

COMPASS 101

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Overview

Intro to COMPASS

Intro to an MPO

Member benefits

COMPASS roles

Plans and studies








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.**

What does COMPASS do?



Plan



Implement



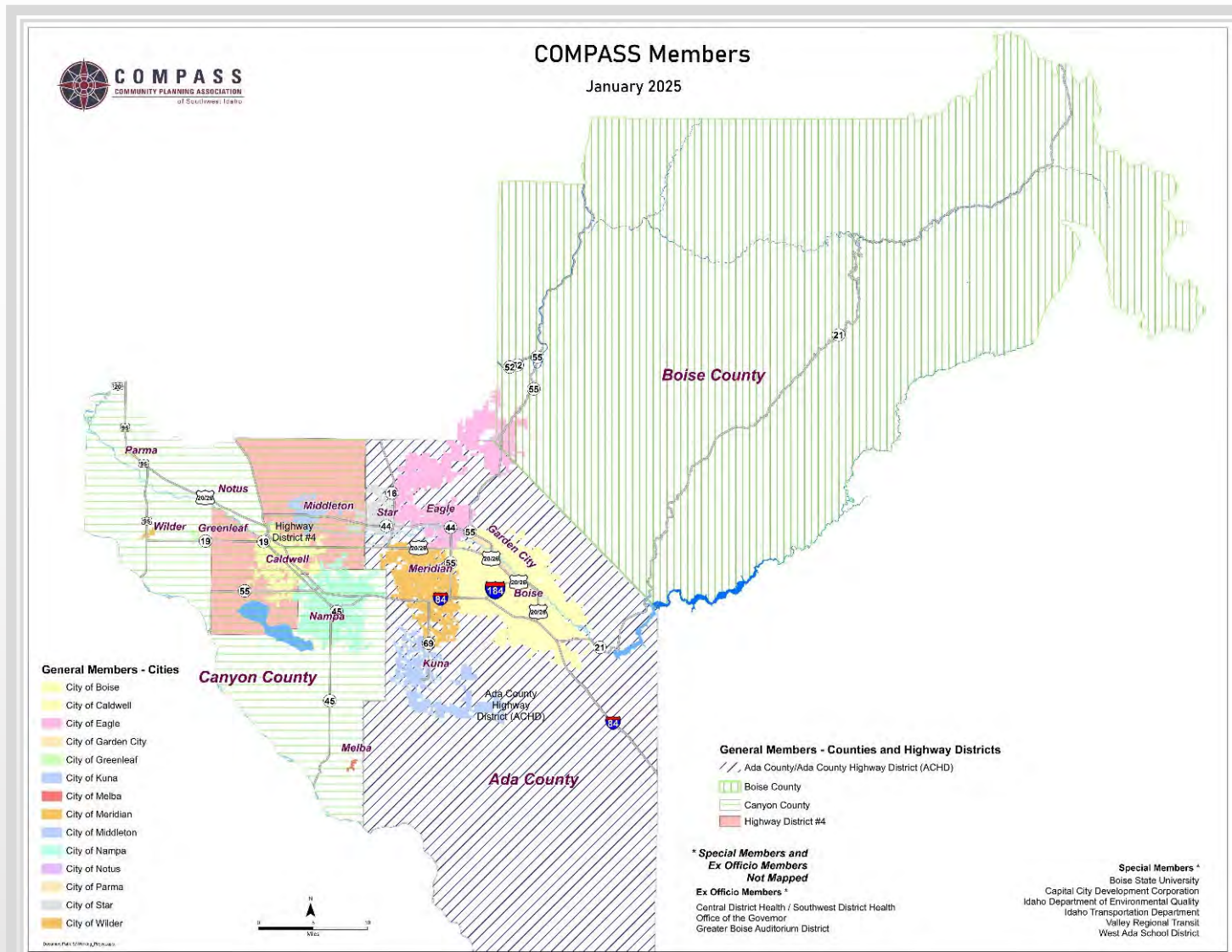
Provide technical expertise



Facilitate

COMPASS is...

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



Who is COMPASS?

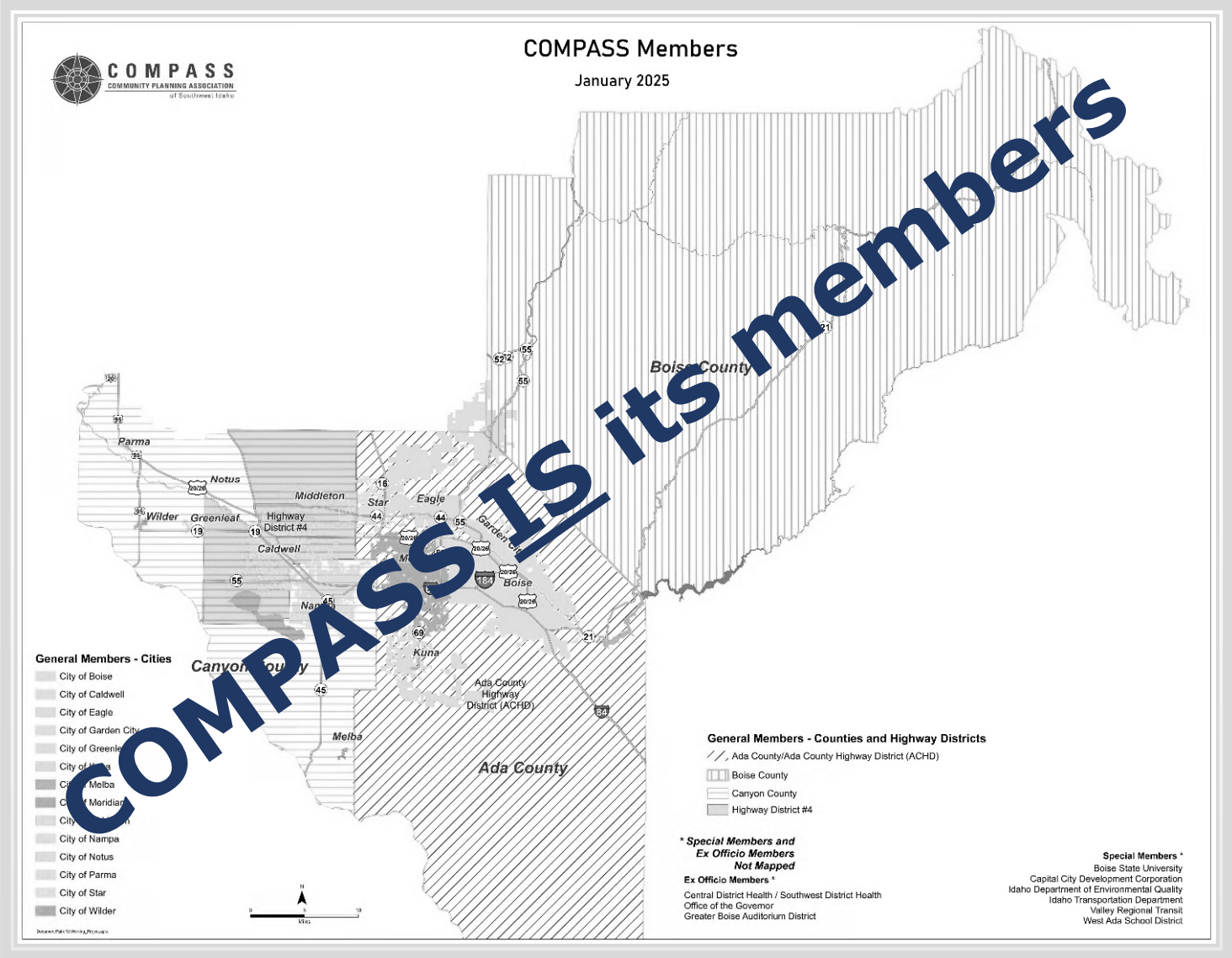
Local governments

- Cities
- Counties
- Highway districts

Other agencies

- Boise State University
- Capital City Development Corporation
- Idaho Department of Environmental Quality
- Idaho Transportation Department
- Valley Regional Transit
- West Ada School District

Who is COMPASS?



Joint Powers Agreement

- To conduct and/or coordinate various planning services, activities and functions...related to planning and regulatory responsibilities for...



Joint Powers Agreement (Cont.)

1. Air and water quality
2. Economic development
3. Emergency management
4. Land use, **mapping, and geographic information systems**
5. **Population and employment**



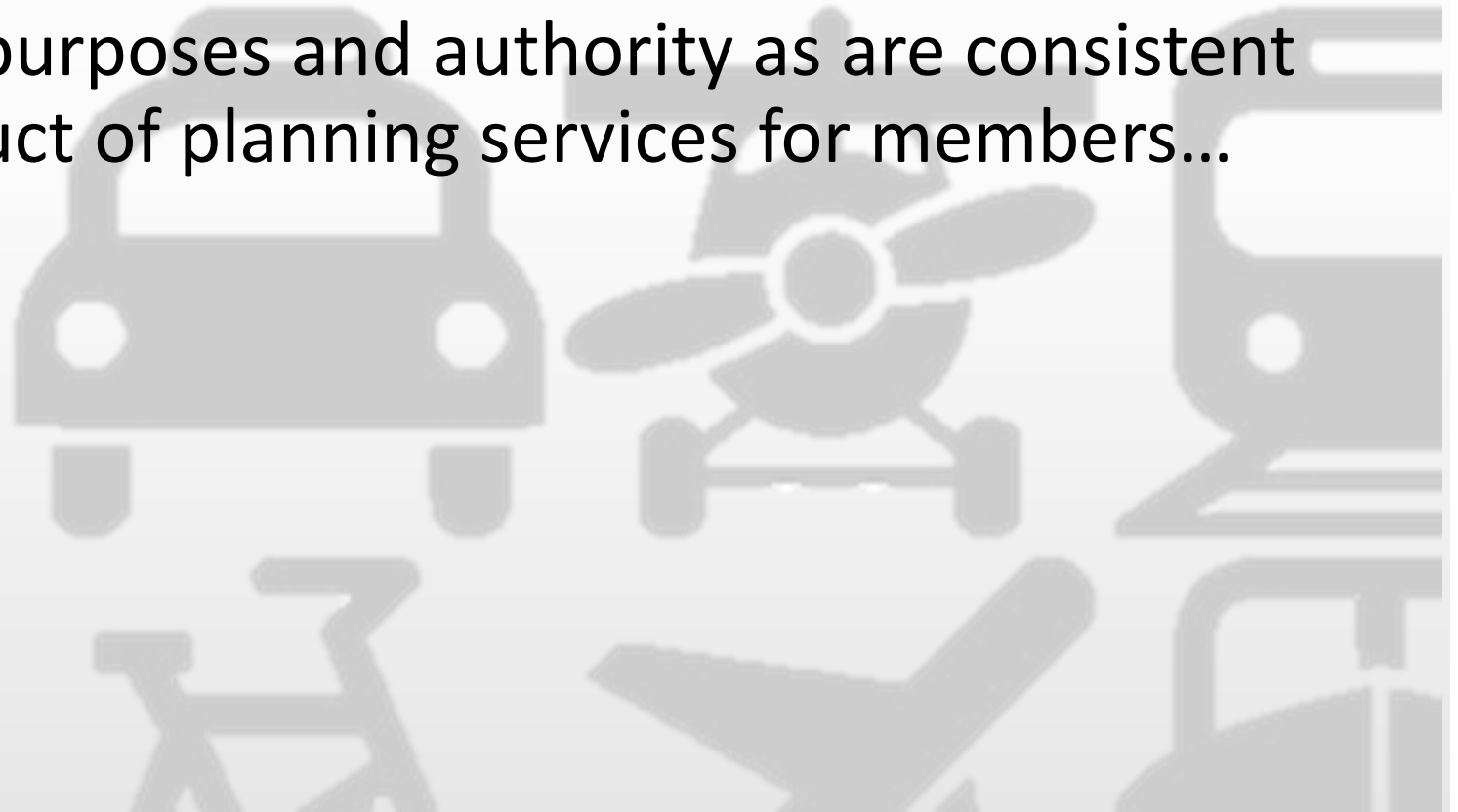
Joint Powers Agreement (Cont.)

6. Public services, facilities, and utilities

7. Recreation, parks, and open space

8. Transportation

9. Such other purposes and authority as are consistent with the conduct of planning services for members...



ITD - Manages
state roadways

COMPASS –
Facilitates
regional
cooperation and
coordination

**Land use
agencies** (e.g.,
cities, counties)
- Manage land
use

**Local
transportation
agencies** -
Manage public
transportation
and local roads

Board of Directors

**Provides policy
direction for the
future of southwest
Idaho**



COMPASS Board Adopts/Approves:

Long-Range Transportation Plan for Ada/Canyon Counties

- Every five years; amend as needed

Regional Transportation Improvement Program (TIP) for Ada/Canyon

- Annually; amend as needed

Unified Planning Work Program and Budget

- Annually; revise as needed

Federal and state policy positions

- Annually

Governance documents

- As needed



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

- Freight
- Public transportation
- Demographics
- More!

COMPASS staff

Implement Board policies and direction

2 directors

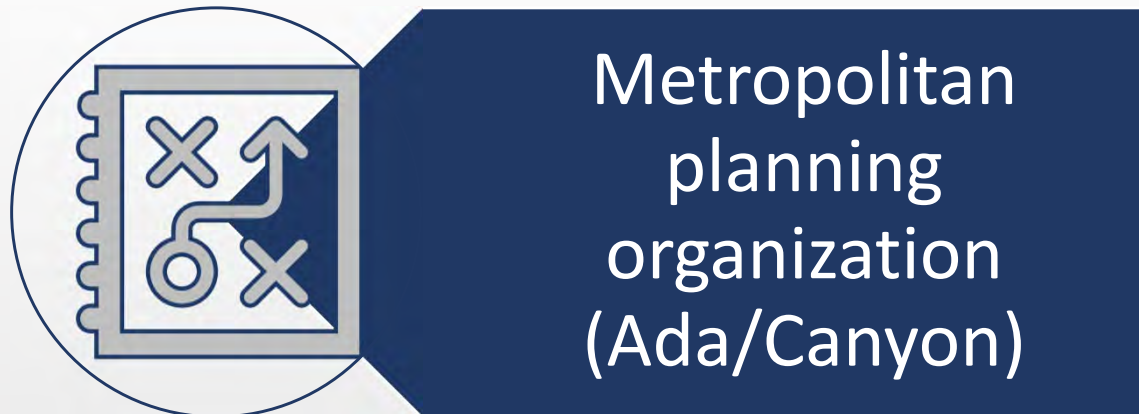
12 planning staff

3 communication staff

2 financial staff



What is COMPASS?



MPOs..



Are required for urban areas with populations greater than

50,000



Must include the largest city in the urban area, based on population



Must represent at least 75% of the urban area's population



Are developed through agreements by local units of government and designated by the Governor

Idaho's MPOs



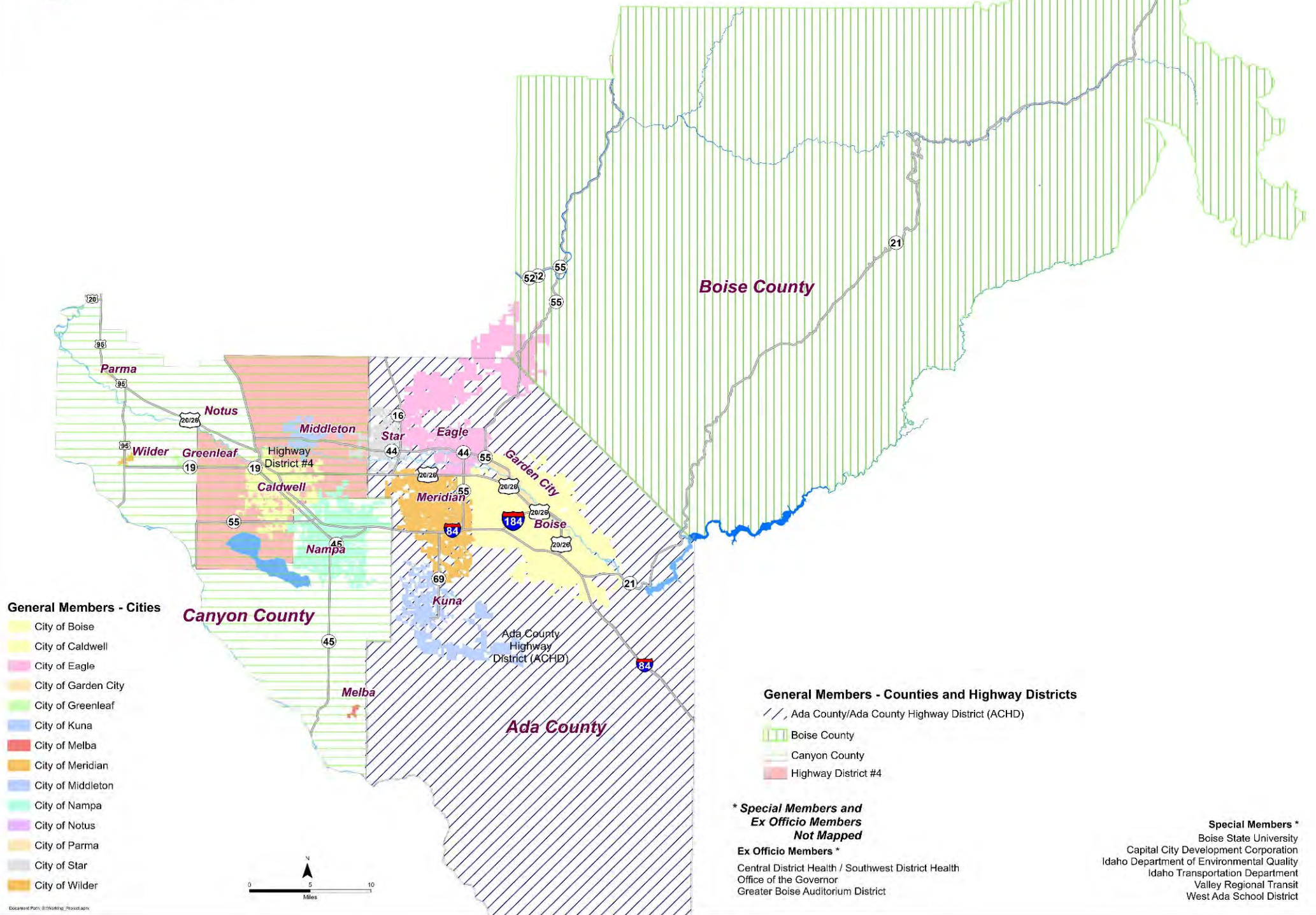
COMPASS = two urban areas

Boise Urban Area

- Transportation Management Area (TMA)
- Over 200,000 population
- Dedicated funding
- Additional requirements

Nampa Urban Area

- 1 of 6 large urban areas in Idaho
- Shares funding



General Members - Cities

- City of Boise
- City of Caldwell
- City of Eagle
- City of Garden City
- City of Greenleaf
- City of Kuna
- City of Melba
- City of Meridian
- City of Middleton
- City of Nampa
- City of Notus
- City of Parma
- City of Star
- City of Wilder

General Members - Counties and Highway Districts

- Ada County/Ada County Highway District (ACHD)
- Boise County
- Canyon County
- Highway District #4

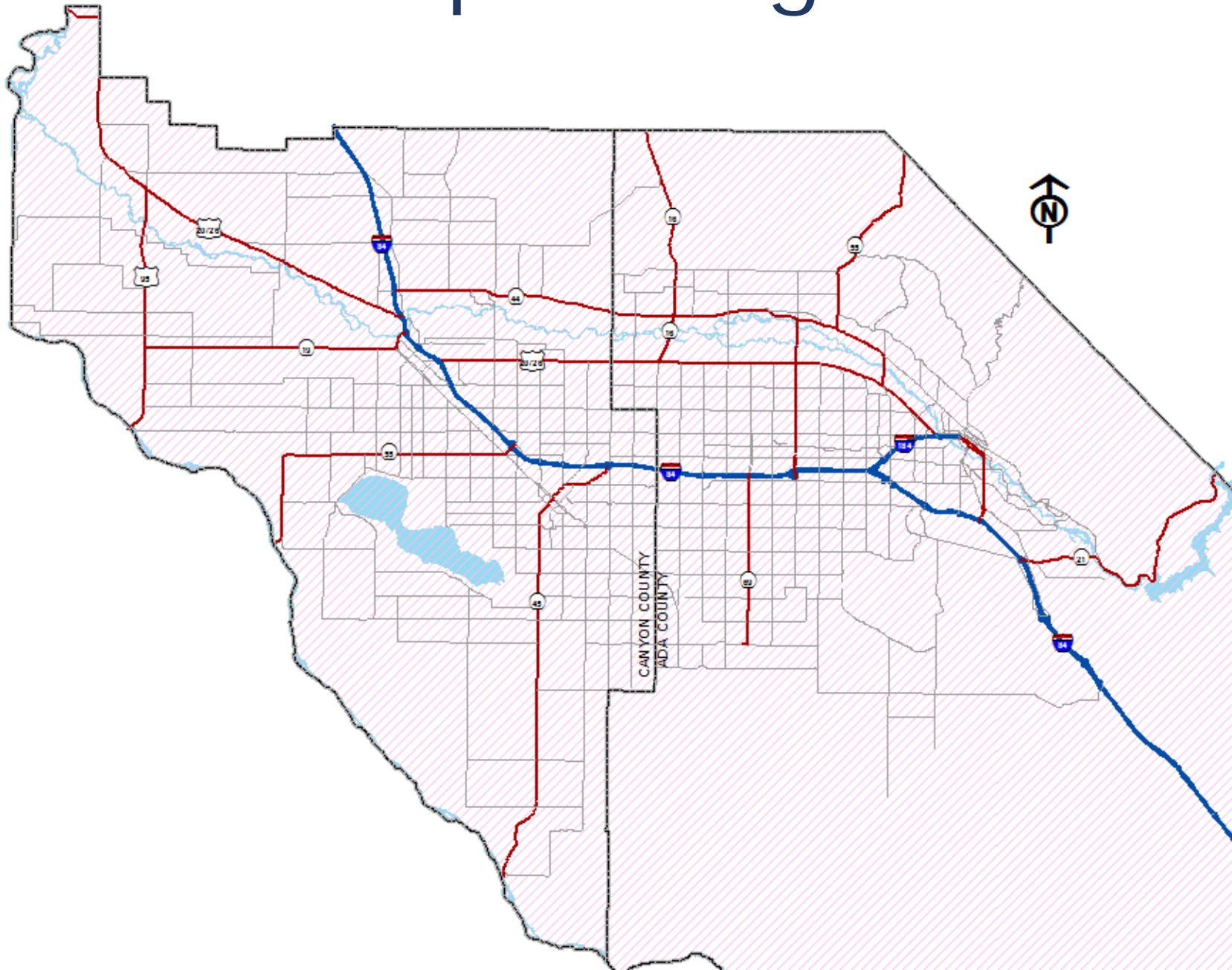
*** Special Members and Ex Officio Members Not Mapped**

- Ex Officio Members ***
- Central District Health / Southwest District Health
 - Office of the Governor
 - Greater Boise Auditorium District

Special Members *

- Boise State University
- Capital City Development Corporation
- Idaho Department of Environmental Quality
- Idaho Transportation Department
- Valley Regional Transit
- West Ada School District

COMPASS' planning area



What do MPOs do?



Conduct transportation
planning



Distribute federal
transportation dollars

Metropolitan Planning Organizations

Why belong? What can
COMPASS do for my agency?



