



Working together to plan for the future

**COMPASS EXECUTIVE COMMITTEE MEETING
AUGUST 8, 2023 – 1:30 P.M.
COMPASS – 2ND FLOOR LARGE CONFERENCE ROOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

ZOOM CONFERENCE CALL

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

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

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

**** AGENDA ****

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

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 **A.* Approve July 11, 2023, Executive Committee Meeting Minutes**

IV. ACTION ITEMS

Page 6 **A.* Adopt Resolution 15-2023 Amending the FY2023-2029 Regional Transportation Improvement Program (TIP)** **Toni Tisdale**
Toni Tisdale will seek Executive Committee's adoption of an amendment to the FY2023-2029 TIP, at the request of Golden Gate Highway District.

Page 11 **B.* Approve Amended End-of-Year and Redistribution Program Priorities** **Toni Tisdale**
Toni Tisdale will seek Executive Committee's approval of amendments to the End-of-Year and Redistribution Program priorities.

Page 15 C.* **Recommend 2024 State Legislative Policy Positions for COMPASS Board Approval** Jacob Miller
Jacob Miller will review draft policy statements for the 2024 Idaho Legislative session.

Page 19 D.* **Recommend 2024 Federal Transportation Policy Positions for COMPASS Board Approval** Jacob Miller
Jacob Miller will review draft 2024 federal transportation policy positions.

V. **INFORMATION/DISCUSSION ITEMS**

Page 22 A.* **Status Report – Regional Transportation Advisory Committee – July (Memo Only)**

VI. **OTHER**

Next Meeting: September 12, 2023

VII. **ADJOURNMENT (2:30)**

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

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

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

**EXECUTIVE COMMITTEE MEETING
JULY 11, 2023
COMPASS SECOND FLOOR LARGE CONFERENCE ROOM AND ZOOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

****DRAFT MINUTES****

ATTENDEES: Rod Beck, Commissioner, **Secretary-Treasurer**, Ada County, in person
Jay Gibbons, Commissioner, Canyon Highway District #4, **Vice Chair**, via ZOOM
Jim Hansen, Commissioner, Ada County Highway District, in person
Debbie Kling, Mayor, City of Nampa, **Chair**, in person
Jason Pierce, Mayor, City of Eagle, via ZOOM
Steve Rule, Mayor, City of Middleton, via ZOOM
Robert Simison, Mayor, City of Meridian, in person
Joe Stear, Mayor, City of Kuna, **Immediate Past Chair**, in person
Jarom Wagoner, Mayor, City of Caldwell, via ZOOM

MEMBERS ABSENT: Trevor Chadwick, Mayor, **Chair Elect**, City of Star
Brad Holton, Commissioner, Canyon County
Lauren McLean, Mayor, City of Boise

OTHERS PRESENT: Teri Gregory, COMPASS, in person
Megan Larsen, COMPASS, in person
Justin Lucas, Ada County Highway District, via ZOOM
Amy Luft, COMPASS, in person
Jacob Miller, COMPASS, in person
Matt Stoll, Executive Director, COMPASS, in person
Toni Tisdale, COMPASS, in person

CALL TO ORDER

Chair Debbie Kling called the meeting to order at 1:30 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Rod Beck moved and Joe Stear seconded to move agenda items B, Executive Session – Personnel Matter Idaho Code [74-206 (b)], and C, Consider Recommendation to COMPASS Board of Directors Regarding Executive Director’s Employment Status, to agenda items A and B, respectively. Agenda item A, Establish August 21, 2023, COMPASS Board Meeting Agenda will then become agenda item C and the rest of the agenda will be completed as presented. Motion passed unanimously.

CONSENT AGENDA

A. Approve June 13, 2023, Executive Committee Meeting Minutes

Joe Stear moved and Rod Beck seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Executive Session - Personnel Matter Idaho Code [74-206 (b)]

Joe Stear moved and Robert Simison seconded to move into Executive Session pursuant to Idaho Code [74-206 (b)] at 1:33 p.m.

Matt Stoll called roll. The following Executive Committee members were present and voted in the affirmative: Rod Beck, Jay Gibbons, Jim Hansen, Debbie Kling, Jason Pierce, Steve Rule, Robert Simison, Joe Stear, and Jarom Wagoner.

