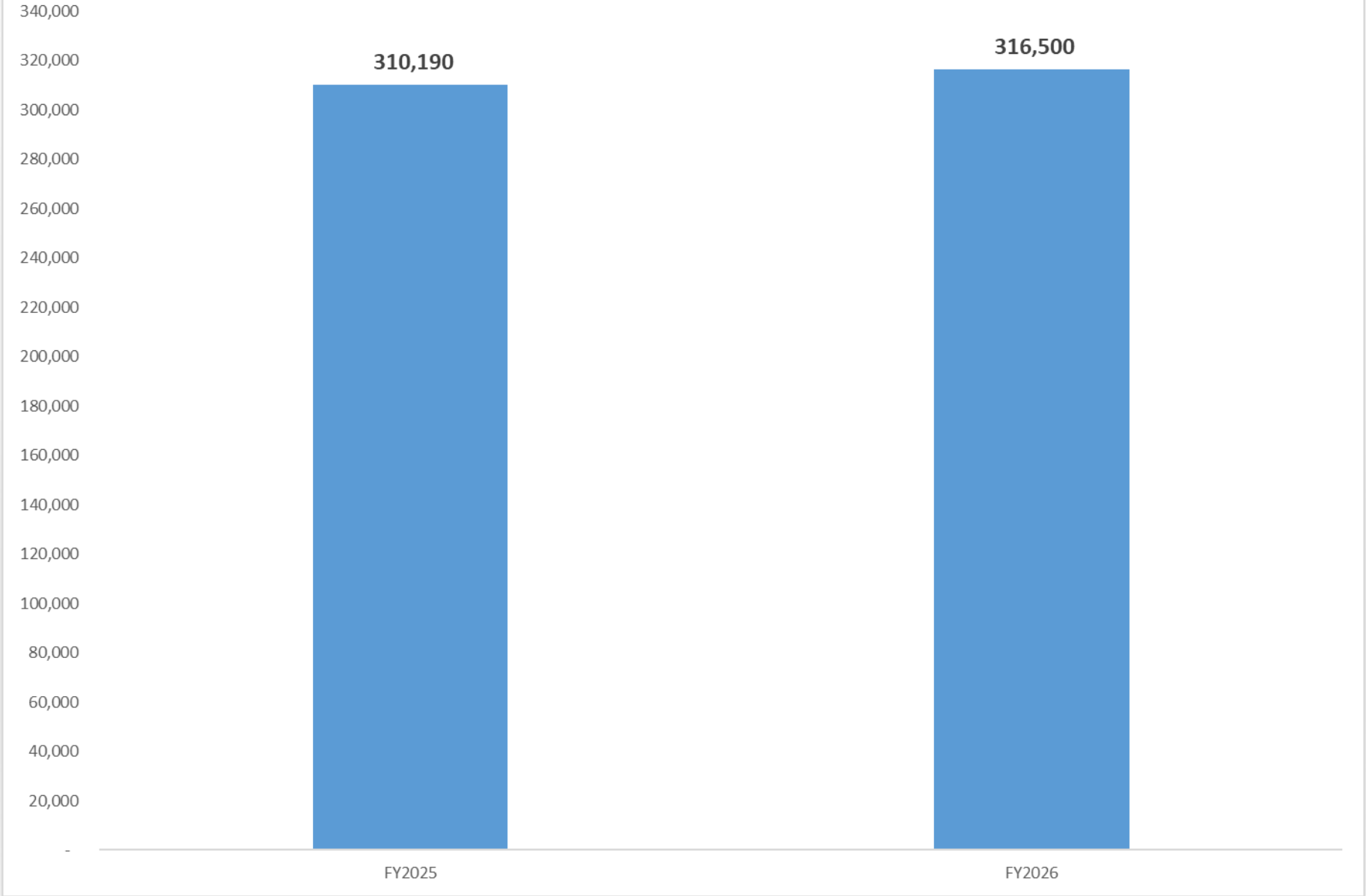
Summary of payroll cost budget changes

- Cost of living adjustment 2%
 - CPI-U, West for 12 months ending April 2025 = 2.1%
 - CPI-U, West for 12 months ending May 2025 = 2.4%
 - CPI-U, West for 12 months ending June 2025 = 2.7%
- Merit pool of 3% to recognize performance

Salaries, taxes, and benefits



Indirect Expenses



Direct Expenses by Program	FY2026 Budget
Communication and Education	48,100
Long-Range Planning	474,025
Safe Streets and Roads for All	345,000
HCT PEL	365,355
Bike Counter Management	21,300
Transportation Improvement Program	5,000
Project Development Program	150,000
Grant Research and Development	30,000
CIM Implementation Grants	100,000
Government Affairs	119,250
Staff Development	45,000
Committee Support	2,000
Regional Travel Demand Model	60,000
GIS	175,500
Direct Operations and Maintenance	139,336
Total Direct Expenses	2,079,866



Recommended motion

- COMPASS Board of Directors adopts Resolution 14-2025, approving the FY2026 Unified Planning Work Program and Budget.

Item V-C

Topic: FY2026 *Communities in Motion* (CIM) Implementation Grant and Project Development Program Rankings

Purpose: Approve FY2026 CIM Implementation Grant and Project Development Program Rankings

Matt Carlson
Principal Planner
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Overview

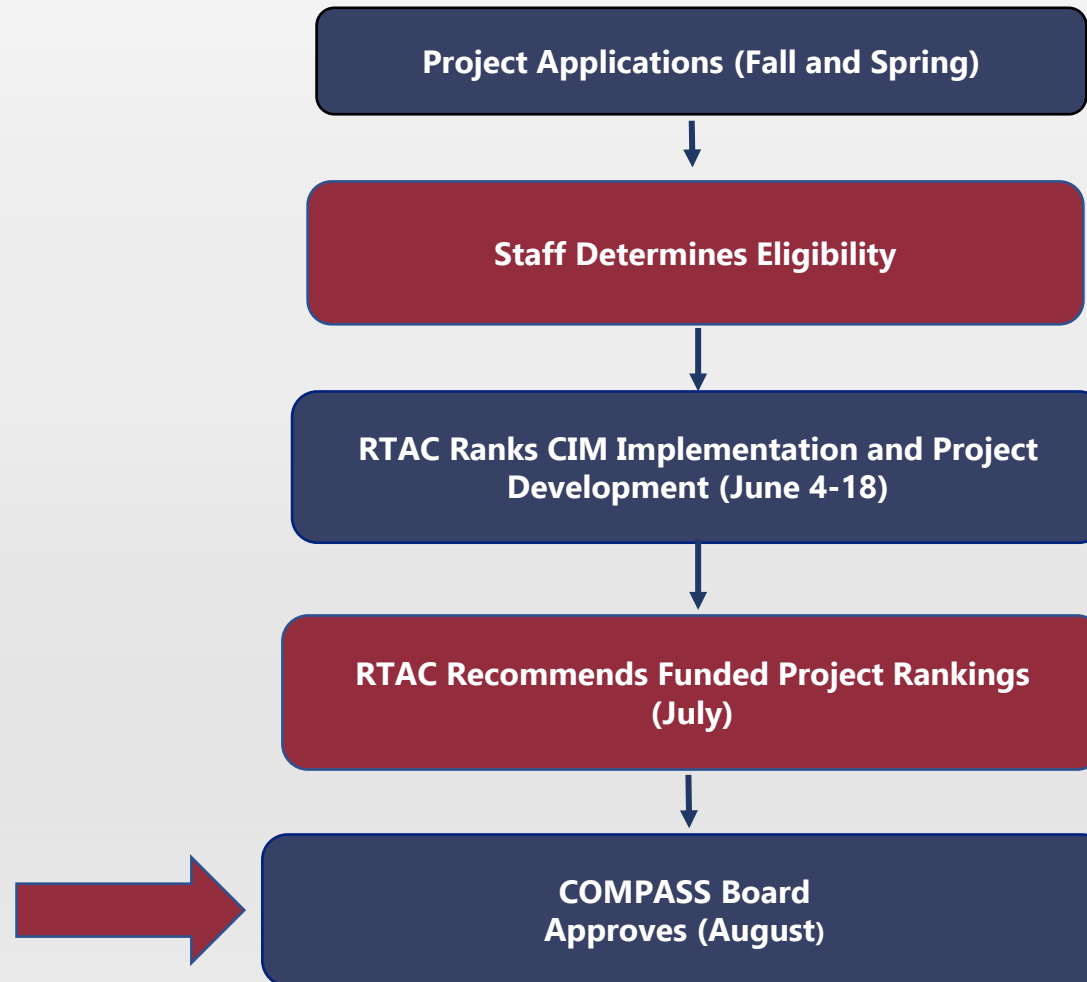
- Review the ranking process
- Final rankings
- Next steps



Resource Development Program



Application process



Purpose of ranking

- Support CIM goals
- Describe project's impact

Outcomes

- Integrate products
- Objective evaluation
- Facilitate conversations



Applications:

Communities in Motion Implementation

Project	Sponsor
20th Avenue/College Avenue Pedestrian Safety Project	Caldwell
D Avenue Reconstruction Project	Wilder
Alpine and Latah Safety Plan	Boise
McDermott Road Corridor Study	Nampa
Idaho Street Extension Design	Eagle
Airport Specific Area Plan	Nampa
Permanent Bike/Ped Counters	ACHD
1st Street Festival Street Design	Eagle
Excess Right-of-Way Study	Eagle
Eagle Road Improvements	Eagle

Applications: Project Development Program

Project	Sponsor
Swan Falls Road Railroad Crossing Elimination	ACHD
McDermott Road Corridor Study	Nampa
Idaho Street Extension Design	Eagle
1st Street Festival Street Design	Eagle
Excess Right-of-Way Study	Eagle
Eagle Road Improvements	Eagle
Airport Specific Area Plan	Nampa
Fiber Optic Network Plan	Caldwell
Traffic Garden Concept Study	ACHD

Summary Ranking: *Communities in Motion* Implementation

Rank	Project	Sponsor	Selections
1	20th Avenue/College Avenue Pedestrian Safety Project	Caldwell	153
2	D Avenue Reconstruction Project	Wilder	142
3	Alpine and Latah Safety Plan	Boise	133
4*	McDermott Road Corridor Study	Nampa	125
5*	Idaho Street Extension Design	Eagle	122
6^	Permanent Bike/Ped Counters	ACHD	112
7	Airport Specific Area Plan	Nampa	112
8	1st Street Festival Street Design	Eagle	108
9	Excess Right-of-Way Study	Eagle	104
10	Eagle Road Improvements	Eagle	103

* Ranked # two and three, respectively under PDP.