Member benefit:

Financial assistance

- Access to additional funding streams
- Assistance with federal and state applications and regulations
- Assistance with grant applications



Member benefit:

A seat at the table

- Evaluate and coordinate regional planning and policies
- Make decisions regarding the regional transportation system
- Impact the quality of life of southwest Idaho residents



Member benefit: A regional voice

- Unified voice on regional needs and priorities
 - Idaho state legislature
 - Congressional delegation



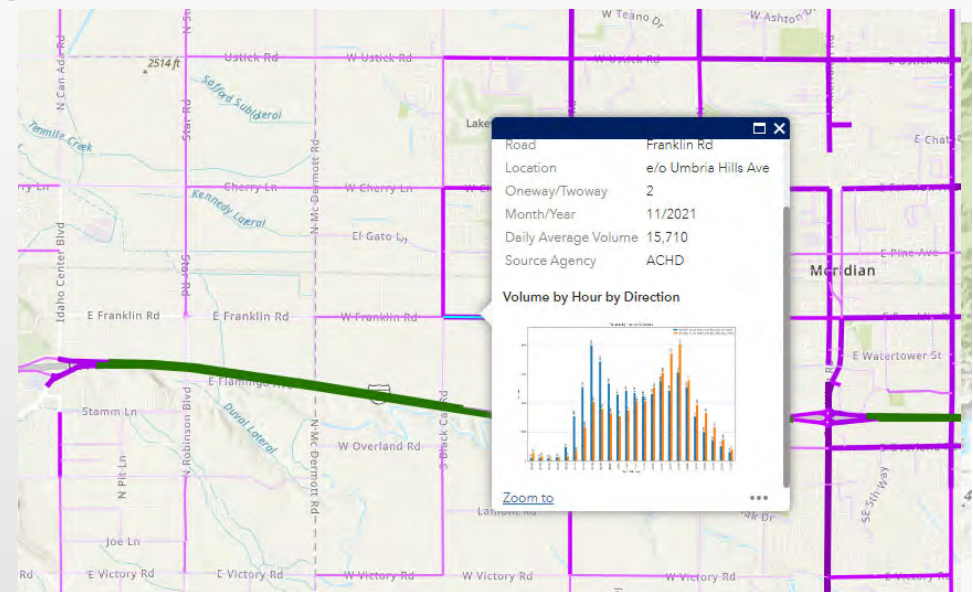
Member benefit: A regional voice

Join with other regional organizations nationwide for a united voice on regional issues



Member benefit: Staff services

- Modeling and analyses
 - Economic benefits of proposed transportation projects
 - Travel demand forecasts
 - Fiscal impact analyses
- Traffic volume and congestion data and analyses
- Mapping/GIS
- Orthophotography



Member benefit: Staff services

- Bicycle/pedestrian counts
- Pathway condition monitoring
- Meeting facilitation
- Grant writing assistance
- Demographic data, estimates, and forecasts



Member benefit:

Regional studies and plans



High-Capacity
Transit
Planning and
Environmental
Linkages Study



Regional
Safety Action
Plan



Transportation
Funding and
Governance
Study

Regional roles



Plan



Implement



Provide technical expertise



Facilitate



Plan

Austin Miller

Planning Team Lead

What does COMPASS do?



Plan



Implement



Provide technical expertise



Facilitate

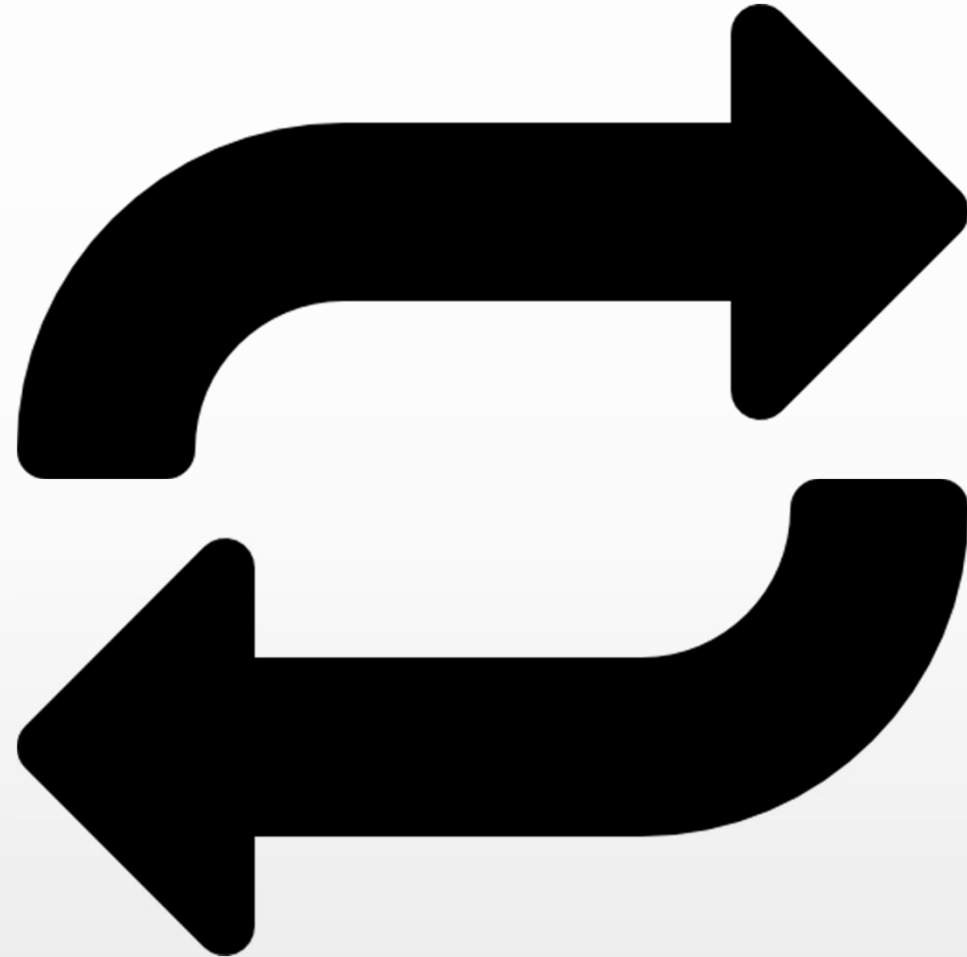
Overview

Part 1

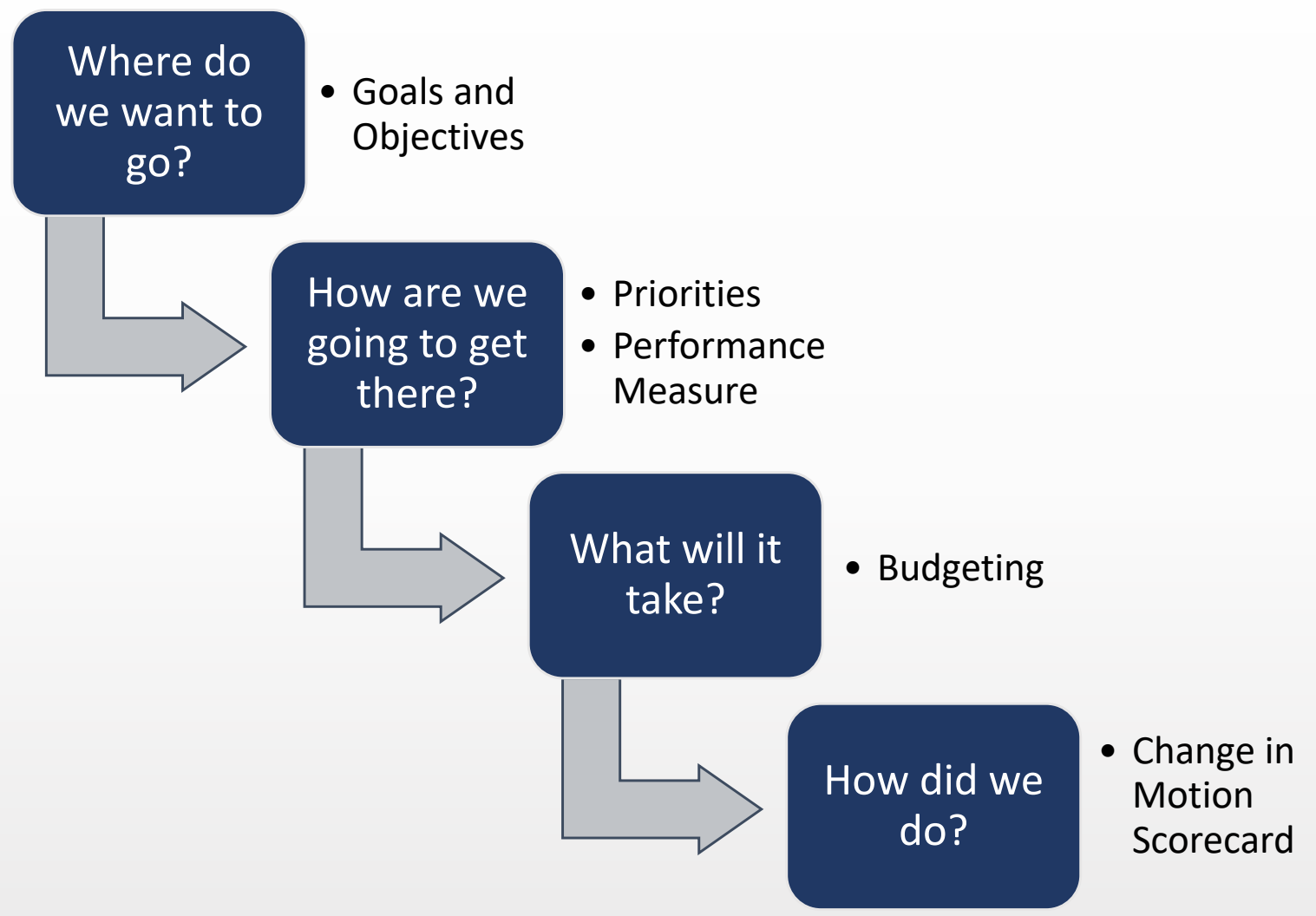
- We have a plan!
- What's in the plan

Part 2

- Next steps



Performance based planning and budgeting



AMO

Add staff photos???

Austin Miller, 2024-12-20T17:37:04.111

Long-range transportation plan



Future
multimodal
transportation
system



Forecasted
growth



Fiscally
constrained

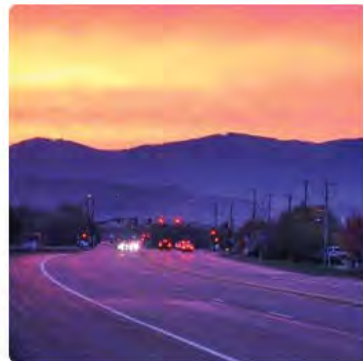


Public
involvement

← Plans for 20+ years; updated every 5 years →



Regional Long-Range Transportation Plan for Ada and Canyon Counties



2050: A LOT CAN CHANGE IN 30 YEARS

Welcome to *Communities in Motion 2050* – the regional long-range transportation plan for Ada and Canyon Counties, Idaho.

Its purpose is to ensure that Ada and Canyon Counties' transportation system supports regional goals and provides people choices in how and where they live, work, play, and travel, to 2050 and beyond.

This web-based plan allows you to easily find the information you care about without having to wade through a large document, while still providing access to all of the technical details when you need them.

It replaces *Communities in Motion 2040 2.0*, which was adopted in 2018.

<https://cim2050.compassidaho.org/>

Goals

Safety



Convenience



Quality of Life



Economic Vitality



At a glance...

People 2050 population = 1,075,000

2024 population = 822,890

System Complete transportation system

Bike/ped, freight, public transportation, roadways

Projects \$5.7 billion = capital improvements

\$5.4 billion = maintenance, operations, etc.

Shortfall \$5.4 billion shortfall

Average \$193 million per year to 2050

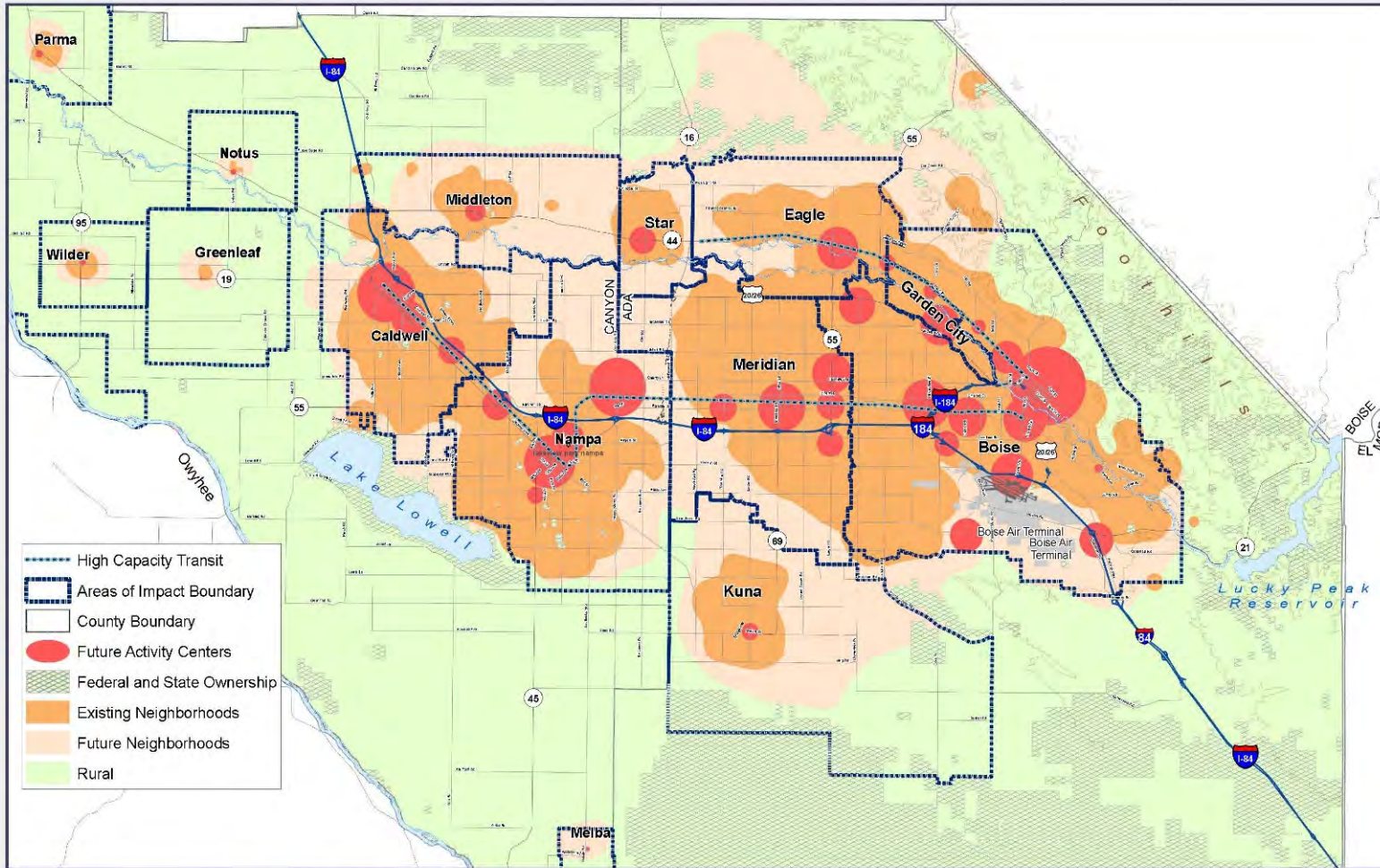


COMMUNITIES IN MOTION 2050

COMMUNITIES IN MOTION 2050 VISION

The *Communities in Motion 2050* Vision illustrates the preferred growth scenario to the year 2050 for Ada and Canyon Counties, ID. Created using input from local stakeholders, including the public, the Vision guides development of the long-range transportation plan, *Communities in Motion 2050*. Both the *Communities in Motion 2050* plan and Vision support safety, convenience, economic vitality, and quality of life for all residents.

This map depicts how the region is forecasted to look in 2050, based on the *Communities in Motion 2050* Vision. The corresponding color-coded illustrations and descriptions below provide details about each development type.



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

The Community Planning Association of Southwest Idaho (COMPASS) is an association of local governments working together to plan for the future of Ada and Canyon Counties. COMPASS members coordinate regional efforts and set priorities for spending federal transportation funding.



FUTURE ACTIVITY CENTERS

Activity centers are concentrations of residential and commercial areas, such as downtowns, office parks, and shopping centers. They represent the highest densities and most diverse land uses in the region and support a robust mix of transportation modes.



EXISTING NEIGHBORHOODS

Existing neighborhoods comprise most of the built environment and have opportunities for reuse and infill. These are primarily urban residential areas, but also include services such as parks, schools, and shopping. A balance of transportation options is needed, depending on the location and specific land uses.



FUTURE NEIGHBORHOODS

Future neighborhoods are anticipated to be developed as urban neighborhoods by the year 2050. They are mostly located near existing infrastructure to avoid consuming farmland. A balance of transportation options will be needed, depending on the location and specific land uses.



RURAL

Rural areas include farmland and open space. Most arterial roads in rural areas are regional and are meant for longer trips.

HIGH-CAPACITY TRANSIT

The *Communities in Motion 2050* Vision includes two high-capacity transit routes: 1) regional rail along the Boise Cutoff rail corridor alignment south of the Boise River and 2) bus rapid transit along the State Street/State Highway 44 corridor north of the Boise River. Both would provide quality east-west transit service connecting the region's major cities and activity centers.

AREAS OF IMPACT BOUNDARY

This boundary around each city reflects the area that is expected to be annexed into the city in the future. The boundaries are designated by each city, with agreement from the county, to guide future development to be near existing infrastructure to help ensure access to public services and protect rural lands. The population and jobs figures shown on the back of this map are based on these boundaries, as opposed to current city limits, to provide a more realistic comparison between 2020 and 2050.

Slide 46

AM0

Are we providing this?

Austin Miller, 2024-01-19T17:07:29.637

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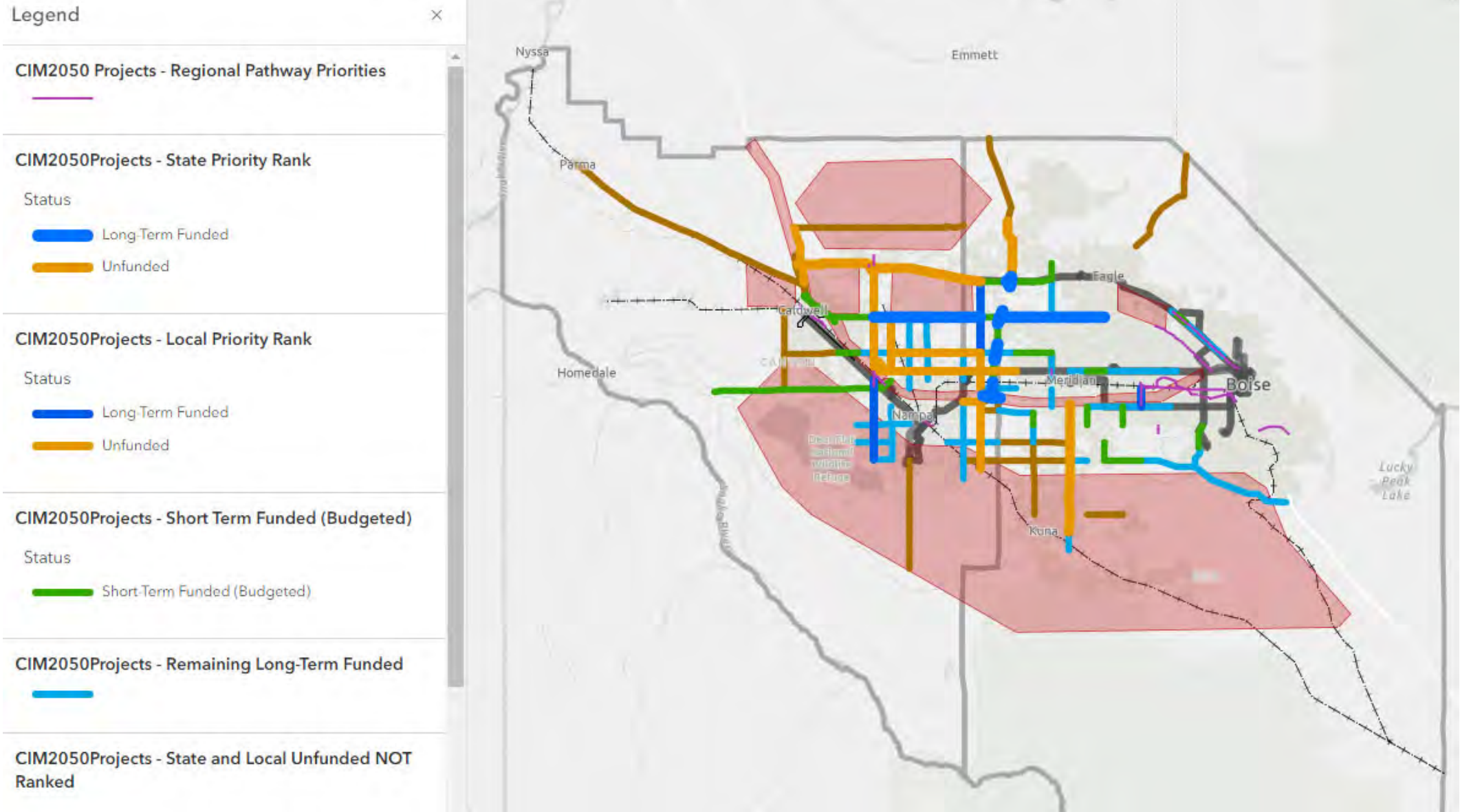
They will have CIM brochure, vision map on the back table

Austin Miller, 2024-01-19T17:28:37.378

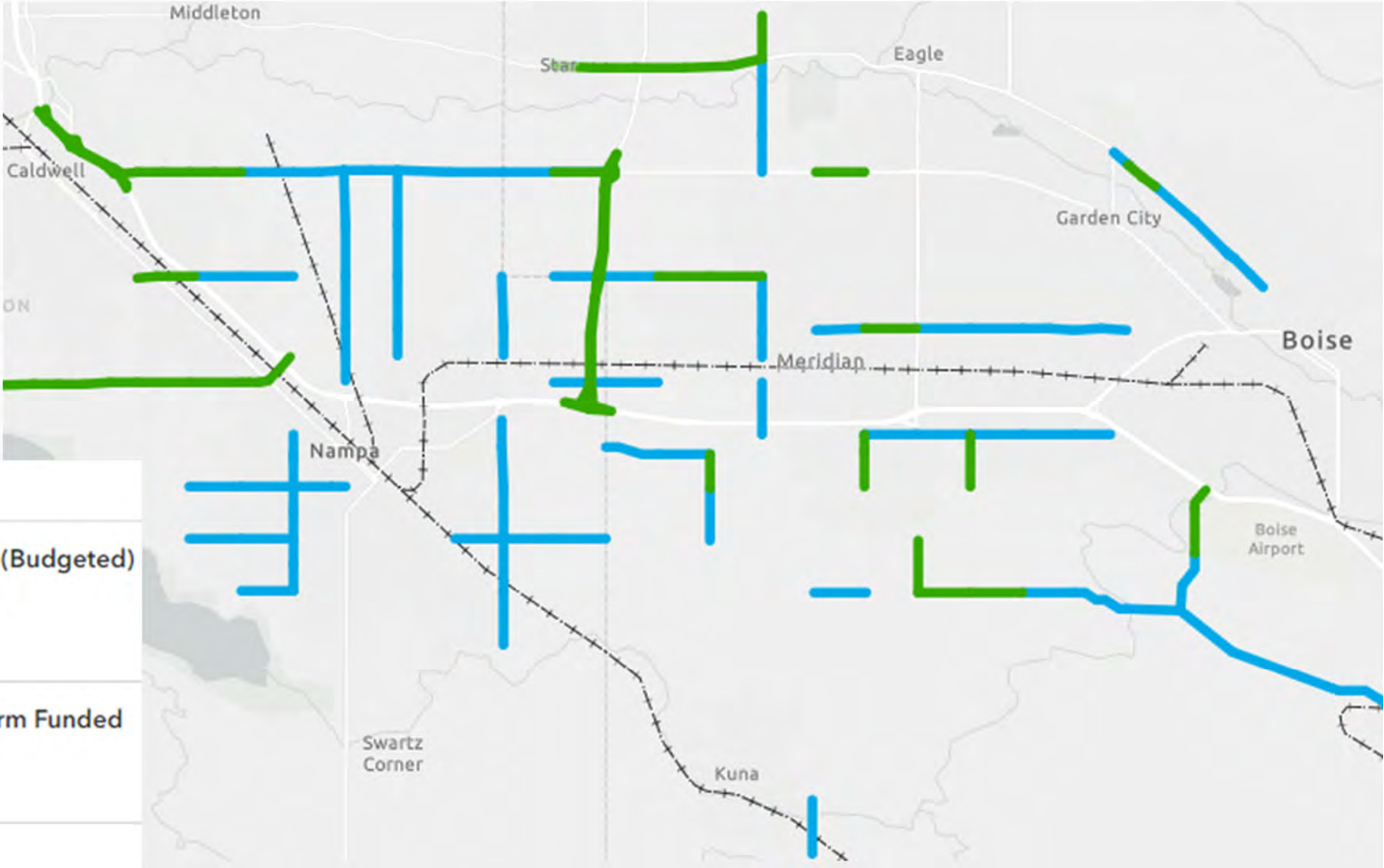
System



Projects (Master Map)



Projects (Funded)



Legend

CIM2050Projects - Short Term Funded (Budgeted)

Short-Term Funded (Budgeted)

CIM2050Projects - Remaining Long-Term Funded

CommonFeatures

Rail

Shortfall

	Needs	Funding	Shortfall
Total (to 2050)	\$16.5 billion	\$11.1 billion	\$5.4 billion
Annual	\$589 million	\$396 million	\$193 million

Important!