The committee convened back into session at 2:20 p.m. No action was taken in the Executive Session.

B. Consider Recommendation to COMPASS Board of Directors Regarding Executive Director's Employment Status

After discussion, Jim Hansen moved and Robert Simison seconded to recommend the COMPASS Board of Directors retain the employment of the COMPASS Executive Director, Matt Stoll, with a 5% salary increase in FY2024 following discussion in Executive Session at the August 21, 2023, COMPASS Board of Directors' meeting. Motion passed unanimously.

C. Establish August 21, 2023, COMPASS Board Meeting Agenda

Matt Stoll presented agenda items 1-20 for the upcoming August 21, 2023, COMPASS Board of Directors' meeting.

Rod Beck moved and Jim Hansen seconded approval of items 1 – 20 for the August 21, 2023, COMPASS Board of Directors' meeting. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.

D. Adopt Resolution 14-2023 Amending the FY2023-2029 Regional Transportation Improvement Program (TIP)

Toni Tisdale presented Resolution 14-2023 amending the FY2023-2029 TIP at the request of the Idaho Transportation Department to remove a railroad crossing project on Old Fort Boise Road in Canyon County and use the funding released to cover cost increases on three other rail crossing projects — two in the City of Nampa and one in Ada County.

Jim Hansen moved and Joe Stear seconded Executive Committee adoption of Resolution 14-2023 amending the FY2023-2029 TIP. Motion passed unanimously.

After discussion, **Jim Hansen moved and Rod Beck seconded to move agenda items E, Recommend 2024 State Legislative Policy Positions for COMPASS Board Approval and F, Recommend 2024 Federal Transportation Policy Positions for COMPASS Board Approval, to the August 8, 2023, Executive Committee meeting. Motion passed unanimously.**

ADJOURNMENT

Jim Hansen moved and Rod Beck seconded to adjourn the meeting.

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

Approved this 8th day of August 2023.

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

Attest:

**By: _____
Matthew J. Stoll, Executive Director
Community Planning Association of
Southwest Idaho**

EXECUTIVE COMMITTEE AGENDA ITEM IV-A

August 8, 2023

Topic: FY2023-2029 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff requests COMPASS Executive Committee's adoption of Resolution 15-2023 (attached) modifying the FY2023-2029 TIP. The Regional Transportation Advisory Committee recommended approval on July 26, 2023.

Background/Summary

Golden Gate Highway District, through the Local Highway Technical Assistance Council, proposes changes to the **Peckham Road, US-95 to Notus Road** (Key Number 13964) and the **Peckham Road Intersections** (Key Number 22101) projects to combine and increase construction costs using freight funds. The intersections project was awaiting approval of the Idaho Transportation Department's Freight Plan to be awarded full funding. The Freight Plan was recently approved, and funds are now available. Combining the two projects into one bid package is expected to result in a more favorable bid as well as minimize delays for the traveling public. The increase in the overall costs of the combined projects is 53.81%.

If adopted, the COMPASS Board of Directors will be requested to ratify the action in its August 21, 2023, meeting.

Implication (policy and/or financial):

The Board Administrative Modification to the TIP ensures that the document continues to meet federal fiscal constraint requirements and enables work to begin as soon as possible on these projects.

More Information:

- 1) Attachment: Resolution 15-2023
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. 15-2023

FOR THE PURPOSE OF MODIFYING THE FY2023-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Community Planning Association of Southwest Idaho (COMPASS) has been 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, 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 Board Administrative Modification to the FY2023-2029 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the modifications to the FY2023-2029 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho’s Executive Committee of the Board of Directors approves the Board Administrative Modification to the FY2023-2029 Regional Transportation Improvement Program.

ADOPTED this 8th day of August 2023.

