

# COMPASS Board of Directors' Meeting

February 26, 2024

# IV-A

# Regional Safety Action Plan Board Update #1

February 26, 2024



# Agenda

- Project Overview & Status
- Draft Vision & Goals
- Existing Conditions Key Findings
- Next Steps & Close



# Project Overview & Status

# Project Purpose

## "Actionable Safety Plan for COMPASS Planning Area"

- Organize around a collective desire to save lives and prevent serious injuries
- Recommend best practices and policies
- Identify data driven strategies to address localized and systemic risk
- Create realistic and scalable implementation plan

# Safe System Approach

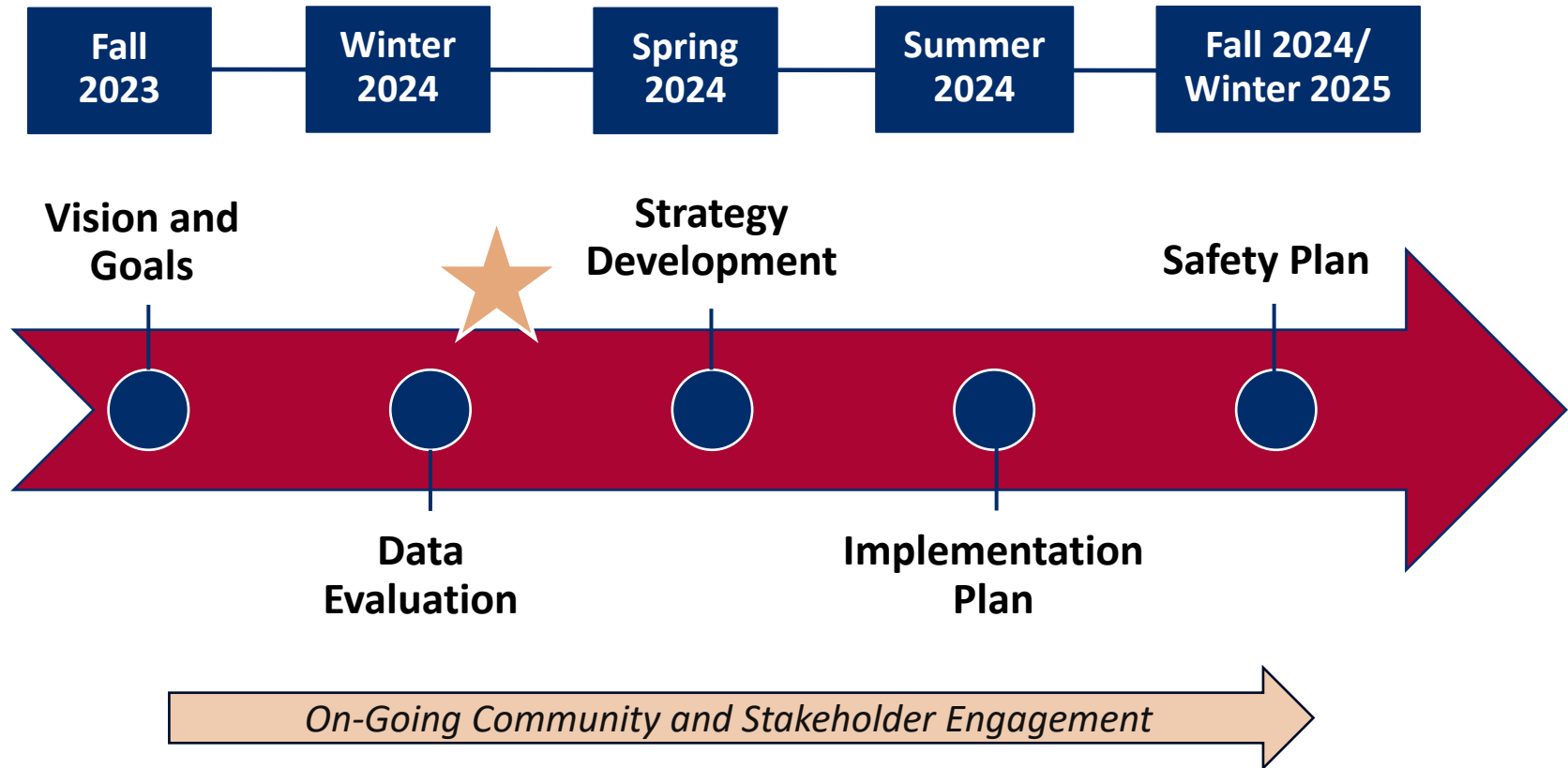
- Mindset shift
  - Injury prevention vs. crash prevention
  - Less emphasis on people's choices -> will make mistakes

*Imagine our valley as a place where **nobody** has to die or be seriously injured from crashes*



Figure source: [transportation.gov/NRSS/SafeSystem](https://www.transportation.gov/NRSS/SafeSystem)

# Project Schedule



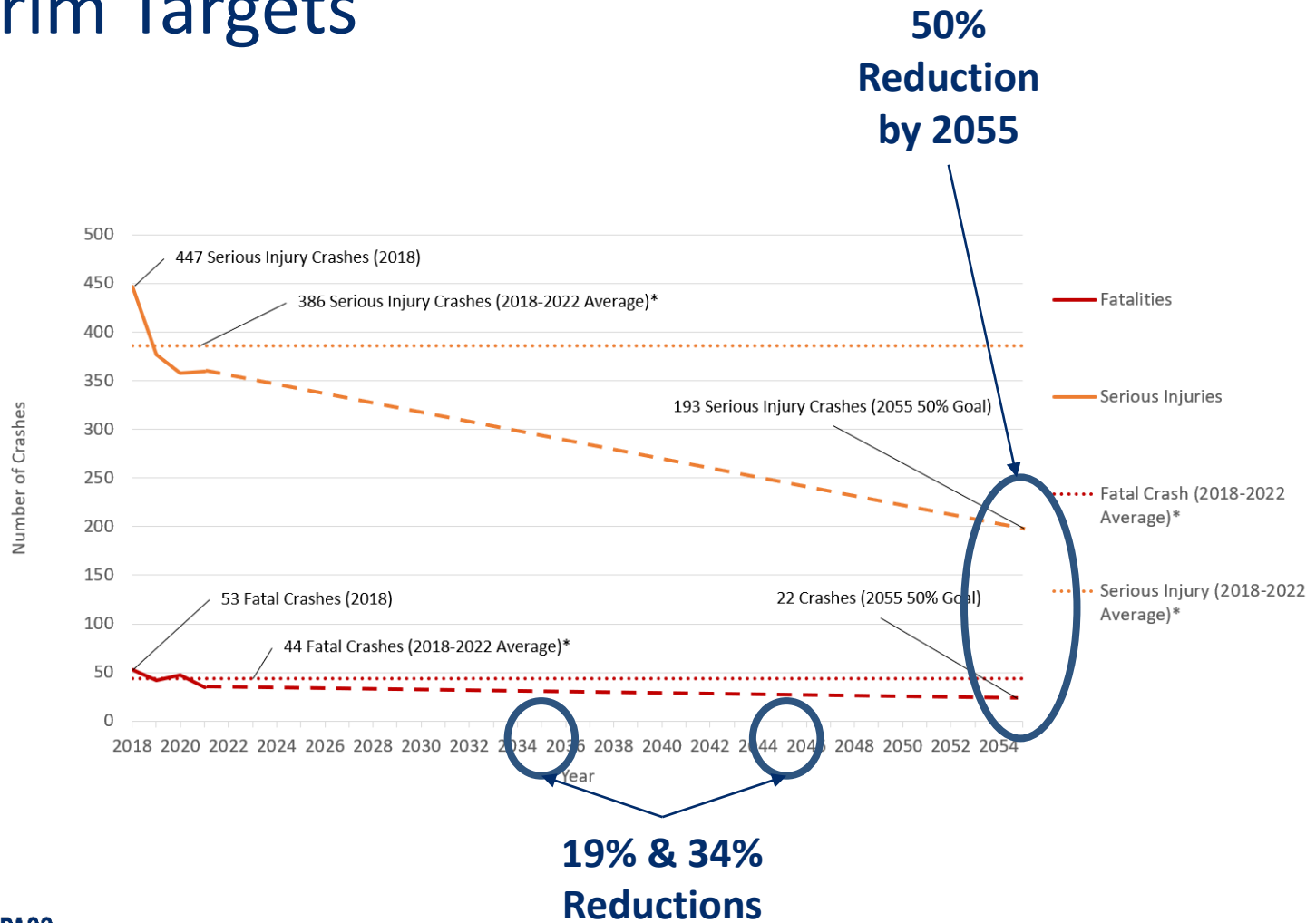
# Draft Vision & Goals

# Draft Vision Statement

***A Treasure Valley unified by a commitment to **eliminate fatalities and serious injuries** on its roadways through innovation, collaboration, education, and engagement.***



# Interim Targets



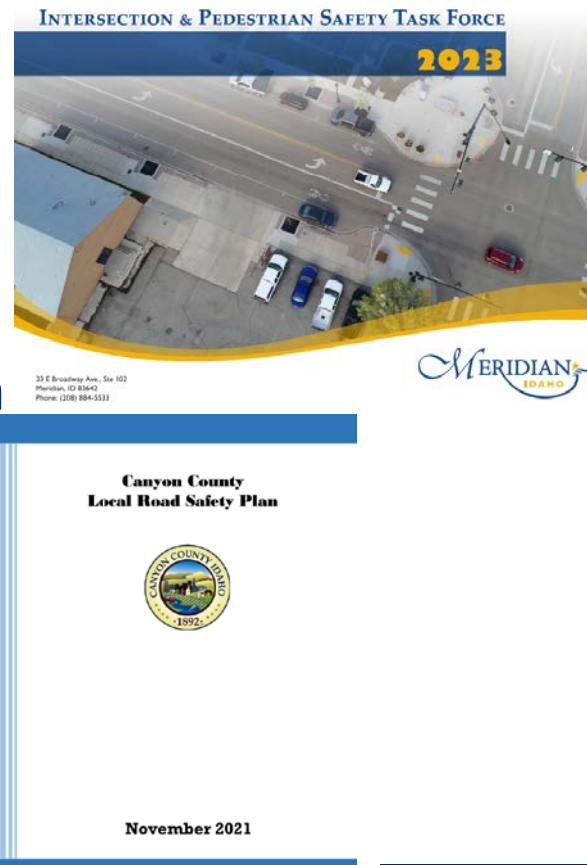
# Draft Goals

1. Design and build a transportation network that is safe for all its users.
2. Strengthen safety practices through collaboration, engagement, and education.
3. Utilize a data driven approach to plan and implement proactive, innovative, and proven countermeasures.
4. Embrace the Safe System Approach and promote a culture of safety.

# Existing Conditions Key Findings

# Member Agency Plans and Practices

- All have a safety goal
- Project identification can be ad hoc
  - Outreach is important
- Opportunities for better safety integration
- Analysis outsourced
- Law enforcement coordination



# Successes & Challenges

## Successes

- Support for walking and biking safety
  - Esp. youth focused
- Low-cost treatments

## Challenges

- Crash contributing factors (e.g., speed)
- Operational
  - Funding
  - Staffing
  - Competing priorities

# Regional Crash Data Overview

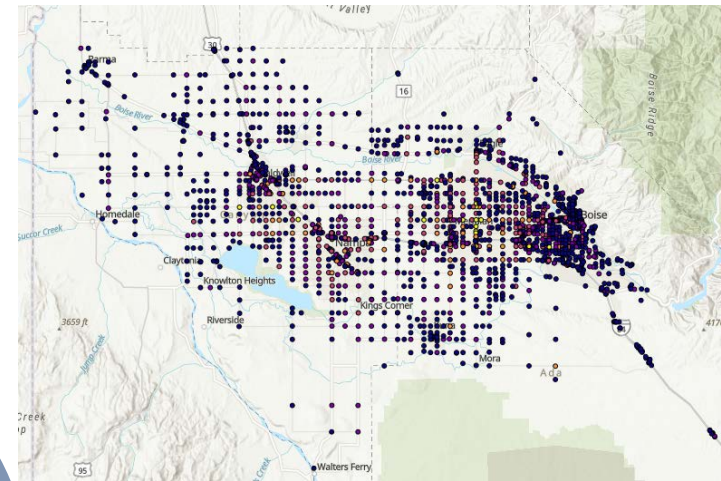
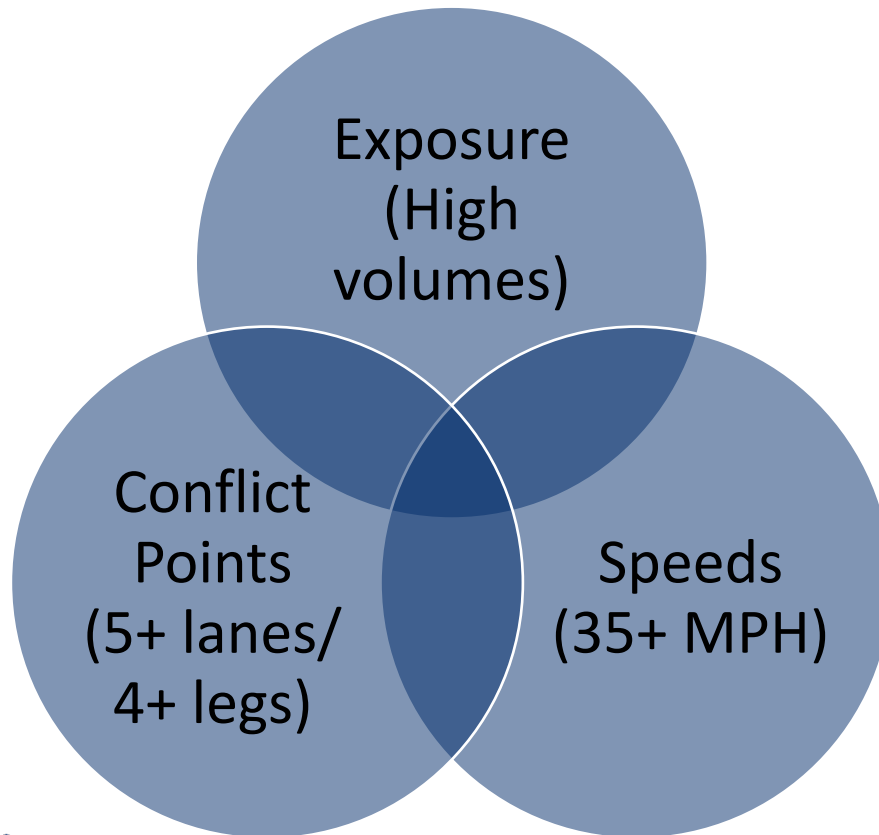
Fatal/Serious Injury Crashes ~ 400/year

## Top Crash Types

- Angle & Turning (37%)
- Lane Departure (24%)
- Rear-End (17%)
- Pedestrians/Bicyclists (13%)



# Where are Severe Crashes Occurring?



# Draft Emphasis Areas

What does the **data say** we should **focus** on\*?