- Needs include funded capital, maintenance, and operations; unfunded priorities; local deferred maintenance; and transit operating shortfall
- Funding includes state, federal, and local funds anticipated to 2050
- Funding and funded projects include inflation; unfunded needs do not

Shortfall (Unfunded)

Legend

CIM2050Projects - Official Regional Pathway Connection Priorities



CIM2050Projects - State and Local Unfunded NOT Ranked

Unfunded, System Roadway



CIM2050Projects - PT2050 Unfunded Routes

- Premium
- Express
- Frequent
- Secondary
- Regional Rail

CommonFeatures

Rail





♪ I am so depressed ♪



♪ Everything's not awesome ♪



♪ I think
I finally get Radiohead ♪

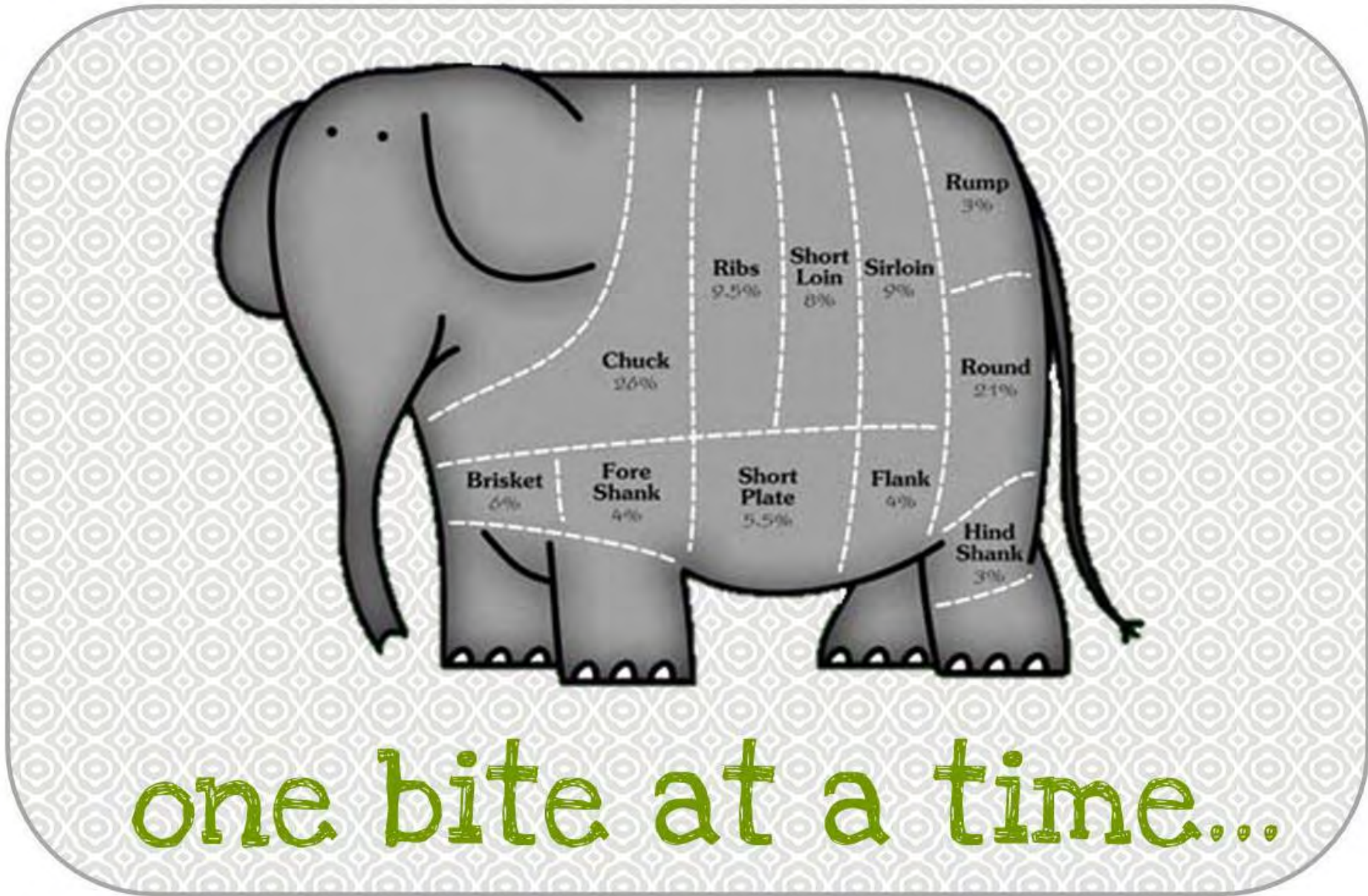
Performance based planning and budgeting



AM0

Add staff photos???



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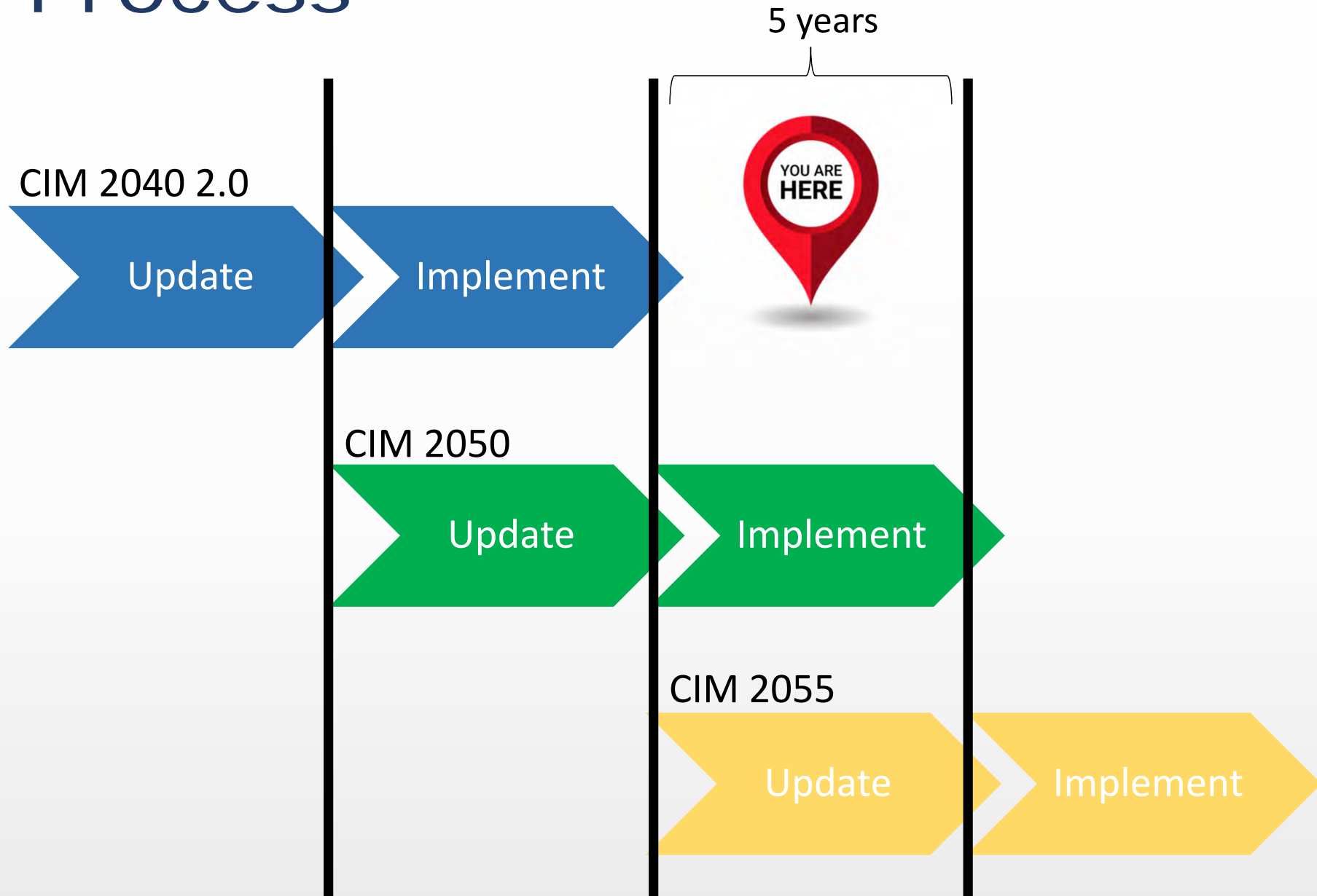
Source: medium.com

Change

2024 CHANGE IN MOTION SCORECARD: RESULTS SUMMARY

Performance Measure <small>(see definitions at end of document)</small>	2021 Results	2023 Results	Target	Progress ¹
Preservation and Infrastructure Condition (7 of 9 targets met)				
Non-interstate National Highway System (NHS) pavement in "good" condition	36.70%	44.58%	> 20.00% ⁵ (FY2025)	
Non-interstate NHS pavement in "poor" condition	0.70%	0.55%	< 2.00% ⁷ (2030)	
Bridges in "good" condition	33.00%	43.39%	> 19.00% ⁵ (FY2025)	
Bridges in "poor" condition	2.30%	3.39%	< 1.00% ⁷ (2030)	

Process



Update

People 2055 population = 1,300,000

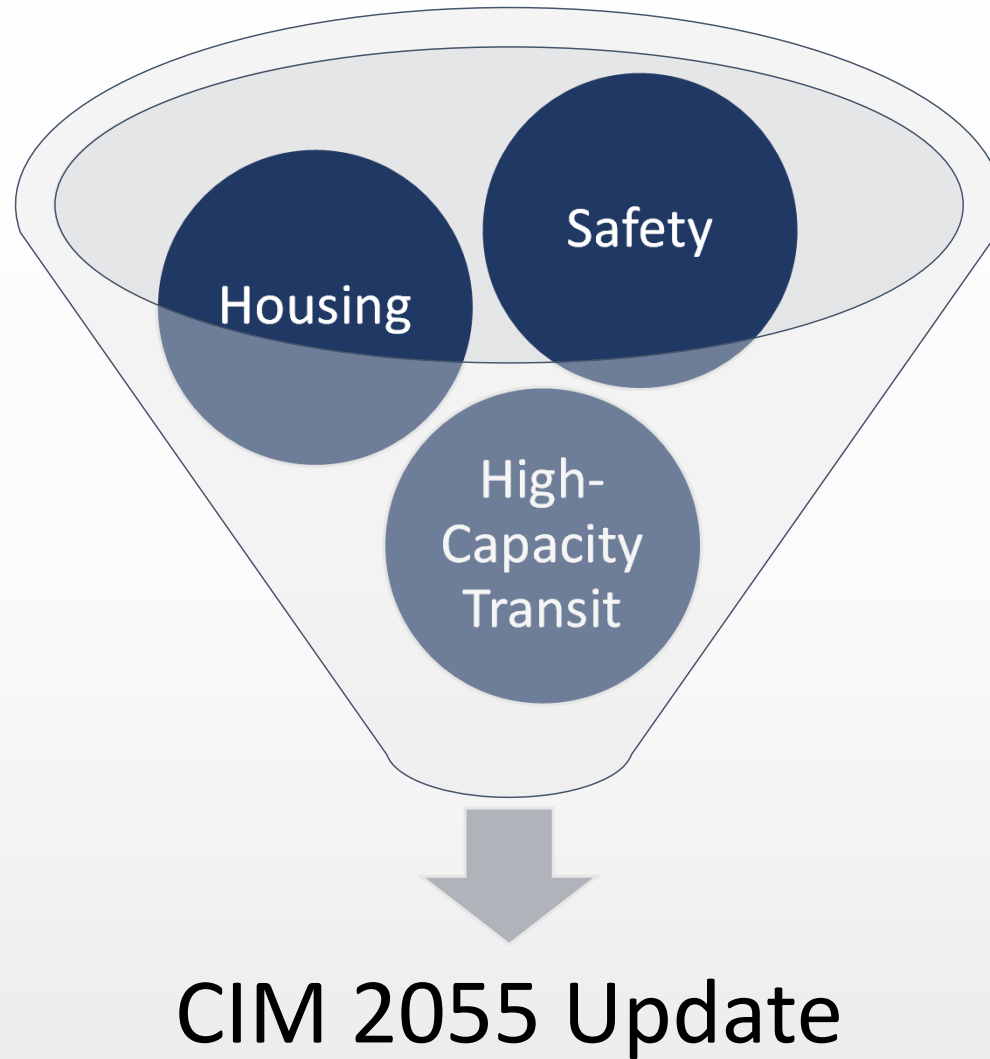
2024 population = 822,890

System Informed by other planning efforts

Projects Prioritize in 2026

Shortfall Seeking support

CIM 2055 Process



Update

People 2055 population = 1,300,000

2024 population = 822,890

System Informed by other planning efforts

Projects Prioritized in 2026

Shortfall Seeking support

Summary

Part 1

- There is a plan
- Shows what we can do
- Prioritizes what we can't

Part 2

- Constantly monitor
- Update
- Seek additional funding

Questions?



Implement

Toni Tisdale

Resource Development Team Lead

What does COMPASS do?



Plan



Implement



Provide technical expertise



Facilitate

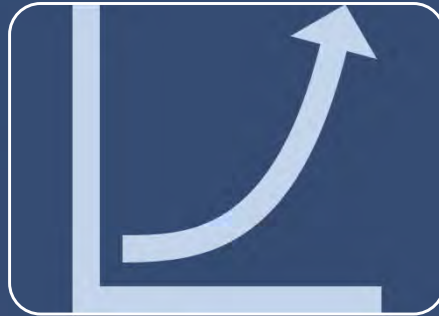


Graphic credit: Unsplash@gobankingrates

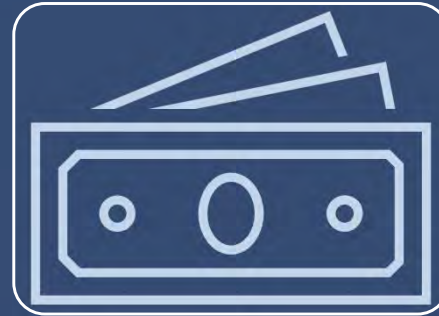
Meeting transportation needs...



Maintain
System



Increase
Funding



Secure
Additional
Funding



Best Use
of Limited
Funds

Resource Development Program



COMPASS APPLICATIONS

UNFUNDED PROJECTS



RESOURCE DEVELOPMENT PLAN

COMPASS SERVICES:

- Find/Share Resources
- Grant Assistance

- ✓ Eligibility
- ✓ Writing
- ✓ Review
- ✓ Management
- ✓ Letters of support

Resource Development Plan



The intent of COMPASS' resource development efforts is to increase the amount of outside funding being invested in the Treasure Valley to implement the regional long-range transportation plan, ***Communities in Motion*** (CIM). The Resource Development Plan describes member agency and COMPASS needs that will be the focus of COMPASS' efforts to obtain additional funding. It is generated annually to provide transparency and obtain COMPASS Board of Directors' approval of funding pursuits for the year.

To further the implementation of CIM, COMPASS staff will conduct grant research, maintain a project needs database, refer funding sources to member agencies, provide technical assistance to secure grants, and write or administer grants directly for projects in the plan.

Resource Development Program



COMPASS APPLICATIONS

UNFUNDED PROJECTS

FUNDED PROJECTS

CIM Implementation Grants
Federal Funds
Project Development Program

RESOURCE DEVELOPMENT PLAN

COMPASS SERVICES:

- Find/Share Resources
- Grant Assistance

- ✓ Eligibility
- ✓ Writing
- ✓ Review
- ✓ Management
- ✓ Letters of support



Local programs

- *Communities in Motion Implementation Grants*
 - Small projects that “move the needle” on CIM goals
- Project Development Program
 - Develop a project idea into a vetted concept for future applications



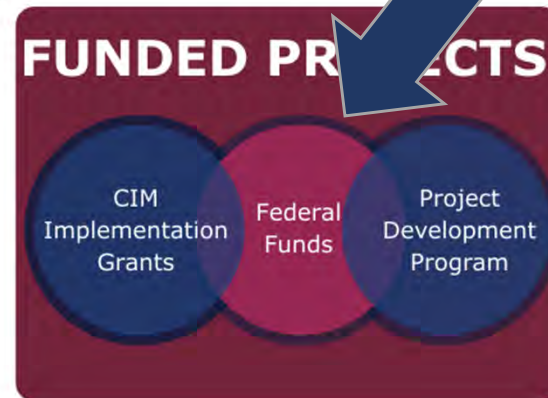
PDP

Resource Development Program



COMPASS APPLICATIONS


UNFUNDED PROJECTS



RESOURCE DEVELOPMENT PLAN

COMPASS SERVICES:

- Find/Share Resources
- Grant Assistance
- ✓ Eligibility
- ✓ Writing
- ✓ Review
- ✓ Management
- ✓ Letters of support



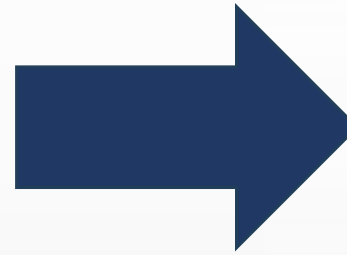
Transportation investments



CIM

Identifies needs

20+ years



TIP

Funds projects

5 - 7 years

Transportation Improvement Program (TIP)

Short-term budget



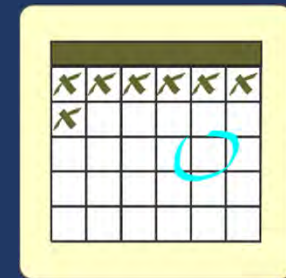
Primarily federally funded transportation projects



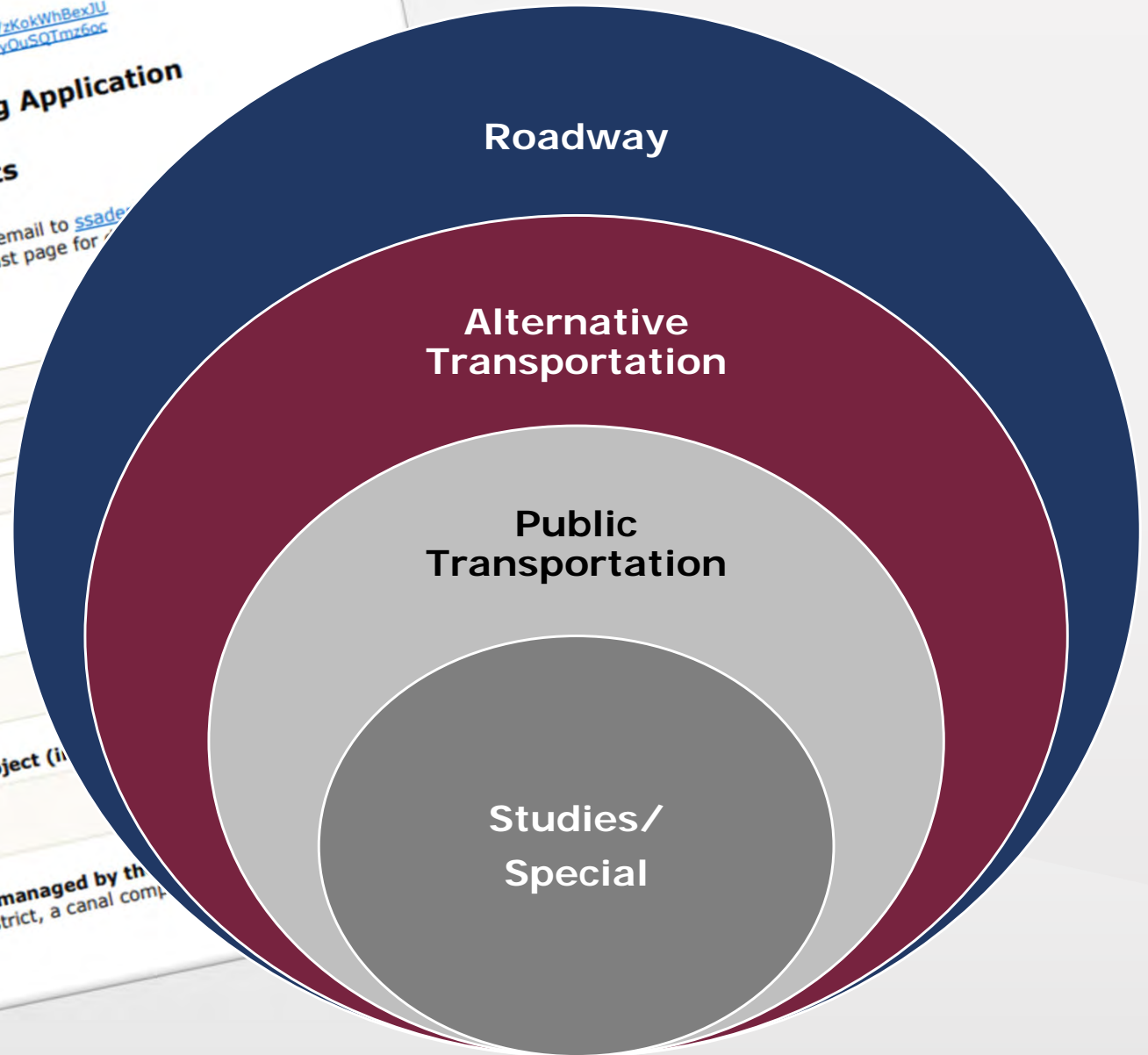
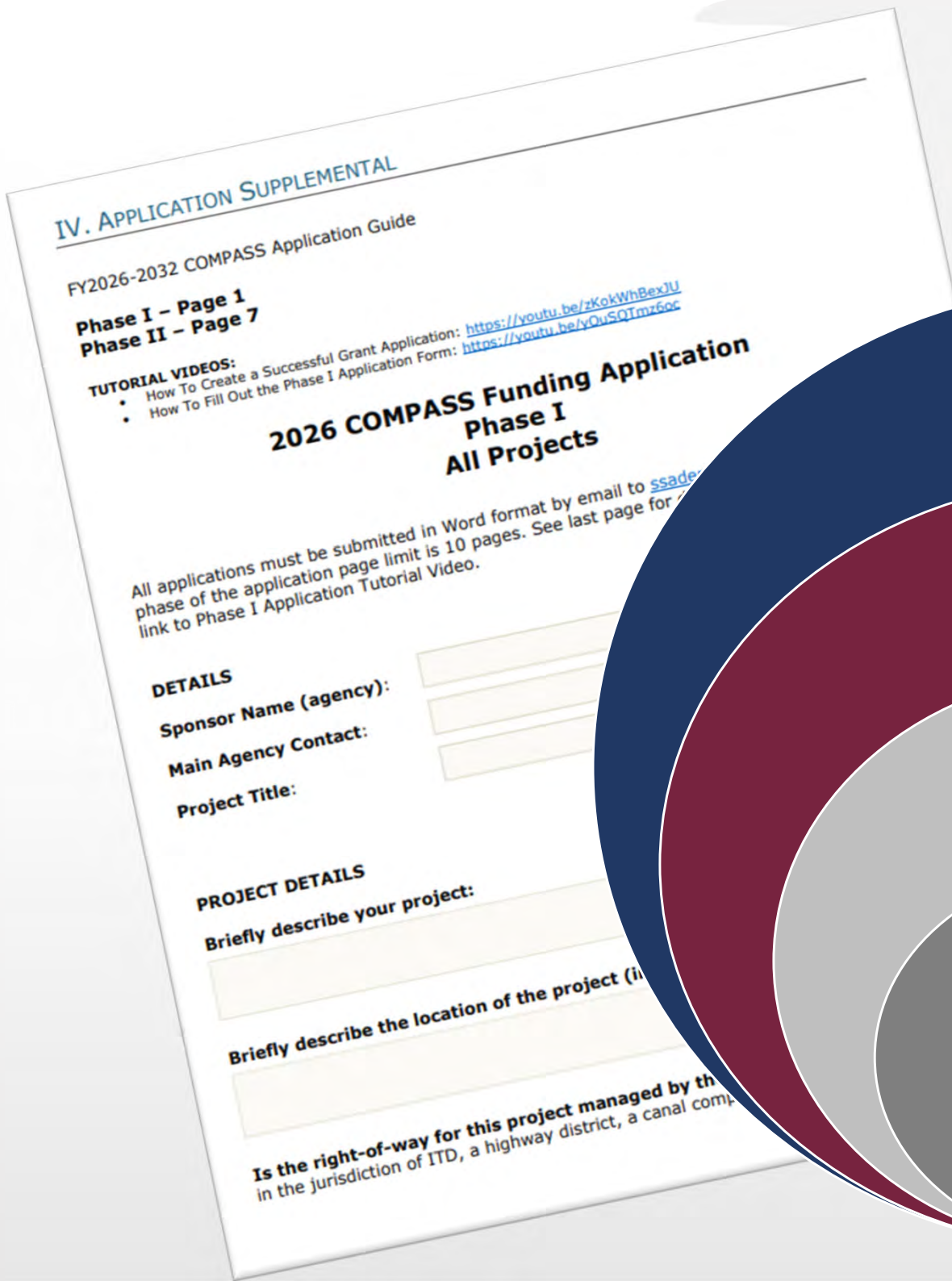
Funds projects to meet goals in long-range plan