^ Infrastructure project, ineligible for planning funds.

Summary Ranking: Project Development Program

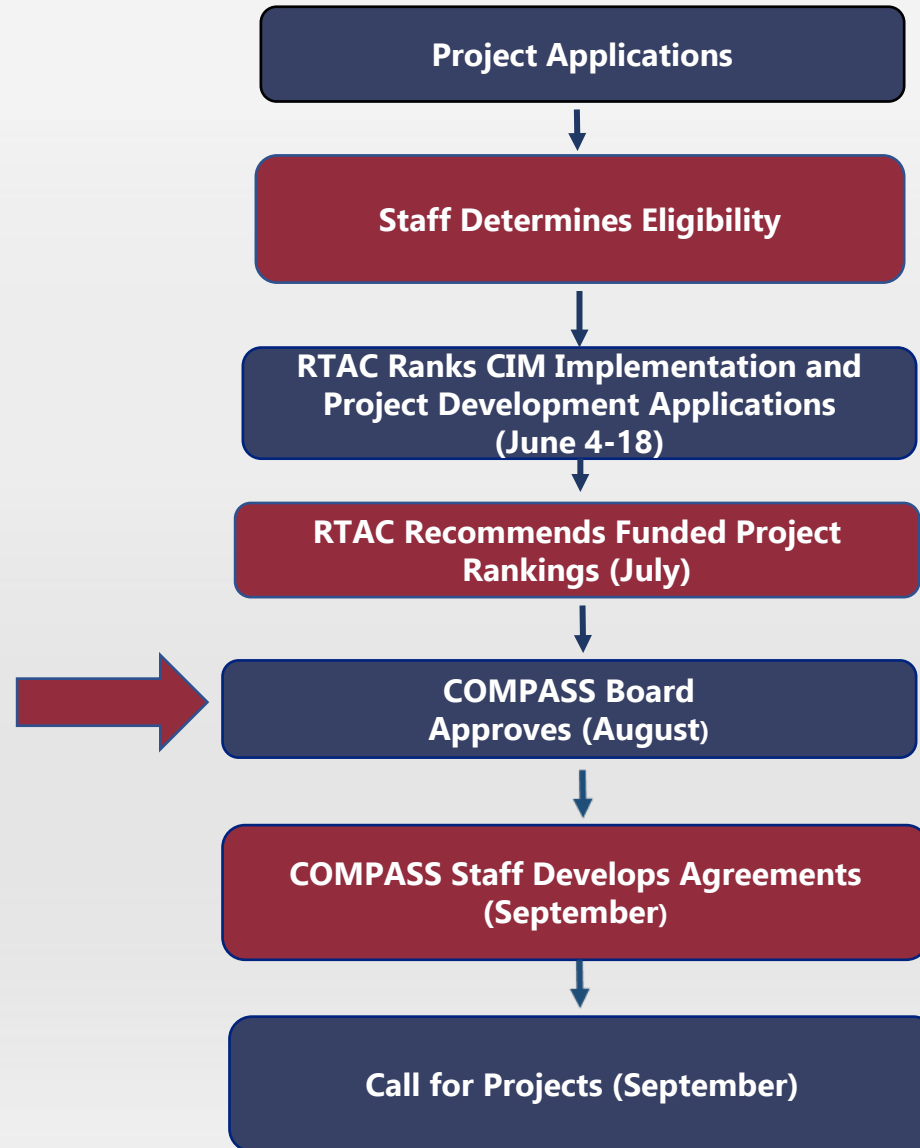
Rank	Project	Sponsor	Selections
1	Swan Falls Road Railroad Crossing Elimination	ACHD	171
2	McDermott Road Corridor Study	Nampa	133
3	Idaho Street Extension Design	Eagle	118
4	1st Street Festival Street Design	Eagle	110
5	Excess Right-of-Way Study	Eagle	99
6	Eagle Road Improvements	Eagle	99
7	Airport Specific Area Plan	Nampa	96
8	Fiber Optic Network Plan	Caldwell	81
9	Traffic Garden Concept Study	ACHD	62

Summary

- Reviewed final rankings
- Adjust rankings



Process



Questions?



Recommended Motion

- COMPASS Board of Directors approves the FY2026 *Communities in Motion* Implementation Grant and Project Development Program rankings.

Item V-D

Topic: Amend CIM 2050 and Approve FY2026-2032 Regional Transportation Improvement Program (TIP)

Purpose: Adopt resolutions amending CIM 2050 and approving the TIP.

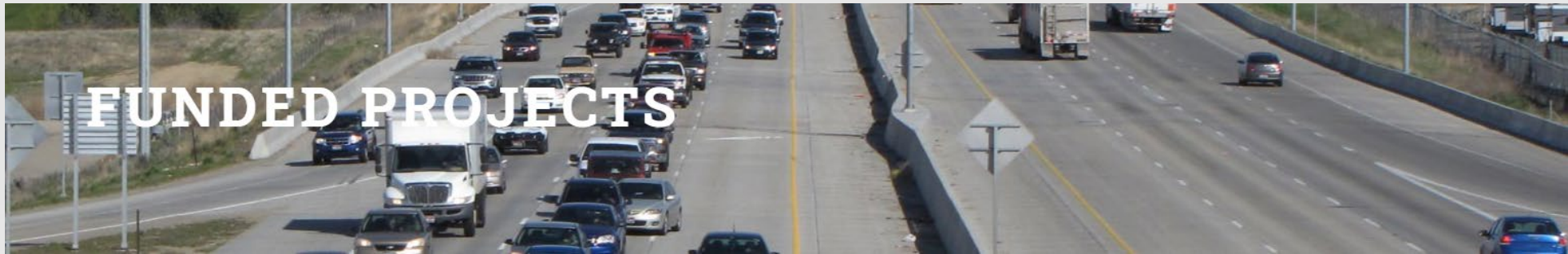
Austin Miller
Principal Planner
Planning Team Lead

Toni Tisdale
Principal Planner
Resource Development Team Lead

Why the amendment?

CIM 2050 funded projects include:

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



Why the amendment?

Amendment to CIM 2050...

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

... enables work to begin on
funded projects



Amendments

Resolution 15-2025

- Amend CIM 2050

Resolution 16-2025

- Adopt FY2026-2032 TIP



Amending CIM 2050

Add funded roadway projects:

- Widen - Ustick Road from Franklin Boulevard to 11th Avenue
- Widen - Middleton Road from Lincoln Road to Bass Lane

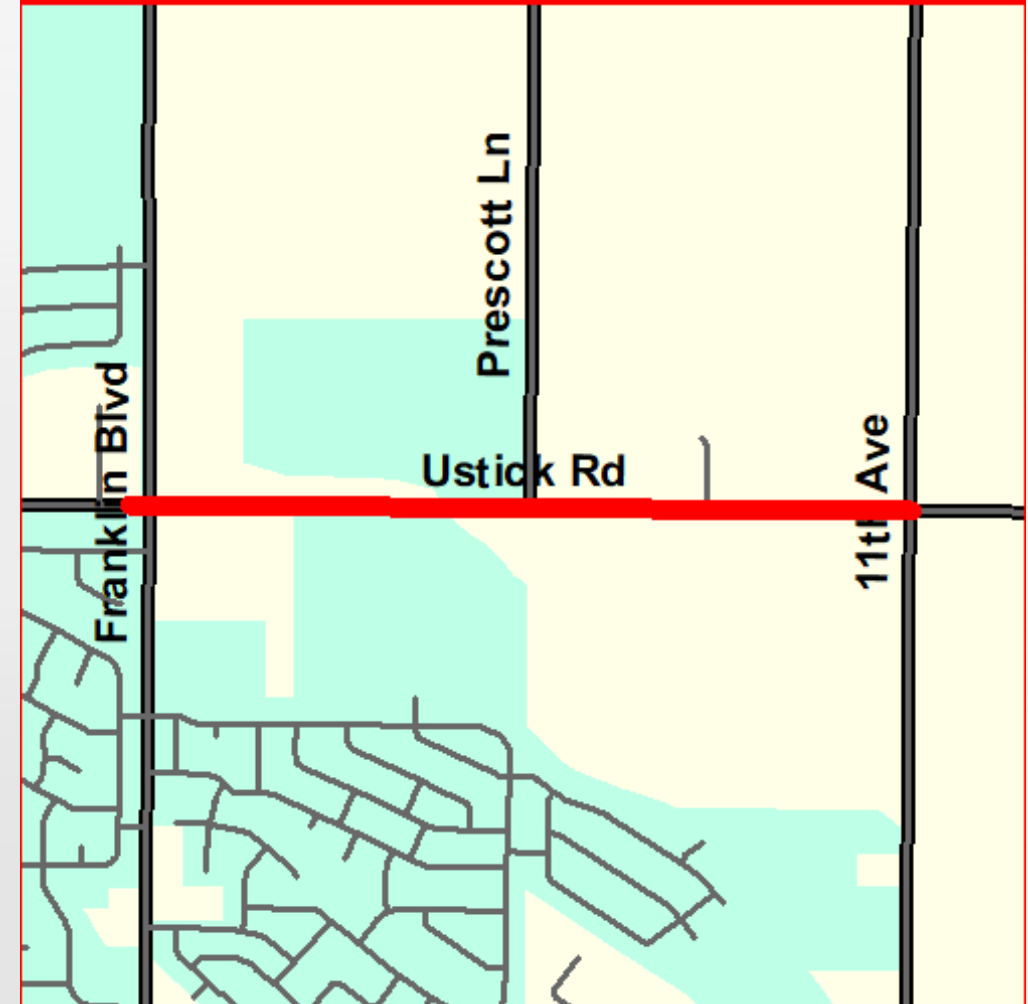
Add funded pathway projects:

- Build new pathway - Ridenbaugh Canal from Maple Grove Road to Milwaukee Street
- Build new pathway - State Highway 44 from Star Road to State Street



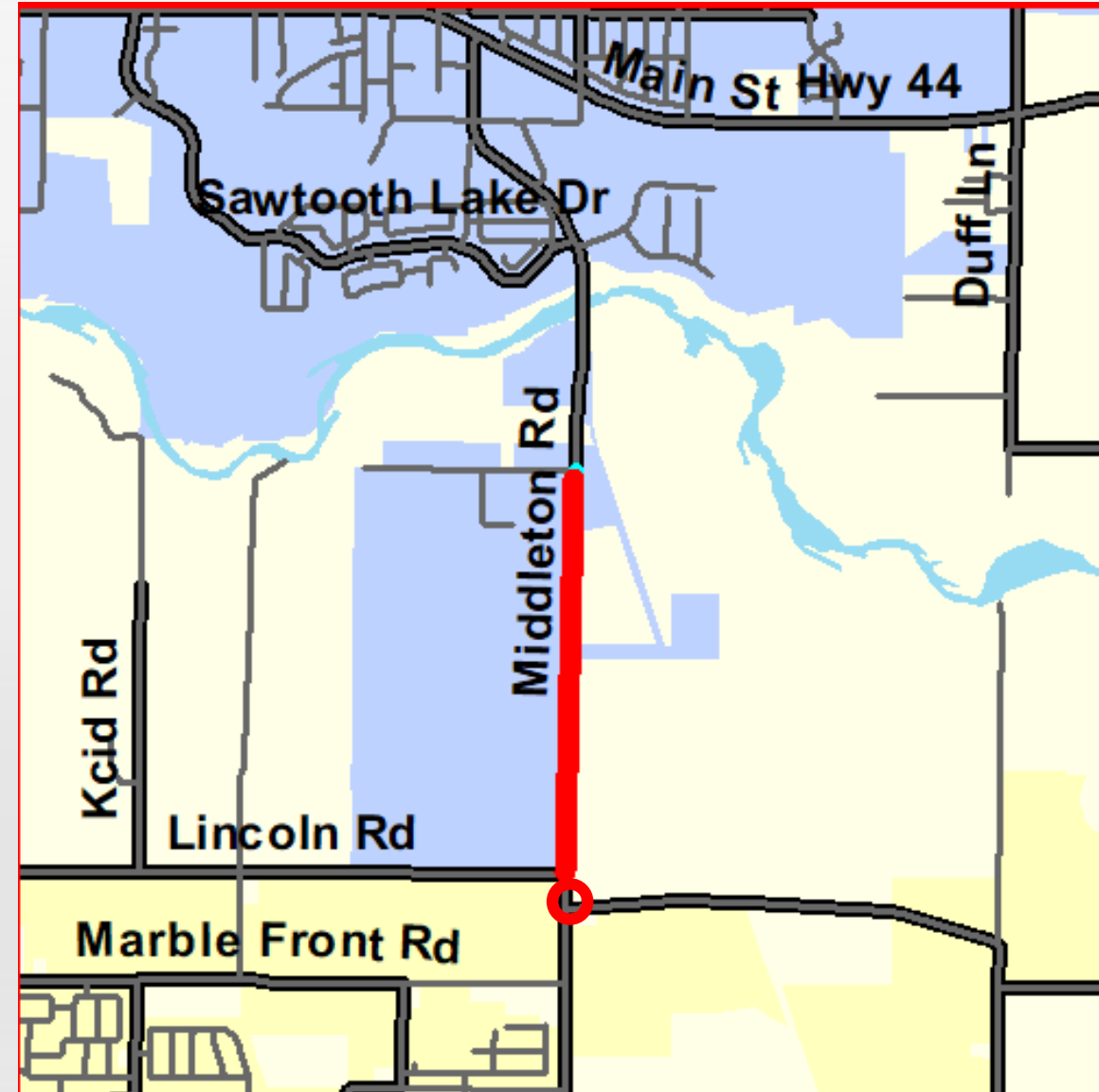
Ustick Road

- CIM 2050 #3 priority local roadway corridor
- Four through-lanes
- Raised median
- Pathway



Middleton Road

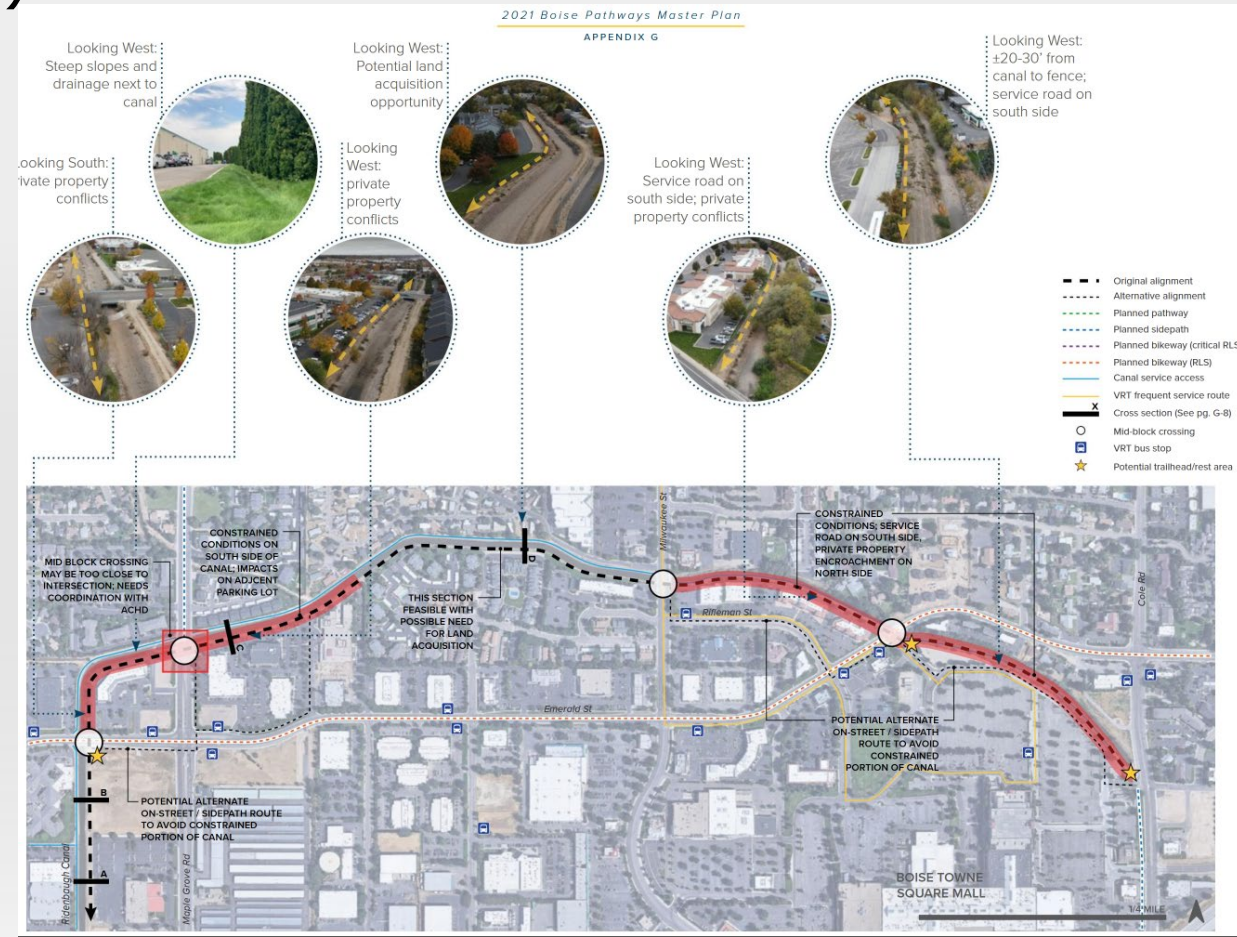
- CIM 2050#1 priority local roadway corridor
- Cooperative project with:
 - City of Middleton
 - City of Caldwell
 - HD4
 - Private Developers



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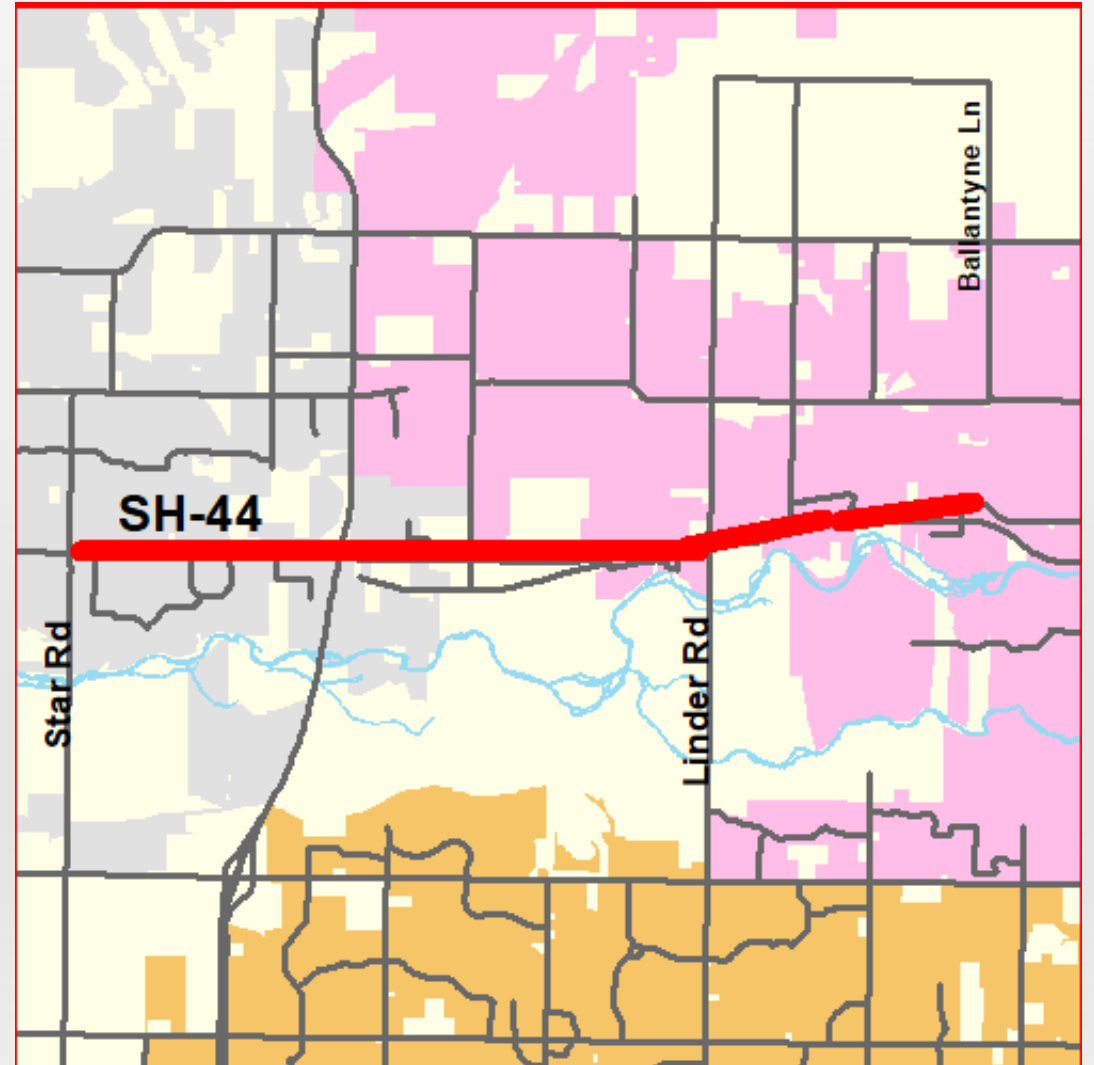
Ridenbaugh Canal - Pathway

