

2022 COMPASS State Legislative Positions

Transportation Revenue: COMPASS supports increasing state and local transportation revenue. Idaho's current transportation funding level remains inadequate to address the state's needs. State and local transportation entities still face critical funding shortfalls for maintenance and expansion projects.

- **Increase state motor fuels excise tax:** The state fuel excise tax is currently the most effective "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.
- **Index state fuels excise tax to rate of inflation:** Indexing the fuels excise tax to rate of inflation would help keep pace with increasing costs of construction over time. It would also help eliminate the perceived political risk of active rate changes required by the legislature.
- **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 those costs.
- **Support Local Option Sales Tax Authority:** Local Option Sales Tax Authority could provide local units of government a tool to request supplemental infrastructure revenue for specific projects as approved by voters.
- **Support dedicated funding source for public transportation:** Idaho is one of a few states that does not provide a dedicated funding source for public transportation needs. As the population of the state and region continues to grow and diversify, both urban and rural public transportation entities struggle to meet the mobility needs of their communities.
- **Support dedicated funding for safe, community-oriented bicycle and pedestrian options:** Safe community and neighborhood-oriented bicycle 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.

- **Property taxes:** COMPASS supports removing the property tax cap which limits local taxing districts' ability to deliver needed infrastructure to growing local units of government. Recent action by the legislature to arbitrarily cap taxing district budgets and limit adjustments for new growth has had a negative effect on the ability to meet infrastructure needs associated with new growth.

- **HOV lanes:** Support statutory authority to implement High Occupancy Vehicle (HOV) Lanes. Current statutory language restricts locations in which HOV lanes may be utilized.
- **Interstate Rail Commission participation:** Support statutory or Executive Branch action for Idaho to form, and/or participate in, an Interstate Rail Commission. An interstate rail commission will provide a venue to study the feasibility and assist in the implementation of returning robust inter-city passenger rail services to the western United States.
- **Impact fee flexibility:** COMPASS supports statutory changes to allow for more flexible uses of development impact fees within the jurisdiction's rights-of-way. Current development impact fee law limits allowable use of such fees to roadway infrastructure uses to the exclusion of alternative transportation capital improvements, such as sidewalks, bicycle lanes, or bus/transit improvements.