Updated yearly, amended frequently



Applications





Apply



Review



Score



Rank



Recommend



TIP Timeline



Basic Report

FY2025-2031 Regional Transportation Improvement Program

Basic Project List (All Values in Thousands of Dollars)

All costs in current dollars



Project Name	Key #	Year*	Programmed Cost
10th Avenue ITS and Overlay, Caldwell	13905	2026	2,694
2nd Street South, Safety Improvements, Nampa	23883	2026	1,366
Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS	23313	2025	8
Centennial Way Roundabout, Caldwell	13484	2026	3,833
Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	22438	PD	1,698
Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa	22017	2027	1,663
Cole Road, Ustick Road to Kettering Avenue, Boise	22816	2028	7,443
Columbia Village Roadway and ADA Improvements, Boise	23323	2029	7,271
Commuteride Website Redesign, ACHD	ORN24632	2025	70
Commuteride, Ada and Canyon Counties, ACHD – FY2025-FY2030	22386	2025-2030	1,705
Eagle Road, Lake Hazel Road to Amity Road, Meridian	RD216-04	2025	900
Emerald Street, Camelot Drive to Raymond Street and Bridge Replacement, Boise	24383	PD	8,750
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	RC0133	2028	4,650
Fairview Avenue, North Garden to Whitewater Park and Bridge Replacement	24382	PD	8,402

FY2025-2031 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:

TIP Achievement:

Key #: 13905

Active Transportation

Requesting Agency: City of Caldwell

System Performance

Project Year: 2026

NHS-LOTTR

Total Previous Allocations: \$295

Safety

Total Programmed Budget: \$2,694

Asset Management

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	STBG-LU			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
2026	0	0	0	0	0	216	2,478	2,694	2,496	198
Fund Totals:	0	0	0	0	0	216	2,478	2,694	2,496	198

2nd Street South, Safety Improvements, Nampa

Regionally Significant:

TIP Achievement:

Key #: 23883

Active Transportation

Requesting Agency: City of Nampa

Safety

Project Year: 2026

Total Previous Allocations: \$649

Total Programmed Budget: \$1,366

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

Project Description

Install 19 high efficiency roadway street lights along 2nd Street South from 16th Avenue South to Chicago Street; two Rectangular Rapid Flashing Beacon (RRFB) crossings, a Left Turn Lane and a Two-Way-Left-Turn-Lane (TWTL) with roadway reconstruction from 16th Avenue South to 24th Avenue South; and provide a five-foot paved shoulder (at least four-feet) along the south side of 2nd Street South from 24th Avenue South to Chicago Street, in the City of Nampa.



Funding Source	HSIP (Local)			Program			Local Hwy - HSIP		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	0	660	206	866	802	64
Fund Totals:	0	0	0	0	0	660	206	866	802	64

Funding Source	Local Participating			Program			Hwy - Local Partnerships		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	0	500	500	0	500
Fund Totals:	0	0	0	0	0	0	500	500	0	500

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

DRAFT

Detailed

Detailed Project List

<https://compassidaho.org/transportation-improvement-program/>



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Who We Are ▾ What We Do ▾ Get Involved ▾ Meet

Transportation Improvement Program

Understanding the TIP

- [The TIP: What It Is and Why You Should Care](#)
- [Making Sense of the TIP](#)
- [Transportation Funding Terms and Acronyms ... Unraveling the Jargon](#)
- [FY2024-2030 TIP Brochure \(Spanish\)](#)

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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Detailed Project List

<https://compassidaho.org/transportation-improvement-program/>



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Who We Are ▾ What We Do ▾ Get Involved ▾ Meet

Transportation Improvement Program

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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



Working together to plan for the future

Making Sense of the TIP

The Community Planning Association of Southwest Idaho (COMPASS) develops the regional transportation improvement program, or "TIP," for Ada and Canyon Counties. The TIP is a multi-year budget of federally funded and "regionally significant" transportation projects in the two-county area.

COMPASS updates the TIP annually and makes smaller changes – amendments – to the TIP throughout the year. You may have seen notices of requests for public comment on the TIP update or TIP amendments and looked at the TIP project list to see what's there.

If you've done that, you have seen projects listed like the one below. While each project is different, each project entry contains the same types of information. A guide to what that information is, and what it means, is provided below. The letters on the sample project entry correspond to the description below the graphic.

A 10th Avenue ITS and Overlay, Caldwell

B Regionally Significant:

D Key #: 13905

E Requesting Agency: City of Caldwell

F Project Year: 2026

G Total Previous Allocations: \$295

H Total Programmed Budget: \$2,694

I Total Cost (Prev. + Prog.): \$2,989

J Project Description

K 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.

C TIP Achievement:

Active Transportation

System Performance

NHS-LOTTR

Safety

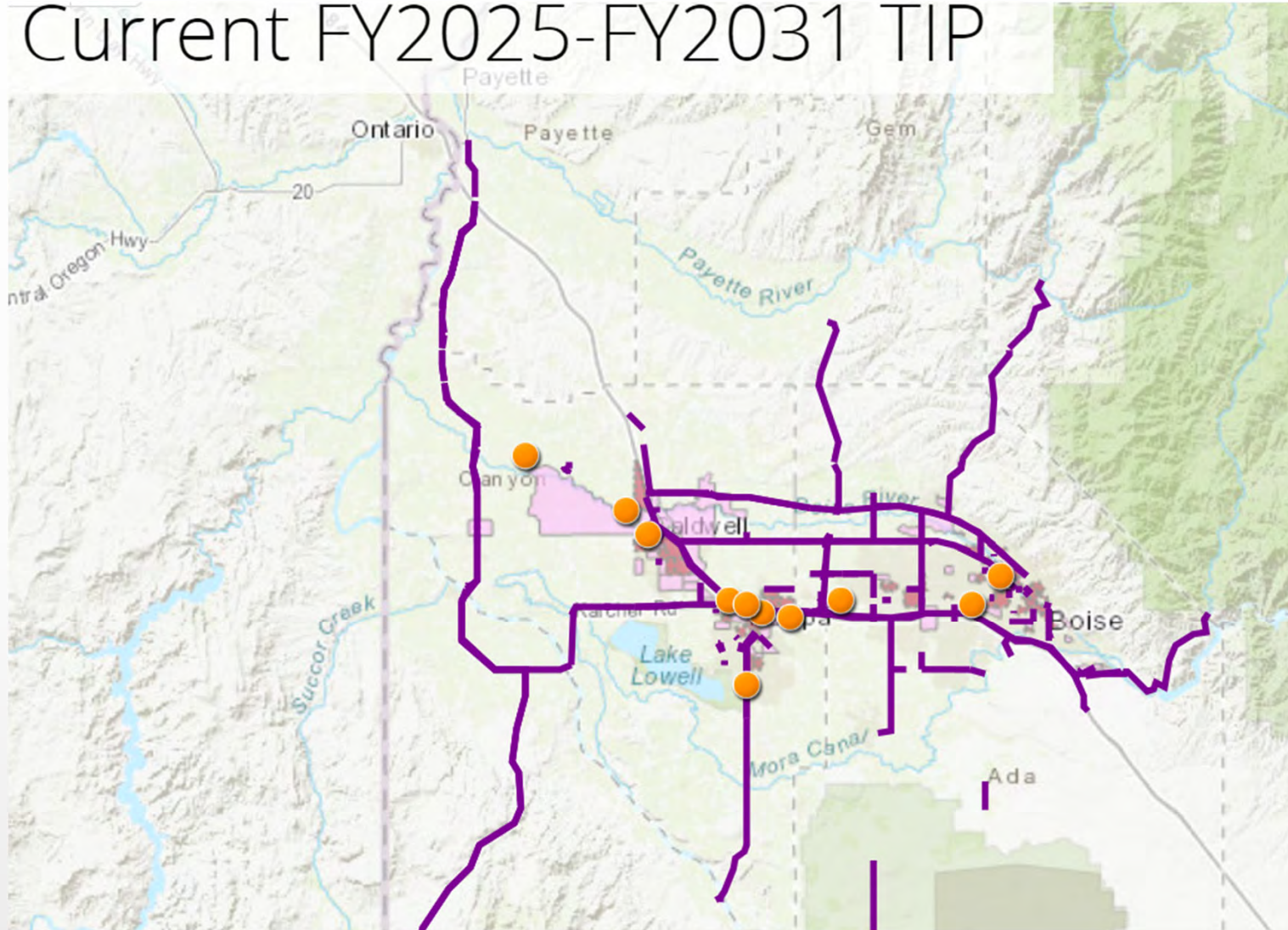
Asset Management



N	Funding Source STBG-LU			L Program Local Hwy - Urban			M Local Match 7.34%			
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
O	2026	0	0	0	0	216	2,478	2,694	2,496	198
P	Fund Totals:	0	0	0	0	216	2,478	2,694	2,496	198

Interactive Map

Current FY2025-FY2031 TIP



<https://compassidaho.org/transportation-improvement-program/>

TIP Document

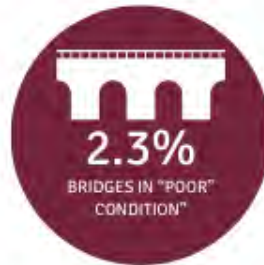
- Includes:
 - Inflation factors
 - Public outreach efforts (and public comments)
 - Project selection
 - Congestion management
 - TIP achievement
 - Regionally significant projects
 - Local planning activities
 - Financial constraint



IN A NUTSHELL

TOTAL BUDGETED OVER SEVEN YEARS
\$1,822,852,000

*INFLATED COSTS



Key:

- General Info
- Meets Target
- In Progress Toward Target
- Not meeting Target

■ Not meeting Target
 ■ In Progress Toward Target



Graphic credit: Unsplash@overlyawesome

Provide Technical Expertise

MaryAnn Waldinger

Technical Services Team Lead

What does COMPASS do?



Plan



Implement



Provide technical expertise



Facilitate

Data and Analysis

Mapping/ GIS/
Orthophotography

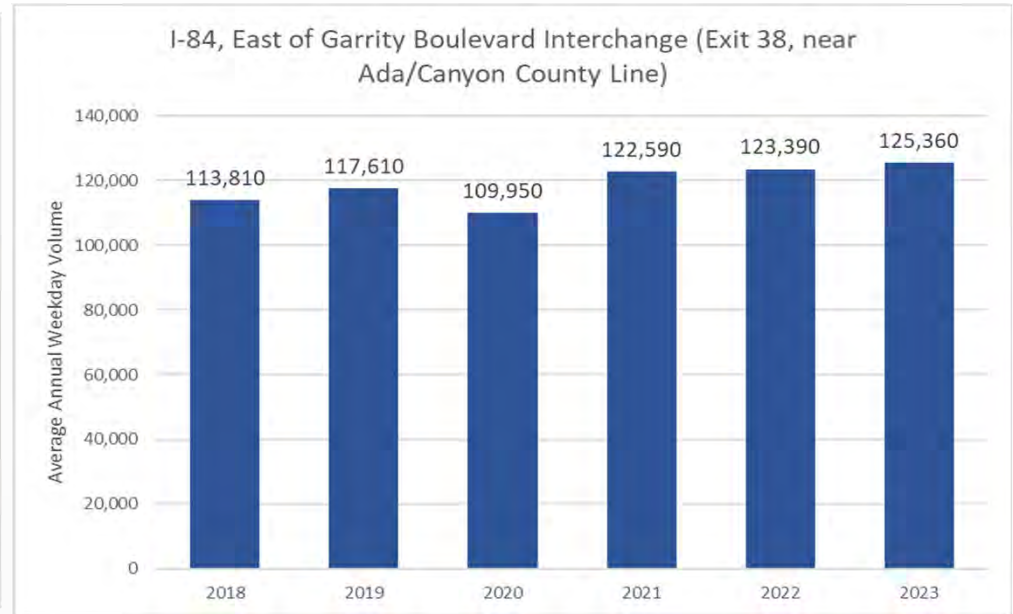
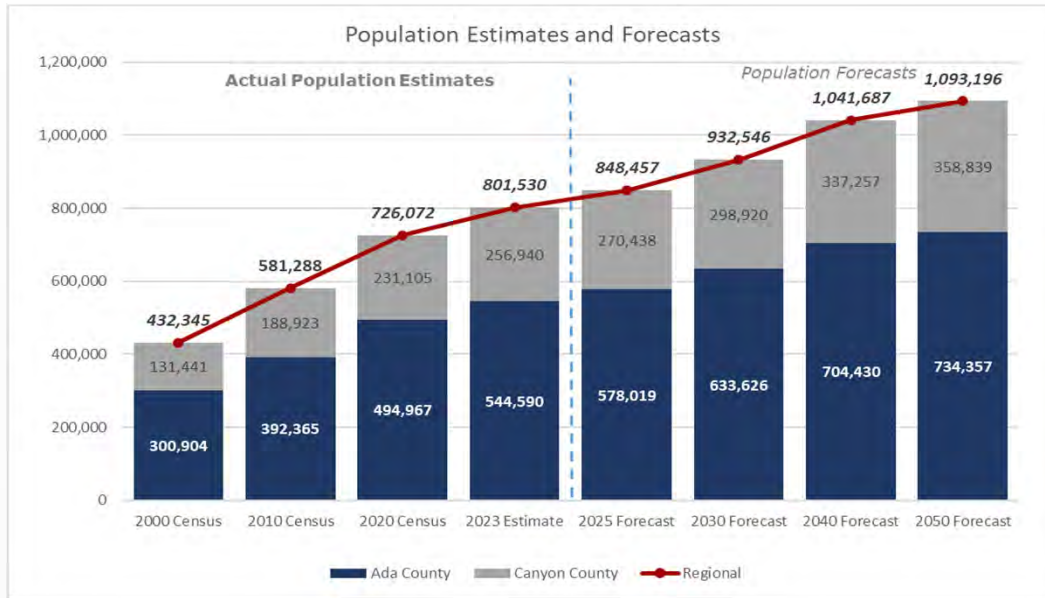
Congestion
Management

Regional Travel Demand
Model

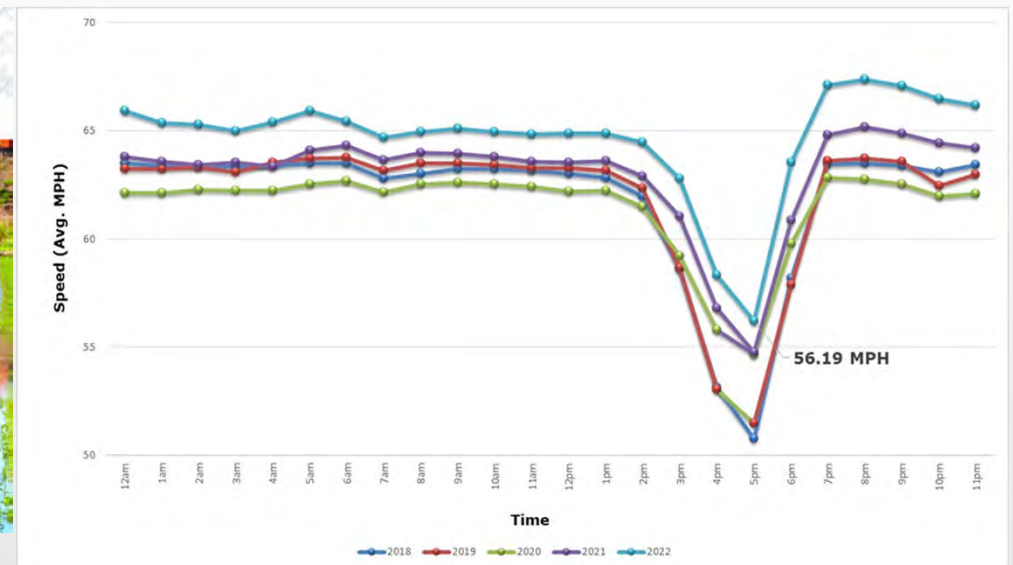
Planning and
Studies

Benefit-Cost
Analysis

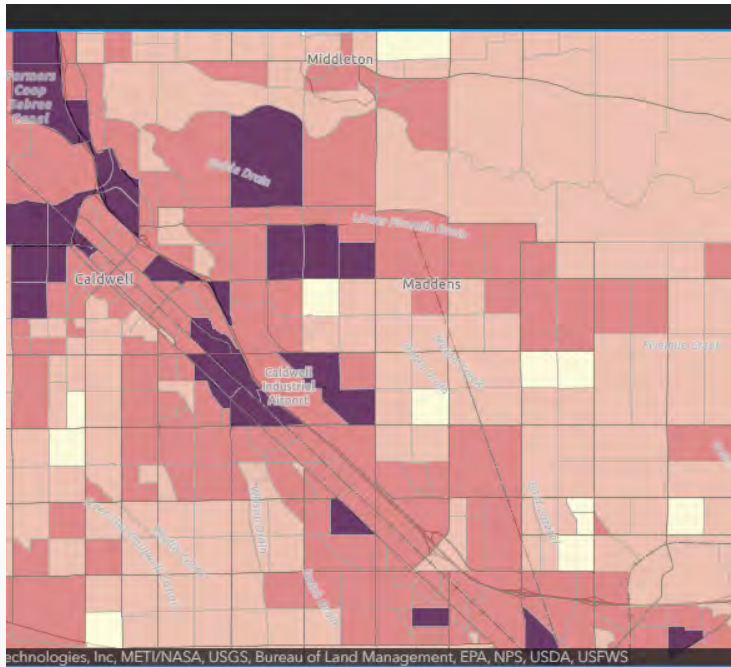
Data



The screenshot shows the homepage for the Treasure Valley Travel Survey 2021. It features a navigation menu with links for PARTICIPATE, ABOUT, QUESTIONS, CONTACT US, PRIVACY, and LANGUAGE. The main content area has a large image of a field with a blue overlay box containing the text: "TELL US HOW YOU GET AROUND" and "Help us understand the changing needs of Southwest Idaho".