- Connect Maple Grove and Milwaukee
- High Priority in CIM 2050 (unfunded)
- 12-feet wide

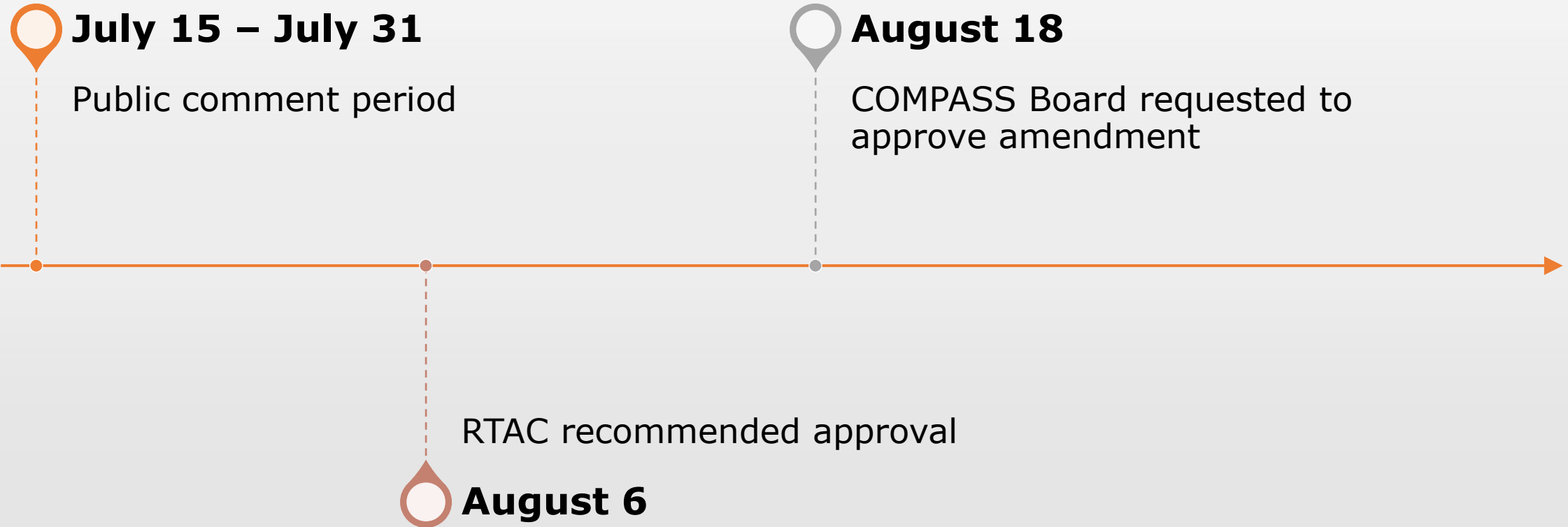


State Highway 44 – Detached Pathway

- South side
- 5.5 miles!
- Construction - 2029



Timeline



Public Comments

I think these proposed amendments would be a great addition especially the multi-use pathways.

The Boise Valley needs a bypass south of town...

Ramp metering should be considered sooner or later...

...please consider excessive queuing of vehicles for left hand turns and right hand turns which delays traffic.

I support adding projects, the more the better.

While widening roads it not the best use of money, glad to see that there is additions for other forms of transportation.



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Introduction

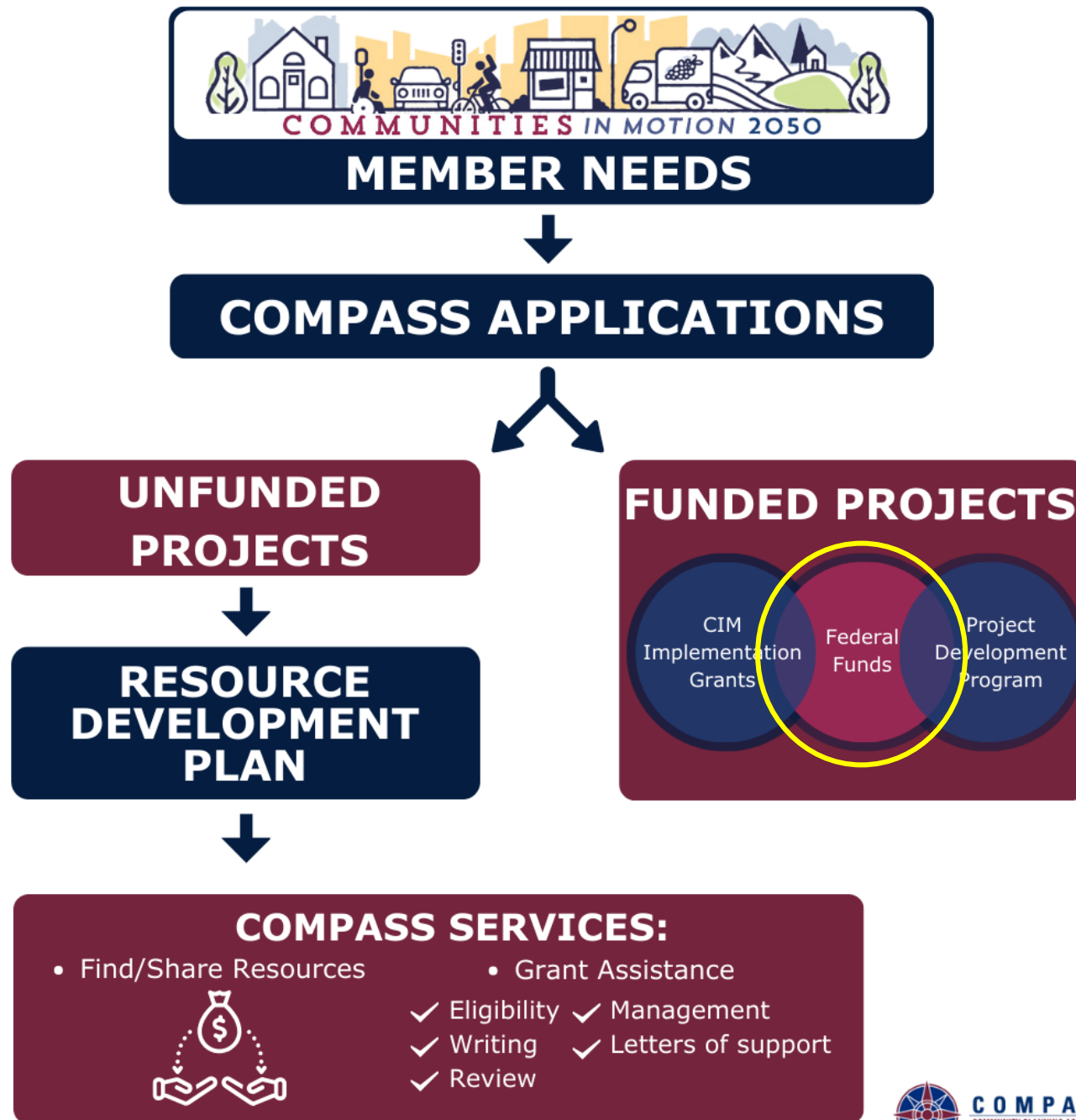
- FY2026-2032 TIP
- Public Comments
- Timeline