Vulnerable  
Road Users

Intersection  
Crashes

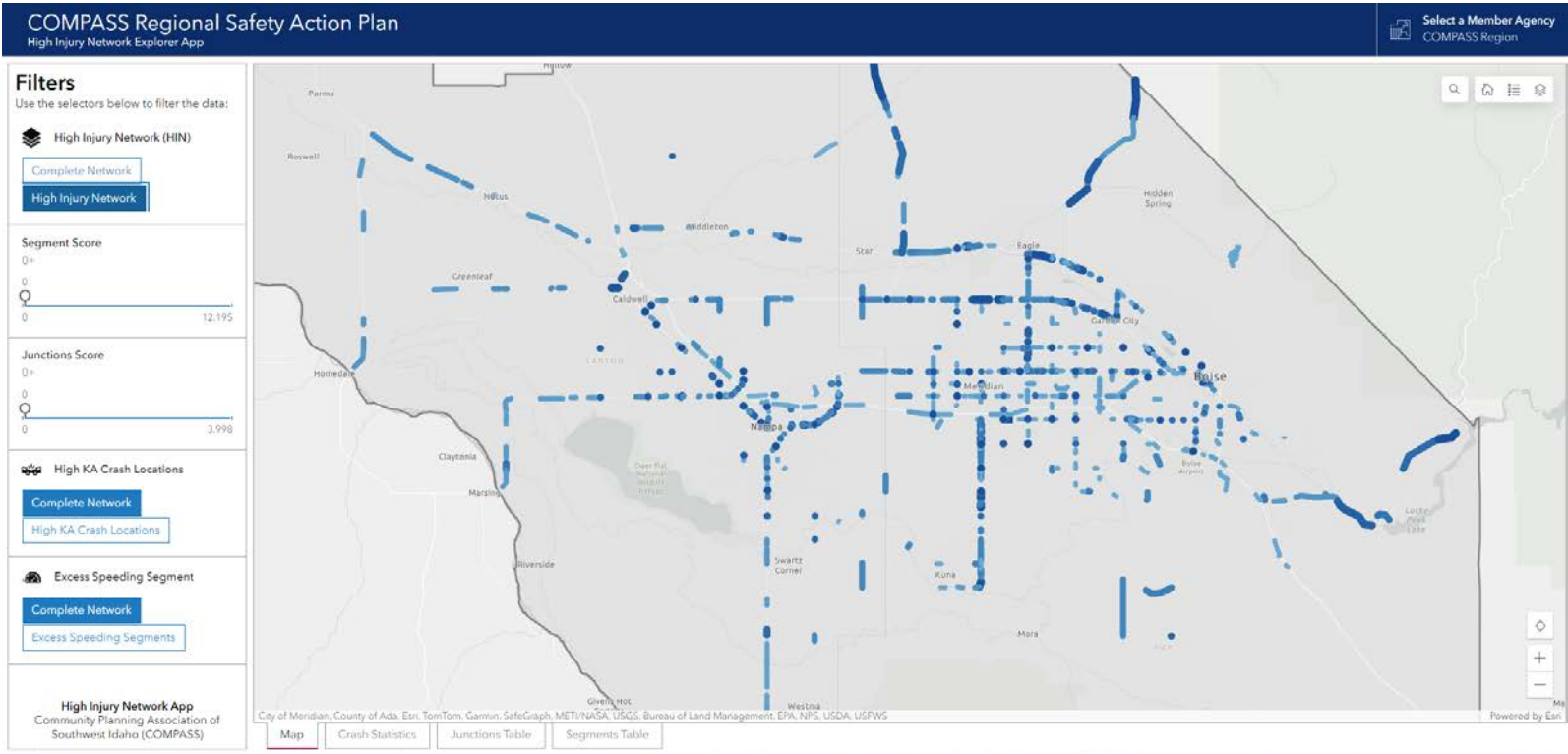
Lane  
Departure  
Crashes

Seatbelt Use

Impaired  
Driving

*\*With an overall focus on speed and multi-lane roads*

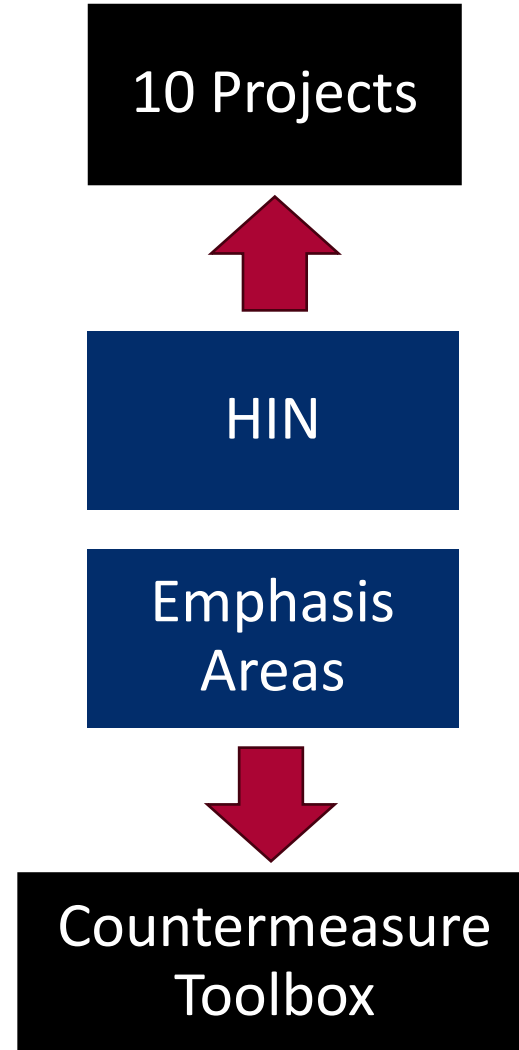
# High Injury Network



# Next Steps

# Next Steps

- Public Outreach - *Ongoing*
- Strategy Development
- Next Board Update – April



# IV-B





# MERIDIAN ROAD EXTENSION CORRIDOR STUDY

CITY OF KUNA



# STUDY BACKGROUND

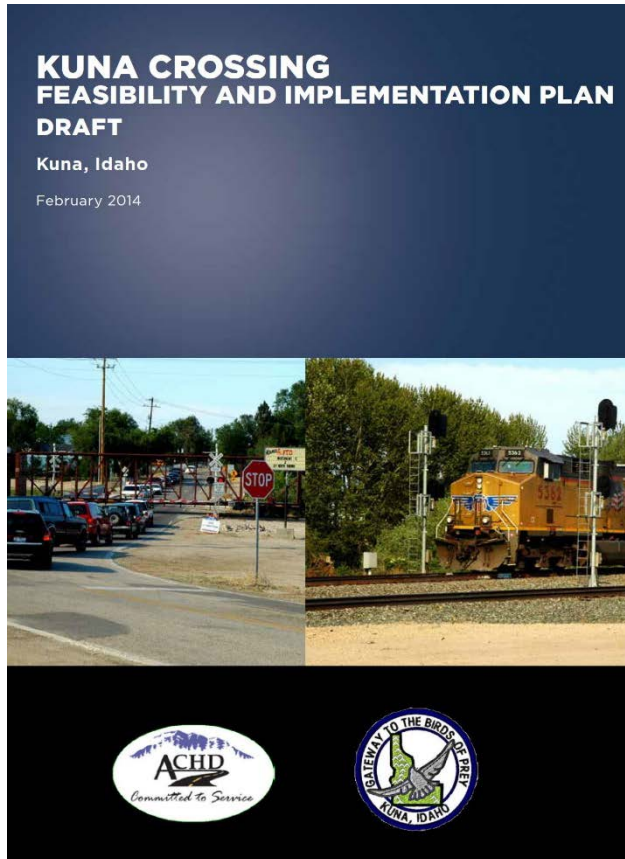
## PLANS

- Idaho Transportation Department (ITD)
  - 2040 Corridor Vision and 2050 Update
  - SH-69 Corridor Study
- Ada County Highway District (ACHD)
  - Master Street Map and Capital Improvement Plan
  - Kuna Crossing Feasibility and Implementation Plan
- COMPASS
  - *Communities in Motion 2050* Long Range Plan



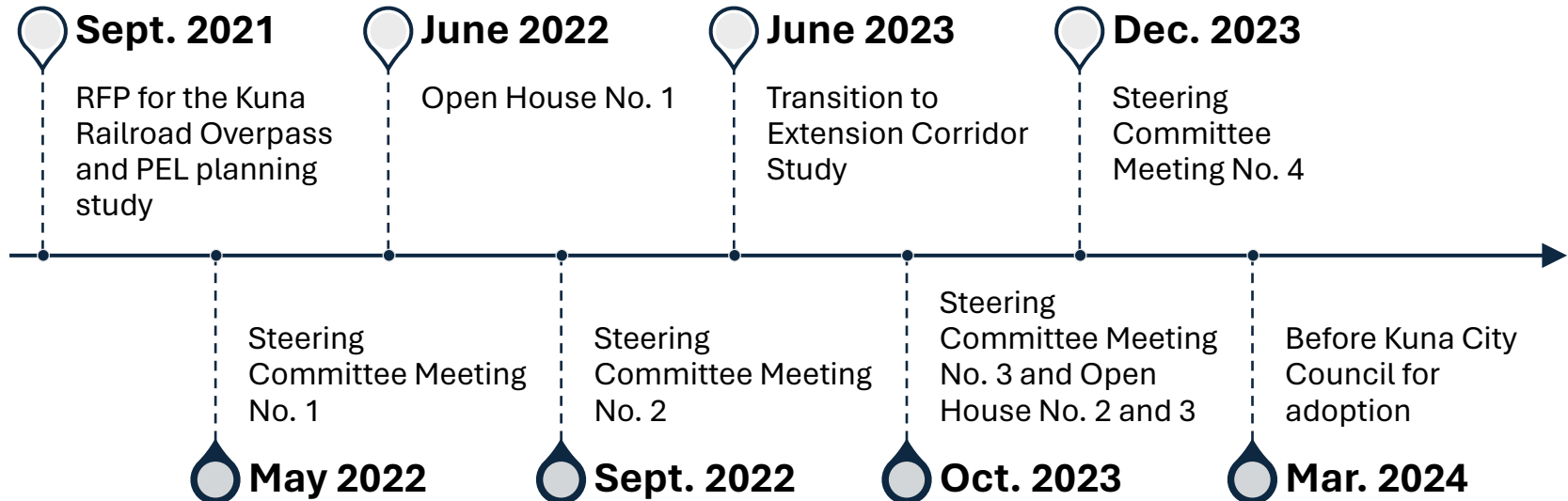
# PREVIOUS EFFORTS

- 1995 Kuna Railroad Crossing Study
- 2006 Extension of Meridian Road Proposal
- 2014 Kuna Crossing Feasibility and Implementation Plan





# TIMELINE

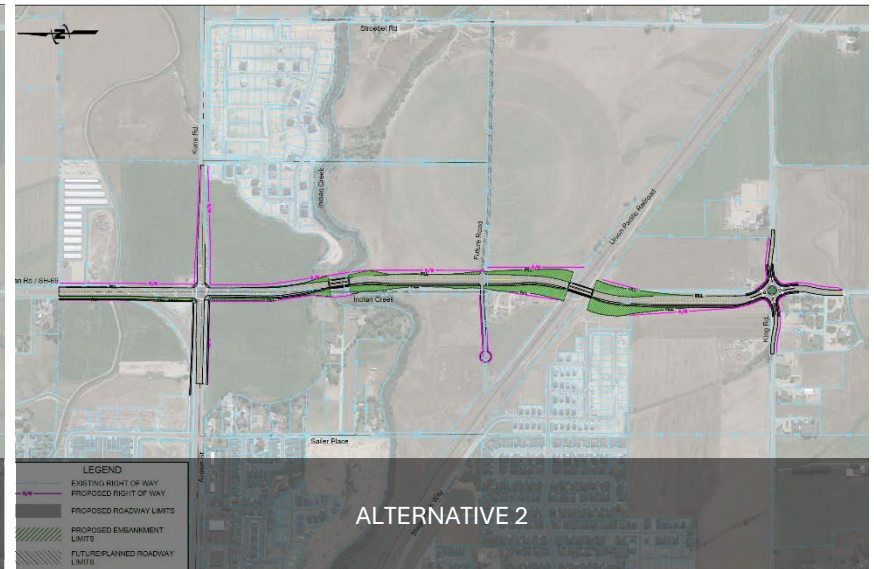
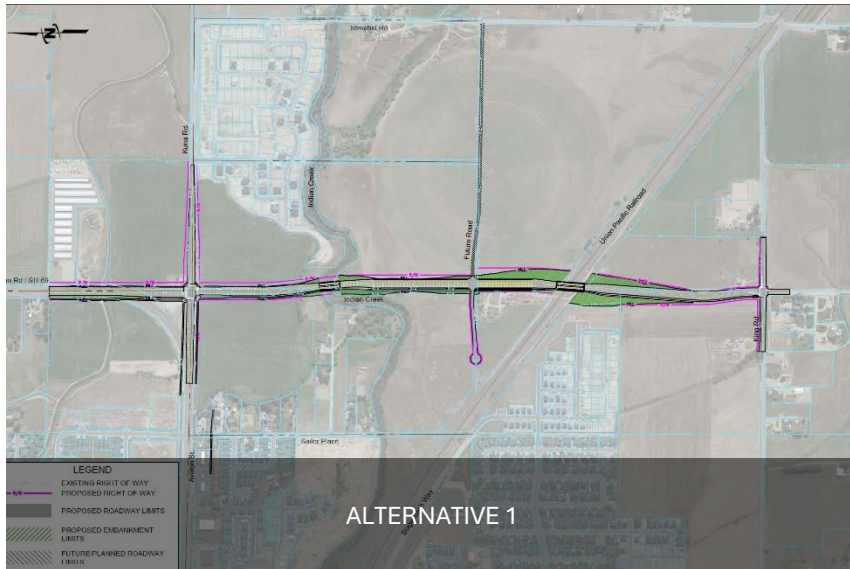




# PUBLIC OUTREACH



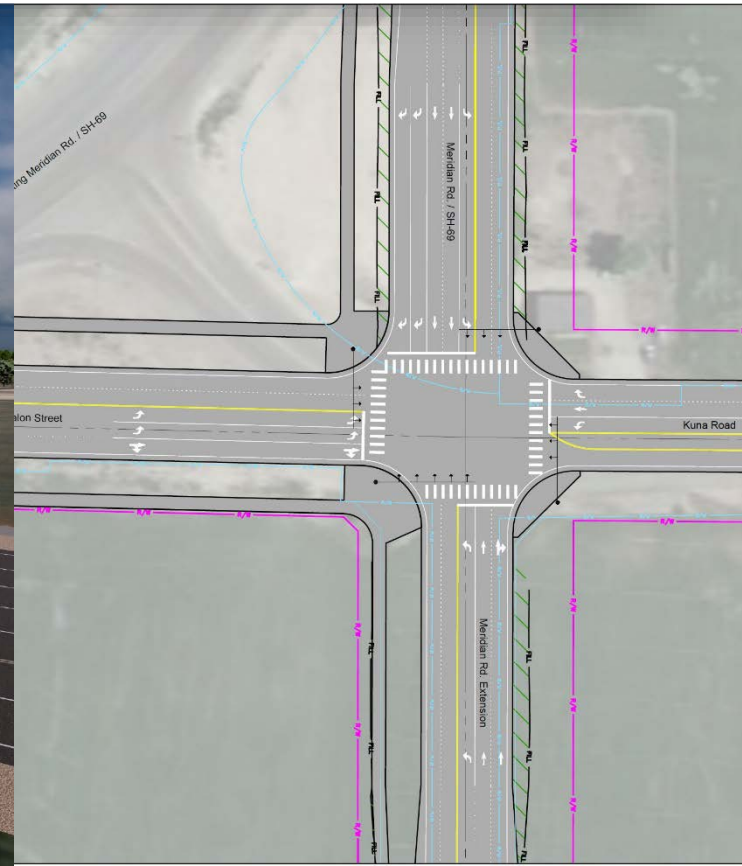
- Property Owner & Stakeholder Consultations
- Public Input Website
- Open Houses



# ALTERNATIVES

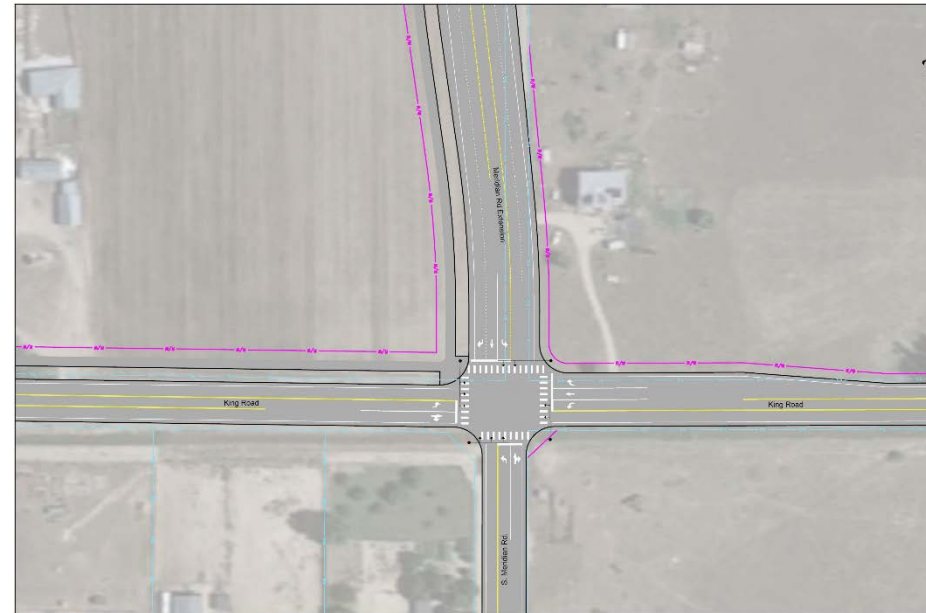
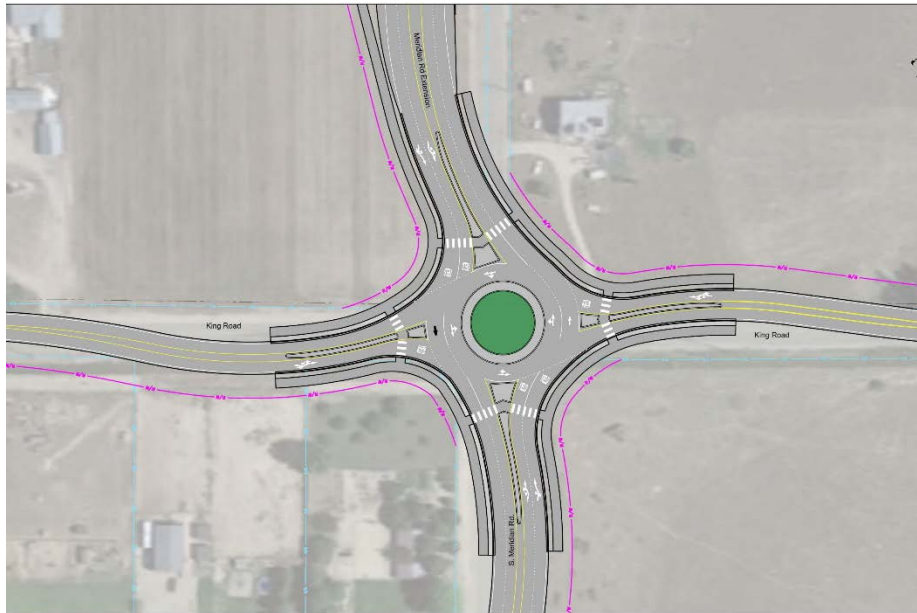


# MERIDIAN & KUNA ROAD





# KING ROAD



# IMPLEMENTATION

- Strategic Funding Plan
- Continued Engagement
- Project Phasing
- Jurisdictional Determination



# THANK YOU



- 751 W 4<sup>th</sup> Street, Kuna, ID 83651
- 208.287.1771, 208.204.4752
- [dhanson@kunaaid.gov](mailto:dhanson@kunaaid.gov)

# IV-C

# Topic: COMPASS Board Overview

Purpose: Review COMPASS' roles, key products, and your role as a Board member.