Maps, GIS, and orthophotography



Technologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

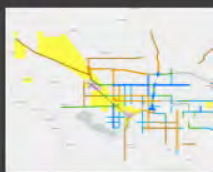


2050 Regional Priority P...
Map

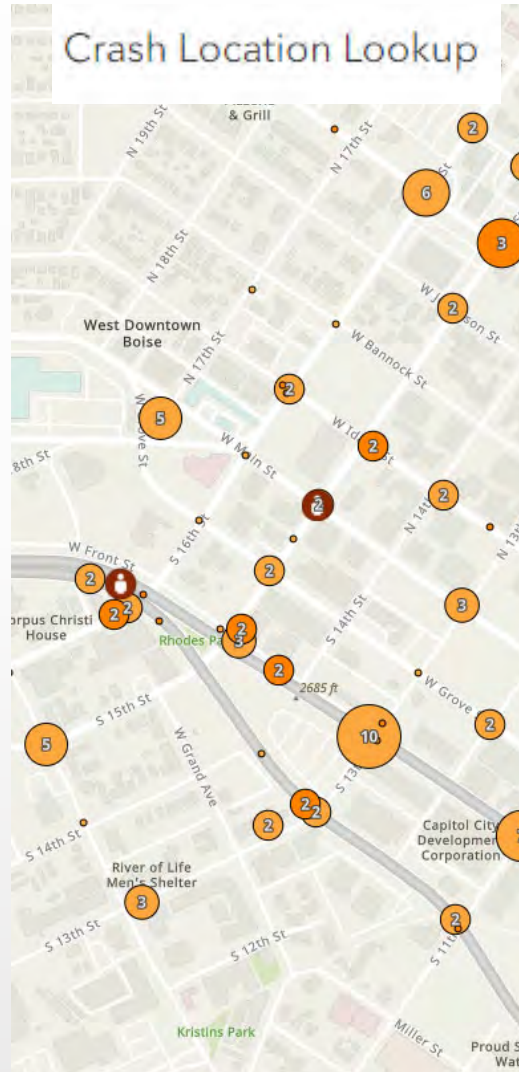


CIM 2050 Equity Index
Web Map

[Open Description](#)

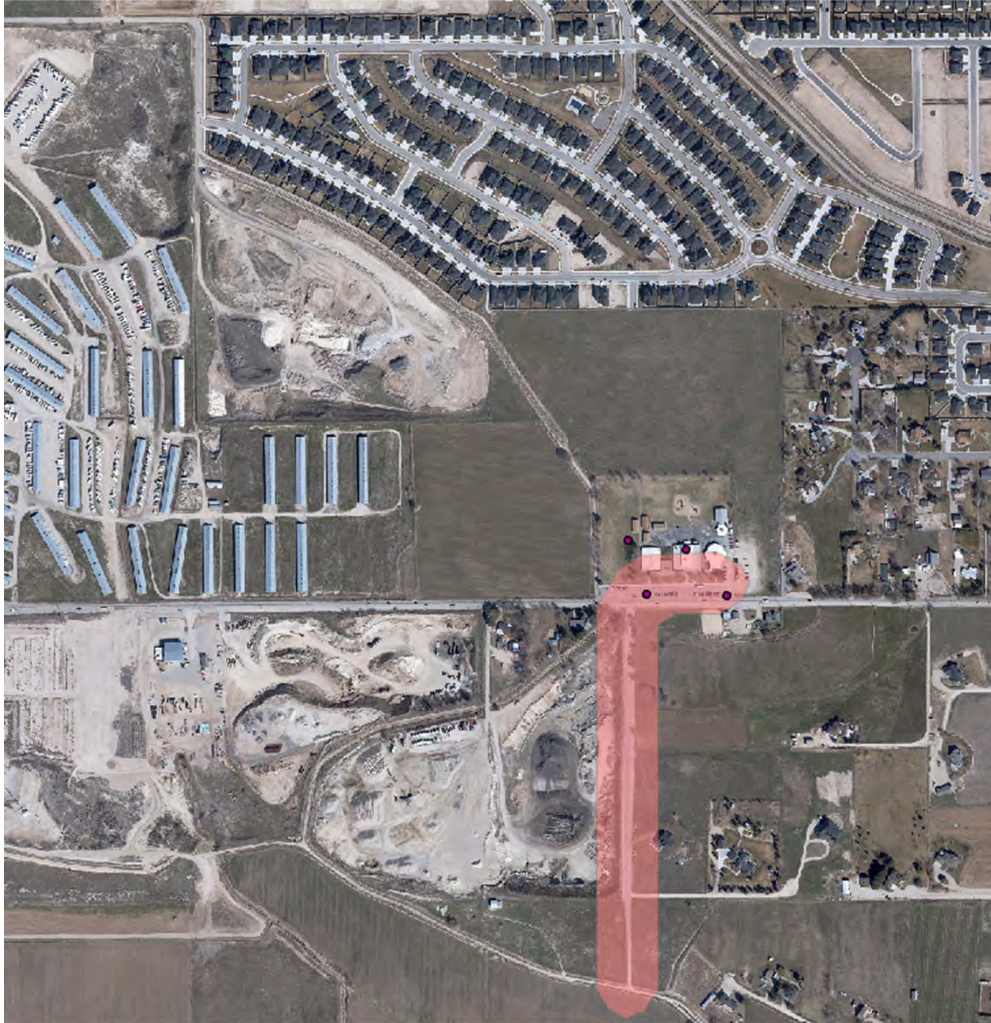


CIM 2050 Projects and E
Web Map



Walkability Analysis












Before



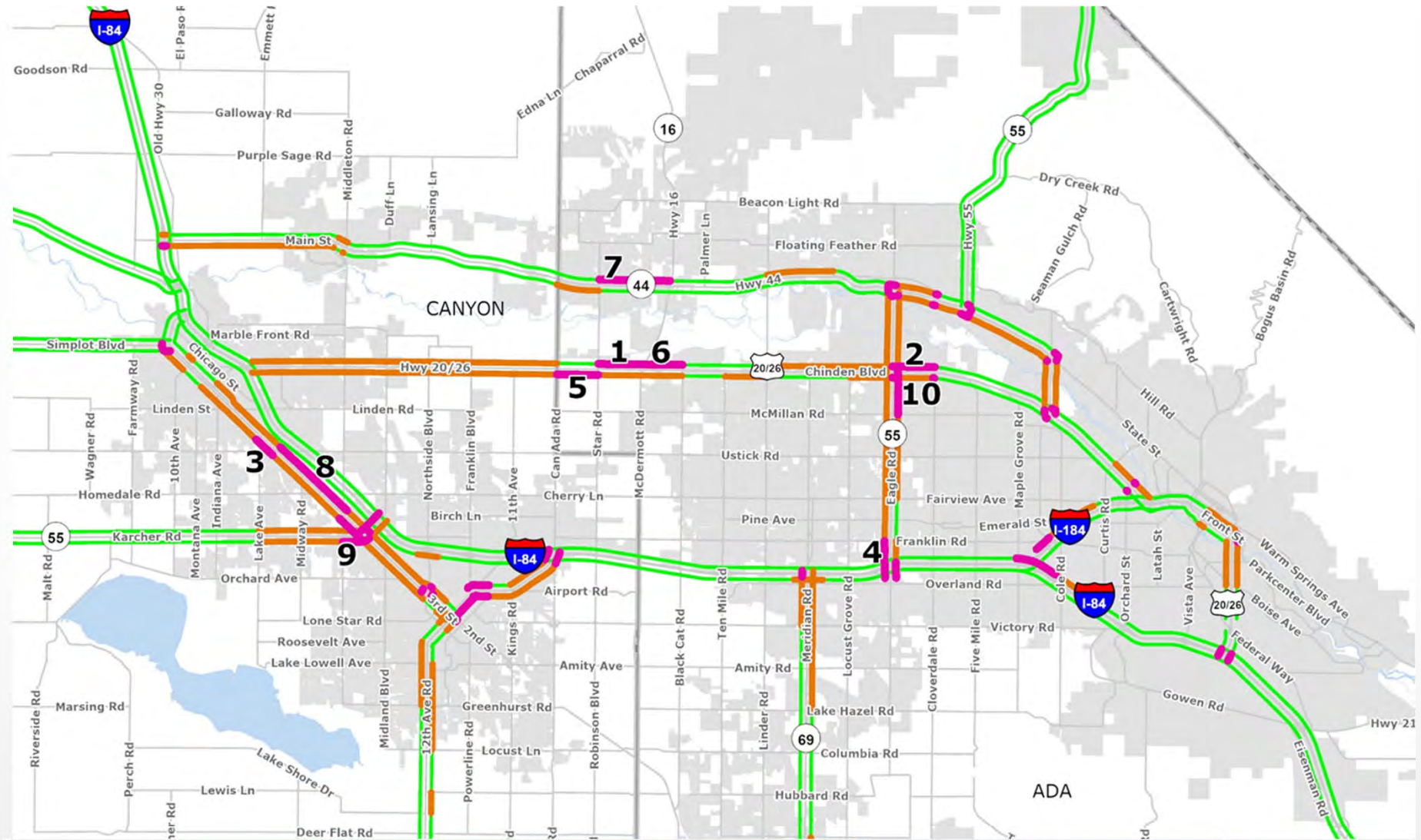
After



Scorecard

Performance Measure <small>(see definitions at end of document)</small>	2021 Results	2023 Results	Target	Progress ¹
Accessibility and Mobility (1 of 2 targets met)				
Job accessibility (Auto)	84,100 jobs	82,200 jobs	N/A	
Job accessibility (Transit)	6,300 jobs	8,000 jobs	N/A	
Households near transit	34%	34%	> 48% (2030)	
Vanpools	73	84	> 96 (2030)	
Transit passenger ridership	828,000	989,000	N/A	
Connectivity (0 of 2 targets met)				
Walkability: Public schools	68.01%	66.66%	> 73.00% (2030)	
Walkability: Transit stops	82.03%	82.13%	> 85.00% (2030)	
Walkability: Regional activity centers	11.74%	11.50%	TBD ²	
Efficiency and Congestion Management (2 of 3 targets met)				
Annual hours of peak hour delay per capita	9.10	4.60 ³	<13.00 (FY2025)	
Number of "event" days on the interstate	30 days	32 days	< 15 days (2030)	
Percentage of roadway miles considered highly congested	5.00%	4.10%	< 8.00% (2030)	

Congestion Management Process



Year	High		Medium		Low		Total Miles
	Miles	Percent	Miles	Percent	Miles	Percent	
2023	18.2	4.1%	84.3	19.1%	339.1	76.8%	441.6
2022	18.2	4.0%	110.7	24.1%	329.8	71.9%	458.7
2021	23.0	5.0%	96.9	21.0%	341.9	74.0%	461.8
2020	15.1	3.2%	89.8	18.7%	374.5	78.1%	479.4
2019	30.6	6.5%	108.5	23.2%	329.5	70.3%	468.6

Congestion Mitigation Strategies

Strategies and Implementation

Congestion Mitigation Strategies

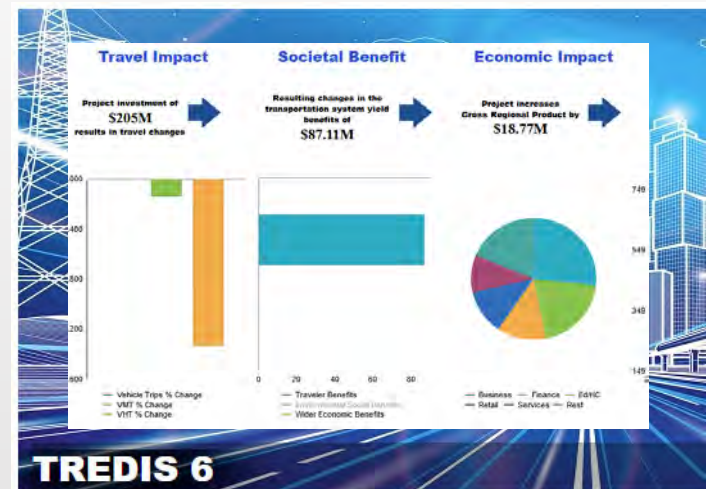
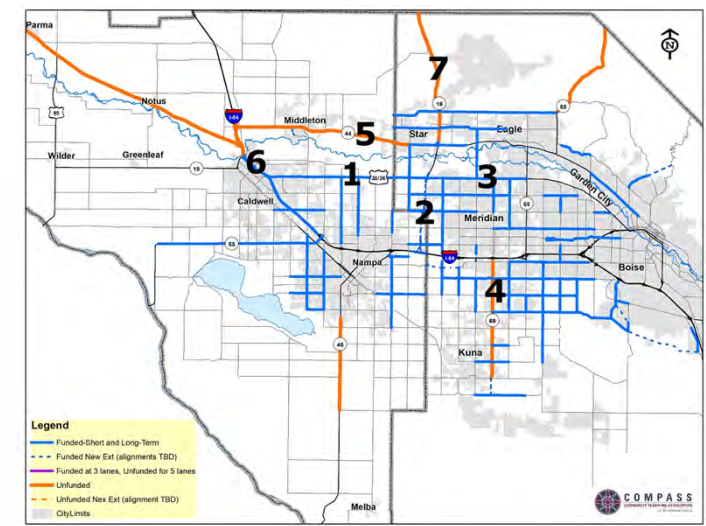
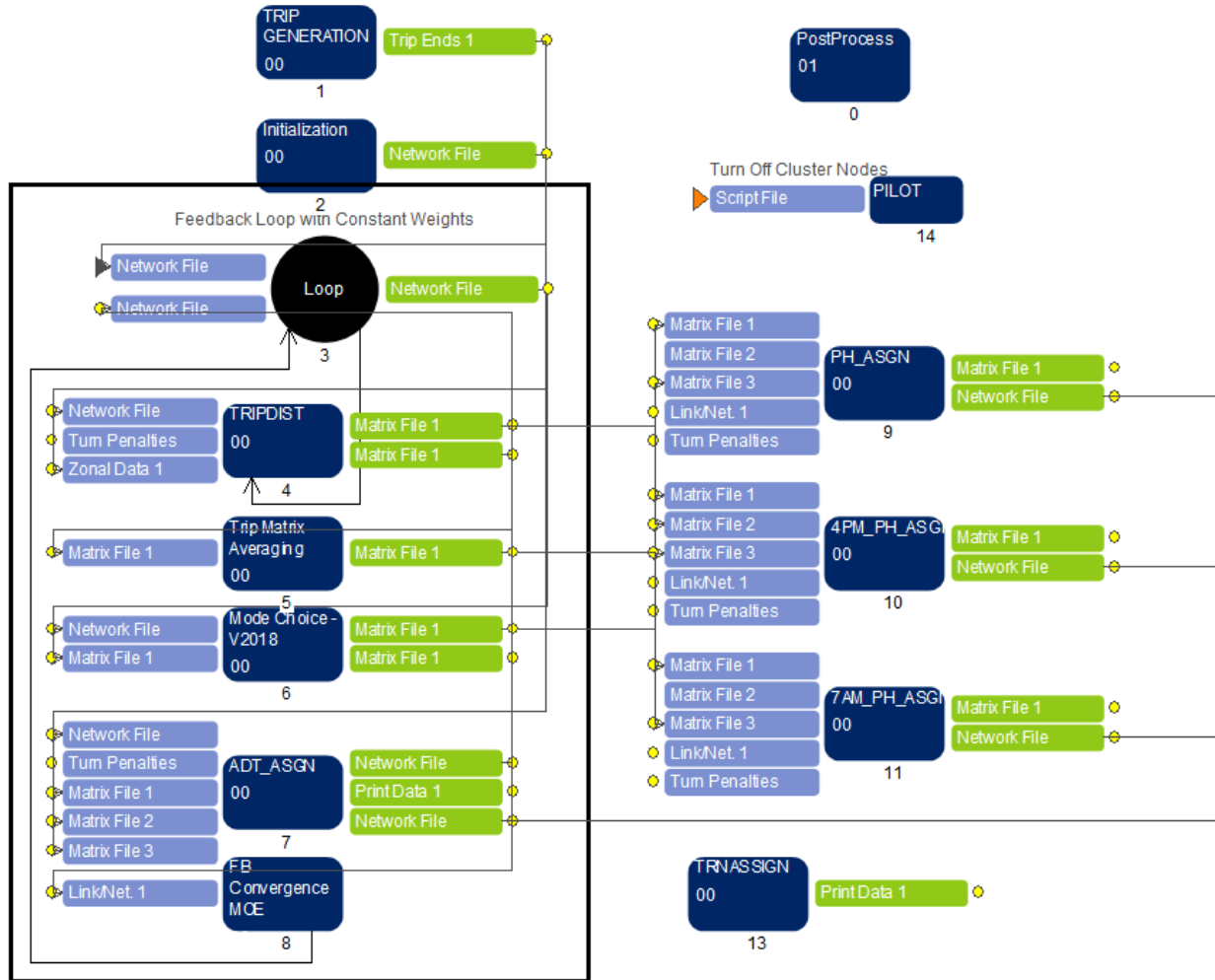
Congestion mitigation strategies are grouped into four categories, as identified in the Federal Highway Administration's *Congestion Management Process: A Guidebook*²⁴ (Table 7). COMPASS has added a fifth category to capture strategies focused on improving freight mobility and reliability. COMPASS and its member agencies implement these strategies to mitigate congestion through projects included in its TIP and long-range transportation plan (*Communities in Motion*).

Table 7: Congestion Mitigation Strategies

Strategy	Description	Examples
Transportation Demand Management	Providing travelers with more options of how and when they commute in order to reduce the number of trips during congested hours	<ul style="list-style-type: none"> • Pedestrian/bicycle infrastructure • Ridesharing • Flexible work arrangements • Transit Oriented Development
Transportation Systems Management and Operations (TSMO)/Intelligent Transportation Systems (ITS)	Implementing improvements focused on optimizing the current transportation infrastructure	<ul style="list-style-type: none"> • Optimize signal timing • Intersection improvements • Transit signal priority
Transit Operations Improvements	Improving transit operations, access, and services to encourage more usage to reduce the number of vehicles on the road	<ul style="list-style-type: none"> • Bus Rapid Transit • Expanded frequency/hours of service • Expanded public transportation system
Additional System Capacity	Expanding capacity by adding lanes or new roads, or improving intersections	<ul style="list-style-type: none"> • Add travel lanes • Fill gaps in the street network • Construct overpass/ underpasses
Freight and Goods Mobility	Implementing improvements specifically aimed toward moving freight and goods more efficiently on the transportation system	<ul style="list-style-type: none"> • Freight Signal Priority • Intersection improvements • Designated loading, unloading, and parking zones

Modeling

Regional Travel Demand Forecast Model Covering Ada and Canyon Counties, Idaho





Communities in Motion 2050 Goal: Convenience

- Develop a regional transportation system that provides access and mobility for all users via safe, efficient, and convenient transportation systems.
- Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.
- Manage and reduce congestion with cost-effective solutions to improve efficiency of the transportation system.

Performance Measure	2021 Results	2023 Results	Target	Progress!
Accessibility and Mobility (1 of 2 targets met)				
Job accessibility (Auto)	84,100 jobs	82,200 jobs	N/A	✖
Job accessibility (Transit)	6,300 jobs	8,000 jobs	N/A	✔
Households near transit	34%	34%	> 48% (2030)	✖
Vanpools	73	84	> 96 (2030)	✔
Transit passenger ridership	828,000	989,000	N/A	✔
Connectivity (0 of 2 targets met)				
Walkability: Public schools	68.01%	66.66%	> 73.00% (2030)	✖
Walkability: Transit stops	82.03%	82.13%	> 85.00% (2030)	✔
Walkability: Regional activity centers	11.74%	11.50%	TBD ²	✖
Efficiency and Congestion Management (2 of 3 targets met)				
Annual hours of peak hour delay per capita	9.10	4.60 ³	<13.00 (FY2025)	✔
Number of "event" days on the interstate	30 days	32 days	< 15 days (2030)	✖
Percentage of roadway miles considered highly congested	5.00%	4.10%	< 8.00% (2030)	✔

Data, Analysis, and Technical Tools



COMMUNITIES IN MOTION | 2055





Facilitate

Amy Luft

Communication Team Lead

What does COMPASS do?