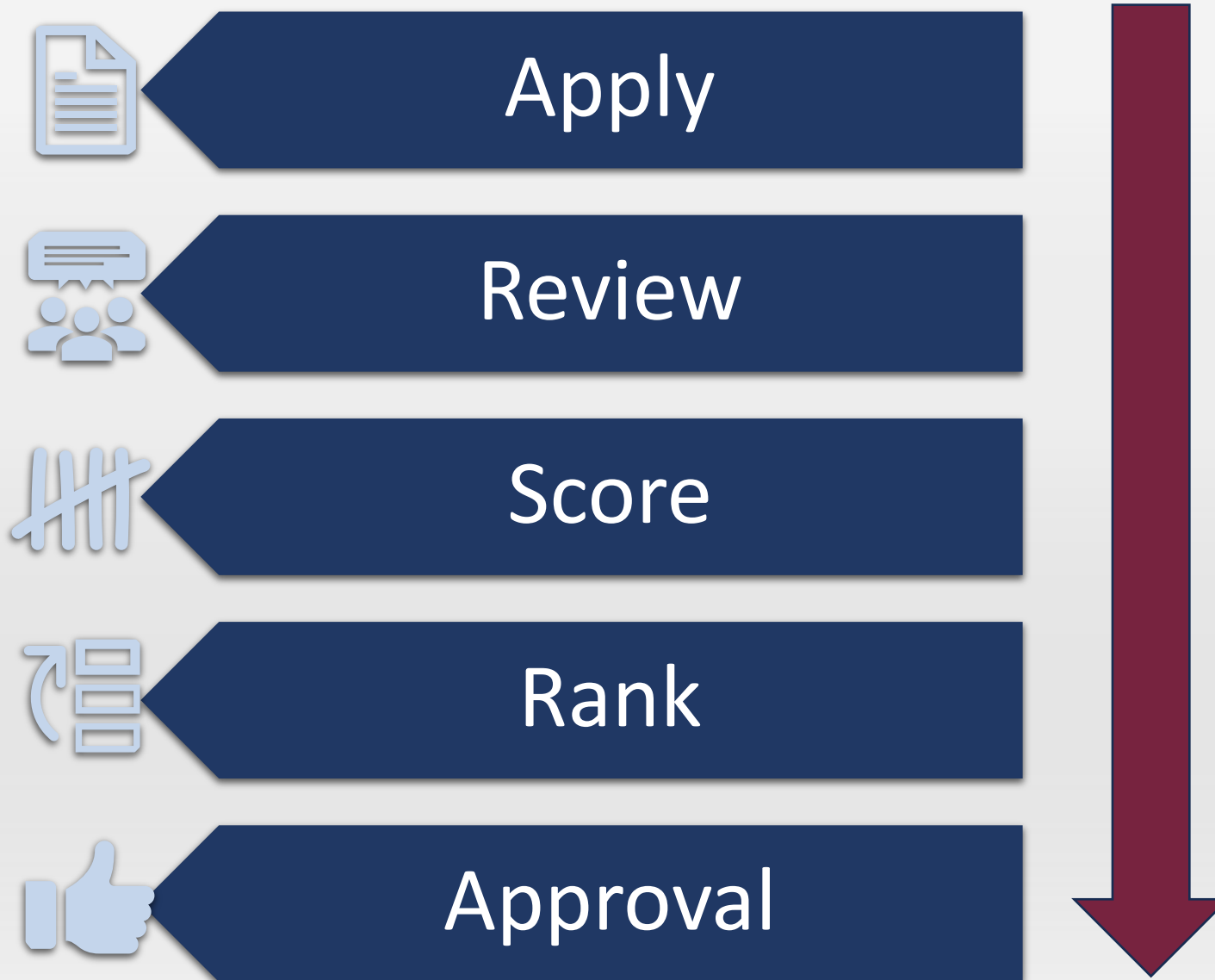
Graphic credit: Unsplash@markuswinkler

See page 127 and
Supplemental

Resource Development Program



TIP Development Process



FY2026-2032 TIP

Major Changes List

Draft FY2026-2032 Regional Transportation Improvement Program (TIP)

For this report, "major changes" are defined as new or removed projects, projects with advanced or delayed construction, and projects with major changes in scope, as compared to the FY2025-2031 TIP. Projects are listed in alphabetical order of project name by type of action.

Federal Highway Administration Funds

Key Number	Project	Year of Funding	Total Cost
New*			
ORN24969	I-184, Connector, Pavement Markings, Boise	FY2028	\$252,000
ORN25068	I-84, Mobility Improvements, District 3	FY2027-FY2028	\$100,000,000
ORN25095	I-84, Ten Mile Road to Garrity Boulevard, Sealcoat, Ada and Canyon	FY2032	\$1,777,000
NEW02	Middleton Road, Lincoln Road to Bass Lane, Canyon County	FY2027	\$5,700,000
ORN24984	Overland Road, Roosevelt Street to Orchard Street, Boise	FY2029	\$8,250,000
ORN24983	Pathway, Ridenbaugh Canal, Boise	PD	\$1,780,000
ORN25008	Pathway, SH-44, Star Road to Ballentyne Lane, Ada County	FY2029	\$11,917,000
ORN24985	Pedestrian Improvements, US 20/26 (Chinden) at 32nd Street, Garden City	FY2029	\$450,000
ORN24898	Planning, Consolidated Planning Funds, COMPASS – FY2030	FY2030	\$1,935,000
ORN24899	Planning, Consolidated Planning Funds, COMPASS – FY2031	FY2031	\$1,935,000
ORN24900	Planning, Consolidated Planning Funds, COMPASS – FY2032	FY2032	\$1,935,000
ORN25077	SH-16, SH-44 (State Street) to Beacon Light Road, Ada County	FY2027	\$56,672,000
ORN25089	SH-19, Simplot Boulevard to I-84, Sealcoat, Caldwell	FY2031	\$2,835,000
ORN24954	SH-44 (State Street), Roe Street to Saxton Drive, Pipe, Boise	FY2027	\$500,000
ORN25104	SH-45, Deer Flat Road and Lake Shore Drive, Intersection Improvements, Canyon (Design and right-of-way only)	FY2026	\$680,000
ORN25084	SH-55 (Karcher Road), Pear Lane to Farmway Road, Phase 1, Canyon County	FY2032	\$28,000,000
ORN25085	SH-55 (Karcher Road), Pear Lane to Farmway Road, Phase 2, Canyon County	PD	\$52,000,000
ORN24986	Study, High Injury Network, COMPASS	FY2030	\$165,000

See page 134 and Supplemental

FY2026-2032 Regional Transportation Improvement Program

Detailed Project List (All Values in Thousands of Dollars)

All costs in current dollars



10th Avenue ITS and Overlay, Caldwell

Regionally Significant: ☐

Key #: 13905

Requesting Agency: City of Caldwell

Project Year: 2026

Total Previous Allocations: \$295

Total Programmed Budget: \$2,745

Total Cost (Prev. + Prog.): \$3,040

TIP Achievement:

Active Transportation

Asset Management

NHS-LOTTR

Safety



Project Description

Overlay a half-mile section of 10th Avenue in downtown Caldwell from the railroad overpass to Interstate 84. Install intelligent transportation system (ITS) components and bring pedestrian facilities to current standards.

Funding Source		Program						Local Match 7.34%	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	218	2,527	2,745	2,544	201
Fund Totals:	0	0	0	0	218	2,527	2,745	2,544	201

2nd Street South, Safety Improvements, Nampa

Regionally Significant: ☐

Key #: 23883

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$649

Total Programmed Budget: \$1,366

Total Cost (Prev. + Prog.): \$2,015

TIP Achievement:

Active Transportation

Safety



Project Description

Provide safety improvements on 2nd Street South from 16th Avenue South to Chicago Street in the City of Nampa. Work includes adding Rectangular Rapid Flashing Beacon (RRFB) crossings at 18th Avenue South and 22nd Avenue South and a paved shoulder along the south side of 2nd Street South from 24th Avenue South to Chicago Street. Streetlights will be upgraded and augmented as necessary to obtain adequate illumination.

Funding Source		Program						Local Match 7.34%	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	206	660	866	802	64
Fund Totals:	0	0	0	0	206	660	866	802	64

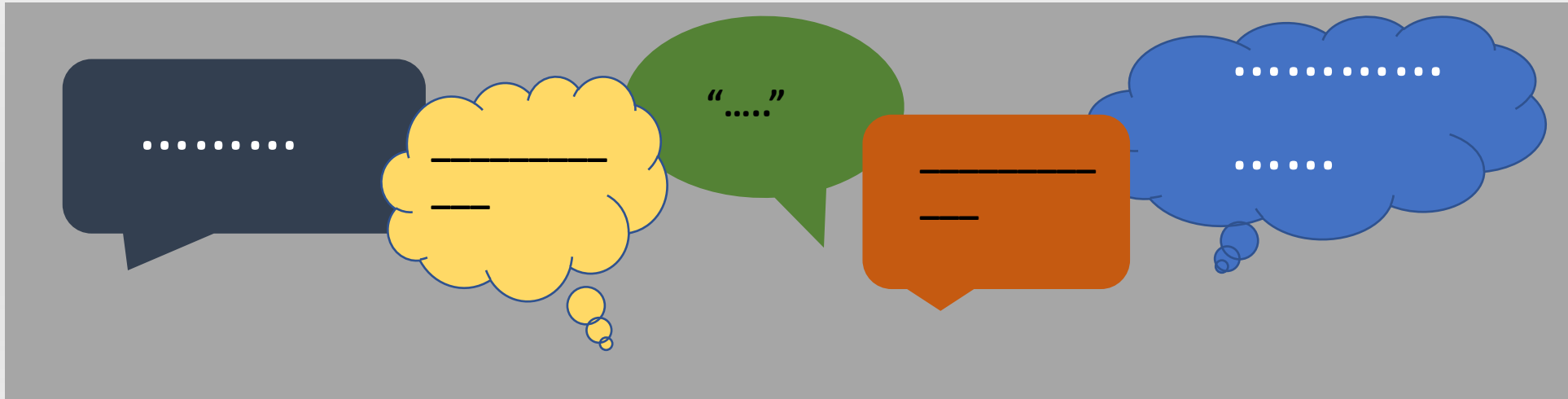
Funding Source		Program						Local Match 100.00%	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	500	500	0	500
Fund Totals:	0	0	0	0	0	500	500	0	500



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Public Comments

- *July 1 through 31, 2025*
 - *23 comments FY2026-2032 TIP*



See supplemental

Overview of Public Comments

We need more public transportation that runs more often for people who can't drive or don't have cars.

I support any that help reduce congestion and make my travel time to and from work more manageable.

I like the changes to Glenwood street pathway...

I support more pathways and light rail projects...

I have to trust you on these.
I want trains.

Someone needs to make sure the developers of all the subdivisions that keep going in are paying their fair share for the roads, water, etc...

I have some concerns about the proposed project at Linder Road from Overland to Franklin...

FY2026-2032 Boise County List



See page 139 and
Supplemental

FY2026-2032 Boise County Detailed Project List

Attachment 4

All costs in current dollars

Gardena Bridge Replacement, Boise County

Key #: 24261

Requesting Agency: Boise County
Project Year: 2030
Total Previous Allocations: \$0
Total Programmed Budget: \$3,339,000
Total Cost (Prev + Prog): \$3,339,000

Fund Source: Bridge (Local)
Program: Off-System Bridge
Local Match: 0%

Project Description

Construct a bridge 1,500 feet from the existing bridge at Gardena in Boise County. The bridge will be designed to current standards with an increased width, improved approaches, railing, transitions, and approach guardrail.