Amy Luft  
Communication Team Lead  
Page 38

# Overview

Who and what is  
COMPASS?

What does COMPASS  
do?

What is my role as a  
Board member?

What can I expect at  
Board meetings?



# Who and what is COMPASS?





COMPASS is...

...the forum for regional collaboration in southwest Idaho that helps maintain a healthy and economically vibrant region, offering people choices in how and where they live, work, play, and travel.

Photo by Mike Thueson

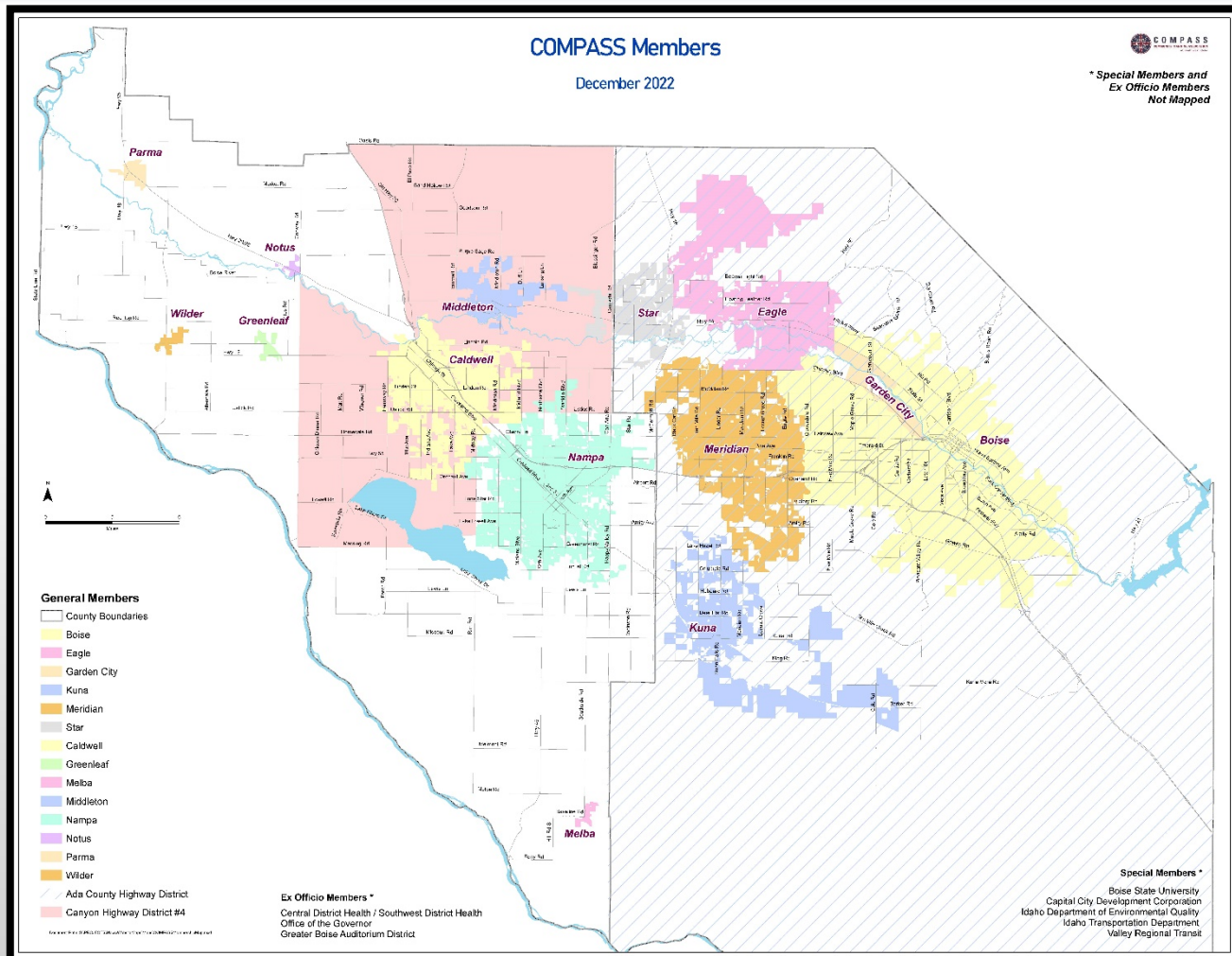




The mission of COMPASS is to **conduct regional planning, facilitate coordination and cooperation**, serve as a **source of information and expertise** on issues affecting southwest Idaho, and assist member agencies in **accessing funding to accomplish local and regional goals.**

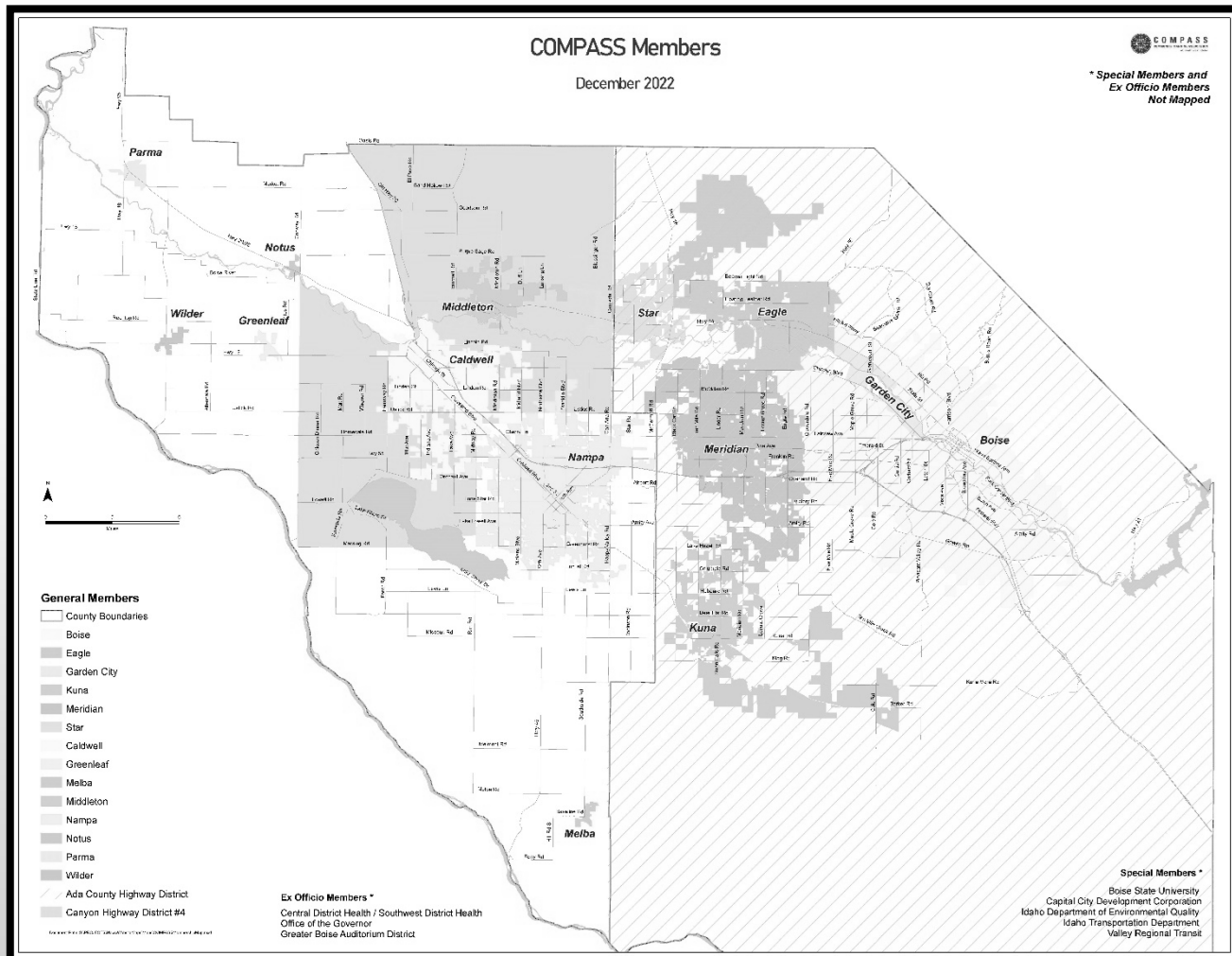
# COMPASS is...

...an **association** of cities, counties, highway districts, and other **agencies** who **plan** for the future of Ada and Canyon Counties.



# COMPASS is... YOU

## COMPASS IS Its Members





# Board of Directors

**Provides policy  
direction for the  
future of Ada and  
Canyon Counties**



# COMPASS committees

**Provide policy and technical  
recommendations  
to the COMPASS Board**

## Policy Committees

- Executive Committee
- Finance Committee

## Technical Committee

- Regional Transportation  
Advisory Committee

# COMPASS workgroups

**Provide issue-specific assistance and guidance to COMPASS staff**

## **Variety of members**

- Member agency staff
- Public
- Private and public sector experts

## **Variety of topics**

- Housing
- Active transportation
- Freight
- More!

# COMPASS staff

## Implement Board policies and direction

2 directors

13 planning staff

4 communication staff

2 financial staff





# What does COMPASS do?

# Serves as the region's MPO



Urban areas over  
50,000



Conduct  
transportation  
planning



Distribute federal  
transportation  
dollars

Metropolitan Planning Organizations



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# What does COMPASS do?



Plan



Implement



Provide technical expertise



Facilitate

# What does the Board do?

## Long-Range Transportation Plan

- Every five years; amend as needed

## Regional Transportation Improvement Program (TIP)

- Annually; amend as needed

## Unified Planning Work Program and Budget

- Annually; amend as needed

## Federal and state policy positions

- Annually

## Governance documents

- As needed



# What does COMPASS do?



Plan



Planning Team Lead = Austin Miller



Implement



Provide technical expertise



Facilitate





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# Regional Long-Range Transportation Plan for Ada and Canyon Counties



*Communities in Motion 2055*



# 2024



## CIM 2055

- Approve:
  - Goals and objectives (today)
  - Growth allocation and buildout analysis (August)