Plan



Implement



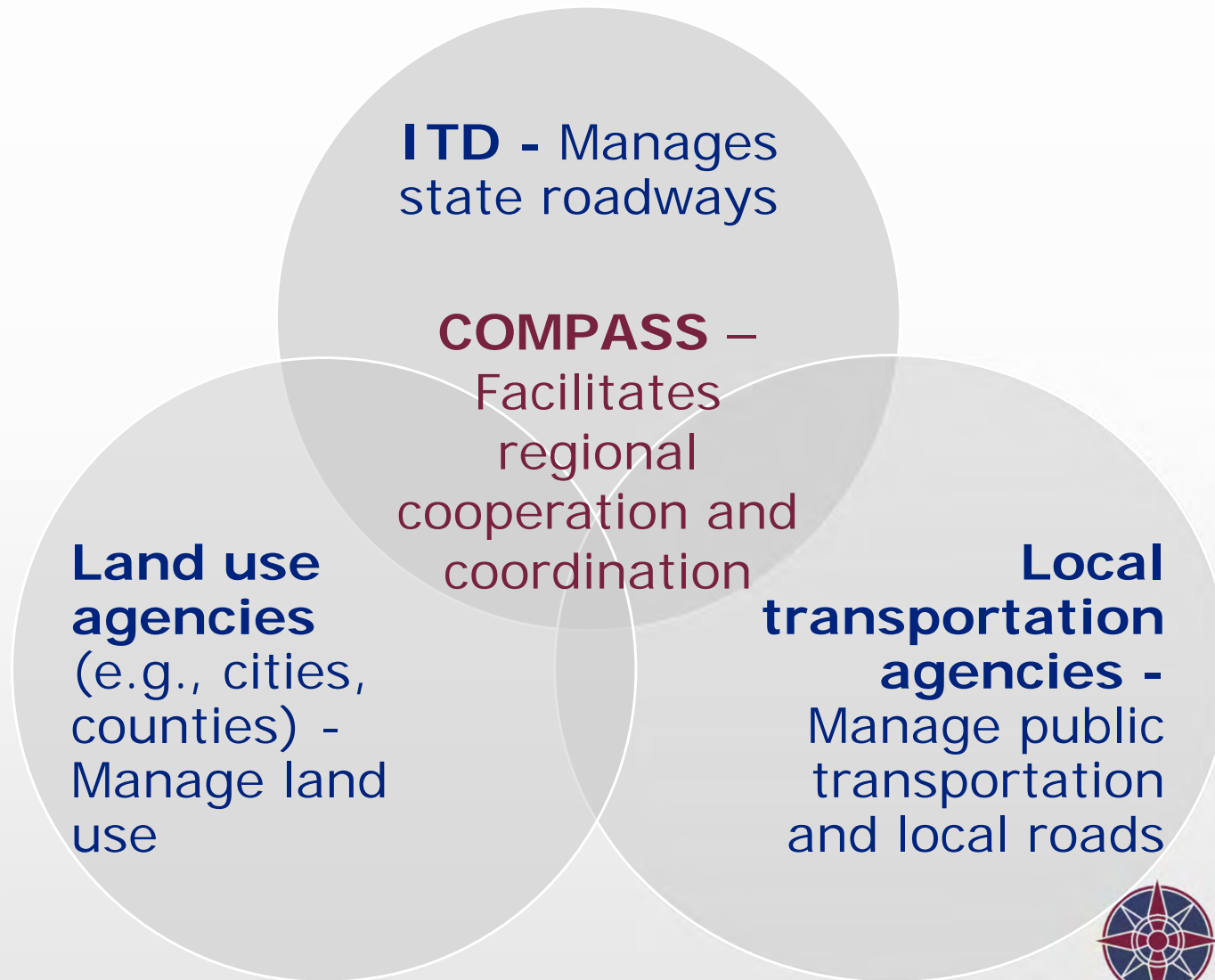
Provide technical expertise

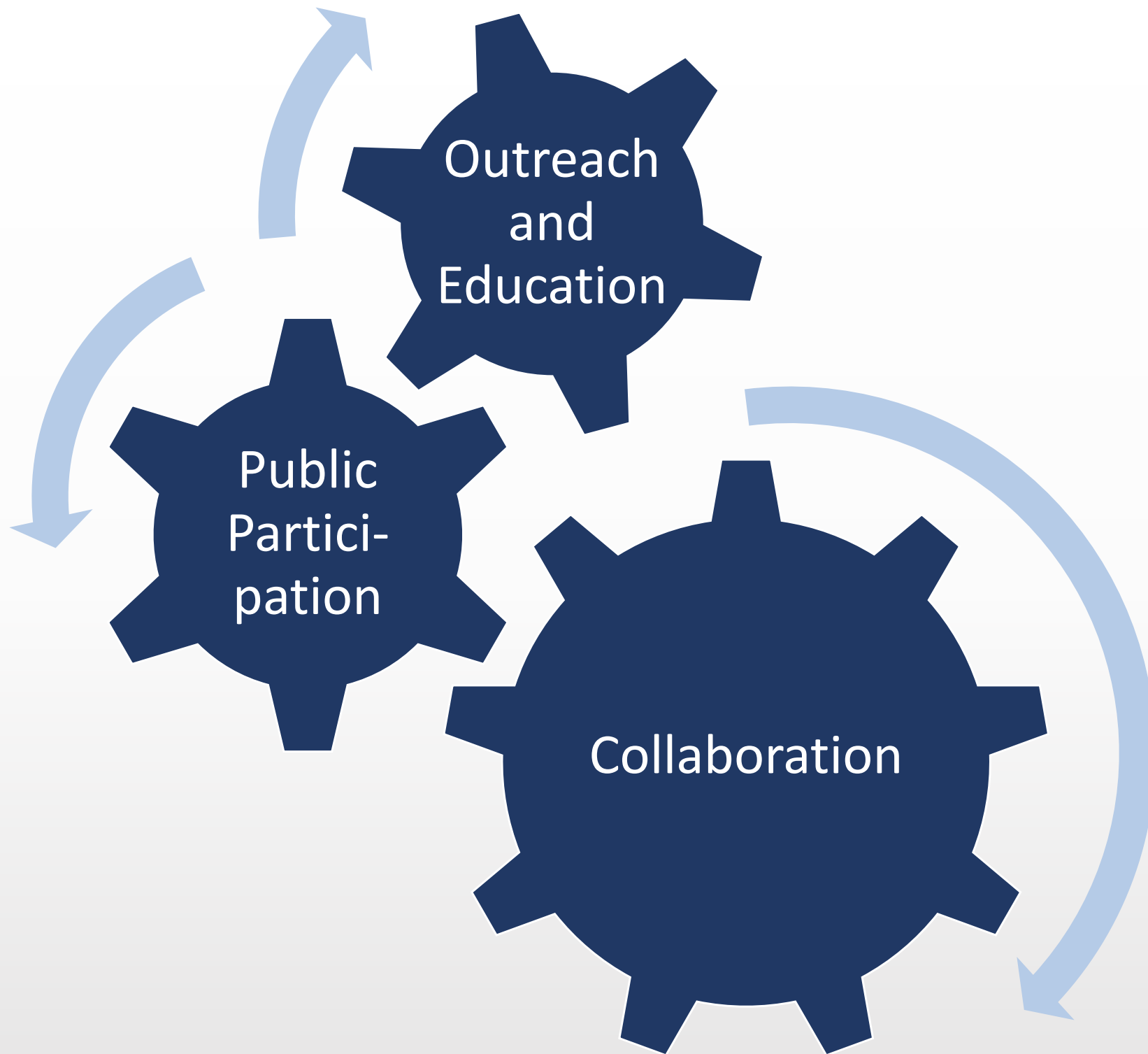


Facilitate



...the forum for regional collaboration







**OUR GOAL IS TO ENSURE ALL RESIDENTS AND
OTHER INTERESTED STAKEHOLDERS HAVE A
VOICE IN REGIONAL PLANNING THROUGH:**

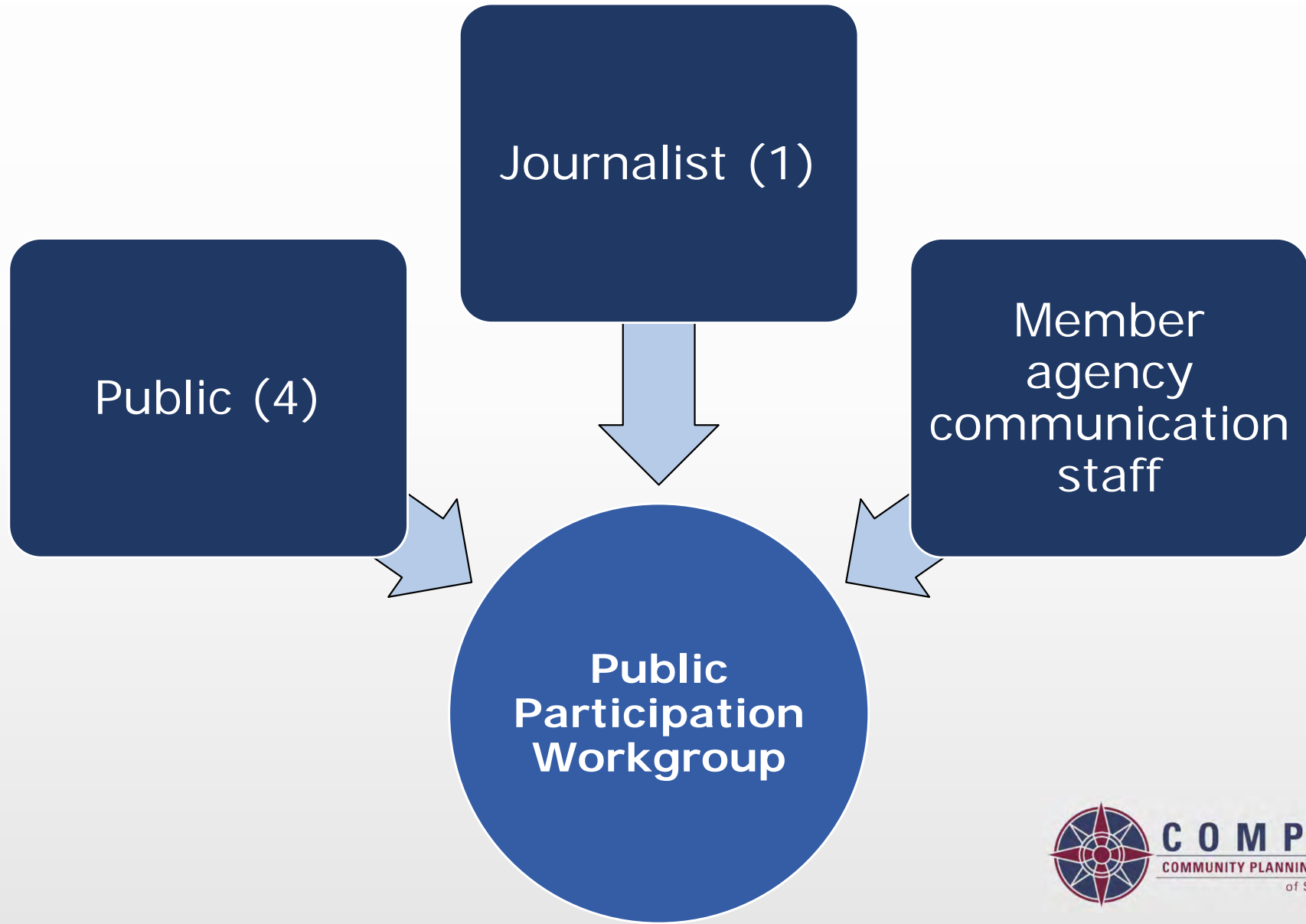
Outreach and education

Opportunities for meaningful engagement

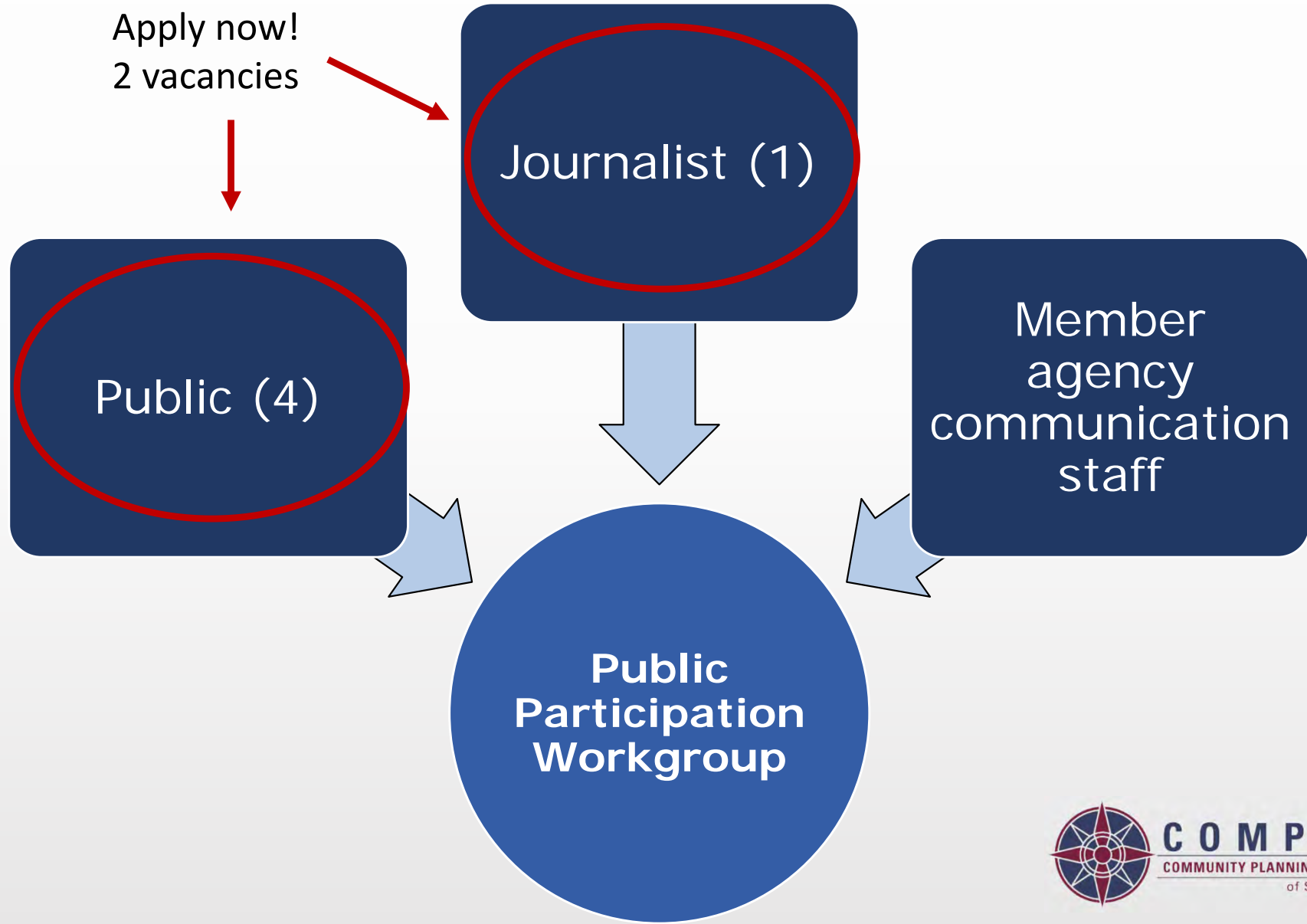
Transparency in how we collect and use public input

Equitable access for everyone

Public Participation Workgroup



Public Participation Workgroup



READING THE TIP

THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



Ada and Canyon Counties are growing!

How much have the
estimates changed in a year?

Regional Total in 2023:

801,530

Regional Total in 2024:

822,890

Total Estimated change:

+21,360

COMPASS 101



Education Series: Keeping Utah Moving Utah's Road Usage Charge Story

PRESENTED BY DARYL BALLANTYNE, UTAH DEPARTMENT OF TRANSPORTATION



Monday, February 3: 6:00 – 8:00 pm

Tuesday, February 4: 9:00 – 10:30 am



Education and outreach

Who We Are ▾ What We Do ▾ Get Involved ▾ Meetings and Events ▾



Stay connected and get informed!


Join Our Mailing List!



<https://compassidaho.org/>

Education and outreach

Instagram Log In Sign Up

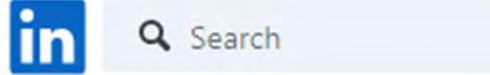


compassidaho Follow Message ...


948 posts 818 followers 322 following

COMPASS Idaho
Keeping the Treasure Valley moving. Tag your transportation & travel pics with #COMPASSIdaho
700 NE 2nd St, Meridian, Idaho 83642
linktr.ee/compassidaho

- Brochures
- Who We Are
- CIM
- What We Do
- Get Involved



in Search



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Community
Planning
Association of
Southwest Idaho
(COMPASS)



COMPASS (Community Planning Association of Southwest Idaho)

733 likes • 916 followers







**Share your thoughts
on the Let's Ride
Treasure Valley Study!**

A large yellow pedestrian crossing sign with a timer. The sign has four sections: 1. 'START CROSSING Watch For Vehicles' with a walking person icon. 2. 'DON'T START Finish Crossing If Started' with a flashing red hand icon and 'FLASHING' text. 3. 'TIME REMAINING To Finish Crossing' with a digital display showing '08' and 'TIMER' text. 4. 'DON'T CROSS' with a steady red hand icon and 'STEADY' text. At the bottom, it says 'PUSH BUTTON TO CROSS' with an arrow pointing left.

START CROSSING
Watch For
Vehicles

DON'T START
Finish Crossing
If Started

FLASHING
08
TIMER
TIME REMAINING
To Finish Crossing

STEADY
DON'T CROSS

PUSH BUTTON
←
TO CROSS

COMMENT NOW!
ON TRANSPORTATION PROJECTS



Public participation

Tell us what you think!

Your needs, concerns, and input on growth, goals, projects, and more.



COMMUNITIES
IN MOTION | 2055



How did we do?

Does the draft meet your needs?



LET'S RIDE

TREASURE VALLEY

Comment Period

February 10 – March 2

Open Houses:

- February 18 – COMPASS
 - 5:00 – 7:30 pm
- February 19 – Nampa Public Library
 - 5:00 – 7:30 pm
- Learn more and comment online: compassidaho.org



COMMUNITIES

IN MOTION | 2055

Survey

March 3 – April 3

Open House:

- March 13 – COMPASS
 - 3:00 – 6:00 pm
- Take the survey online:
compassidaho.org

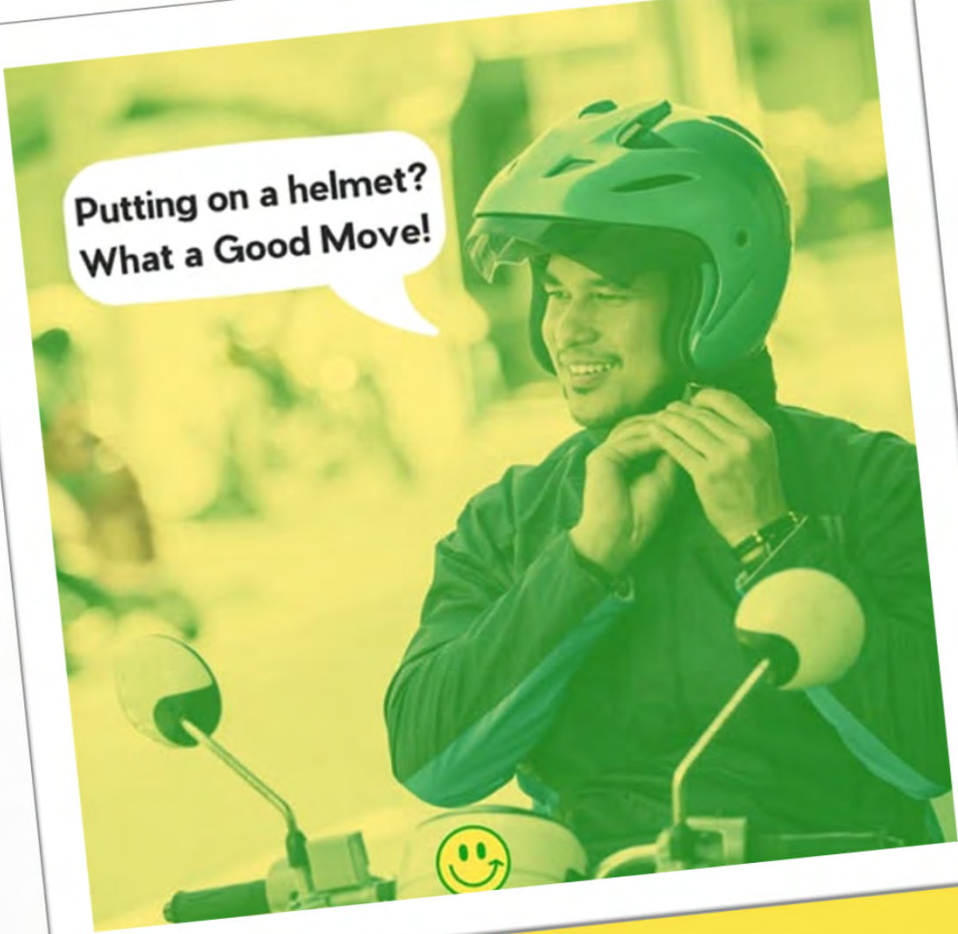
Collaboration on regional policy



Collaboration as a service

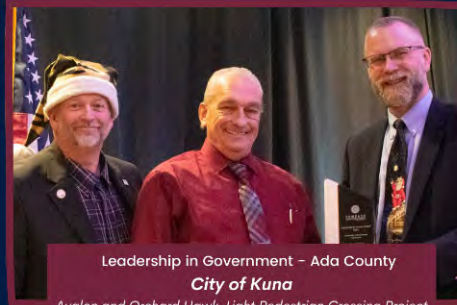


Putting on a helmet?
What a Good Move!



What is a
Goood, MOVE
in transportation that
you've made recently?

LEADERSHIP 2024 MOTION AWARD WINNERS



Leadership in Government - Ada County
City of Kuna
Avalon and Orchard Hawk-Light Pedestrian Crossing Project



Leadership in Government - Canyon County
Caldwell Housing Authority
John C. Rice House Project



Leadership in Practice - Volunteer
Wava Kaufman



Leadership by Example - Elected Official
Senator Chuck Winder



Leadership in Practice - Professional
Crystal Craig
City of Nampa, Director of Transportation

Be in the know...

Keeping Up With COMPASS

January 2025

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

[Who We Are](#) ▾ [What We Do](#) ▾ [Get Involved](#) ▾ [Meetings and Events](#) ▾

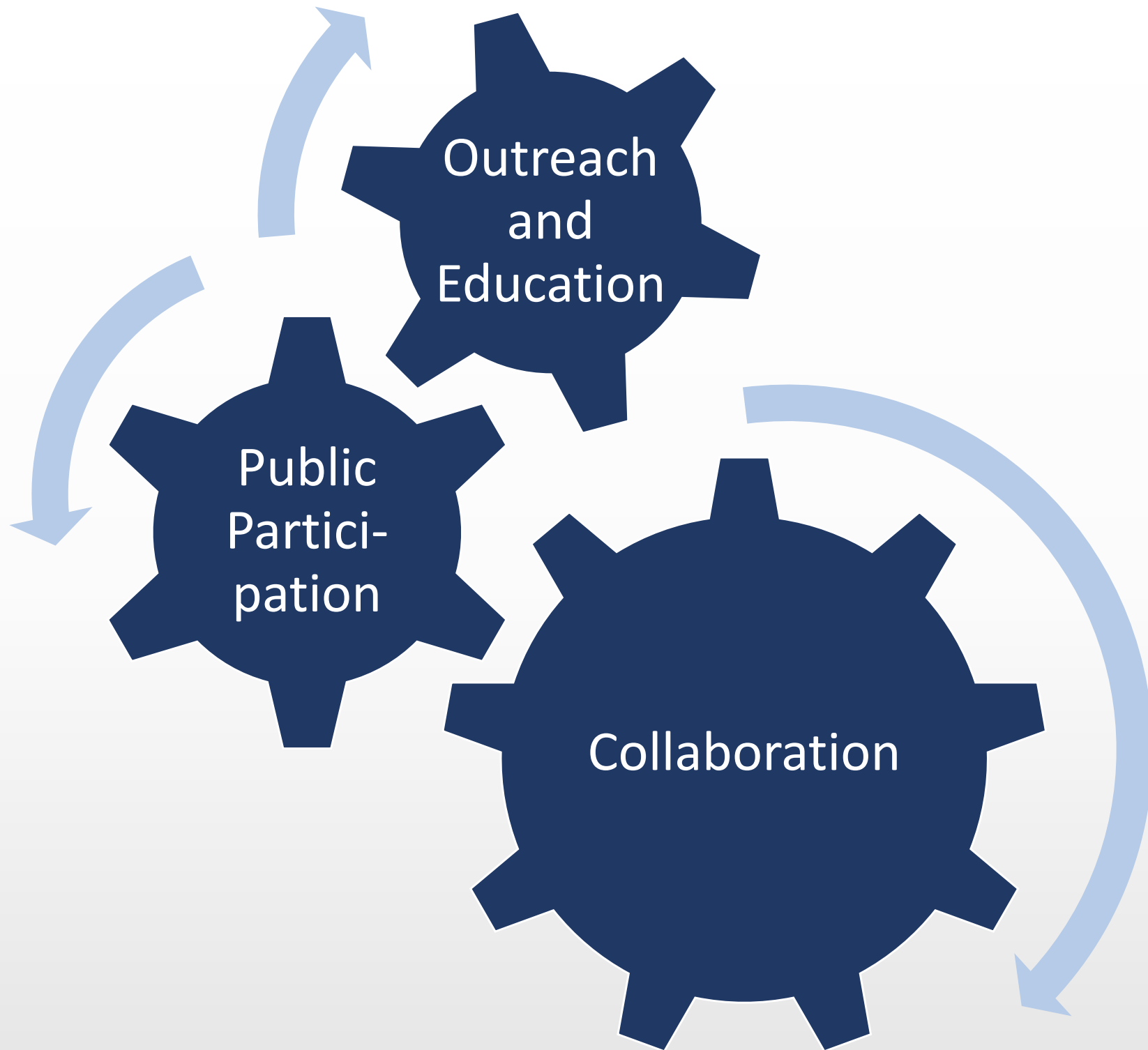


Stay connected and get informed!

Join Our Mailing List!



[Social Media Terms of Use](#)





COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

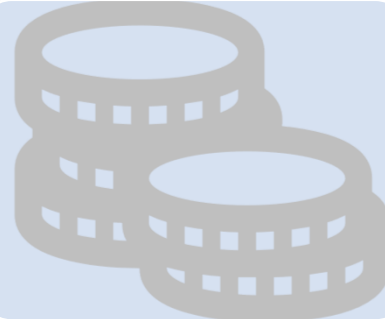
Studies, plans, and money!



High-Capacity
Transit
Planning and
Environmental
Linkages Study



Regional
Safety Action
Plan



Transportation
Funding and
Governance
Study



Grant Writing
and Assistance

High-Capacity Transit Planning and Environmental Linkages (PEL) Study

Lila Klopfenstein
Principal Planner

Overview

- Background
- Study Timeline/Structure
- Progress Update
- Upcoming Public Comment Period



What is High-Capacity Transit?



Faster



Carries More People



Improved Service and Amenities



Commuter Rail



Light Rail



BRT – Exclusive

LK0



BRT – Mixed Traffic

LKO

Explain modes (BRT is a bus that operates like a train)

Lila Klopfenstein, 2025-01-21T23:58:54.119

What is Let's Ride Treasure Valley?



Examine a future high-capacity transit connection **east to west** across the Treasure Valley, **south of the Boise River**.