Year	Design	Construction	Total	Federal Share	Local Share
2027	\$1,300,000	\$0	\$1,300,000	\$1,300,000	\$0
2030	\$0	\$2,039,000	\$2,039,000	\$2,039,000	\$0
Fund Totals:	\$1,300,000	\$0	\$3,339,000	\$3,339,000	\$0

Grandjean Road, Pavement Improvements, Boise County

Key #: 24727

Requesting Agency: Boise County
Western Federal Lands
Project Year: 2027
Total Previous Allocations: \$0
Total Programmed Budget: \$1,500,000
Total Cost (Prev + Prog): \$1,500,000

Fund Source: Bridge (Local)
Program: Federal Lands Transportation Program
Local Match: 7.34%

Project Description

Improve road and surfaces on Grandjean Road in Boise County to restore and rehabilitate the roadway.

Year	Design	Construction	Total	Federal Share	Local Share
2027	\$0	\$1,500,000	\$1,500,000	\$1,389,900	\$110,100
Fund Totals:	\$0	\$1,500,000	\$1,500,000	\$1,389,900	\$110,100

SH-21, Boise River to Banks Lowman Highway, Sealcoat, Ada and Boise Counties

Key #: 20612

Requesting Agency: ITD
Project Year: 2030
Total Previous Allocations: \$50,000
Total Programmed Budget: \$5,830,000
Total Cost (Prev + Prog): \$5,880,000

Fund Source: Pavement
Program: National Highway Performance Program
Local Match: 7.34%

Project Description

Apply a warranty sealcoat treatment on State Highway 21 from the Boise River in the City of Boise in Ada County to the Banks Lowman Highway in Boise County. Work will improve the ride quality and extend the pavement lifespan. (15% Ada County and 85% Boise County)

Year	Design	Construction	Total	Federal Share	Local Share
2030	\$0	\$5,830,000	\$5,830,000	\$5,402,078	\$427,922
Fund Totals:	\$0	\$5,830,000	\$5,830,000	\$5,402,078	\$427,922

Approval Timeline



Regional Approval

- COMPASS Board
- August

State Approval

- IT Board
- September

Federal Approval

- FHWA and FTA
- November or December



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Questions?



Graphic credit: Unsplash@AveCalvar



Recommended Motion

The COMPASS Board of Directors adopts:

- Resolution 15-2025, amending CIM 2050
- Resolution 16-2025, approving the FY2026-2032 TIP

See pages 129-133

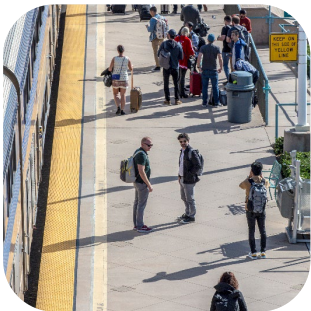
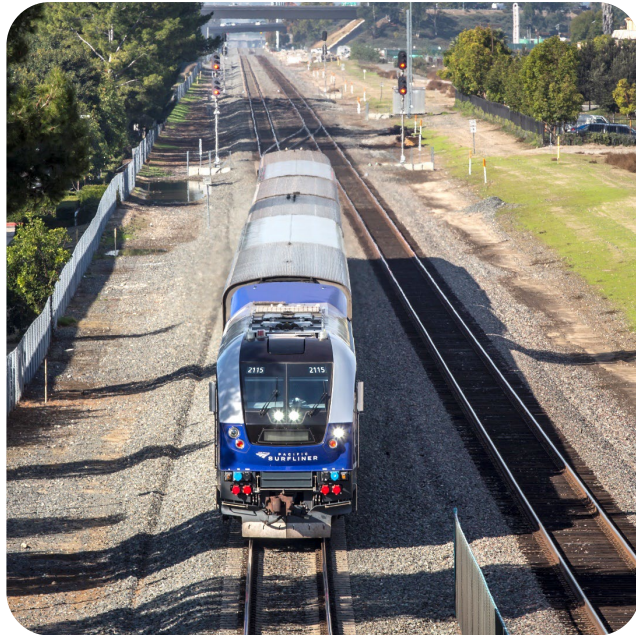
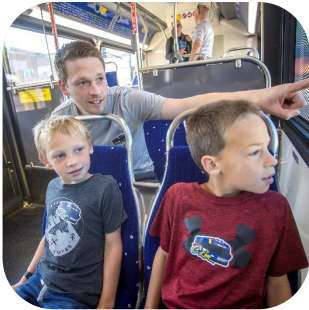
Item V-E





COMPASS Board of Directors Tier 3 Results + Recommendations

August 18, 2025

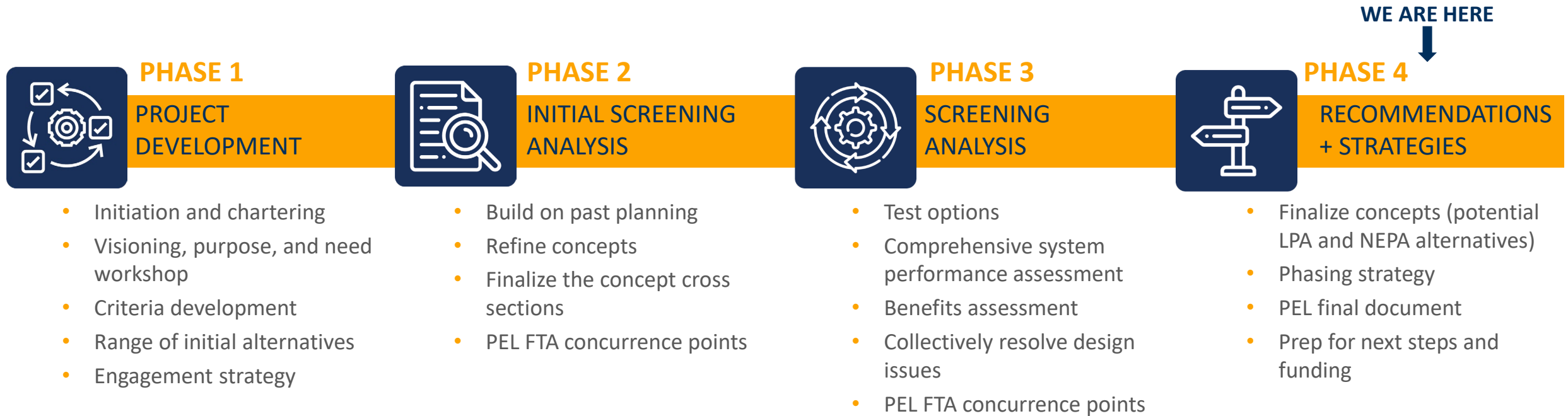


Agenda Overview

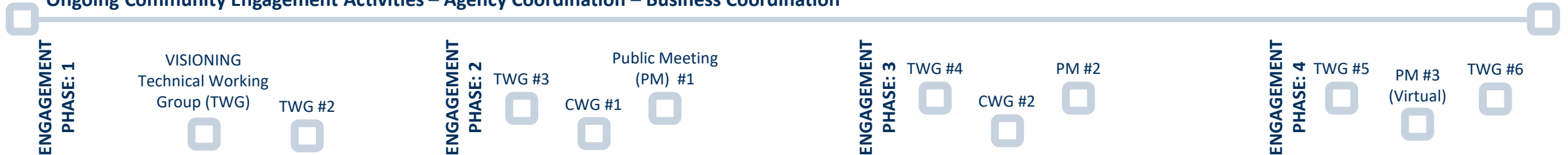
1. Current project status
2. Tier 3 results and key takeaways
3. RTAC recommendation



Project Overview to Date



Ongoing Community Engagement Activities – Agency Coordination – Business Coordination



Tier 3 Routes + Modes

Fairview Ave/Franklin Rd



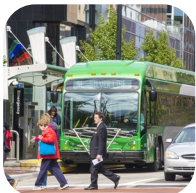
Bus rapid transit (BRT) – exclusive guideway (center)

Boise Cutoff



Regional – commuter rail

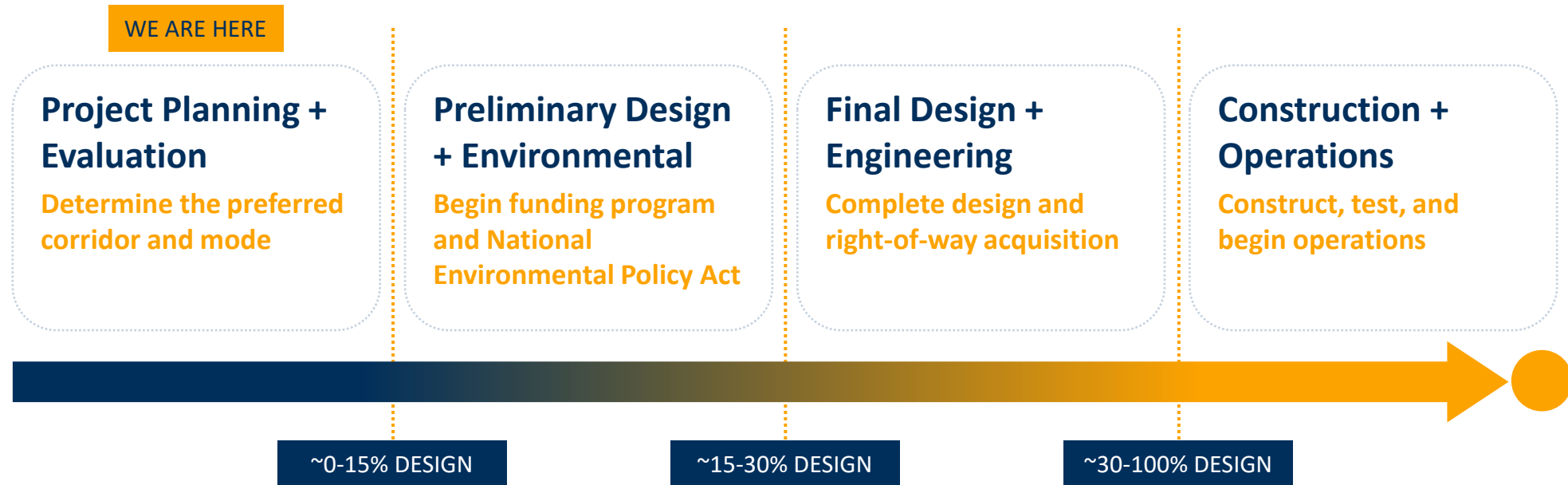
I-84/I-184



BRT – business access and transit (BAT) lanes (side)