By: _____
Debbie Kling, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

By: _____
Matthew J. Stoll, Executive Director
Community Planning Association
of Southwest Idaho

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COMPASS Board Administrative Modification #3 for the FY2023-2029 Regional Transportation Improvement Program (TIP)

Golden Gate Highway District, July 2023

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
13964	Peckham Road, US-95 to Notus Road, Canyon County	2023			0 15		777 533	2,818 0	3,595 548
	Funding Source: STBG-Rural	2024							
		2025							0
	Provide improvements on Peckham Road from US-95 in the City of Wilder to Notus Road in the City of Greenleaf in Canyon County, including roadway rehabilitation, as well as curb, gutter, and sidewalk improvements within the city limits. (Federal: \$508,000).	2026							0
		2027							0
		PD							0
		SUM		0	0	0 15	0	777 533	2,818 0
	Increase right-of-way to cover estimated land purchase costs. Funds from KN 13874 (outside COMPASS area). Reduce/move construction funds to KN 22101, which will be bid as a companion project.								
	See KN 22101 below for overall project costs combined.								
22101	Peckham Road Intersections, Canyon County	2023				80		379	459
	Funding Source: STBG-Rural	2024							
		2025							0
	Reconstruct three intersections on Peckham Road at Travis Road, Allendale Road, and Van Slyke Road, between the Cities of Wilder and Greenleaf in Canyon County. Each intersection is substandard for truck turning movements. The reconstruction will provide larger turning radii to eliminate truck off-tracking and reduce edge breakup. The intersection improvements will also allow trucks to maintain their own travel lane while making turns. All construction will adhere to current Association of Canyon County Highway District (ACCHD) standards. (Federal: \$425,000).	2026							0
		2027							0
		PD							0
		SUM		0	0	0	80	0	379
Increase construction to match the current construction estimate and replace STBG-Rural funds from KN 13964 with Freight funds (see next page). Construction costs are combined with KN 13964, which will be bid as a companion project.									
Costs below show the combined costs of KN 13964 and KN 22010: <u>Overall previously obligated:</u> \$844,269 <u>Original overall total:</u> \$4,898,269 <u>Proposed overall total:</u> \$7,533,818 <u>Increase:</u> 53.81%									

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22101	Peckham Road Intersections, Canyon County	2023					ϕ 486	ϕ 5197	ϕ 5683
	Funding Source: Freight	2024							
	Same as above. (Federal: \$5,266,000). Increase costs using Freight funding. The project was awaiting approval of the Freight Plan for full funding. The Freight Plan is now approved.	2025							0
		2026							0
		2027							0
		PD							0
		SUM	0	0	0	0	ϕ 486	ϕ 5197	ϕ 5683

ACCHD = Association of Canyon County Highway Districts
CE = Construction Engineering
CN = Construction
Fed = Federal
FY = Fiscal Year
KN = Key Number
PC = Preliminary Engineering Consultant
PD = Preliminary Development

PE = Preliminary Engineering
RW = Right-of-Way
STBG = Surface Transportation Block Grant
TIP = Transportation Improvement Program
US = United States (highway)
UT = Utilities

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EXECUTIVE COMMITTEE AGENDA ITEM IV-B

Date: August 8, 2023

Topic: Amended End-of-Year and Redistribution Program Priorities

Request/Recommendation:

COMPASS staff seeks COMPASS Executive Committee's approval of amendments to the End-of-Year and Redistribution Program priorities (attached). Due to timing constraints, the Regional Transportation Advisory Committee (RTAC) did not review these changes.

Background/Summary:

Federal highway funding allocated to states not obligated within its program year must be returned to the Federal Highway Administration at the end of the fiscal year. To ensure Idaho does not have to return funding, the Idaho Transportation Department (ITD) developed an End-of-Year Program to reprogram unobligated funds to other projects in the state. Unobligated funds from other states redistributed to Idaho also provide funding for this program.

Metropolitan planning organizations submit local prioritized needs to ITD for inclusion in the End-of-Year and Redistribution Program, as funding becomes available. COMPASS staff keeps an ongoing list of needs and budgets for additional funding as cost savings on other projects are realized. Any remaining needs, as well as opportunities to advance projects, are added to the End-of-Year and Redistribution Program priority list.

COMPASS expects ITD to distribute funds using the same method as in 2022, first bringing obligation authority to 100% of estimated amounts in each program, then distributing any additional funds following ITD's regular formula fund policy (Idaho Transportation Board Policy 4028).

Projects receiving funding through the End-of-Year and Redistribution Program must be in the transportation improvement program and ready to obligate funds immediately. There is not enough time to transfer funds from the Federal Highway Administration to the Federal Transit Administration in this process; therefore, some public transportation projects are ineligible for these funds.

On June 25, 2023, the COMPASS Board of Directors approved the End-of-Year and Redistribution Program priorities. At the time of approval, several projects were awaiting final cost estimates and the requested amounts were either not available or not final. An additional request was also received for additional funding after the priorities list was approved. The amounts expected for this program are still unknown.