# What does COMPASS do?



Plan



Implement



Resource Development Team Lead = Toni Tisdale



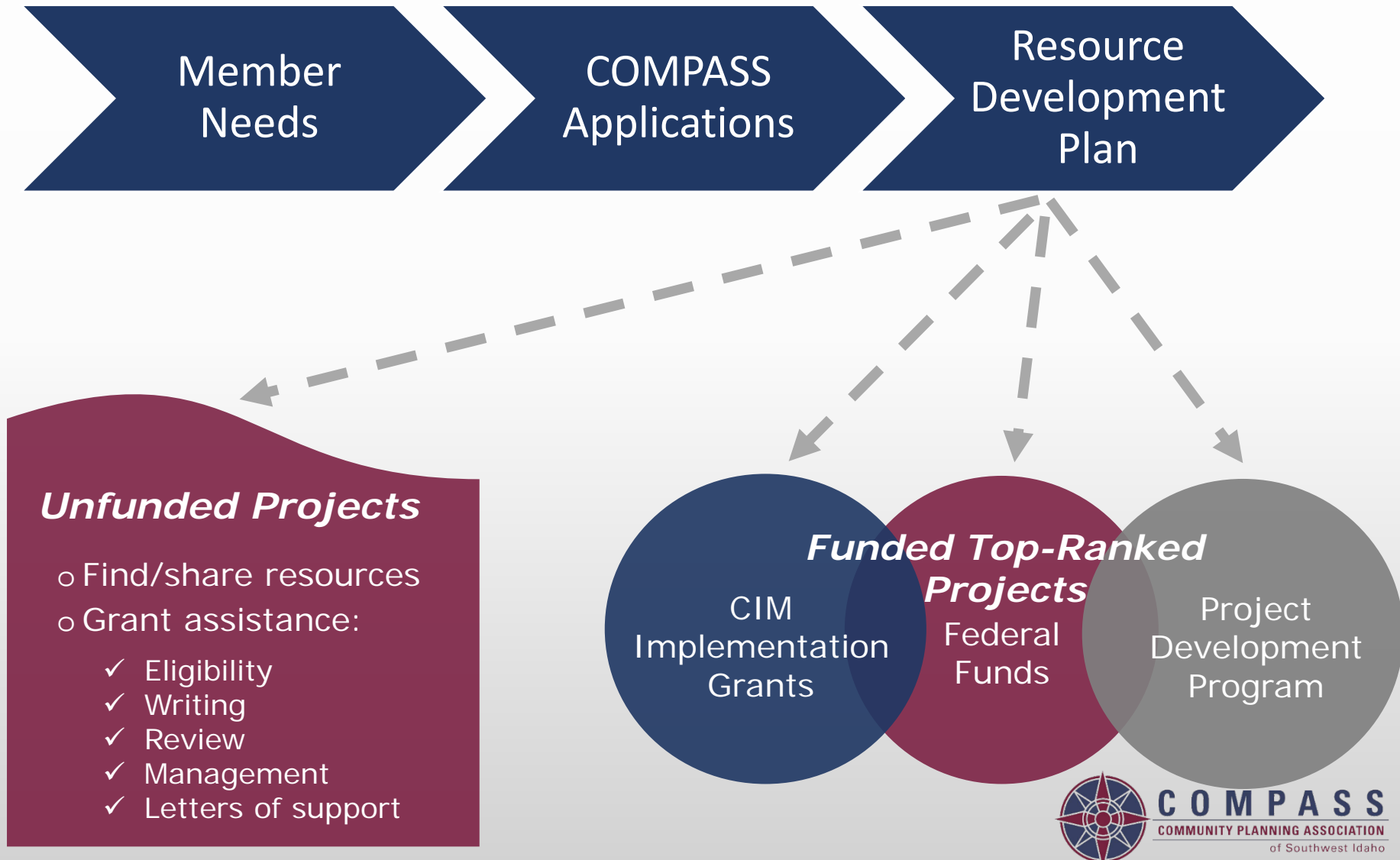
Provide technical expertise



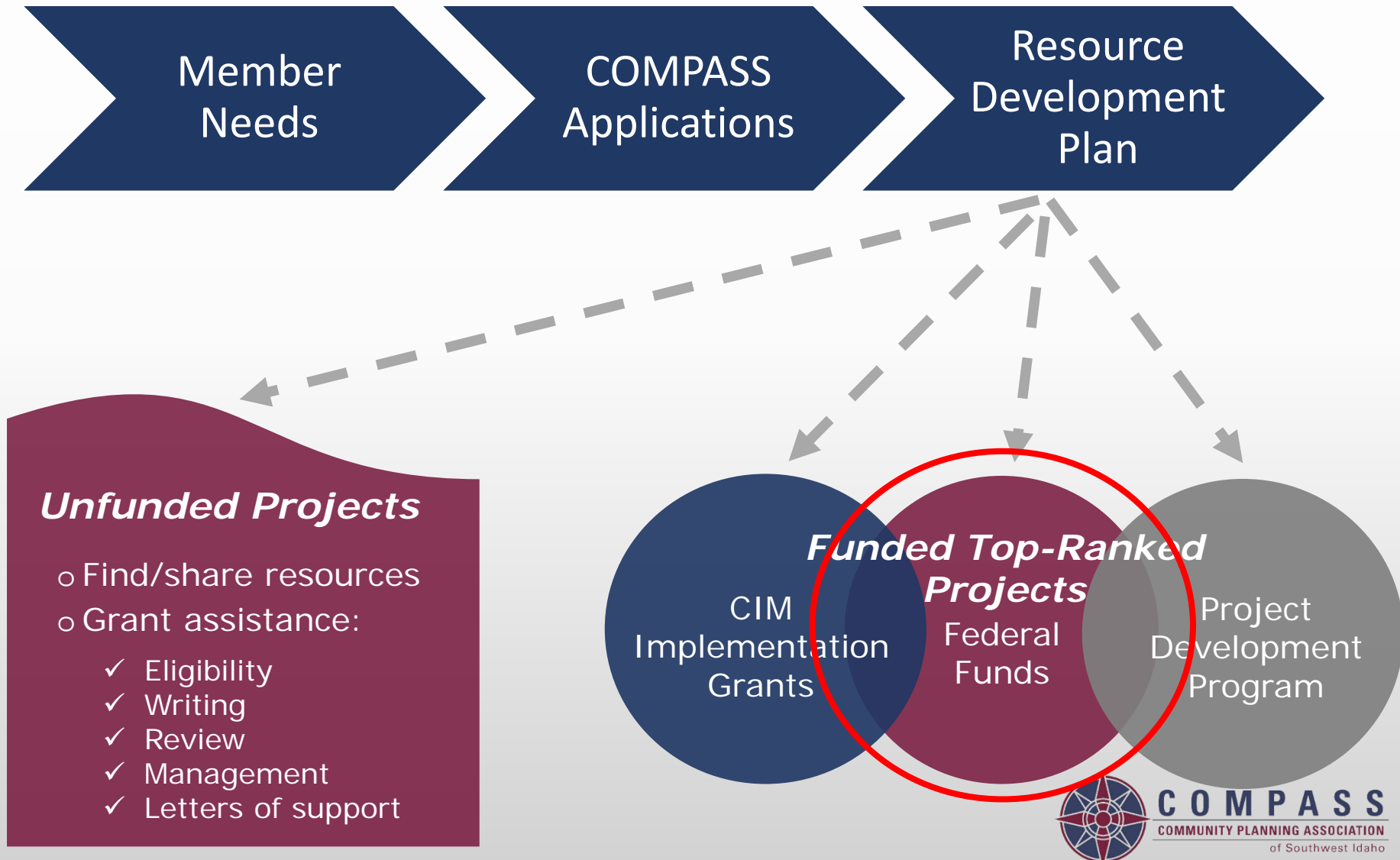
Facilitate



# Resource development



# Resource development



# Transportation Improvement Program (TIP)

Short-term  
budget



Primarily  
federally  
funded  
transporta-  
tion projects



Funds projects  
to implement  
long-range  
plan



Updated  
yearly,  
amended  
frequently





# Transportation Improvement Program (TIP)

Short-term  
budget



Primarily  
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tion projects



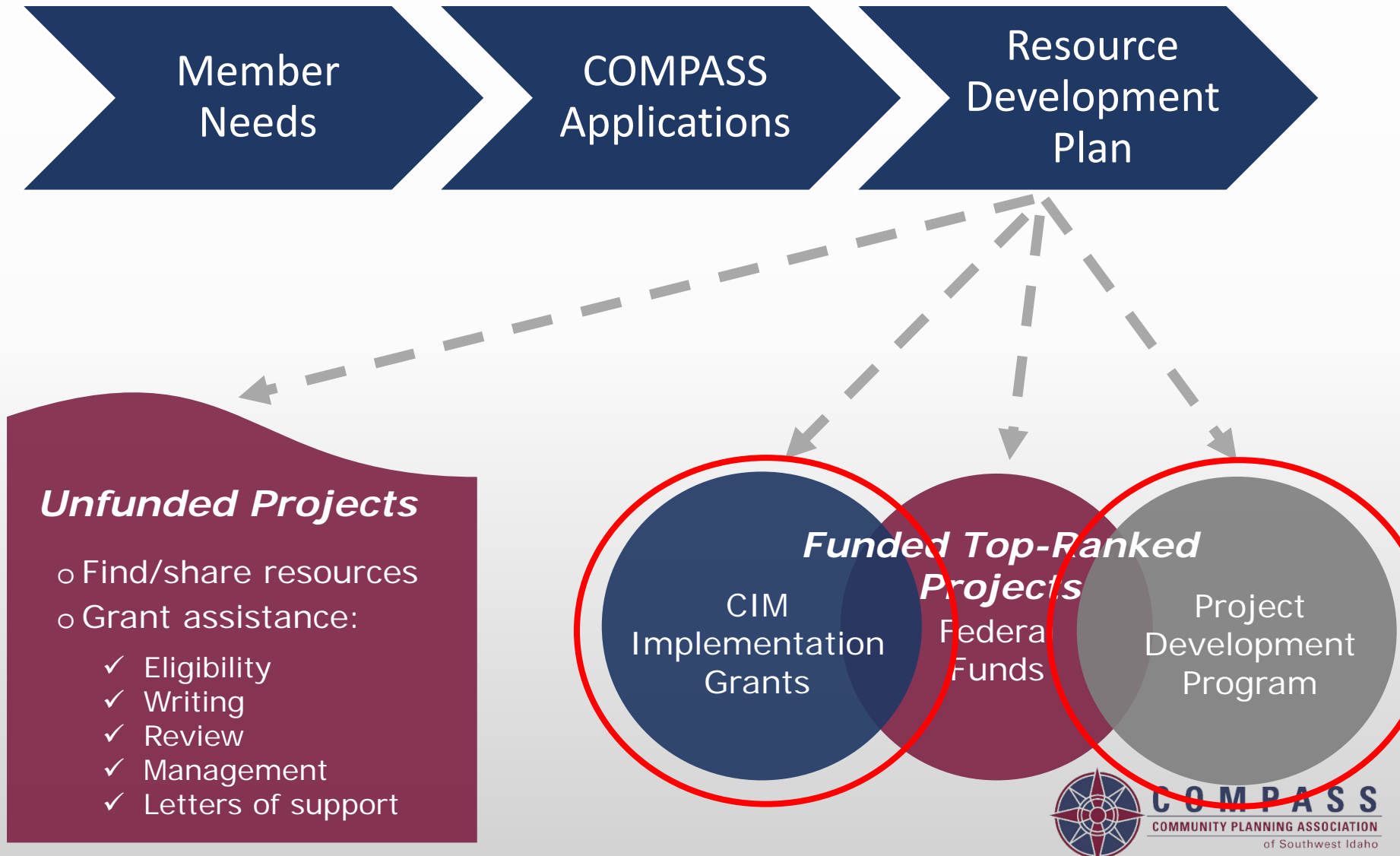
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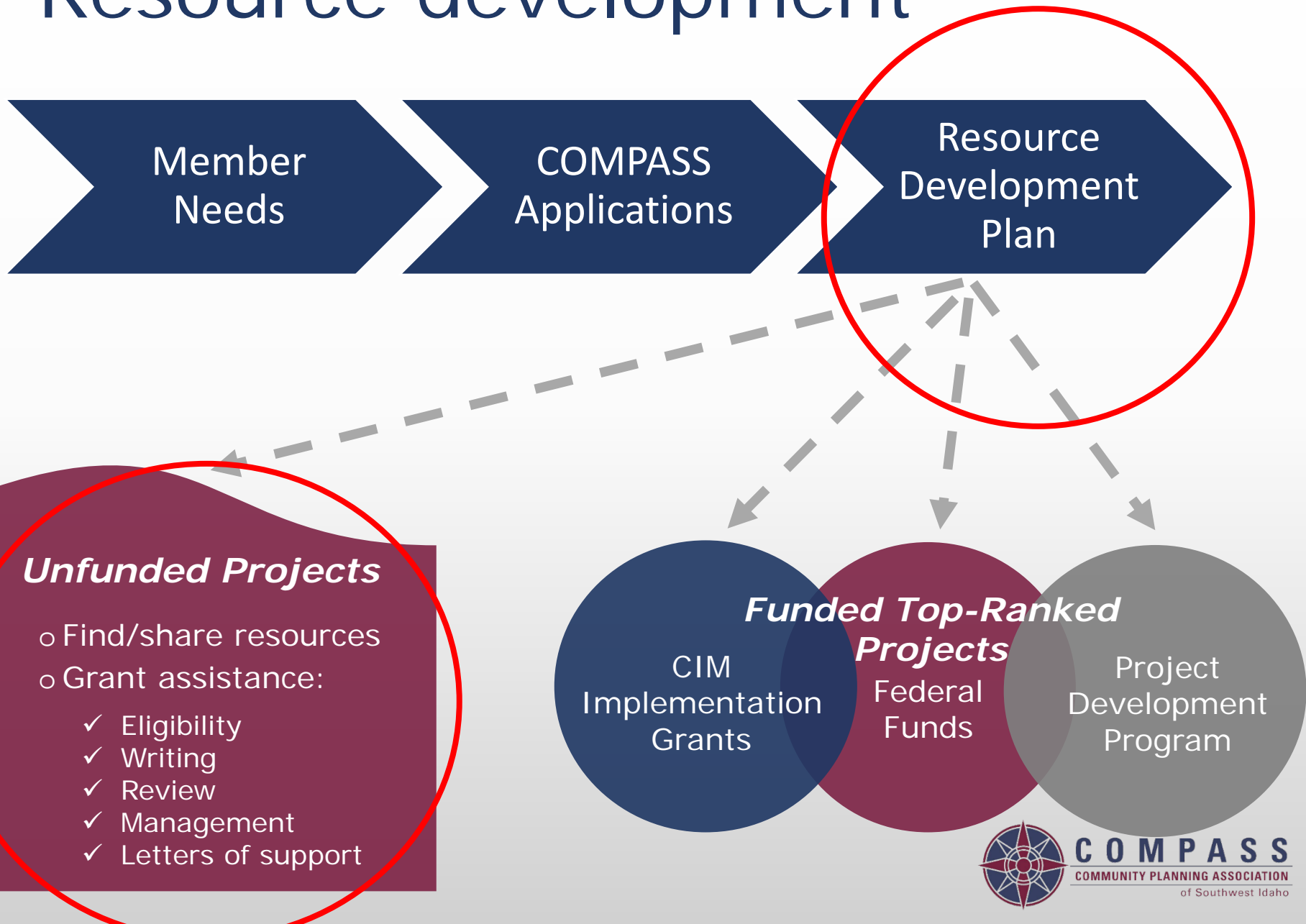


# Resource development





# Resource development



# 2024

## Approve...

### TIP amendments

- Most meetings

### End-of-Year and Redistribution Priorities

- June

### Updates to TIP policies

- Spring or summer

### TIP

- August

# 2024, Cont.

Approve...

## Funding application guide

- August

## *Communities in Motion* implementation grants and Project Development Program projects

- August

## Resource development plan

- October

# What does COMPASS do?



Plan



Implement



Provide technical expertise



Technical Services Team Lead = Mary Ann Waldinger



Facilitate



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of Southwest Idaho

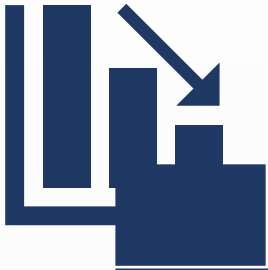


# Technical tools and services

- ✓ Mapping
- ✓ Modeling
- ✓ Orthophotography
- ✓ Technical studies
- ✓ Bicycle/pedestrian counts
- ✓ Data bike
- ✓ Congestion management



# 2024



## Today

- Approve safety performance targets
- Review 2022 Congestion Management Report

# What does COMPASS do?



Plan



Implement



Provide technical expertise



Facilitate



Communication Team Lead = Amy Luft



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of Southwest Idaho





# Facilitation



Public participation



Education series



Legislative services



Meeting facilitation



Leadership in Motion awards

**LEADERSHIP**  
**2023** *in*  
**MOTION**



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COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

# 2024

Review public comments received

- As needed

Receive legislative updates

- Most meetings

Approve state and federal legislative positions

- August

Recognize Leadership in Motion award recipients

- December

# Big projects: 2024



Regional Safety  
Action Plan



High-Capacity  
Transit PEL



Funding Study



Carbon Reduction  
Strategy



Periodic Updates



# Admin Team







# Unified Planning Work Program (UPWP) and Budget



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*Working together to plan for the future*

FY2024 Unified Planning Work Program and Budget

Report No. 11-2023

Adopted by the COMPASS Board on August 21, 2023

Resolution No. 16-2023



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# 2024



## Today

- Employee policies and procedures



## April

- Population estimates
- Membership dues



## August

- FY2025 UPWP
- FY2025 workgroup charters



## December

- FY2025 UPWP Revision 1
- FY2024 audit



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# Governance



- Your liaison
  - With COMPASS
  - With national organizations
- Ex officio Board member
- Executive and Finance Committees
- Governance documents
  - COMPASS/ITD MOU
- Election of officers

What is my role?

# Be an active participant



RSVP; send an alternate if needed



Read your packet



Attend regularly – preferably in person



Review, discuss, listen to your fellow Board members, and vote

# Use your staff

- ✓ Discuss COMPASS issues and/or review your packet with your RTAC and workgroup reps



# Use COMPASS staff

<https://compassidaho.org/staff/>



How can I stay in  
the know?

# In your packet



*Working together to plan for the future*

## 2024 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
February 26, 2024 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"><li>• Confirm Finance Committee Membership</li><li>• Introduction to COMPASS</li><li>• Member Agency Presentation – Projects of Regional Importance</li><li>• Approve Metropolitan Transportation Planning Memorandum of Understanding with the Idaho Transportation Department</li><li>• Status Report - State and Federal Legislative Issues</li><li>• Review the 2022 Treasure Valley Annual Congestion Management System Report</li><li>• Review Scope of Carbon Reduction Strategy</li></ul>
April 15, 2024 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"><li>• Member Agency Presentation – Projects of Regional Importance</li><li>• Accept 2024 Population Estimates</li><li>• Approve FY2025 Membership Dues</li><li>• Status Report - State and Federal Legislative Issues</li></ul>
June 17, 2024 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"><li>• Member Agency Presentation – Projects of Regional Importance</li><li>• Status Report – Finance Committee</li><li>• Approve Priorities for the End-of-Year and Redistribution Program</li><li>• Status Report - State and Federal Legislative Issues</li></ul>



# Online

<https://compassidaho.org/>



The Community Planning Association of Southwest Idaho (COMPASS) is the forum for regional collaboration in southwest Idaho that helps maintain a healthy and economically vibrant region, offering people choices in how and where they live, work, play, and travel.

## Popular Pages



Calendar



Communities in Motion 2050: the regional long-range transportation plan



Comments



Meeting Agendas – Board of Directors and Standing Committees



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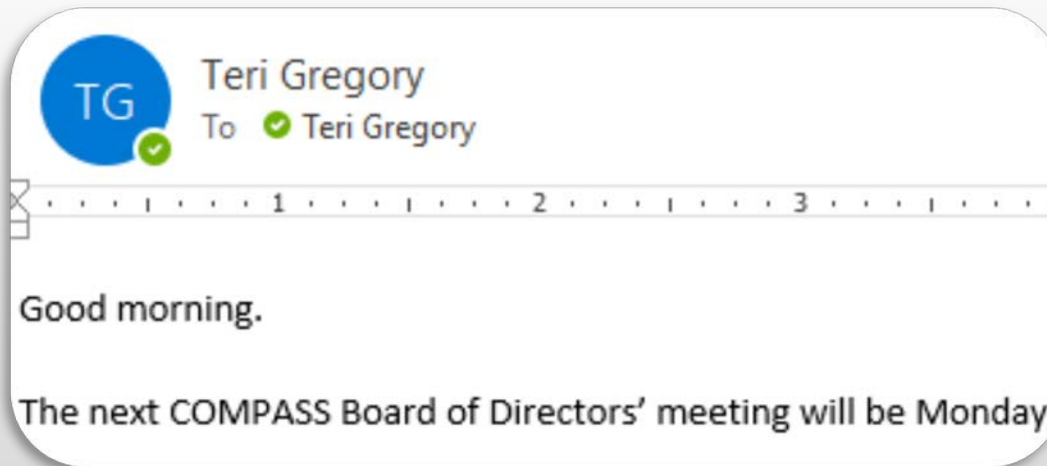


# In your inbox

## ***Keeping Up With COMPASS***

January 2024

**A newsletter for COMPASS members to keep abreast of COMPASS Board, committee, and workgroup actions.**



Thank you



# Item V-A

# Topic: Updates to Employee Benefits

Purpose: Approve amendments to the COMPASS Employment Policies and Procedures to incorporate changes to the benefit package.

Meg Larsen  
Director of Operations  
Page 39





# Recommended Motion

The COMPASS Board of Directors approves the changes to the Employment Policies and Procedures manual to incorporate changes to the employee benefit package.

# Item V-B



# Topic: *Communities in Motion 2055* Goals and Objectives

Purpose: Approve *Communities in Motion 2055* goals and objectives.