Building on Past Planning

2003	<i>Rail Corridor Evaluation Study, VRT and COMPASS</i>
2009	<i>Treasure Valley High Capacity Transit Study, COMPASS</i>
2020	<i>High Capacity Transit Study Update, COMPASS</i>

Building on the Long-Range Transportation Plan



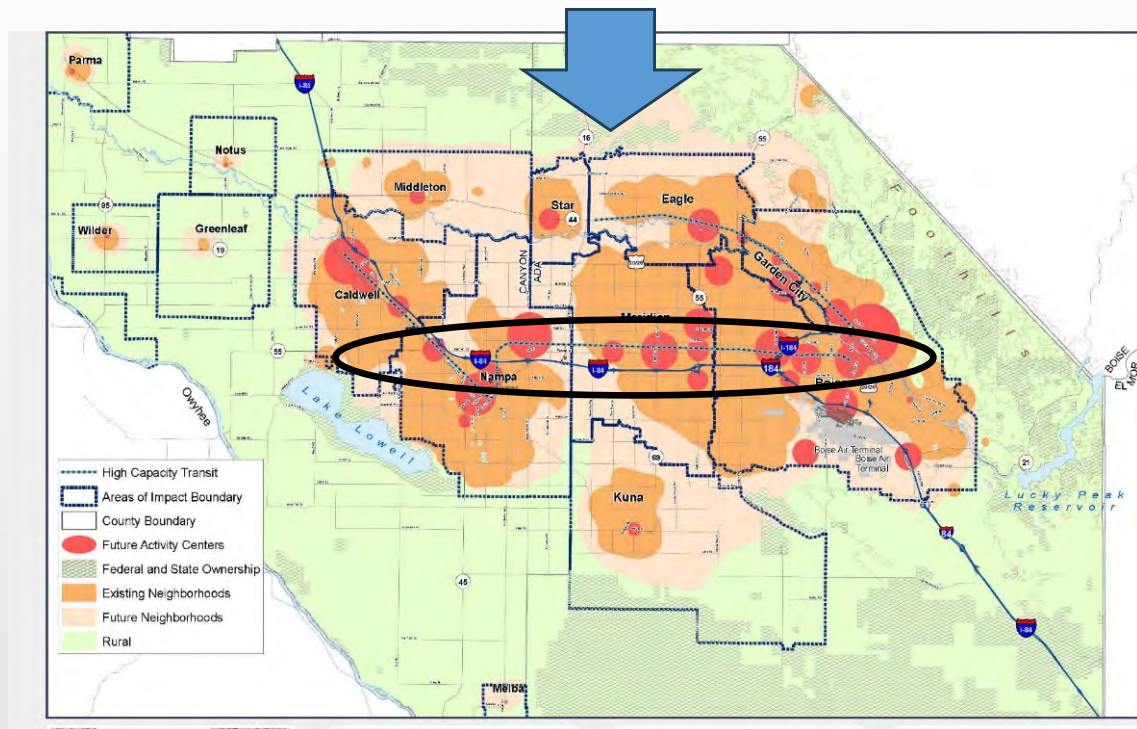
September - October
2019



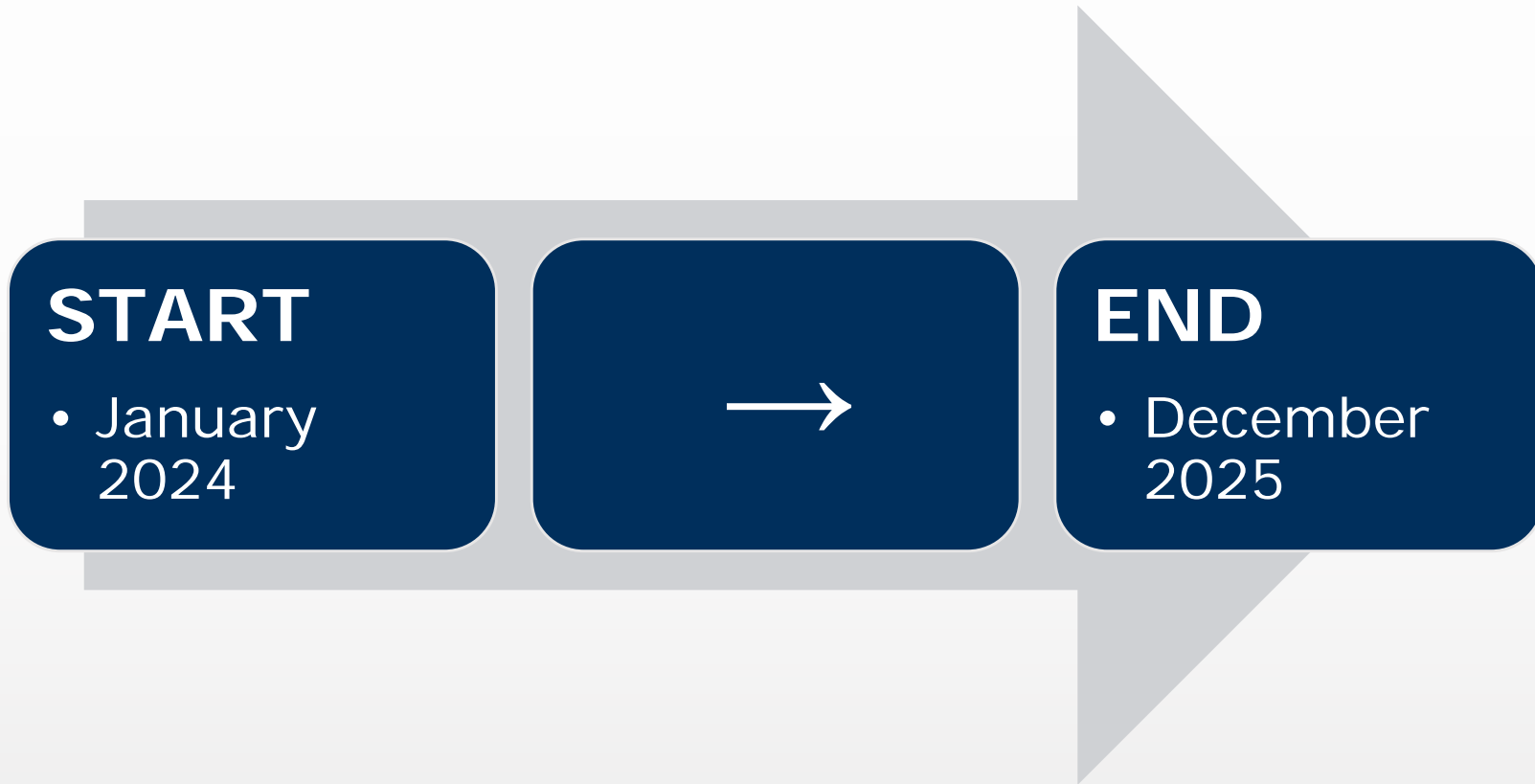
June - July
2020



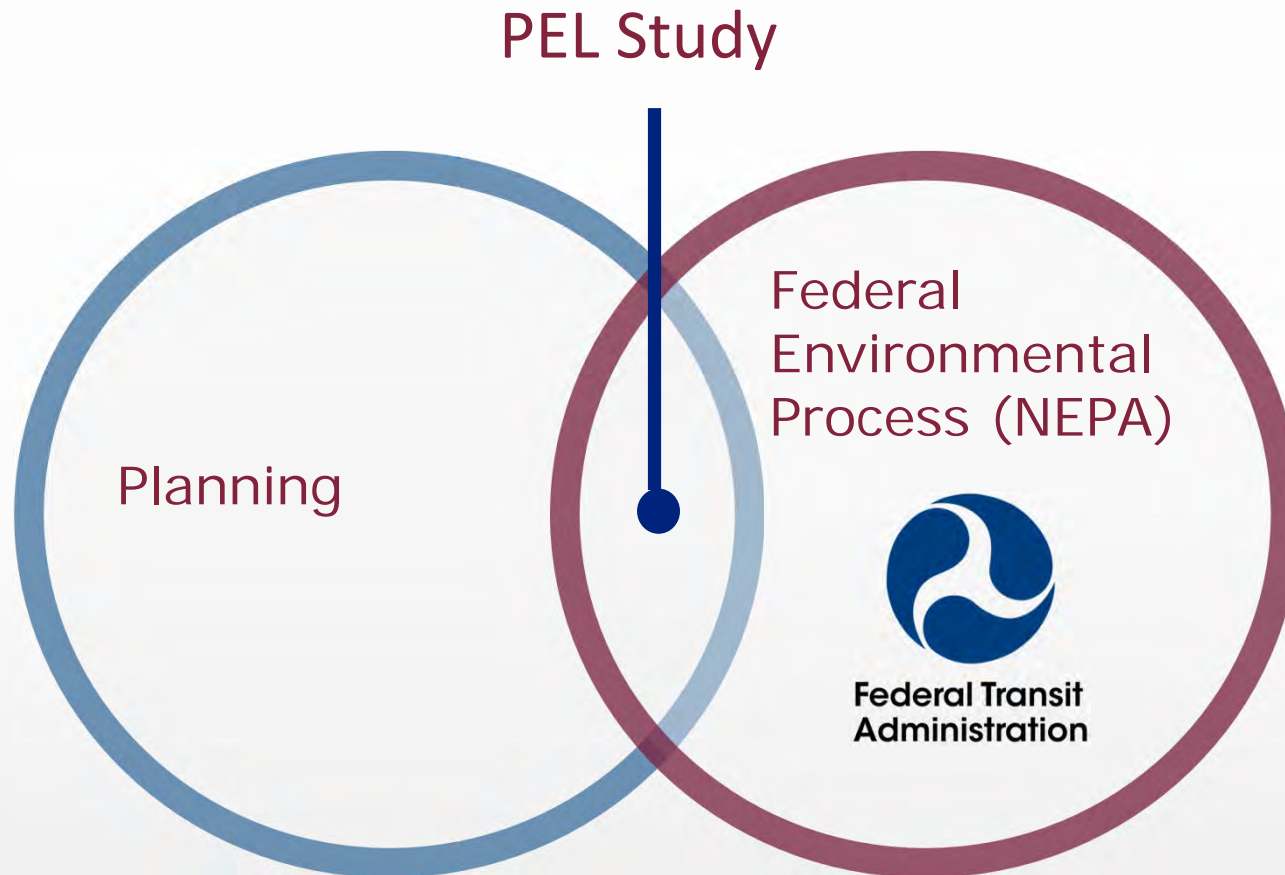
January - February
2021



2-Year Study

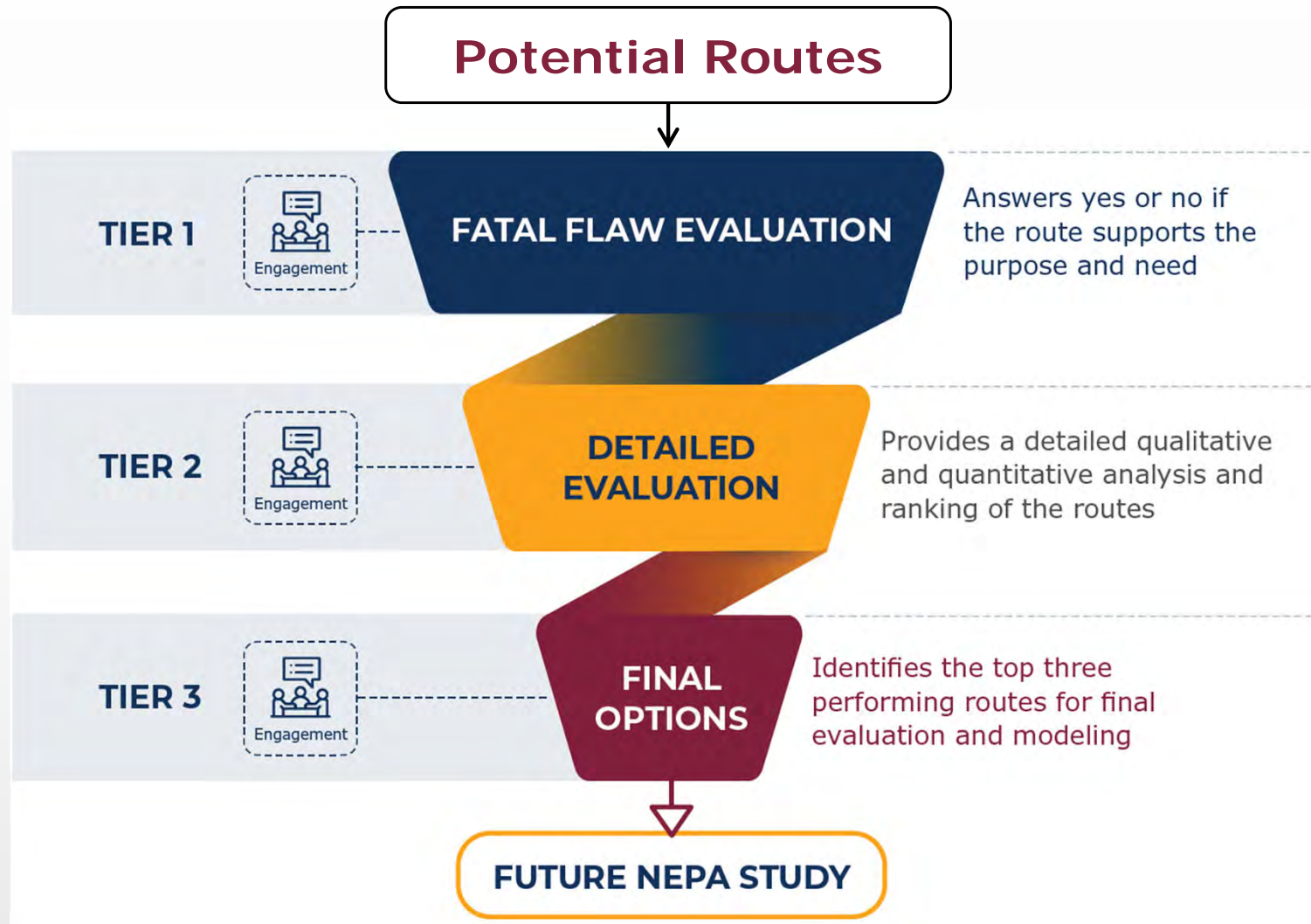


Planning and Environmental Linkages (PEL)



Formal federal process to help **streamline future environmental review** (NEPA)

Evaluation Process



The process becomes **increasingly more detailed** at each tier.

Stakeholders



**100 +
Stakeholders**



**Federal Transit
Administration**

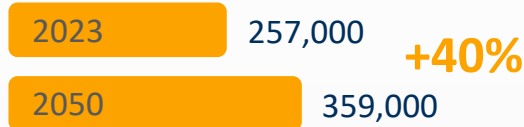


Why Study High-Capacity Transit?



LESSEN FUTURE INFRASTRUCTURE STRESS DUE TO POPULATION AND EMPLOYMENT GROWTH

Canyon County Pop
2000-2023: **+95%**



Ada County Pop
2000-2023: **+81%**



Today 79% of the region's jobs are in the city areas (within the study area) of



Boise, Meridian, Nampa, and Caldwell

By 2050, study area employment is forecast to grow **to 372,000 jobs** accounting for 78% of the region's jobs



PROVIDE GREATER MOBILITY CHOICE GIVEN DETERIORATING TRANSPORTATION RELIABILITY AND TRAVEL TIMES

Transit reliability will continue to **degrade** with growing congestion



By 2050, **travel times** between Caldwell and Downtown Boise are **projected to increase by 50%** (peak morning/evening directions)

SUPPORT EAST-WEST TRAVEL PATTERNS



The focused **east-west travel patterns** **will persist** between the region's business, governmental, cultural, and educational centers

By 2050, **31%** of all study area **commute trips** will focus on **Downtown Boise**

Purpose of the Project



Wkh#sxusrvh#r i#k h#sur nh fw#lv#wr #
lp suryh#hdvw0z hvw#p r e l0w| #dgg#
dffhvvle l0w| #ehwz hhq#E r lvh/#
P hulg ldq /#Q dp sd /#dgg#F d0gz h00/#
surylg lqj #uhddeh#dgg#frqyhq lhqw#
k lj k 0fd s d f lw| #wudqvlw#vhuy lf h#wk dw#
olqnv#nh | #rulj lqv#dgg#
ghvwlq d wlr qv#z lwk #vwurqj #srwhqwld0#
iru#wudqvlw#xvh1

Scope

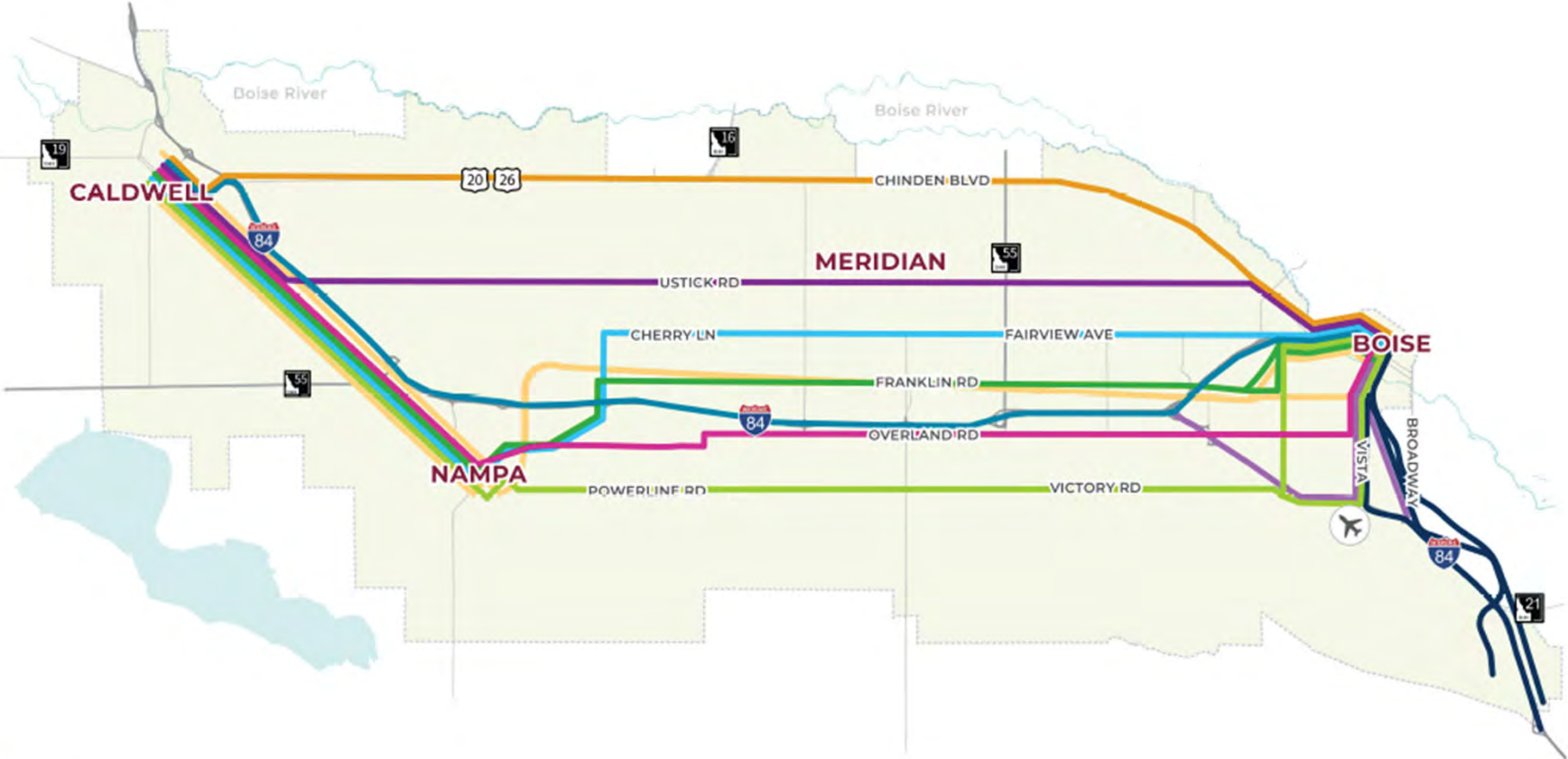
What this project is

- South of the Boise River
- Ada and Canyon Counties
- Huge step forward in the planning process
- Technical study (not limited by policy barriers)

What this project isn't

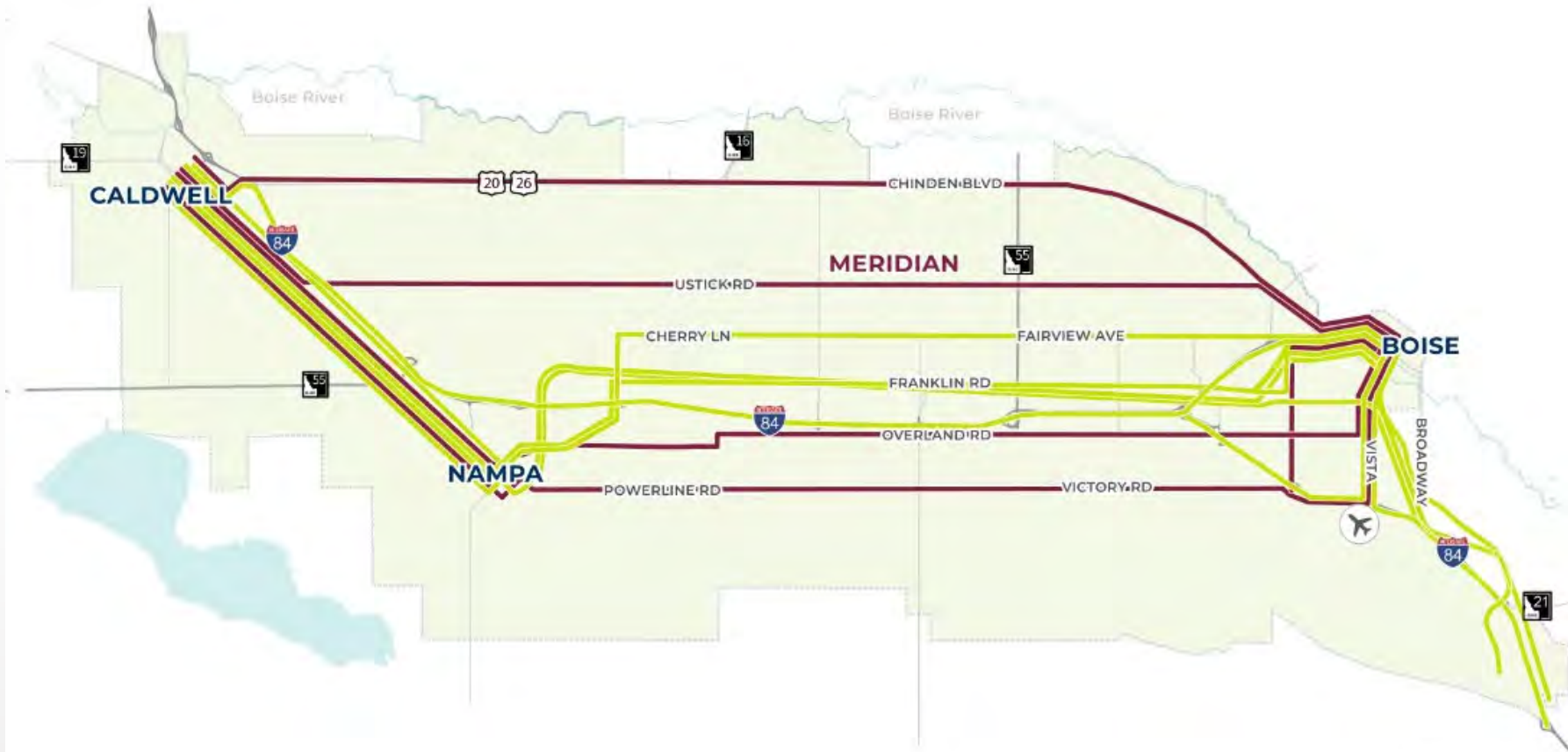
- Long distance passenger rail
- A rail study
- A guarantee of federal funding
- A single solution for transit in the region

10 Potential Routes



- | | |
|---|---|
|  Boise Cutoff Routes |  Ustick Rd |
|  Fairview Ave/Cherry Ln |  Overland Rd |
|  Franklin Rd |  Victory Rd/Powerline Rd |
|  I-84/I-184 |  Routes to Boise Airport |
|  Chinden Blvd (US 20/26) |  Downtown to Micron Routes |

Tier 1 Screening Results



Remove Chinden Boulevard, Ustick Road, Overland Road, and Victory/Powerline Road options

Advance Cherry Lane/Fairview Avenue, Franklin Road, I-84/184, the Boise Cutoff and connections to the Boise Airport and Micron

Fall 2024 public outreach results

There is need for rapid transit options, as transit options have declined due to a preference for cars.

Public transit has historically struggled to be profitable

Demand for high-capacity options is already evident given the traffic congestion

341

Responses

Cars are likely to remain the preferred mode of transport for most Americans

Utilize existing infrastructure, such as the Boise Cutoff Railroad.

Include connections to major employment centers like Micron, Saint Alphonsus Regional Medical Center, and the Boise Town Square Mall, as well as routes that follow I-84 and the Nampa-Caldwell Blvd.

More than 90% of respondents **agreed** or **mostly agreed** with the project purpose, data demonstrating the need for high-capacity transit, range of routes, Tier 1 screening results

Tier 2 evaluation

MODES ASSESSMENT



**Regional –
commuter rail**



**Light rail transit
(LRT)**



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



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



**BRT – mixed
traffic**



Tier 2 evaluation

MODES ASSESSMENT



Regional – commuter rail



Light rail transit (LRT)



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



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



BRT – mixed traffic

MODES AND ROUTES AND SCREENING



Fairview Ave/
Cherry Lane



Franklin Rd



I-84/I-184



Boise Cutoff

Tier 2 evaluation

MODES ASSESSMENT



Regional – commuter rail



Light rail transit (LRT)



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



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



BRT – mixed traffic

MODES AND ROUTES AND SCREENING



Fairview Ave/
Cherry Lane



BRT – exclusive guideway (center)



BRT – business access and transit (BAT) lanes



Franklin Rd



BRT – exclusive guideway (center)



BRT – BAT lanes (side)



I-84/I-184



BRT – BAT lanes (side)



Boise Cutoff



Regional – commuter rail

ADVANCE THE MOST PROMISING TO TIER 3

Give your feedback!