COMPASS staff requests the Executive Committee's approval of changes to add an additional project and adjust costs on other projects where previously unknown. The requested changes are summarized below, with more detail provided as "tracked changes" in the attachment:

- Key Number 23324 – Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise
 - The original amount was shown as “TBD,” as design negotiations were still underway. The amount needed is \$404,000.
- Key Number 22018 – Pedestrian Improvements and Widening, Montana Avenue, Caldwell
 - This is a new request for \$100,000 for right-of-way and land purchase needs based on current estimates.
- Key Number 22016 - Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County
 - Based on final design estimates, the amount changed from \$3,013,000 to \$4,271,000.
- Key Number 22017 – Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa
 - Based on final design estimates, the amount changed from \$1,600,000 to \$2,470,000.

Next Steps:

- August 17, 2023 – Idaho Transportation Board approves priorities statewide.
- Mid-September 2023 – ITD staff notifies COMPASS of available funds and actions taken.

Implication (policy and/or financial):

Approval of End-of-Year and Redistribution Program priorities by the COMPASS Board of Directors makes project needs eligible for obligation if funding becomes available. COMPASS policy allows all actions related to approved priorities to occur via administrative modification, if approved in advance. Approval of the changes will allow the projects to be fully funded if funds are available.

More Information:

- 1) Attachment: Draft COMPASS FY2023 End-of-Year and Redistribution Program Priorities
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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COMPASS FY2023 End-of-Year and Redistribution Program Priorities
Regional Transportation Advisory Committee recommended May 24, 2023
COMPASS Board of Directors approved June 26, 2023

Priority	Key Number	Project	Sponsor	Current Program	Amount Needed	Comments
Overall						
1	Increase all program obligation authority to 100% of the allocation. (STBG-TMA \$2,162,000; STBG-LU ~\$390,794; TAP-TMA \$192,000)					
Boise Urbanized Area (Transportation Management Area) (Surface Transportation Block Grant and Transportation Alternatives Program)						
1	22931	Pathway Improvements, SH-55, McMillan to US 20/26, Boise	Boise	TAP-TMA	\$184,000	Design – Not obligated due to obligation authority limitation.
2	20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	ACHD	STBG-TMA	\$50,000	Design – Convert advanced construction funds.
3	23095	Five Mile Road Overpass and Widening, NEPA, Boise	ACHD/ITD	STBG-TMA	\$224,198	Design – Negotiated contract requires additional funding.
4	23324	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	Boise	TAP-TMA	TBD \$404,000	Design – Cover the negotiated contract for design. Additional environmental work is expected, making the design more complex. Adjusted cost based on negotiated agreement, which included increased environmental work.
5	23314	Commuteride, Safety and Security Cameras, ACHD	ACHD	STBG-TMA	\$48,000	Construction – Advance from FY2024.
6	13046	Planning Study (PEL), High-Capacity Transit Corridor, COMPASS	COMPASS	STBG-TMA	\$1,000,000	Planning – Advance any amount from FY2024-2025.
7	20271	Planning, Communities in Motion Update, COMPASS	COMPASS	STBG-TMA	\$453,000	Planning – Advance any amount from FY2024-2026
8	23311	Study, Chinden Drainage and Design Plan, Garden City	Garden City	STBG-TMA	\$200,000	Planning – Advance from FY2025.
9	21889	Planning, COMPASS - FY2024	COMPASS	STBG-TMA	\$232,000	Planning – Advance from FY2024.
10	21910	SR2S, VRT Ada County - FY2024	VRT	TAP-TMA	\$206,000	Planning – Advance from FY2024.
11	22436	Commuteride, ACHD - FY2024	ACHD	STBG-TMA	\$220,000	Planning – Advance from FY2024.
Nampa Urbanized Area (Large Urban) (STBG)						
1	22018	Pedestrian Improvements and Widening, Montana Avenue, Caldwell	Caldwell	STBG-LU	\$100,000	Right-of-Way – Needs \$100,000 to cover current estimated costs for right-of-way and land purchase.
4 2	22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	Canyon Highway District	STBG-LU	\$3,013,000 \$4,271,000	Construction - Advance from FY2027. Currently, \$2,803,000 programmed, needs an additional \$210,000 to cover the engineer's estimate. The final design is expected in June 2023. Adjusted cost based on final design estimates.