Austin Miller, Principal Planner  
Planning Team Lead

# Background

# Long-range transportation plan



Future  
multimodal  
transportation  
system



Forecasted  
growth



Fiscally  
constrained



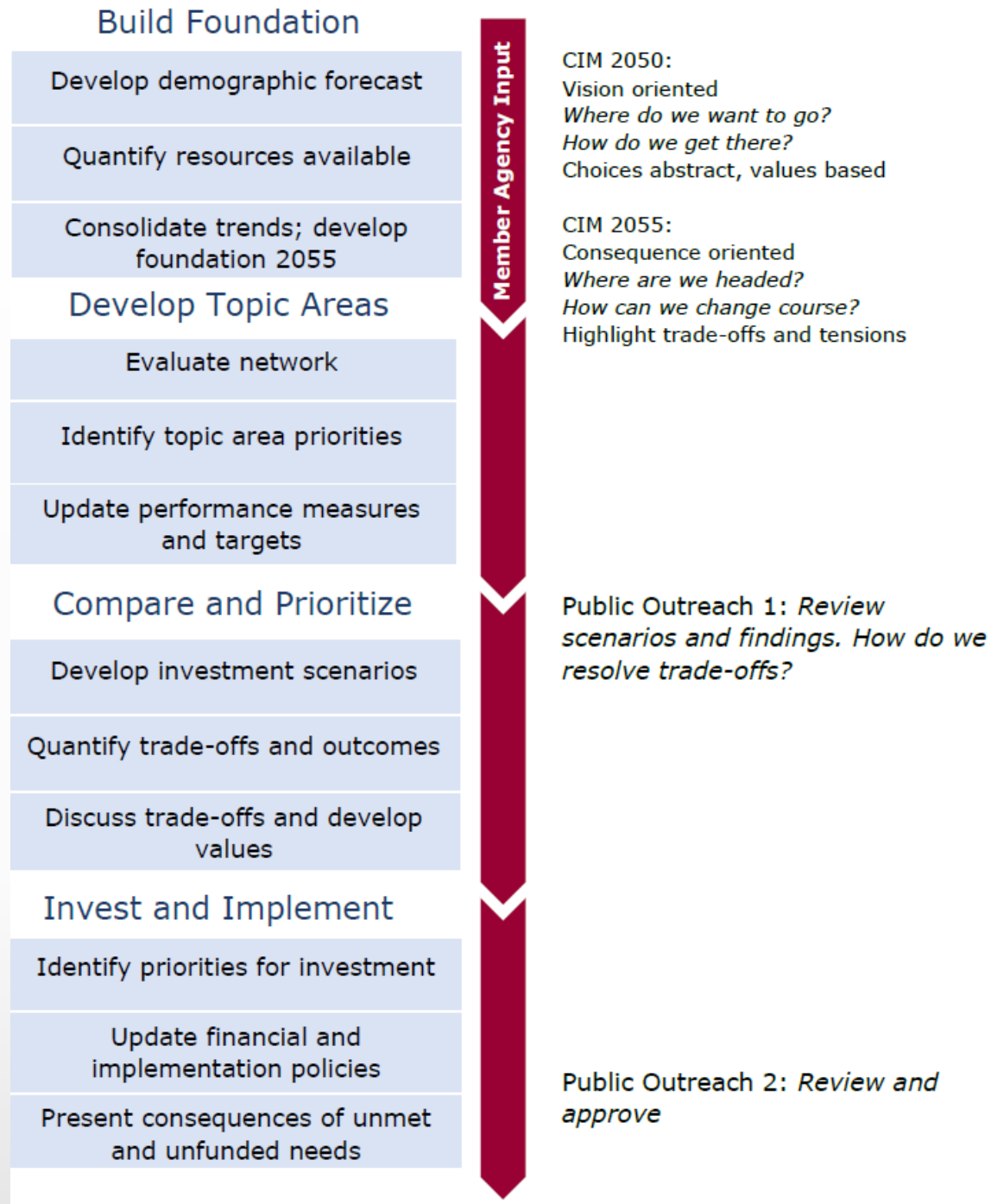
Public  
involvement

Plans for 20+ years; updated every 5 years



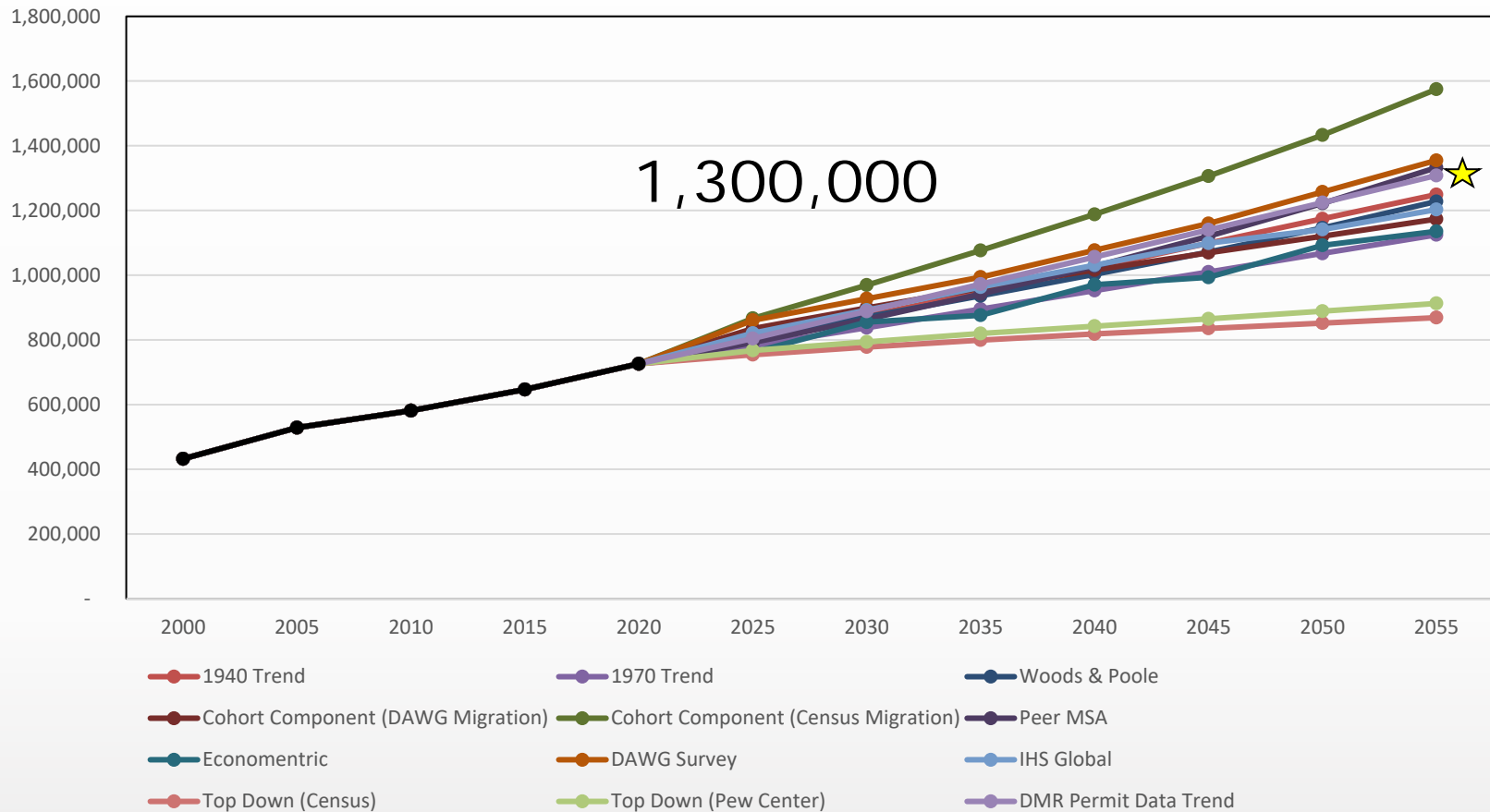
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# CIM 2055 Workplan



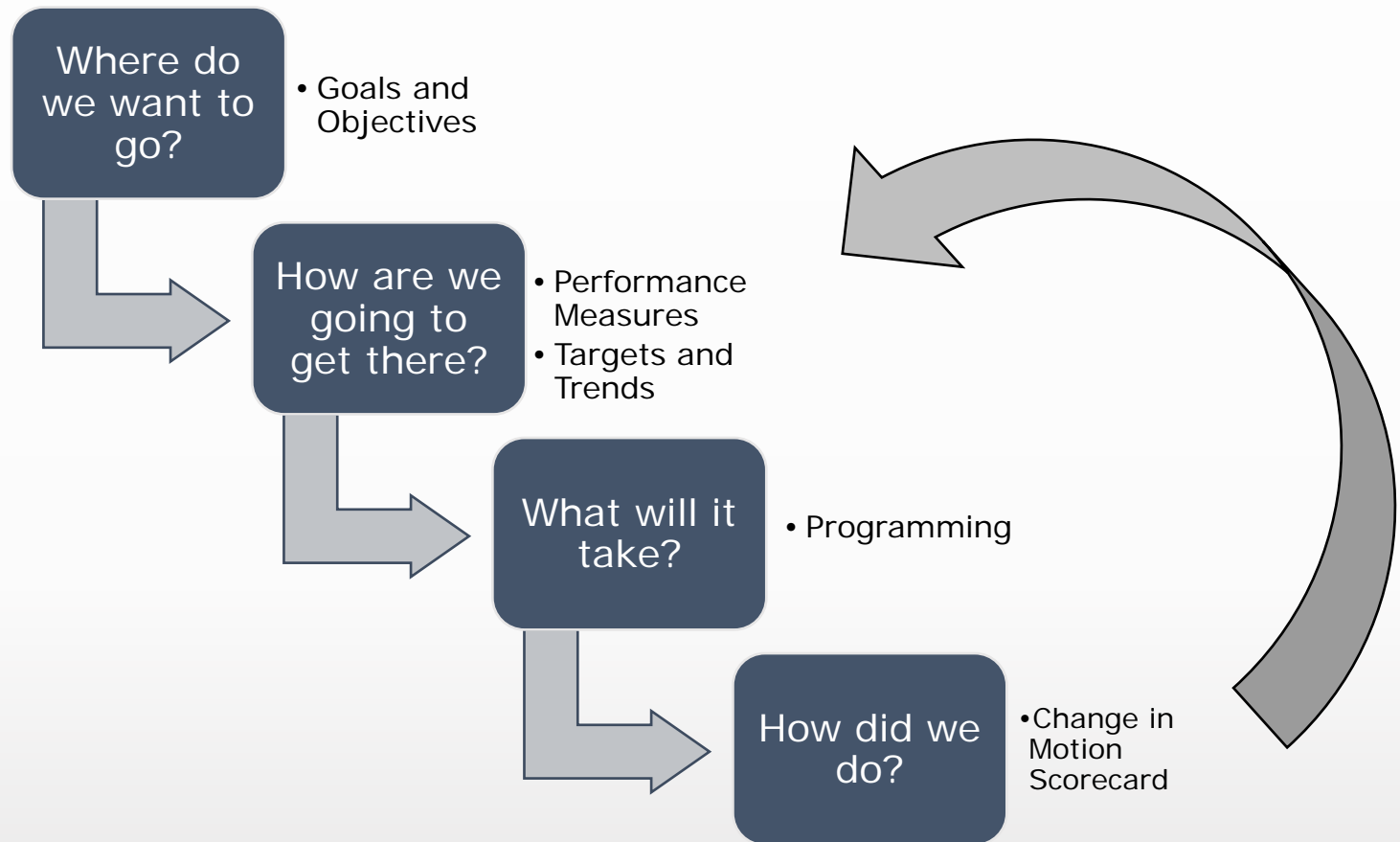
# CIM 2055

## Population Forecast Control Total



# Federal Guidance

## Performance Based Planning & Programming



# A lot can change in 30 years



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# WHERE DO WE GROW FROM HERE?

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Help shape the Treasure  
Valley's future.

Take a quick survey at  
**[compassidaho.org](http://compassidaho.org)**



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# Goals

Safety



Convenience



Quality of Life



Economic Vitality





Thank you!

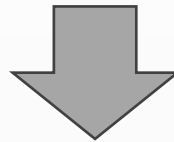
- ACHD
- Ada County
- Canyon County
- City of Boise
- City of Eagle
- City of Nampa
- HD4
- ITD
- VRT

# Subcommittee Goals

- Simplify – 18 objectives to 8 objectives
- Ensure federal requirements, national and local goals are maintained
- Defer performance measure modifications to a subcommittee

# Example - Safety

Safety	Provide a safe transportation system for all users.
	Proactively assess risks and safeguard the security of all transportation users and infrastructure.
	Support a resilient transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.



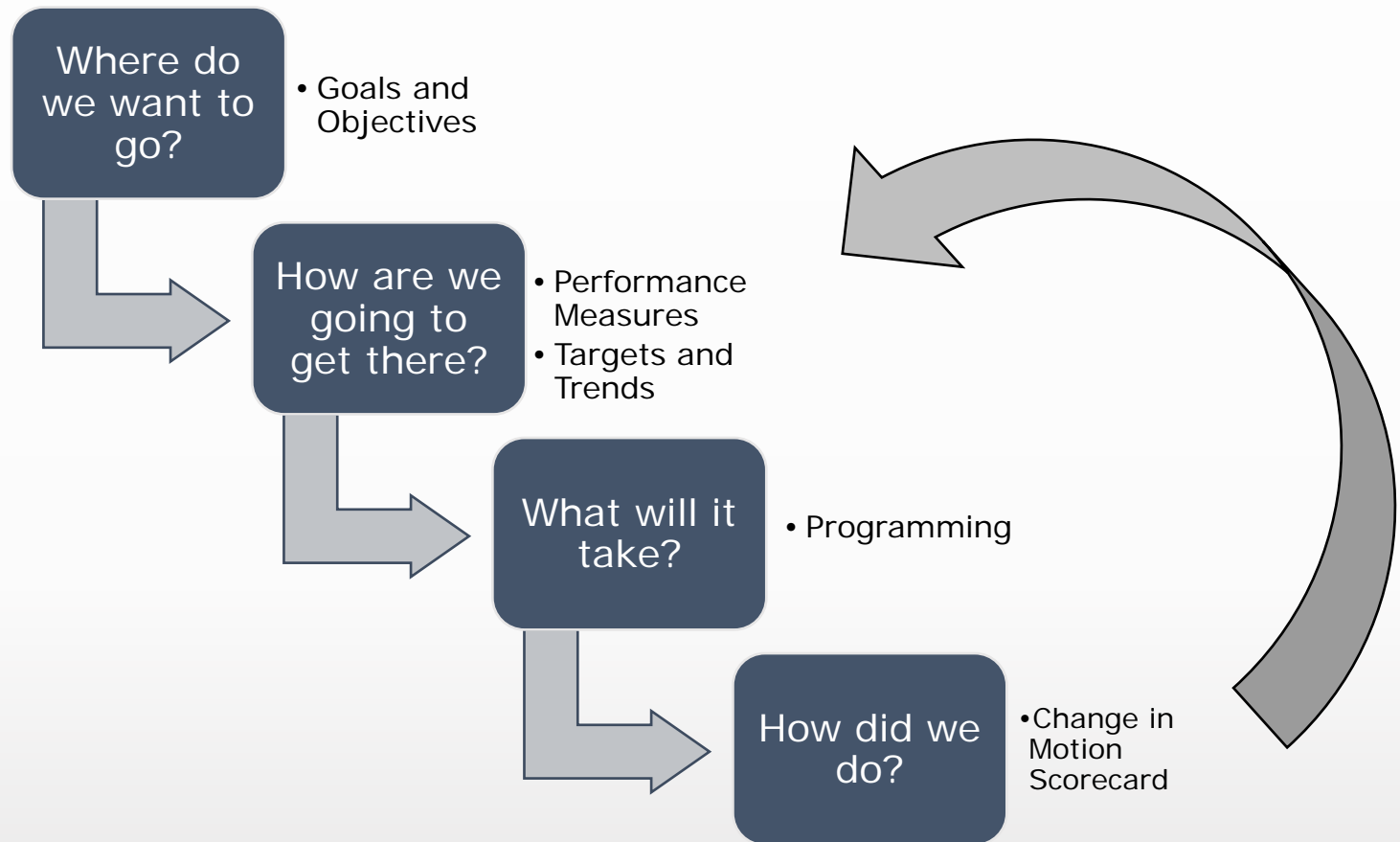
Safety, Security, and Resiliency	Provide a safe, secure, and resilient transportation system that minimizes risk and supports transportation options for all users.
----------------------------------	--

# Subcommittee Goals

- Simplify – 18 objectives to 8 objectives
- Ensure federal requirements, national and local goals are maintained
- Defer performance measure modifications to a subcommittee

# Federal Guidance

## Performance Based Planning & Programming



# Goals

Safety



Convenience



Quality of Life



Economic Vitality





# CIM 2055 Recommendation

Goal	Objectives	Description
Economic Vitality	Economic Vitality <sup>1</sup>	Develop a transportation system that promotes <b>economic vitality</b> by serving local businesses, promoting <b>travel and tourism</b> , and the movement of freight.
	Preservation <sup>1</sup> and Reliability <sup>1 2</sup>	Provide a <b>reliable</b> transportation system for all users by <b>preserving</b> and maintaining the existing transportation <b>infrastructure</b> .
	Growth Management <sup>3</sup>	Develop and implement a regional vision that guides <b>growth</b> where it can be cost-effectively served by infrastructure, services, and amenities, to protect and preserve farmland and the agrarian economy of the valley.
Safety	Safety <sup>1 2</sup> Security <sup>1</sup> and Resiliency <sup>1</sup>	Provide a <b>safe, secure, and resilient</b> transportation system that minimizes risk and supports transportation options for all users.
Convenience	Organized Transportation	Develop a regional transportation system that provides <b>access and mobility</b> for all users through a highly <b>connected</b> network that encourages travel choices and preserves future transportation options.
	Organized Development	Promote development patterns that minimize travel, improve <b>efficiency</b> , and <b>reduce congestion</b> on the transportation system.
Quality of Life	Environment <sup>1 2</sup> and Open Space <sup>3</sup>	Develop and implement a regional vision that protects, preserves, and connects residents to the natural <b>environment</b> and <b>open space</b> while promoting <b>public health</b> .
	Housing Affordability <sup>3</sup> and Equity <sup>3</sup>	Promote development patterns for affordable housing and <b>equitable</b> access to the transportation system for all users.