Project Development Process



Tier 3 Scoring Summary

Goal	Screening Criteria	Fairview Ave/Franklin Rd	I-84/I-184	Boise Cut-Off
		BRT Exclusive	BRT	Commuter Rail
Improve Transit Connectivity and Mode Share	Potential ridership?	○	—	+
	Capacity to accommodate future growth?	○	○	+
	Transit connectivity to/from local routes?	○	○	+
	Potential mode shift and congestion mitigation?	—	—	○
	Access to critical community services and demographics?	○	○	○
Improve Transit Reliability	Reliability through design and travel time?	—	○	+
	Maintenance facility considerations?	○	○	○
	Traffic impacts and challenges?	—	+	○
Expand Travel Choice and Mobility	Pedestrian connectivity?	+	○	—
	Bicycle connectivity?	+	○	○
Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation	Supports growth and economic development?	○	—	+
	Environmental impacts and benefits?	—	○	○
Advance Financially Feasible Solutions	Impacts to movement of freight/goods?	—	+	○
	Conceptual capital and operating costs?	—	+	○
	Funding options?	○	○	○
	Corridor preservation?	—	○	+
	Phasing and constructability?	—	○	+
Draft Tier 3 Scoring		—	○	+

3 Key Tier 3 Takeaways

Screening Criteria

- ✓ Best connectivity to the bicycle and pedestrian network

**TOP
PERFORMING
ROUTE**
**Fairview Avenue/
Franklin Road
BRT**

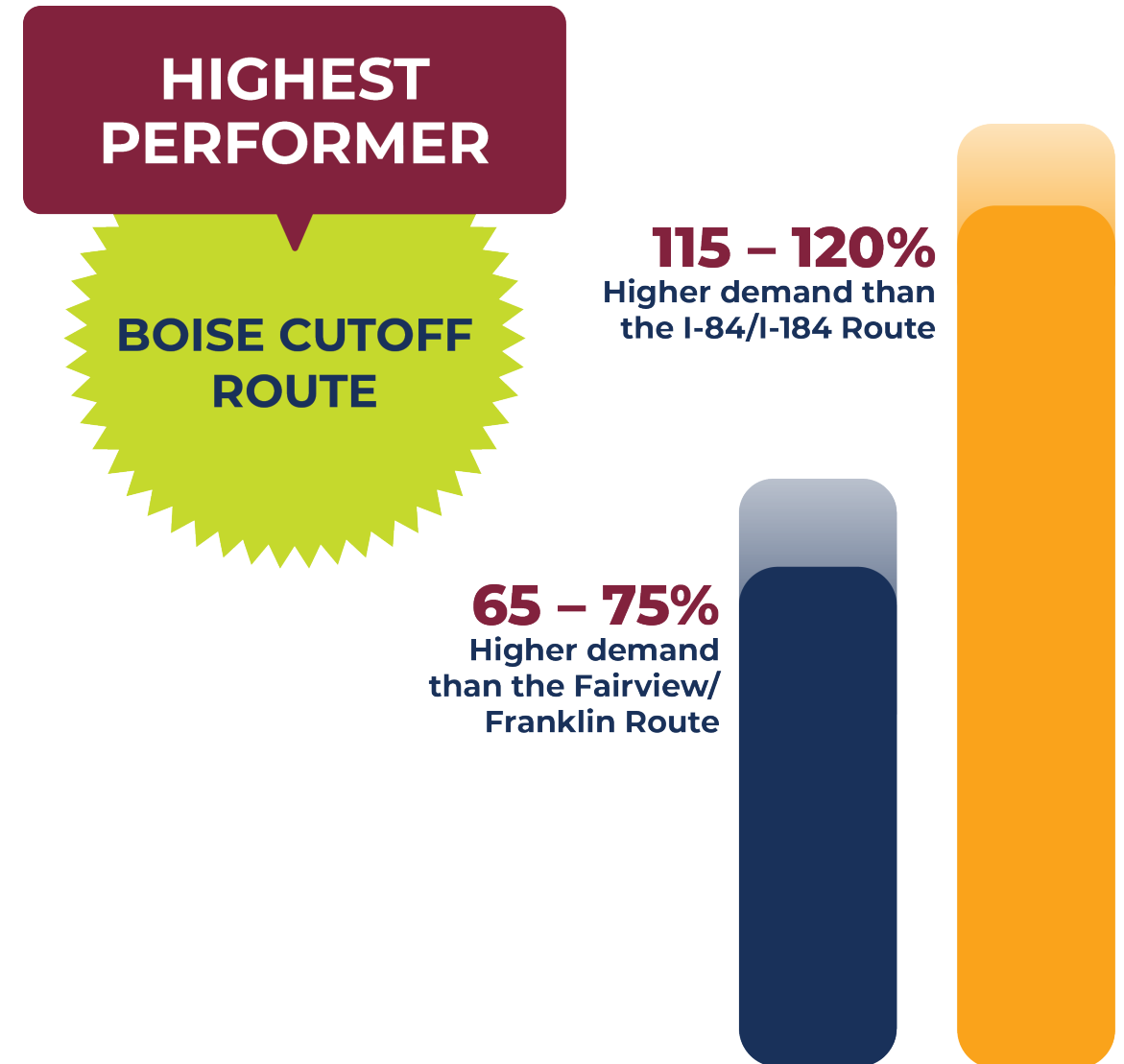
- ✓ Fastest travel time
- ✓ Greatest support for growth and economic development
- ✓ Highest projected transit demand
- ✓ Greatest capacity for peak-hour transit demand growth
- ✓ Greatest projected benefit to the complete transit system
- ✓ Fewest potential residential and commercial property acquisitions/relocations

TOP PERFORMING ROUTE
Boise Cutoff Rail

- ✓ Fewest traffic impacts

**TOP
PERFORMING
ROUTE**
I-84/I-184 BRT

- Comparative analysis to determine potential for generating ridership (demand)
- Similar attributes
 - Local markets served
 - Number of stop locations
 - Type of stop locations
 - Length of alignment
 - Level of service/frequency of service
- Primary differentiator was travel time/travel speed



Comparative Parametric Estimates

- Parametric cost estimate
- Approximately ~0-5% design details
- Assumes most conservative design including widening and property acquisition
- Includes 40% contingency
- Does not account for potential phasing
- Does not account for cost reductions and value engineering

Implementation + Funding

Focus

FTA Capital Investment Program - New Starts

Fairview Ave/Franklin Rd



Bus rapid transit (BRT) – exclusive guideway (center)

- Consider segments
- For example, downtown Boise to Meridian, Meridian to Nampa, Nampa to Caldwell
- Lesser priority, but improved from “mixed traffic”

Peer: Metro BRT Network, MN

Boise Cutoff



Regional – commuter rail

- Consider incremental improvements
- Increases with ridership
- Single track (potential for sidings, based on freight rail needs)
- Simple station infrastructure
- Repurposed vehicles

Peer: Northwest Rail, CO

I-84/I-184

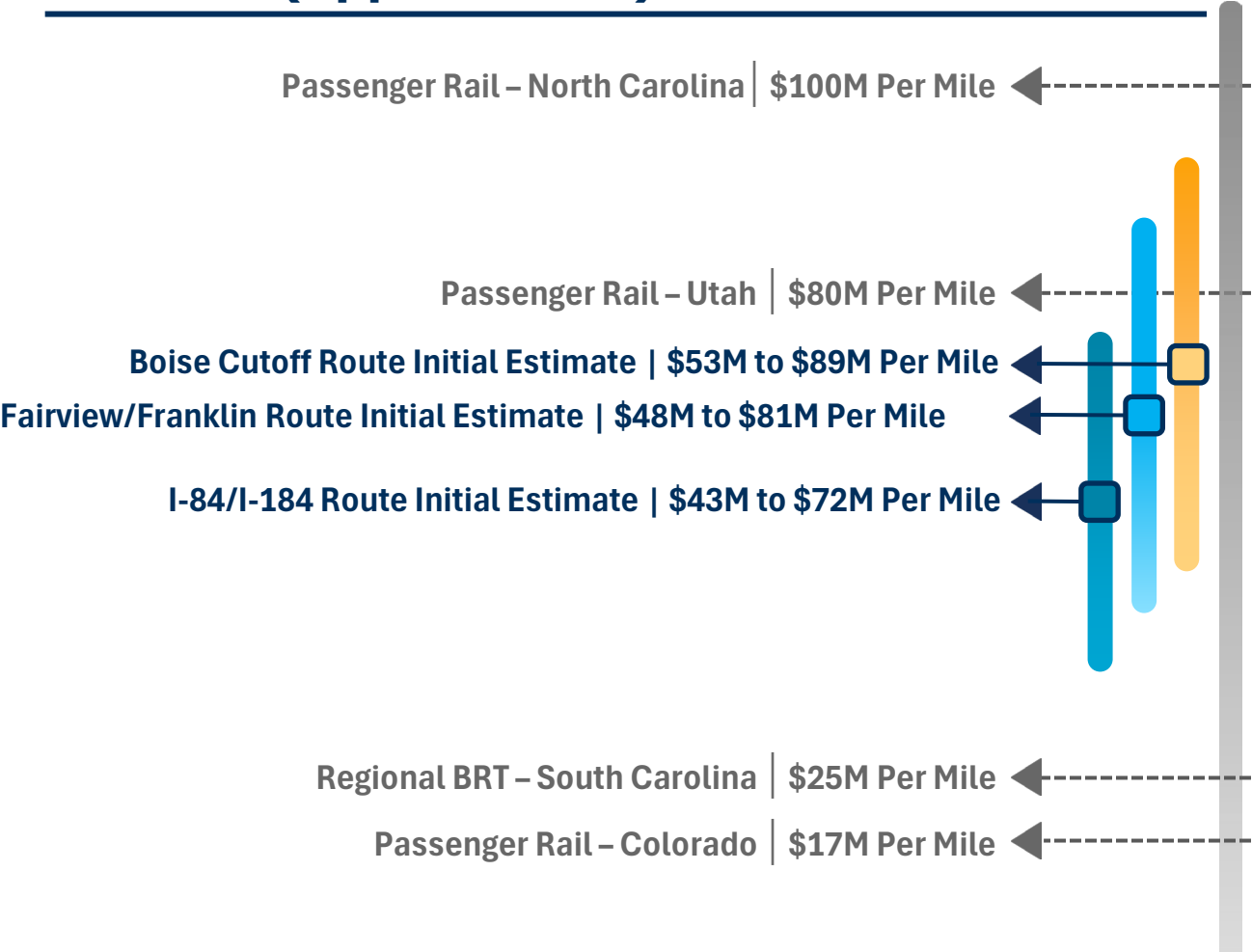


BRT – business access and transit (BAT) lanes (side)