Priority	Key Number	Project	Sponsor	Current Program	Amount Needed	Comments
2 3	22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa	Nampa	STBG-LU	\$1,600,000 \$2,470,000	Construction - Advance from PD. PS&E is expected to be complete in June 2023. Adjusted cost based on final design estimates.
3 4	21889	Planning, COMPASS - FY2024	COMPASS	STBG-LU	\$99,000	Planning - Advance from FY2024.
4 5	22436	Commuteride, ACHD - FY2024	ACHD	STBG-LU	\$55,000	Planning - Advance from FY2024.

Acronym Key:

ACHD = Ada County Highway District
 ADA = Americans with Disabilities Act
 EOY = End-of-Year
 FY = Fiscal Year
 NEPA = National Environmental Policy Act
 PD = Preliminary Development (construction beyond FY2027)
 PS&E = Plans, Specifications, and Engineer's Estimate
 SH = State Highway
 STBG-TMA = Surface Transportation Block Grant – Transportation Management Area (Boise Urbanized Area)
 STBG-LU = Surface Transportation Block Grant –Large Urban (Nampa Urbanized Area)
 TAP-TMA = Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)

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EXECUTIVE COMMITTEE AGENDA ITEM IV-C

DATE: August 8, 2023

Topic: Draft 2024 State Legislative Position Statements

Request/Recommendation:

COMPASS staff requests Executive Committee recommendation of the draft 2024 state legislative policy positions for COMPASS Board of Directors' approval.

Background/Summary:

Prior to each legislative session, the COMPASS Executive Committee reviews, revises, and recommends a set of state legislative position statements. The state legislative position statements provide direction and guidance to COMPASS' government affairs staff regarding the policy preferences and priorities of the COMPASS Board.

Historically, legislative position statements have been approved during the December Board meeting. This schedule left very little time prior to the start of the legislative session for strategic planning, stakeholder engagement, or bill drafting. In order to provide more time for pre-session legislative engagement, the timeline for approving the 2024 COMPASS legislative position statements has been accelerated.

Following the adjournment of the 2023 Idaho legislative session, COMPASS' government affairs staff reviewed the 2023 legislative position statements in light of newly enacted laws, changes in the makeup of the legislature, and input from individual member agencies.

Notable changes from the 2023 state legislative position statements include:

Additions:

- The addition of a new position statement establishing COMPASS' support for the reauthorization of the Strategic Initiatives Grant Program. During the 2023 legislative session, the COMPASS Board voted to support House Bill 132, which created the Strategic Initiatives Grant Program, a statewide discretionary grant program that provides funding for local transportation projects. In FY2024, the legislature appropriated \$136 million in one-time funding for the program. The addition of this legislative position statement expresses COMPASS' support for reauthorizing, increasing, and dedicating funding for the program in order to address local governments' infrastructure funding shortfalls.

Deletions:

- The deletion of the "Impact Fee Flexibility" position statement. Given the current makeup of the Idaho legislature, there is very little appetite for providing more flexibility with regard to the allowable uses of development impact fees. Attempts to loosen or expand the statutory limits imposed on development impact fees gained little to no traction during the 2023 legislative session. The legislature is probably more likely to further restrict rather than relax the allowable uses of impact fees.

Revisions:

- The “Property Tax” position statement has been updated to frame the issue in terms of growth rather than in reference to House Bill 389 from the 2021 Legislative Session. Given the fact that multiple property tax reform laws have been enacted since the passage of House Bill 389 in 2021, the position statement was revised to more generally express the policy preference of the COMPASS Board.
- The “Pedestrian and Bicycle Safety” position statement has been updated to frame the topic in terms of the Child Pedestrian Safety Program. Despite the enactment of multiple laws during the 2023 legislative session that limited local governments’ expenditures of transportation funds to projects that primarily benefit motorized vehicles, the legislature nevertheless continued to fund the Child Pedestrian Safety Program. The bicycle and pedestrian funding position statement was strategically revised to account for the popularity of the Child Pedestrian Safety Program relative to the legislature’s disdain for active transportation projects.
- The “Passenger Rail” position statement has been revised to frame the issue more broadly. The previous position statement contained multiple sub-statements that were specifically targeted at supporting the Federal Rail Administration’s Corridor ID Program application. Since that grant application has now been submitted, the position statement was tailored to more generally reflect COMPASS’ support for restoring passenger rail service.