<sup>1</sup>—Federal requirements

<sup>2</sup>—National goals

<sup>3</sup>—CIM 2050 goal areas (not noted unless not covered in 1 or 2)



# Questions?

# Recommended Motion

The COMPASS Board of Directors approves the *Communities in Motion 2055* goals and objectives.

# Item V-C

# FY2024 Statewide Safety Performance Targets

Purpose: Adopt the 2024 statewide  
safety performance targets

Hunter Mulhall  
Principal Planner

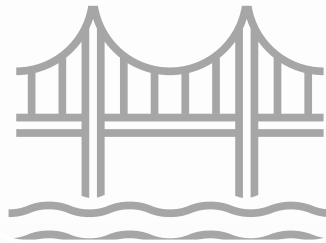
# Introduction

- Transportation Performance Management
- Statewide and regional safety performance
- Proposed fiscal year 2024 safety targets
- *Communities in Motion 2050* targets
- Regional Safety Action Plan (SS4A)
- Adopt the FY2024 statewide safety performance targets

# Transportation Performance Management (TPM)



Safety



Infrastructure  
Condition



Congestion  
Reduction



System Reliability



Freight Movement  
and Economic  
Vitality



Environmental  
Sustainability





# Safety Measures (5-YR Averages)

1. Fatalities

2. Serious Injuries

3. Fatalities/100 Million Vehicle Miles Traveled

4. Serious Injuries/100 Million Vehicle Miles  
Traveled

5. Non-Motorized Serious Injuries and Fatalities

# Statewide Safety Trends

5-Year Averages	2018	2019	2020	2021	2022
<b>Fatalities</b>	226.8	234.4	234.0	237.6	232.0
<b>Serious Injury</b>	1,293.2	1,266.8	1,217.0	1,224.0	1,242.0
<b>Fatality Rate</b>	1.332	1.350	1.336	1.320	1.260
<b>Serious Injury Rate</b>	7.614	7.300	6.944	6.812	6.750
<b>Non-Motorized Serious Injuries and Fatalities</b>	122.0	121.4	120.6	115.4	114.0

# COMPASS Regional Safety Trends

5-Year Averages	2018	2019	2020	2021	2022
<b>Fatalities</b>	49.0	52.2	51.6	51.2	48.2
<b>Serious Injury</b>	553.20	542.60	495.60	467.20	440.40
<b>Fatality Rate</b>	1.10	1.16	1.11	1.06	0.97
<b>Serious Injury Rate</b>	12.51	12.09	10.73	9.76	8.86
<b>Non-Motorized Serious Injuries and Fatalities</b>	66.8	67.0	63.0	59.6	54.2

# CIM 2050 Safety Targets

- Support ITD's statewide safety targets (near term)
- Aspirational targets to reduce the 5-yr averages 75% by 2030 (long-term)

Metric (5-YR Avg)	CIM Target (2030)	2022
Fatalities	13.1	48.2
Serious Injuries	123.9	440.4
Non-Motorized Fatalities and Serious Injuries	21.9	54.2

# Regional Safety Action Plan



Set Targets In FY2025 That Align  
With Vision And Goals Of The  
Plan



Develop Additional Targets  
Focused On Findings From  
Systemic Crash Analysis

# FY2024 Idaho Statewide Safety Targets

Metric (5-YR Avg)	FY2023 Targets	FY2024 Target
Fatalities	244	<b>238</b>
Serious Injuries	1,279	<b>1,224</b>
Fatalities/100 Million VMT	1.35	<b>1.33</b>
Serious Injuries/100 Million VMT	7.22	<b>6.82</b>
Non-Motorized Serious Injuries and Fatalities	125	<b>116</b>

- Two options:
  - Support statewide targets
  - Develop regional targets
- COMPASS staff recommends adopting the FY2024 statewide targets
- COMPASS must include targets in the TIP and CIM
- State must demonstrate significant progress on targets or face penalties
- COMPASS will be evaluated through the certification review process

# Summary



TPM



Safety Trends



Support or Develop  
Measures



Continue to coordinate  
with ITD



Establish Regional  
Targets in Safety Action  
Plan & CIM 2055



# Questions



# Recommended Motion

The COMPASS Board of Directors adopts the Idaho Transportation Department's FY2024 statewide safety targets.

# Item VI-A

# Topic: State and Federal Legislative Issues

Purpose: Discuss Idaho and Federal Legislative Activity

Jacob Miller  
Government Affairs Coordinator

# Overview

- 2024 Idaho Legislative Session
  - Transportation Budget
  - Transportation Legislation
  - Local Government Legislation
- Federal Transportation Issues

# Transportation Budget: Road and Bridge Maintenance

Line Item Description	Amount	Fund Source	One-Time?
Road and Bridge Maintenance LBB Page #5 - 150	\$206,000,000	General Fund transfer to Strategic Initiatives Program Fund & Local Highway Distribution Fund	One-time (cash transfer requested)

- General Fund transfer of **\$206 Million** to continue the ongoing investment for road and bridge maintenance needs (same amount as FY24):
- 60/40 Split
  - **ITD Portion: \$123,600,000** – Strategic Initiatives Program Fund
  - **Local Portion: \$82,400,000** – Local Highway Distribution Fund

# Transportation Budget: Safety and Capacity

Line Item Description	Amount	Fund Source	One-Time?
Safety and Capacity LBB Page #5 - 151	\$96,800,000	General Fund transfer to Strategic Initiatives Program Fund & Local Highway Distribution Fund	One-time (cash transfer requested)

- General Fund transfer of **\$96.8 Million** to continue the ongoing investment for Idaho's safety and capacity needs (same amount as FY24):
  - 60/40 Split
    - **ITD Portion: \$58,080,000** – Strategic Initiatives Program Fund
    - **Local Portion: \$38,720,000** – Local Highway Distribution Fund



# Transportation Budget: Local Bridge Maintenance

Line Item Description	Amount	Fund Source	One-Time?
Local Bridge Maintenance LBB Page #5 - 151	\$ 200,000,000	General Fund transfer to Strategic Initiatives Program Fund - Local	One-time (cash transfer requested)

- General Fund transfer of **\$200 million** to the Strategic Initiatives Program Dedicated Fund for the third, and final, round of investment targeting the repair and replacement of aging and load-posted local bridges

# Transportation Budget: TECM Bonding Enhancement

Line Item Description	Amount	Fund Source	One-Time?
TECM bonding	\$50,000,000	Sales tax transfer	Ongoing (Governor policy recommendation)

- An ongoing **\$50 Million** sales tax transfer to the Transportation Expansion and Congestion Mitigation (TECM) Fund for IDAHO WORKS initiative to augment the ITD portion of the TECM bonding program.
- This will allow the state to expand its bonding capacity by **\$800 million** for critical safety and capacity projects.

# Transportation:

## H534 – "Electric Fuel" Tax

**RS31094 / H0534**

This legislation creates a definition of "electric fuel" for commercial vehicles in Idaho, adding definitions to Section 63-2401, Idaho Code, and imposes a one (1) cent per kilowatt hour tax on electric fuel, making it equivalent to the existing tax on motor fuel in Section 63-2402, Idaho Code. It establishes a new Section, 63-2427D, Idaho Code, to say that the first receiver of electric fuel shall be required to obtain a motor fuel distributor license, and shall be required to use a meter, provided at their own expense, to measure the amount of electric fuel distributed to commercial vehicles. The motor fuel distributor is responsible for remitting a monthly distributor's report to the state tax commission.

### **FISCAL NOTE**

This legislation will have no negative fiscal impact to the state General Fund or any local units of government, but will have a positive impact to the Highway Distribution Fund.



# Transportation: HCR24 - SH55 Alternate Routes Corridor Study

## A CONCURRENT RESOLUTION

STATING FINDINGS OF THE LEGISLATURE AND AUTHORIZING THE LEGISLATIVE COUNCIL TO APPOINT A COMMITTEE TO UNDERTAKE AND COMPLETE A STUDY OF CERTAIN TRANSPORTATION CORRIDORS IN IDAHO.

NOW, THEREFORE, BE IT RESOLVED by the members of the Second Regular Session of the Sixty-seventh Idaho Legislature, the House of Representatives and the Senate concurring therein, that the Legislative Council is authorized to appoint a committee to undertake and complete a study of existing transportation corridors including State Highway 55, State Highway 16, and State Highway 95, and of potential alternate routes for safe vehicular travel between central Idaho and the Treasure Valley.

BE IT FURTHER RESOLVED that the Legislative Council shall determine the number of legislators and membership from each house appointed to the committee and shall authorize the committee to receive input, advice, and assistance from interested and affected parties who are not members of the Legislature.

BE IT FURTHER RESOLVED that the Legislative Council may authorize the committee to appoint nonlegislative advisors with technical expertise with regard to transportation infrastructure, civil engineering, and legal information and issues, and such other subjects as the committee deems necessary or advisable for the committee to efficiently conduct and complete its business.



# Transportation: H492 – Recreation District Development Impact Fees

**RS31104 / H0492**

This legislation enables recreation districts to join government entities as defined in section 67-8203(14) to enter into intergovernmental agreements for the purpose of developing joint plans for capital improvements, or for the purpose of agreeing to collect and expend impact fees for system improvements, or both.



# Transportation: H492 – Recreation District Development Impact Fees

Each district is organized for the uses and purposes of acquiring, providing, maintaining and operating public recreation centers, swimming facilities, pools, picnic areas, camping facilities, ball parks, handball courts, tennis courts, marine and snowmobile facilities, recreational pathways, ski areas, and golf courses and public transportation systems and facilities serving the district together with all related grounds, buildings, equipment and apparatus for the use of the residents of the district and the public generally.

*Idaho Code § 31-4316*

(2/22/24)

# Transportation:

## H610 – School Bus Safety

RS31243 / H0535

This legislation updates Idaho Code § 49-1422 and has three specific components. Firstly, it increases the fines associated with illegally passing school buses. Drivers in Idaho have increased the frequency of passing school buses during the boarding and disembarking of children, and the current deployment of flashing lights and the stop arm is not always effective enough. Increasing the fines will be a notable deterrent against unsafe driving behavior. Secondly, this legislation amends the charge for a first-time offense from a misdemeanor to an infraction while maintaining that the second, and any subsequent stop arm convictions, remain a misdemeanor. Currently, the requirement of the defendant for a first-time stop arm offense is to make an initial court appearance to plead guilty, a second appearance for a court trial, and a third appearance for sentencing. Reducing the initial charge to an infraction allows the defendant the ability to resolve the fines imposed under this subsection online, or by phone or email. Finally, the draft grants the Department of Education administrative rights to the School Bus Camera Fund. In supporting the efforts to bring more awareness to the seriousness of school bus stop violations, and to support local law enforcement agencies in securing convictions of such offenses, moneys in the fund will be appropriated for the purpose of school bus stop arm cameras, software, equipment, and training.

### FISCAL NOTE

This legislation causes no additional cost to the Department of Education for the disbursement of Stop Arm Fund moneys. Based on an established formula, this change will mean an increase to revenue from fines, which are collected and distributed to the State Treasurer (for the Peace Officers Standards and Training Fund), the Highway Distribution Account, the District Court Fund, and the Public School Income Fund.



# Transportation:

## S1258 – Abandonment/Vacation of Public Rights-of-Way

**RS31093C1 / S1258**

This legislation amends section 40-203 of Idaho Code regarding the abandonment of roads and public rights-of-way. Abandonment involves a lengthy process for the county or the highway district in which a public road is being abandoned. For the cases where the public road accesses public lands or waters, this legislation adds to the process so that evidence of such access can be presented. For those public roads that do access public lands and waters, this amendment to 40-203 requires that a replacement public access be provided, even if that public access is provided at private expense, before the abandonment can be completed. The replacements cannot be provided through the use of eminent domain nor condemnation, and this legislation will not affect any road vacations currently underway or currently being litigated.



# Local Government: H608 – Agricultural Protection Areas

**RS31421 / H0608**

This legislation provides landowners with an additional option when considering protecting agricultural land in the state. The legislation adds a new chapter to the Idaho Local Land Use Planning Act that would provide the legislative authority for county governments to receive applications from willing landowners to establish a land use designation, known as an Agricultural Protection Area. The process to review and consider applications is outlined in the legislation.

# Local Government: S1293 - Annexation by Cities

**RS31208 / S1293**

This legislation clarifies, simplifies, and reformats Idaho's annexation statute. It provides definitions for fundamental terms, provides for timely notification to counties, ensures that public hearings are held before city councils, while providing flexibility for small municipalities, clarifies and standardizes the use of terms, provides a clear landowner consent threshold, and organizes the provisions of the statute to reduce confusion and legal conflict.

# Federal Legislative Issues

- Shutdown Showdown
  - March Deadline
- Surface Transportation Re-authorization discussions to begin this Spring
  - IIJA Half-life
- FAA Re-authorization
- Rail Safety



# Questions?



# Item VI-B

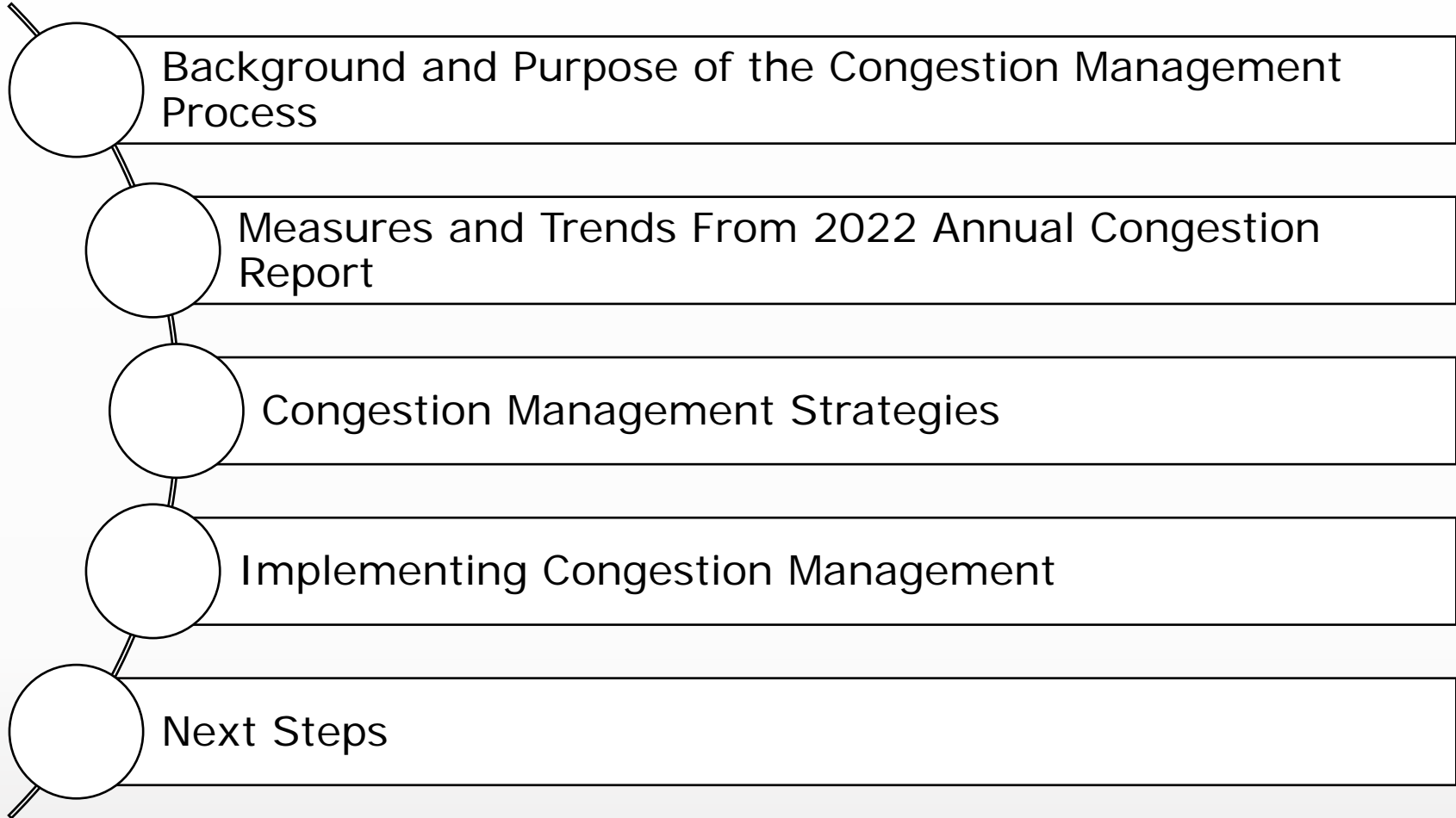
# Topic: Congestion Management Process

Purpose: Receive the results of the 2022 Treasure Valley Annual Congestion Management System Report