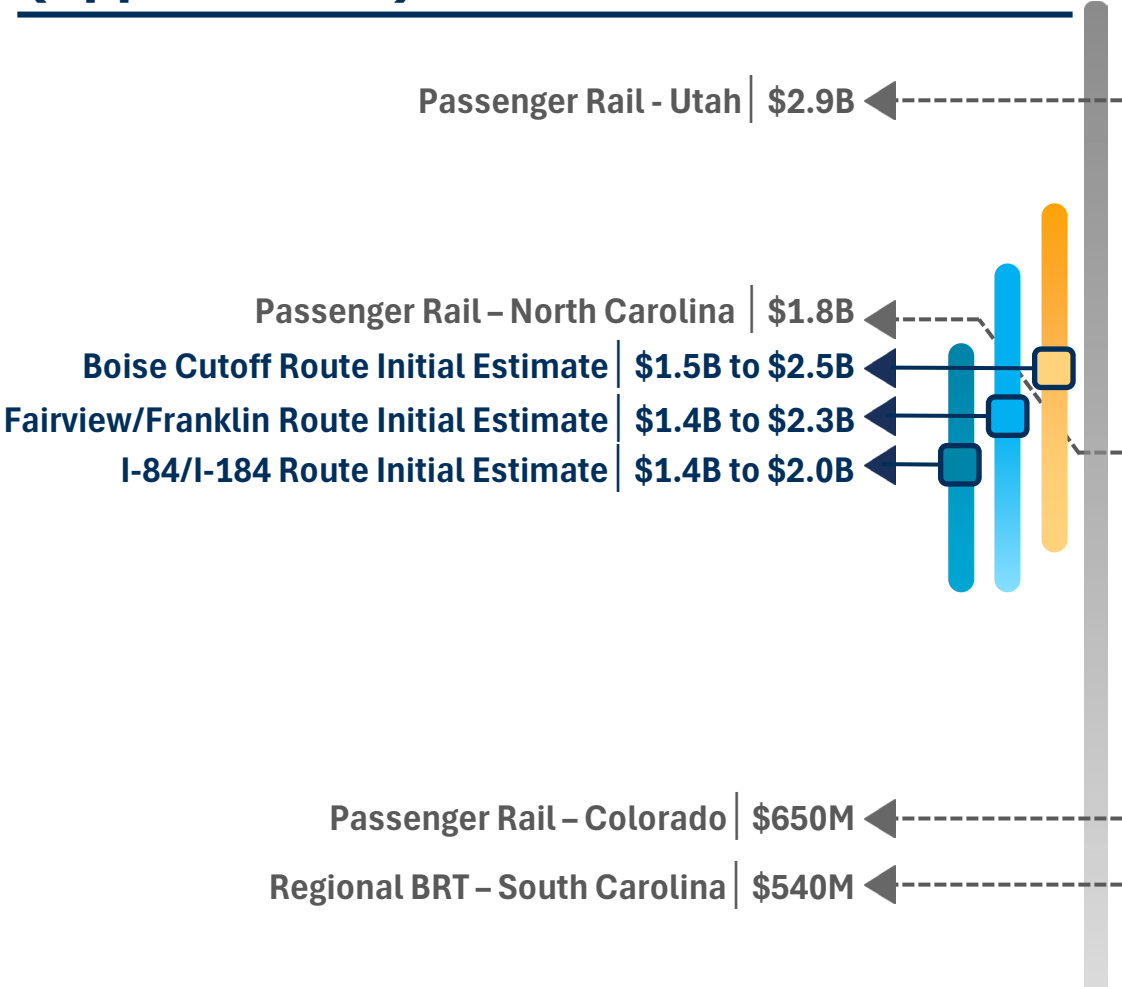
- Consider incremental improvements
- High-capacity commuter bus in mixed traffic and/or using existing shoulders

Peer: Woodlands Express, TX

Comparative Project Cost Range Per Mile (approximate)



Comparative Project Cost Range (approximate)



What Did Stakeholders Say?

- Self-guided online meeting and from June 6-29
 - 1,937 total users
 - **498 questionnaire respondents**
 - Eight emails were received (outside of the questionnaire)
 - Top five users by IP address location
 - Boise
 - Meridian
 - Nampa
 - Caldwell
 - Eagle

80% of respondents believe the...

**BEST CHOICE
FOR TREASURE VALLEY**

**BOISE CUTOFF
ROUTE**
(commuter rail)

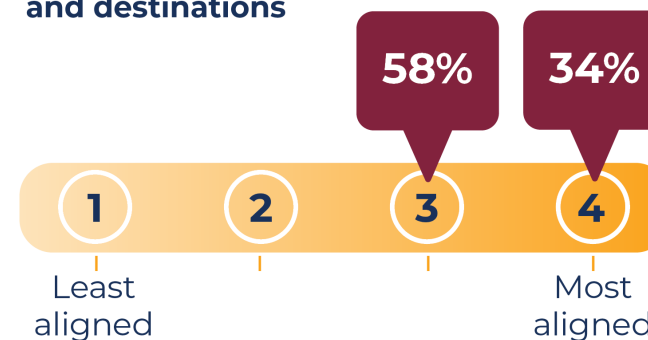
TOP THREE REASONS
respondents believe their choice
is best for the region

1 **25%** Efficiency

2 **23%** Transit
Ridership

3 **21%** Reliability

92% of respondents believe station
locations align with major origins
and destinations



TOP THREE CHALLENGES
to implementing high-capacity
transit service

1 **24%** Property acquisition

2 **21%** Increased taxes to pay for
construction and/or high-
capacity transit service

3 **20%** Impact to traffic at
transit route crossings

RTAC Recommendation

Recommended route and mode

- Boise Cutoff and commuter rail
-

Request for Board action

- Approve the Boise Cutoff commuter rail route as the preliminary locally preferred alternative
-

Benefits of acting now

- Potentially save time and money
 - Use results of this study to:
 - Focus on the primary corridor and mode
 - Simplify federal compliance and streamline future environmental analysis
 - Clarify direction with stakeholders
 - Coordinate specifically with freight railroads
 - Refine capital and operations costs
 - Consider specific phasing to improve cost effectiveness
 - Identify specific funding opportunities
-



Questions & Answers



Recommended Motion

COMPASS Board of Directors approves commuter rail along the Boise Cutoff corridor as the preliminary locally preferred alternative for the Let's Ride Treasure Valley PEL study.

Item VI-A

Topic: 2026 Legislative Positions

Purpose: Continue Discussion of Potential 2026 Legislative Positions

Craig Raborn

Executive Director



1-on-1 Executive Committee Highlights

- Overall transportation revenue needs
- Growth-related government finances and fiscal sustainability
 - Particularly related to transportation infrastructure and maintenance
 - Secondly related to general ongoing operations
- Interest in understanding revenue distribution parity
- COMPASS has unique opportunity for engagement and presence
- Seek incremental, rather than sweeping changes
- Responsibility for direct responses within constraints of position statements, adopted plans, and established MPO responsibilities
- Start discussions for future priorities

Emerging Legislative Strategy

- Government Affairs Consultant (Lobbyist)
- Regional Legislative Summit
 - COMPASS-sponsored
 - Entire Treasure Valley delegation invited
 - Focus on incremental proposals and initiatives
 - ~November-December
- COMPASS-hosted Statewide MPO Legislative Reception
 - Early in session
 - All legislators invited
 - Educate about transportation issues in urban areas
 - Establish COMPASS as expert resource

COMPASS Position Statements

- Keep 2025 positions:
 - Transportation Revenue
 - Growth
 - State Transportation Policy
- Consider new position statement connecting housing development to transportation performance, cost efficiency, and long-term infrastructure sustainability
- Concentrate activities on incremental changes

Why Consider a Housing-Related Position?

- Directly related to transportation mission
 - Large MPOs encouraged to discuss housing
- Establish broad vision, allow modular implementation
 - Broad: e.g., “Support housing aligned with planned or existing transportation infrastructure”
 - Implementation: e.g., “Support legislation that enables local governments to incentivize housing near corridors with under-used transportation capacity”
- Potential for broad ideological appeal
 - Local control with regional tracking and coordination
 - Infrastructure efficiency: reducing long-term capacity expansion costs
 - Supports market-based solutions (e.g., streamlining, zoning reforms, etc.)

DRAFT Position Statement

- COMPASS supports state 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, and infrastructure efficiency.
- COMPASS encourages legislation that supports local flexibility, market-driven solutions, and voluntary tools to improve housing outcomes that are coordinated with transportation systems.

Topics for Incremental Proposals

“Growth pays for growth”-related

- Allow full value of new development to be added to tax base (address 90% limit)
- Allow full value of properties after tax increment financing period ends
- Enhance counties’ ability to use development-related impact fees

Housing-related

- Enable local governments to incentivize housing near corridors with under-used transportation capacity
- Others TBD (based on potential Task Force recommendations)

Moving Forward

September – Refine Strategy and Positions (Executive Committee)

- Start individual meetings with delegation

October – Finalize Strategy and Positions (Executive Committee)

- Adopt Position Statements (Board)

November-December – Host Regional Legislative Summit

2026 Legislative Session:

- January-February – Host Statewide MPO Reception
- Active engagement to advance incremental goals