Implication (policy and/or financial):

The 2024 state legislative position statements will provide guidance and direction for COMPASS’ government affairs staff during the 2024 legislative session.

More Information:

- 1) Attachment 1 – DRAFT 2024 State Legislative Position Statements
- 2) 2023 State Legislative Position Statements: https://compassidaho.org/wp-content/uploads/2023_State_Legislative_Positions.pdf
- 3) For detailed information, contact: Jacob Miller, Government Affairs Coordinator, at JMiller@COMPASSIdaho.org

Draft 2024 COMPASS State Legislative Positions

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. Ada and Canyon Counties' combined population is forecast to be nearly 1.1 million people by the year 2050. An increase of over 300,000 people in 26 years will further strain a transportation system that is already congested and lacks mobility options for the region's residents. An additional \$193 million investment per year in the transportation system is needed to expand and maintain the system to safely meet the region's future mobility needs.

- **Increase state motor fuels excise tax.** The state fuel excise tax is currently the most efficient "user fee" to secure additional funding for state and local transportation needs. COMPASS supports increasing the state fuel excise tax to meet the infrastructure needs of Idahoans.
- **Support exploring alternative user-charge concepts.** New automotive technologies and increased fuel efficiency necessitate expanding transportation user fee concepts. A mileage-based user fee should be considered to ensure all users of the system pay a share of infrastructure costs.
- **Support reauthorization of funding for the Strategic Initiatives Grant Program.** The newly established statewide grant program allows the state to make significant and strategic investments in important local transportation projects. COMPASS supports reauthorizing, increasing, and dedicating funding for the Strategic Initiatives Grant Program to help address the shortfall of funding in local transportation projects.
- **Support a property tax system that allows for growth to pay for growth.** The current property tax cap arbitrarily limits local taxing districts' ability to deliver needed infrastructure in high-growth areas. Recent actions by the legislature to limit adjustments for new construction impede local jurisdictions' ability to meet the increasing infrastructure needs associated with new development.
- **Support local option sales tax authority.** Local option sales tax authority would provide local units of government with a tool to supplement investments in specific infrastructure projects subject to approval at the ballot box by affected residents.
- **Support a dedicated funding source for public transportation.** Idaho is one of only a few states that does not provide a dedicated funding source for public transportation needs. As the populations of the state and region continue to grow and diversify, both

urban and rural public transportation entities struggle to meet the mobility needs of their communities.

- **Support a dedicated funding source for child pedestrian and bicycle safety programs.** ~~safe, community-oriented bicycle and pedestrian options.~~ COMPASS supports increased and ongoing funding for safe community-oriented and neighborhood-oriented child pedestrian and bicycle safety programs. Recent actions by the legislature have restricted local governments' ability to deliver pedestrian safety projects. The state of Idaho should expand funding for local child pedestrian safety projects to keep up with the rising frequency and severity of accidents and to account for increasing inflation in the cost of construction, and pedestrian options should be a priority for the state.

State Transportation Policy

COMPASS supports the following changes to Idaho statutes to further improve the ability of state and local transportation entities to meet the transportation needs of the state and region.

- **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. Current statutory language restricts HOV lanes to counties with populations under 25,000 and a resort community.
- **Speed limits on state highways.** COMPASS supports improved coordination and cooperation between ITD and local governments in the consideration and establishment of speed limits on state highways.
- **Interstate passenger rail service.** COMPASS supports establishing an informal working group, appointed by the Governor and in partnership with ITD, to continue coordinating state-level activities to restore passenger rail service to Idaho. State funding should be appropriated to ITD to aid in a future benefit-cost analysis of the possible restoration of passenger rail service in Idaho.
 - ~~COMPASS supports the establishment of an informal working group, appointed by the Governor, and in partnership with ITD, to continue coordinating state-level activities in support of restoring passenger rail service to Idaho.~~
 - ~~COMPASS encourages the Legislature to pass a resolution demonstrating its support for the return of passenger rail service, continuing conversations with the Federal Rail Administration (FRA) and Amtrak officials, and supporting the FRA Corridor ID Program application for service between the Boise Metro Area and Salt Lake City Metro Area.~~
 - ~~COMPASS supports allocation of state funding to ITD to assist in a future cost-benefit analysis of the possible restoration and state funding of passenger rail service in Idaho.~~
- **~~Impact fee flexibility.~~** ~~COMPASS supports statutory changes to allow for more flexible uses of development impact fees within a jurisdiction's right-of-way. Current statutory language limits the allowable use of development impact fees to roadway infrastructure to the exclusion of alternative transportation capital improvements, such as sidewalks, bicycle lanes, or bus/transit improvements.~~