Hunter Mulhall  
Principal Planner

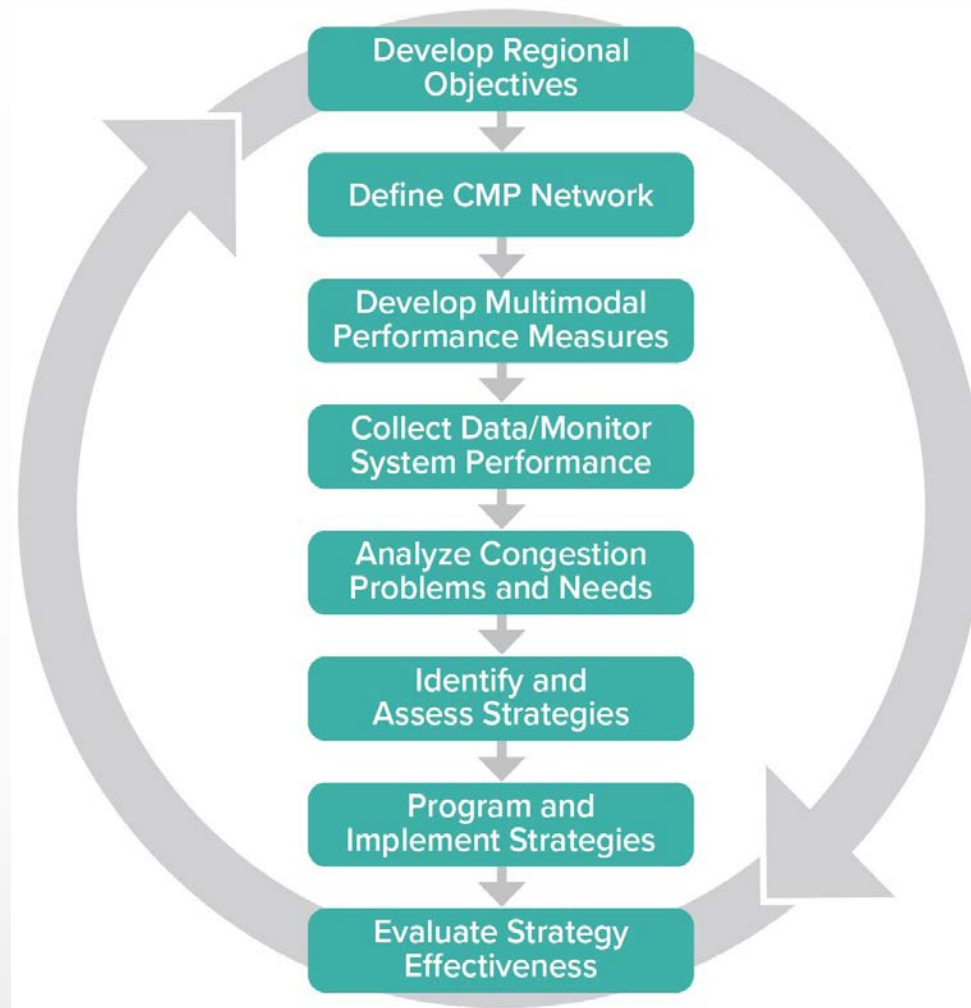


# Introduction





# Congestion Management Process (CMP)



# Process Outcomes



Congestion management needs and priorities



Toolkit of congestion management strategies

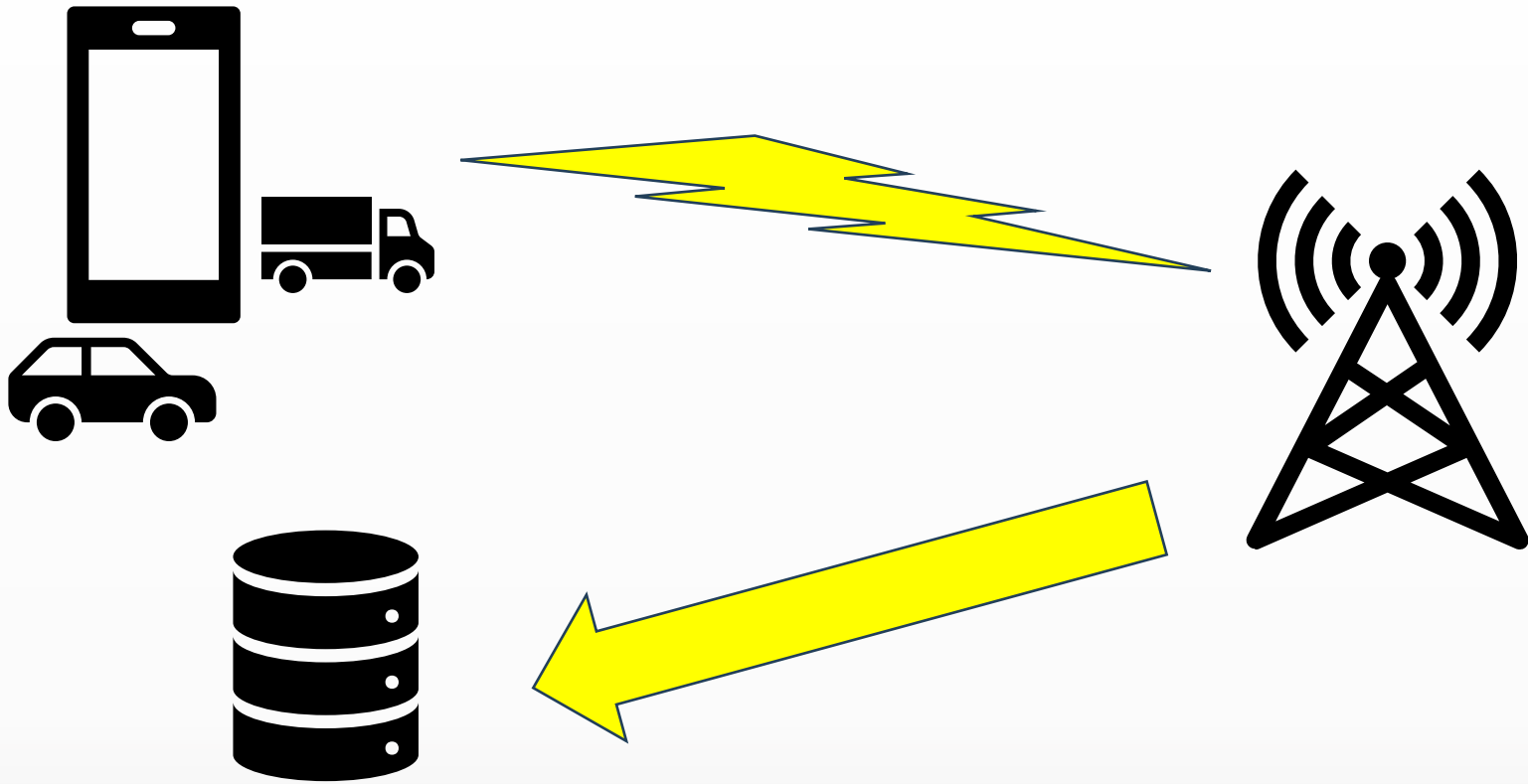


Up to date congestion data and measures

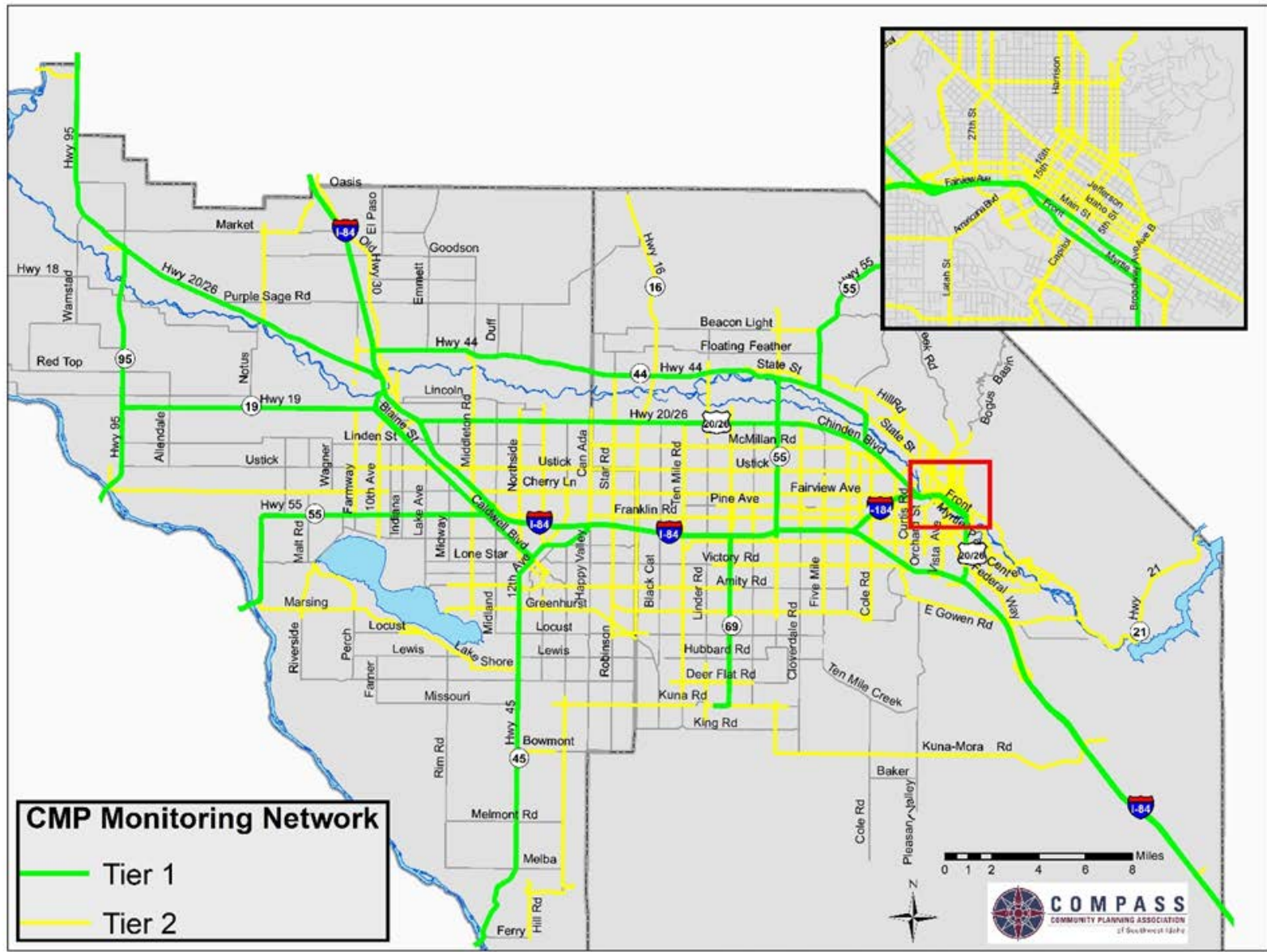


Performance evaluation

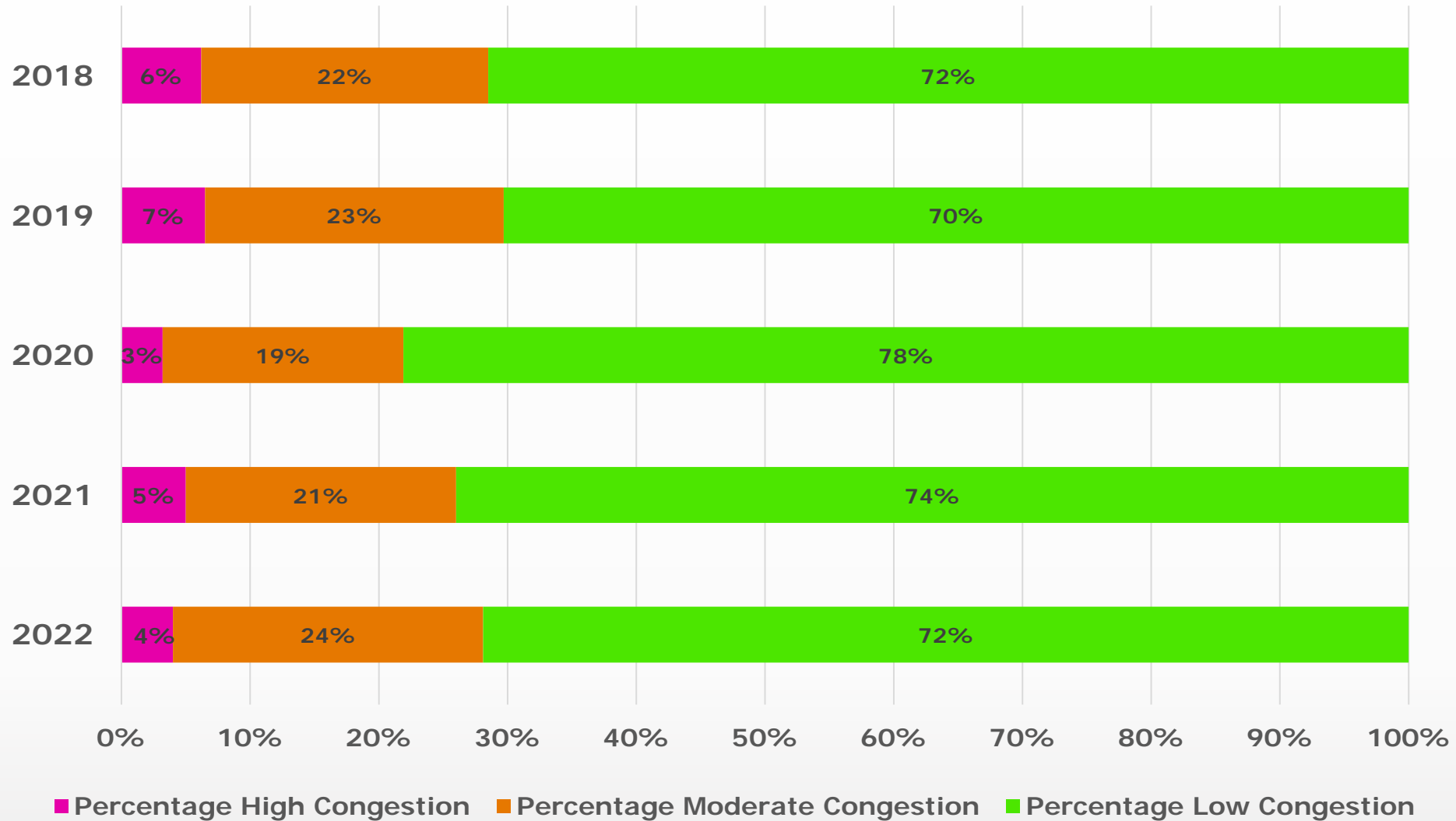
# Congestion Monitoring and Travel Time Data



- Speed
- Direction
- Travel Times



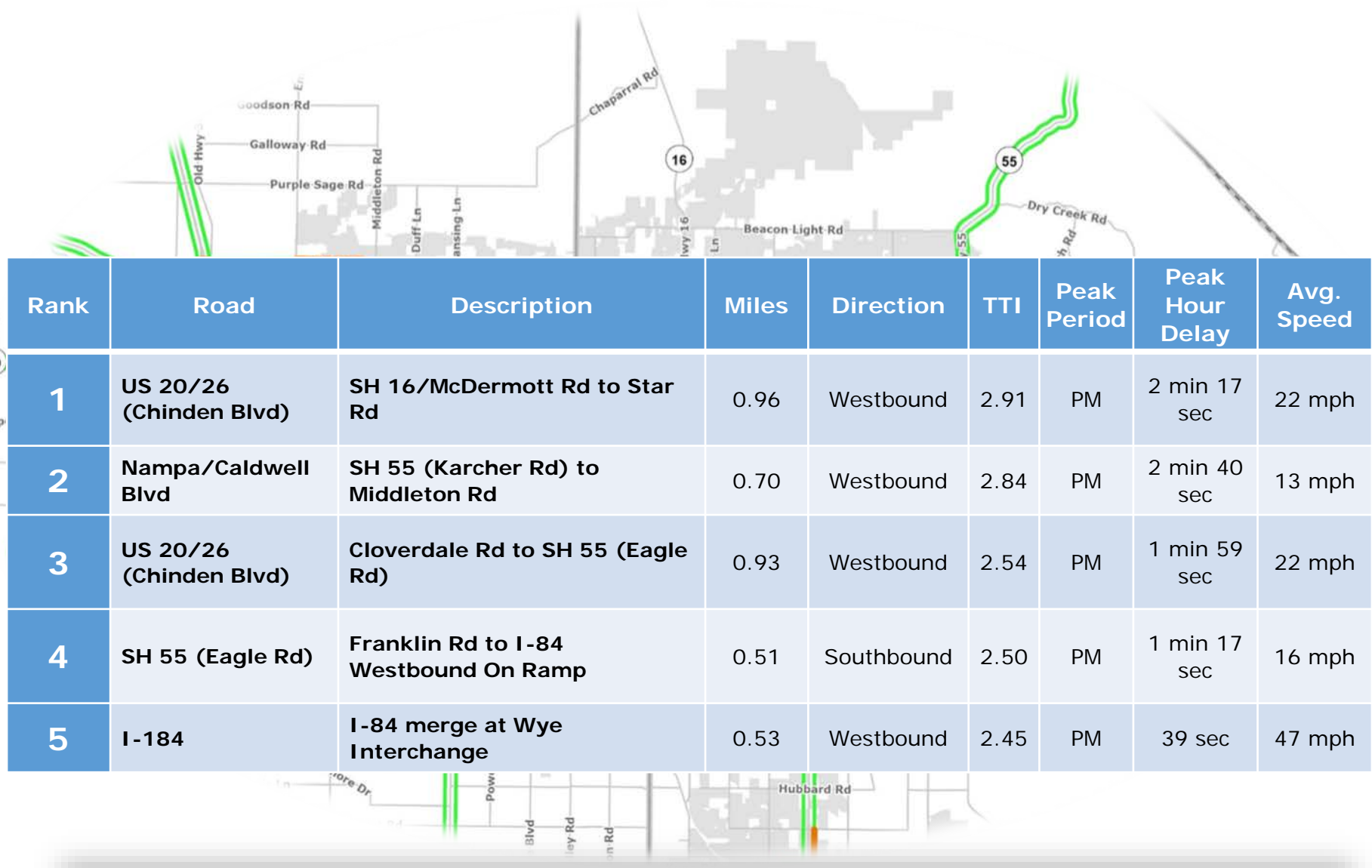
# Percentage of Total Segment Miles Categorized as Low, Medium, and Highly Congested on Tier 1 Network





[https://www.icollector.com/VINTAGE-OLD-RELIABLE-COFFEE-STORE-ADVERTISING-SIGN\\_i8566238](https://www.icollector.com/VINTAGE-OLD-RELIABLE-COFFEE-STORE-ADVERTISING-SIGN_i8566238)

Measure	2018	2019	2020	2021	2022
Interstate Reliability	88.2%	90.4%	95.4%	95.9%	95.4%
Non- Interstate NHS Reliability	77.2%	76.2%	82.6%	85.0%	91.3%
Truck Reliability	1.5	1.5	1.32	1.46	1.54



# Most Congested Segments Tier1

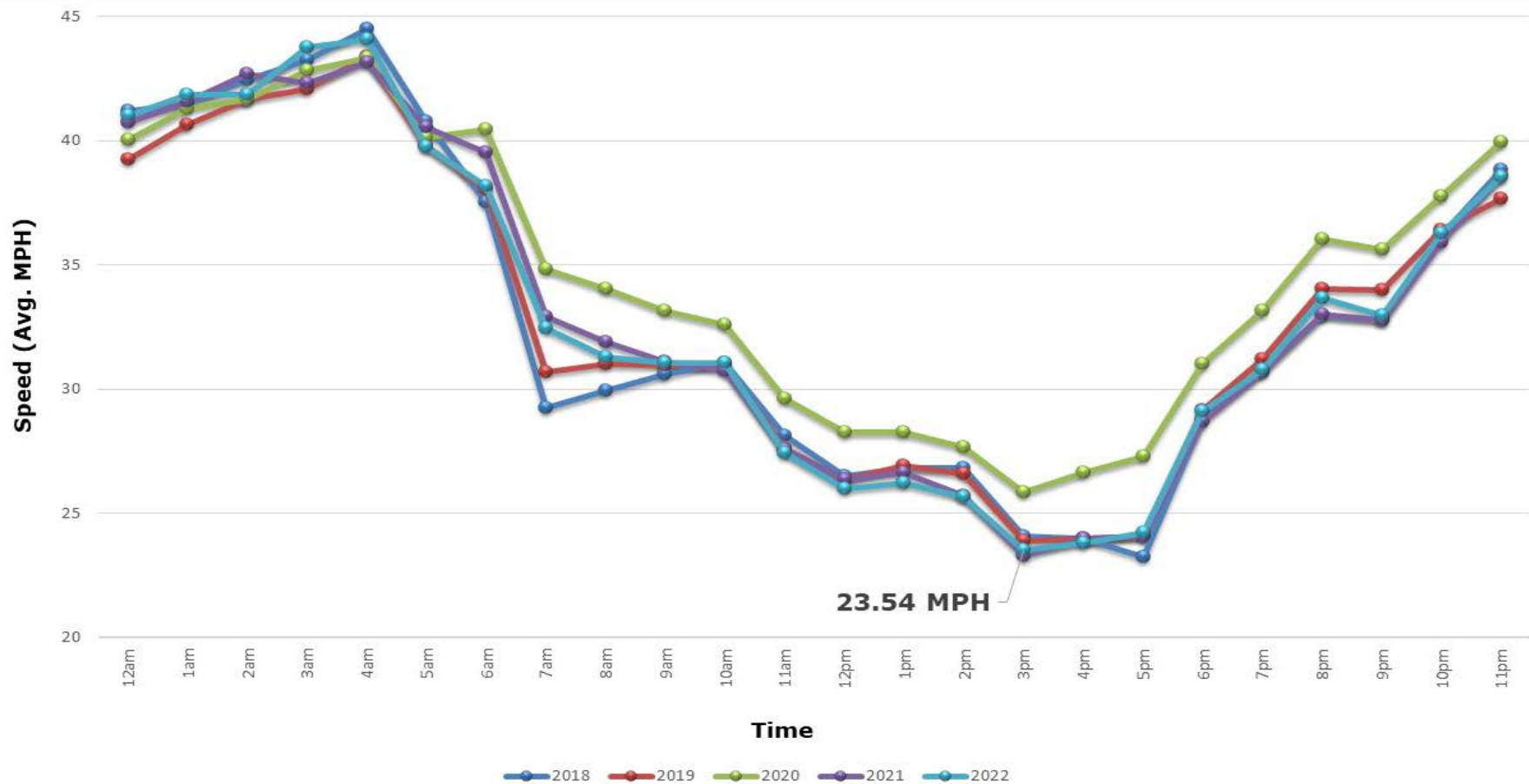


# Corridor Metrics

Corridor	Avg TTI	Avg LOTTR	5 yr. Traffic Volume Growth
I-84	1.18	1.10	2%
I-184	1.37	1.34	-2%
SH 55 (Eagle Rd)	1.91	1.36	0%
SH 55 (Karcher Rd)	1.62	1.27	3%
US 20/26 (Chinden Blvd)	1.74	1.41	1%
SH 69 (Meridian Rd)	1.72	1.30	4%
SH 44 (State St)	1.63	1.35	2%

# Average Speed Profiles

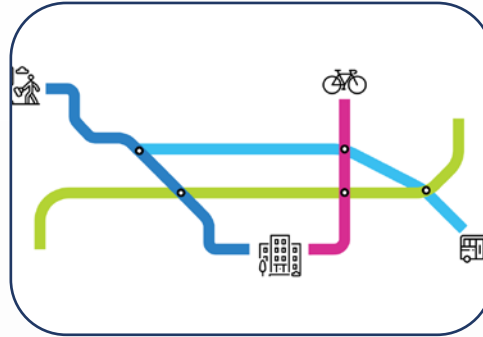
State Highway 55 (Eagle Road) Southbound, Average Weekday Speeds (2018 – 2022)



# Congestion Management Strategies



Transportation  
Management and  
Operations/Intelligent  
Transportation Systems



Transportation Demand  
Management/Active  
Transportation



Transit Operational  
Improvements

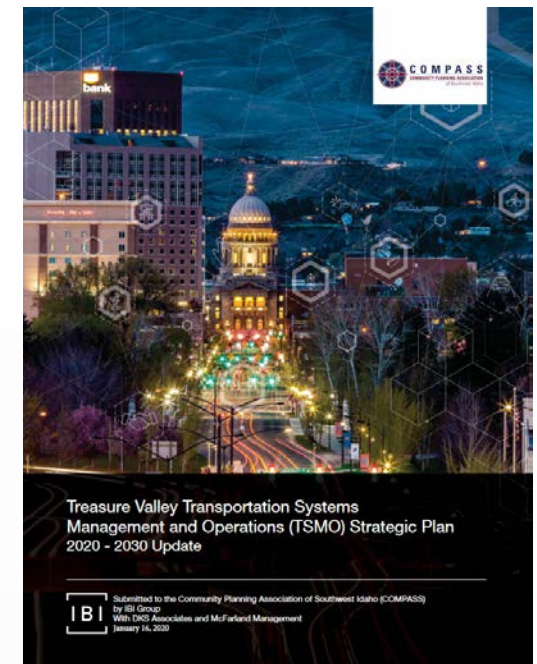
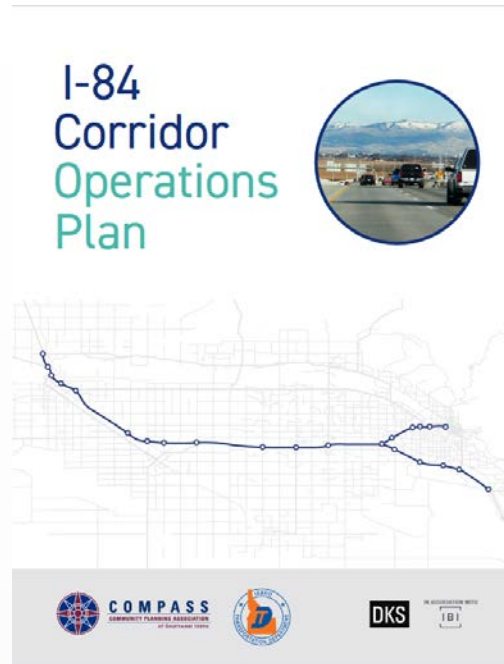


Roadway Capacity  
Improvements



Freight and Goods  
Mobility

# Building Strategies and Identifying Needs



## Study, Smart Corridors, Nampa Area, COMPASS

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 23320

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$149

Total Cost (Prev. + Prog.): \$149

### Project Description

Evaluate and devise corridor-specific strategies to enhance safety and operations of the transportation system in the Nampa Urbanized Area. The goal of the study is to develop strategies to relieve congestion, reduce incidents, improve emergency access, and improve vehicle, freight, and transit travel times.



Funding Source		STBG-U	Program					Local Hwy - Urban	Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2027	0	149	0	0	0	0	149		138	11
Fund Totals:	0	149	0	0	0	0	149		138	11

# FY2023-2029 TIP Breakout of Congestion Management Strategies

Congestion Management Strategy*	Number of Projects Supportive of Strategy**	Dollars programmed in the FY2023-2029 TIP
<b>Roadway Capacity Improvements</b>	39	\$811 Million
<b>Transit Operation Improvements</b>	18	\$84 Million
<b>Transportation Demand Management/Active Transportation</b>	41	\$102 Million
<b>TSMO/ITS</b>	19	\$120 Million
<b>Freight and Goods Mobility</b>	3	\$7 Million
<b>Total</b>	120	\$1.1 Billion

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

\*\*Total number of projects that are supportive of this strategy; not related to total number of projects in the FY2023-2029 TIP.

# Implementation in the TIP and CIM

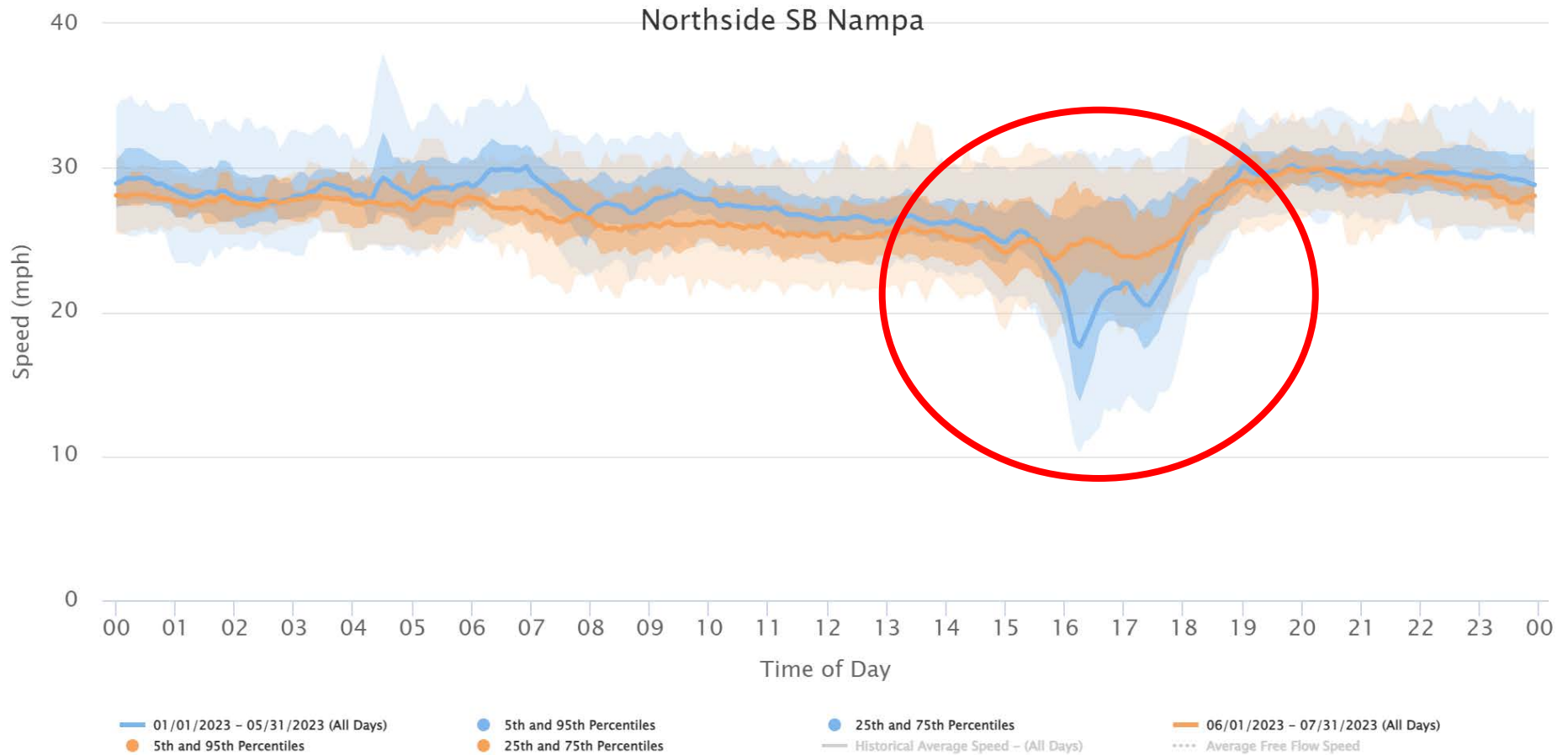
**Does the project address a congestion issue using a non-capacity adding strategy?**

Points	Criteria
10	Project is located on a segment or intersection considered “highly congested” or “unreliable” in the <a href="#">COMPASS Congestion Management Process</a> (CMP). AND Project will improve congestion without adding capacity.
7	Project is located on a segment or intersection considered “moderately congested” in the COMPASS CMP. AND Project is expected to improve congestion without adding capacity.
5	Project adds capacity to a segment or intersection considered “highly congested” or “unreliable” in the COMPASS CMP.
3	Project adds capacity to a segment or intersection considered “moderately congested” in the COMPASS CMP.
0	Project is not located on a congested segment.

# What's next?

- Review CMP Toolkit for Carbon Reduction Strategy
- Continue meeting with Regional Operations Workgroup
- Continue annual reporting
- Evaluate effectiveness of strategies







Questions, Comments, Suggestions