EXECUTIVE COMMITTEE AGENDA ITEM IV-D

DATE: August 8, 2023

Topic: Draft 2024 Federal Legislative Position Statements

Request/Recommendation:

COMPASS staff requests Executive Committee recommendation of the draft 2024 federal legislative policy positions for COMPASS Board of Directors' approval.

Background/Summary:

Each year the COMPASS Executive Committee reviews, revises, and recommends a set of federal legislative position statements. The federal legislative position statements provide direction and guidance to COMPASS' government affairs staff regarding the policy preferences and priorities of the COMPASS Board.

The draft 2024 federal legislative position statements are almost identical to the 2023 position statements, except for a few minor changes in wording. The vast majority of COMPASS' federal legislative positions depend upon a single piece of legislation, namely, the surface transportation reauthorization bill. Given the fact that the Infrastructure Investment and Jobs Act (IIJA) will not expire until 2026, there is no urgent need to make significant revisions to our federal legislative position statements.

Implication (policy and/or financial): The 2024 federal legislative position statements will provide guidance and direction for COMPASS' government affairs staff regarding the federal policy preferences and priorities of the COMPASS Board.

More Information:

- 1) Attachment 1 – DRAFT 2024 Federal Legislative Position Statements
- 2) 2023 Federal Legislative Position Statements: https://compassidaho.org/wp-content/uploads/2023_Federal_Legislative_Positions.pdf
- 3) For detailed information, contact: Jacob Miller, Government Affairs Coordinator, at JMiller@COMPASSIdaho.org

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DRAFT 2024 COMPASS Federal Transportation Position Statements

COMPASS encourages long-term reauthorization of the Infrastructure Investment and Jobs Act (IIJA). 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 (31 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 had a negative effect on the Highway Trust Fund. Additional user fee concepts, such as mileage-based user fees, 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 to build, operate, and maintain 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 the use of rigid federal design standards is inconsistent with local needs.

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.

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

EXECUTIVE COMMITTEE AGENDA ITEM V-A

Date: August 8, 2023

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

Request/Recommendation:

Information only.

Background/Summary:

RTAC Bylaws state that the RTAC Chair will submit a monthly status report on RTAC activities to the COMPASS Executive Committee. Below is an outline of agenda items and actions from the July 26, 2023, meeting.

SPECIAL ITEM

Status Report – Strategic Initiatives

Scott Luekenga, Idaho Transportation Department, provided an update on the state's Local Strategic Initiatives Program.

ACTION ITEMS

Board Administrative Modification to the FY2023-2029 Regional Transportation Improvement Program (TIP)

RTAC recommended COMPASS Executive Committee's adoption of a Board Administrative Modification to the FY2023-2029 TIP to combine and increase the cost of two Golden Gate Highway District projects along Peckham Road in Canyon County.

FY2025-2031 COMPASS Application Guide

RTAC recommended COMPASS Board of Directors' approval of the FY2025-2031 COMPASS Application Guide.

FY2024 *Communities in Motion* Implementation Grants and Project Development Program Projects

RTAC recommended COMPASS Board of Directors' approval of two FY2024 *Communities in Motion* Implementation Grants (one each for the Cities of Kuna and Nampa) and three Project Development Program projects (one for the City of Kuna and two for the City of Nampa).

INFORMATION/DISCUSSION ITEM

Status Report – Update on the Draft Long-Range Planning Functional Classification Map

RTAC reviewed the process used to update the Long-Range Planning Functional Classification Map, the types of changes made, and the resulting updated map.

More Information:

- 1) Contact Amy Luft, COMPASS Communication Coordinator, at aluft@compassidaho.org or Miranda Carson, City of Meridian, at mcarrson@meridiacity.org.