- Online Survey
 - February 10 – March 2
- Open Houses
 - February 18
 - 5:00 PM - 7:30 PM
 - COMPASS Building
 - February 19
 - 5:00 PM - 7:30 PM
 - Nampa Public Library



Check out the study
webpage for more
information!

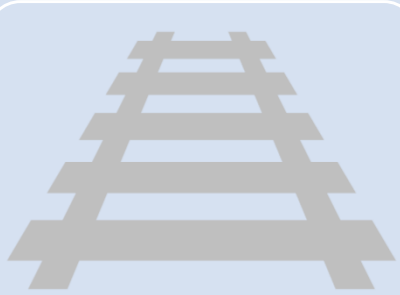
Next steps

- Spring/Summer
 - Complete the Tier 2 and 3 screening
- Summer/Fall
 - Develop recommendations and implementation steps
- Winter
 - Compile the final plan

Questions?



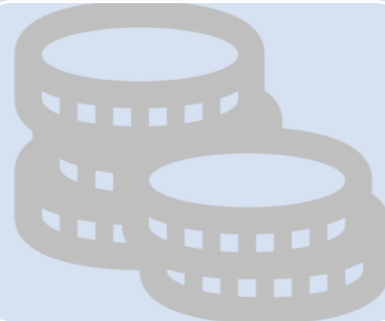
Studies, plans, and money!



High-Capacity
Transit
Planning and
Environmental
Linkages Study



Regional
Safety Action
Plan



Transportation
Funding and
Governance
Study



Grant Writing
and Assistance

SS4A: COMPASS Regional Safety Action Plan

Hunter Mulhall
Principal Planner

Introduction

- Regional transportation safety trends
- Safe Streets and Roads for All Program
- Regional safety action plan (RSAP)
- How the RSAP fits with COMPASS core planning



COMPASS

**Regional Safety
Action Plan**

TRAFFIC & TRANSPORTATION

Boise police ask drivers to avoid area near Five Mile after pedestrian hit by car

ISP Increases Patrols After Alarming Trend of Roadway Deaths

TRAFFIC & TRANSPORTATION

Boise-area highway closed 5 hours after crash kills one person, hospitalizes another

Nampa police investigate fatal accident involving ejected driver

Idaho traffic deaths reach 20-year high, pedestrian deaths double

At least 277 people were killed in vehicle crashes in Idaho last year, making it the deadliest year since 2003. Pedestrian deaths nearly doubled from 2022.

<https://www.ktvb.com/article/news/local/idaho-traffic-deaths-20-year-high-2023-car-crash/277-1a0da1ae-f6c1-4fe6-86f6-82f8ffd596d7>

61 Ada/Canyon fatalities (2023)

48.6 Average fatalities (2019-2023)

58 Non-motorized serious and fatal crashes (2023)

51.4 Non-motorized serious and fatal crashes (2019-2023)



U.S. Department of Transportation

S | S
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4 | A

Safe Streets and Roads for All



Safety Action Plan Scope

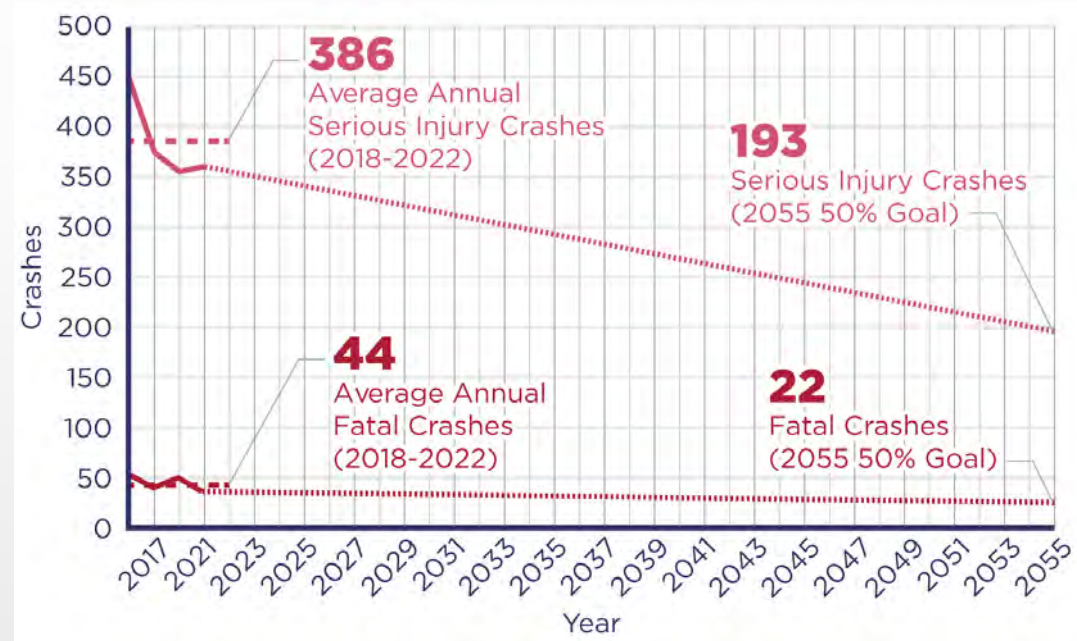


Vision

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

Interim Target

50% Reduction of Fatal and Serious Injury Crashes by 2055



The Safe Systems Approach

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



Change in Fatalities from 2000 to 2019

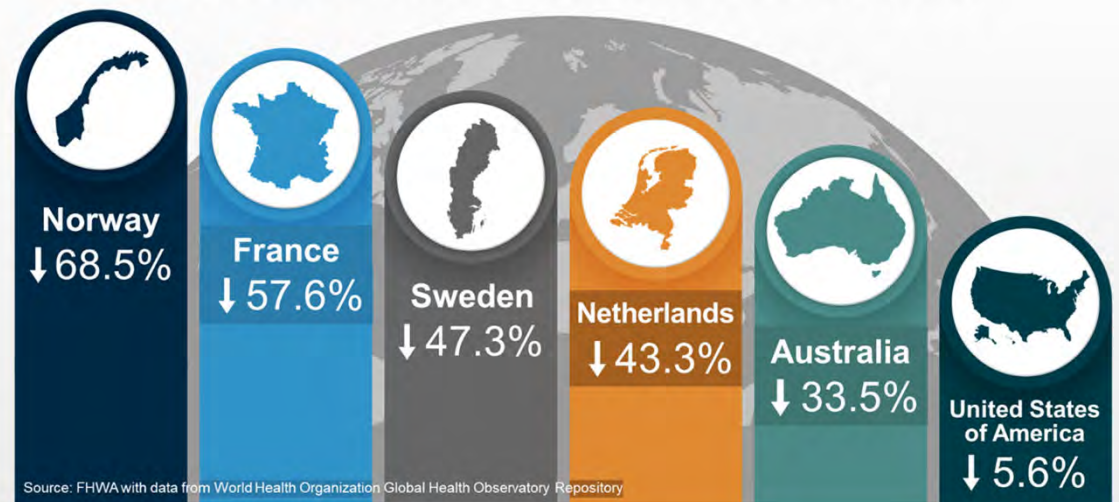
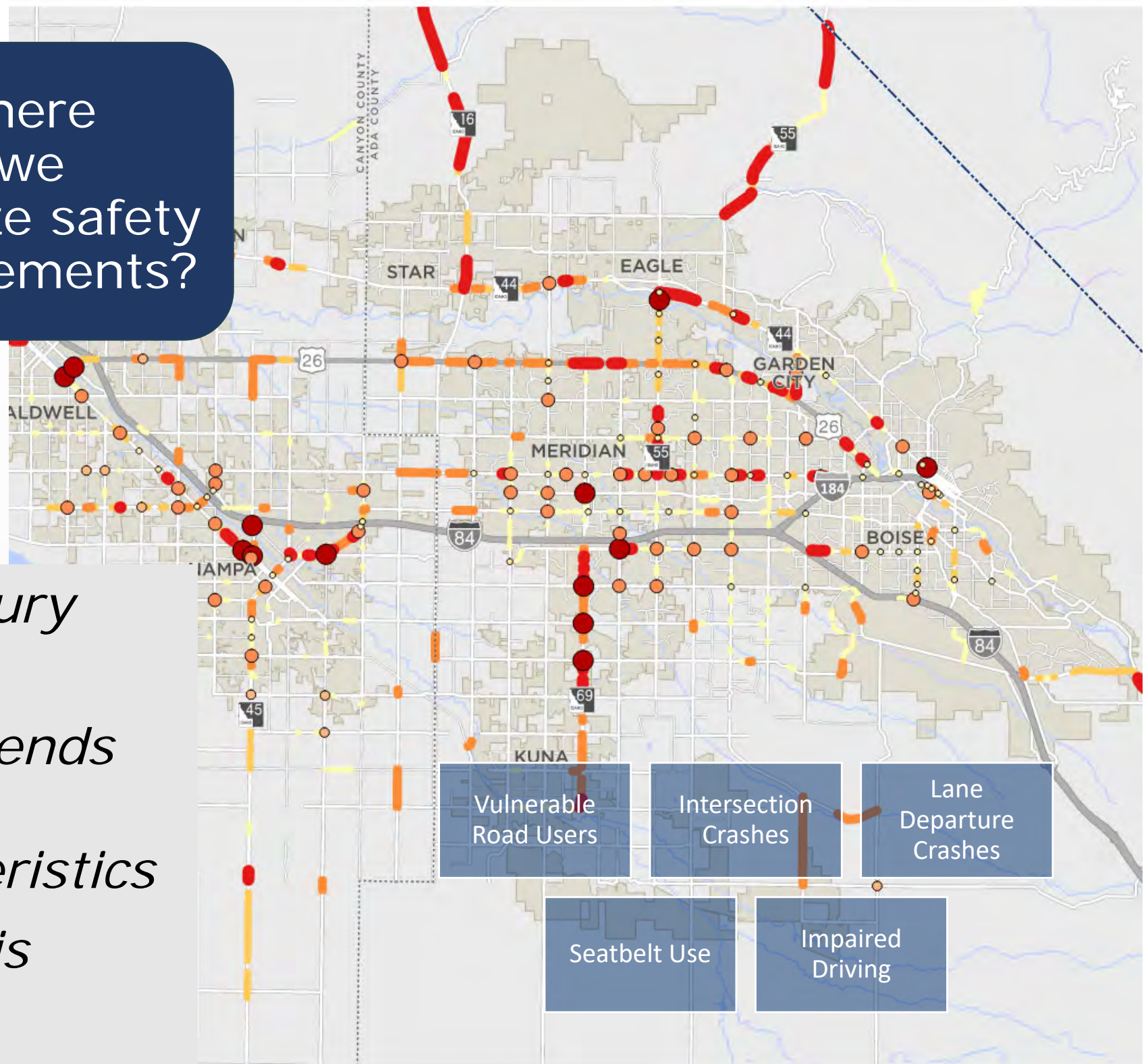




Figure source: transportation.gov/NRSS/SafeSystem

How/where should we prioritize safety improvements?

- *High-injury network*
- *Crash trends and characteristics*
- *Emphasis areas*



#	STRATEGY	CATEGORY	COST (\$, \$\$, \$\$\$)	PRIORITY	Emphasis Area										SSA Objective	Crash Modification Factor (if applicable)	Estimated Reduction in Crashes	Notes	
					Vulnerable Road Users	Trucks	Trucks	Trucks	Trucks	Trucks	Trucks	Trucks	Trucks	Trucks					Trucks
15		Intersection	\$\$\$	High															
16		Intersection	\$\$\$	High															
17		Intersection	\$\$	Low															
18		Intersection		High	X														
19	Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	Intersection		High	X												0.73 - 0.89	10% - 27%	Yes. Components can be added incrementally and requires minimal construction.
20	Lighting	Intersection		Medium	X	X	X		X	X	X	X	X	X	X	X	0.67	28% - 42%	No
21		Intersection		High	X				X	X							0.6	65% - 89%	Yes
22		Intersection		Low	X					X							x	x	Yes
23		Intersection		Medium	X												0.53 - 0.81	19% - 47%	No
24		Roadway	\$\$	High	X	X	X			X	X						x	26% (Citywide Speed Management Strategies)	Yes
25		Roadway															0.61 - 0.85	15% - 60%	Yes

What strategies should we use to improve safety?

- Strategy toolbox
- Planning, program, policy recommendation
- Priority projects
- Tailored for member agencies

How can we implement strategies in this plan?

- *Near-term actions*
- *Funding*
- *Quick-build guidance*
- *Priority projects*

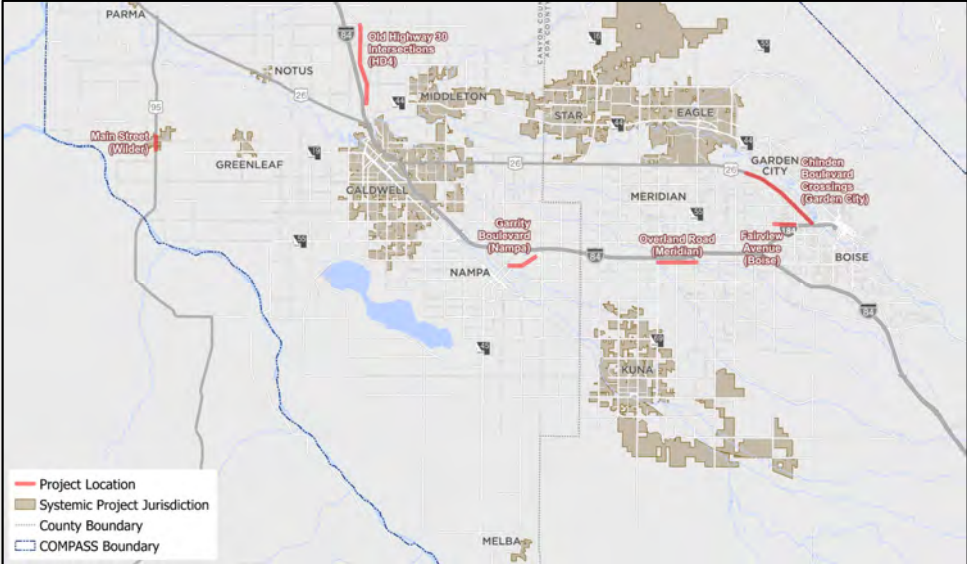


Table 3. High-Priority Non-Infrastructure Strategies Focused on Safer People



STRATEGY	TYPE OF STRATEGY	LEAD AGENCY	NEAR-TERM ACTION	PERFORMANCE METRIC(S)
Public Health Stakeholder Engagement		COMPASS	Hold joint meeting with public health officials at SWG meeting or similar forum	Joint meeting held at SWG meeting or similar forum
High-visibility Safety Education Campaigns Targeted Toward Emphasis Areas		COMPASS, ITD, Member Agencies	Identify and implement education campaign	Campaign launched. Effectiveness evaluated annually
Best Practices in Safety Analysis, Planning, Engineering		COMPASS	Provide member agencies with access to at least two lectures or education series per year related to safety best practices	Number of lecture series per year
		COMPASS, ITD, Member Agencies	Implement targeted education campaign	Campaign launched. Effectiveness evaluated annually

What does the RSAP mean for COMPASS?

Plan

- New strategies and countermeasures
- New objectives and performance measures

Implement

- New funding opportunity
- New set of needs
- Change to project scoring process

Technical Expertise

- New approach to crash analysis

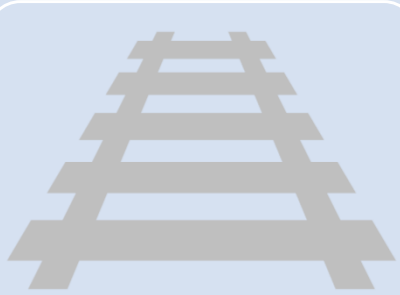
Facilitate

- Public Education Campaigns



Questions?

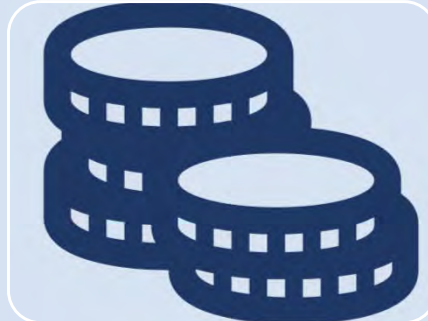
Studies, plans, and money!



High-Capacity
Transit
Planning and
Environmental
Linkages Study



Regional
Safety Action
Plan



Transportation
Funding and
Governance
Study



Grant Writing
and Assistance

Transportation Funding Study

Amy Luft

Communication Team Lead



Results



What



Why



No dedicated funding for public transportation



Disproportionally low STBG funding for the Nampa Urban Area



Fuel tax not keeping up



Few local tools

\$193 million annual shortfall



Local funding tools



Public transportation funding



STBG suballocation



Road usage charges



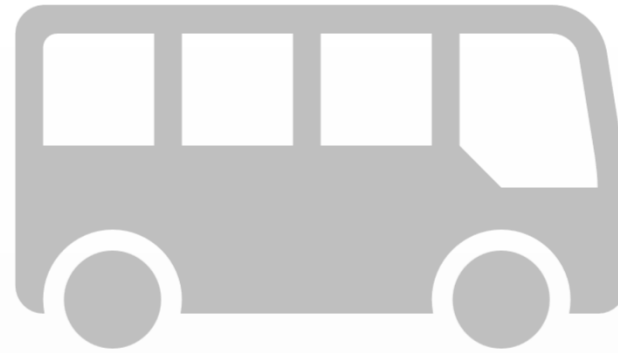
50 states

Revenue Sources for Transportation	Fuel Taxes	TGF Rall, J. (2022). Transportation governance and finance: A 50-state review of state legislatures and departments of transportation (No. TGF-3). Lexis-Nexis / NCSL / legislative websites as available.	Multiple Responses	Y	Authorized and in use	Fuel taxes include taxes on gasoline and diesel fuel for highway use. Fuel tax model is fixed rate (cents per gallon). Fuel Tax Rates: Gasoline and diesel: \$0.32 per gallon. This rate includes the Water Trust Fund Act transfer fee on gasoline and diesel.	Idaho Code §83-2402
Revenue Sources for Transportation	Restrictions on Fuel Tax Revenues	TGF Rall, J. (2022). Transportation governance and finance: A 50-state review of state legislatures and departments of transportation (No. TGF-3). Lexis-Nexis / NCSL / legislative websites as available.	Multiple Responses	Y	N/A		Idaho Const. art. VII, §17
Revenue Sources for Transportation	Passenger Vehicle Fees	TGF Rall, J. (2022). Transportation governance and finance: A 50-state review of state legislatures and departments of transportation (No. TGF-3). Lexis-Nexis / NCSL / legislative websites as available.	Multiple Responses	Y	Authorized and in use	Passenger vehicles are charged an annual registration fee of \$45 for vehicles six years old, and \$45 for vehicles seven or older.	Idaho Code §49-402 Idaho Code §40-701
Revenue Sources for Transportation	Electric Vehicle Fees	TGF Rall, J. (2022). Transportation governance and finance: A 50-state review of state legislatures and departments of transportation (No. TGF-3). Lexis-Nexis / NCSL / legislative websites as available.	Multiple Responses	Y	Authorized and in use	Electric vehicles are charged an additional registration fee of \$140 per year. Plug-in hybrids are charged an additional \$75 fee per year. Allocated in part to the State Highway Account via the Highway Distribution Account.	Idaho Code §49-457 Idaho Code §40-701
Revenue Sources for Transportation	Truck Registration Fees	TGF Rall, J. (2022). Transportation governance and finance: A 50-state review of state legislatures and departments of transportation (No. TGF-3). Lexis-Nexis / NCSL / legislative websites as available.	Multiple Responses	Y	Authorized and in use	The state charges heavy trucks annual registration fees based on gross vehicle weight, plus additional fees for trailers and semitrailers.	Idaho Code §49-434 Idaho Code §40-701

7 reports
> 89,000 data points



Local funding tools



Public
transportation
funding



STBG
suballocation



Road usage charges

Local tools

Revenue source	Unit	Currently Allowed in Idaho	Annual Estimated Revenue Potential (Ada/Canyon)
Local sales tax	% of sales	Resort cities <10,000	\$262.2 M
Ad valorem property tax	% of property value	Yes	\$698.9 M
Parcel property tax	\$ per parcel	No	\$43.4 M
Real estate transfer tax	% of property sale price	No	\$24.7 M
Local registration fees	\$ per vehicle	Yes	\$17.7 M
Development impact fee (residential)	\$ per unit	Yes	\$46.0 M
Fuel tax	\$ per gallon	No	\$22.7 M
Vehicle excise tax	\$ per vehicle	No	\$21.1 M
Vehicle sales tax	\$ of vehicle sales price	No	\$17.8 M
Income tax	% of gross annual income	No	\$296.9 M
Hotel tax	% of hotel revenue	Yes	\$21.2 M

Local tools



Taxes

- 42 states use property tax for transportation
- Idaho is one of them



Fees

- Vehicle registration
- Impact

Local tools

Revenue source	Unit	Currently Allowed in Idaho	Annual Estimated Revenue Potential (Ada/Canyon)
Local sales tax	% of sales	Resort cities <10,000	\$262.2 M
Ad valorem property tax	% of property value	Yes	\$698.9 M
Parcel property tax	\$ per parcel	No	\$43.4 M
Real estate transfer tax	% of property sale price	No	\$24.7 M
Local registration fees	\$ per vehicle	Yes	\$17.7 M
Development impact fee (residential)	\$ per unit	Yes	\$46.0 M
Fuel tax	\$ per gallon	No	\$22.7 M
Vehicle excise tax	\$ per vehicle	No	\$21.1 M
Vehicle sales tax	\$ of vehicle sales price	No	\$17.8 M
Income tax	% of gross annual income	No	\$296.9 M
Hotel tax	% of hotel revenue	Yes	\$21.2 M



Local funding tools



Public
transportation
funding



STBG
suballocation



Road usage charges

Public transportation trends

- More flexible state transportation funding
 - Plan and fund more holistically
- More state public transportation funding
- Local public transportation funding often used to augment state funding; not “either/or”
- Many nuances



Public transportation

State funding; allows local	State or local, but not both (<u>many</u> nuances)	Little to no state funding; does not allow local
Most	Alabama Alaska Arizona Montana New Hampshire North Dakota Oklahoma South Dakota Wyoming Georgia Tennessee	Idaho West Virginia
37	11	2

Not cut and dried: nearly every state has nuances

Most promising



Sales tax

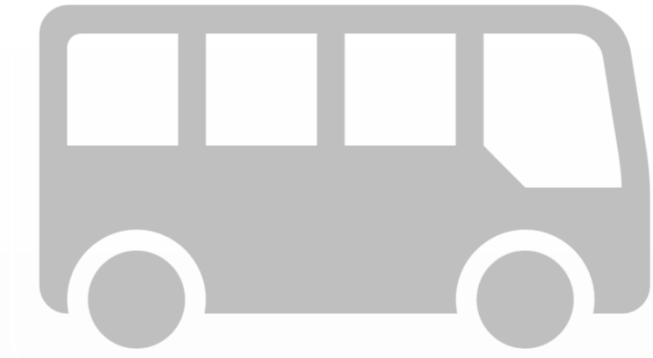


Property tax





Local funding tools



Public transportation funding



STBG suballocation



Road usage charges

Surface Transportation Block Grant (STBG)

1 of 9 federal core funding programs

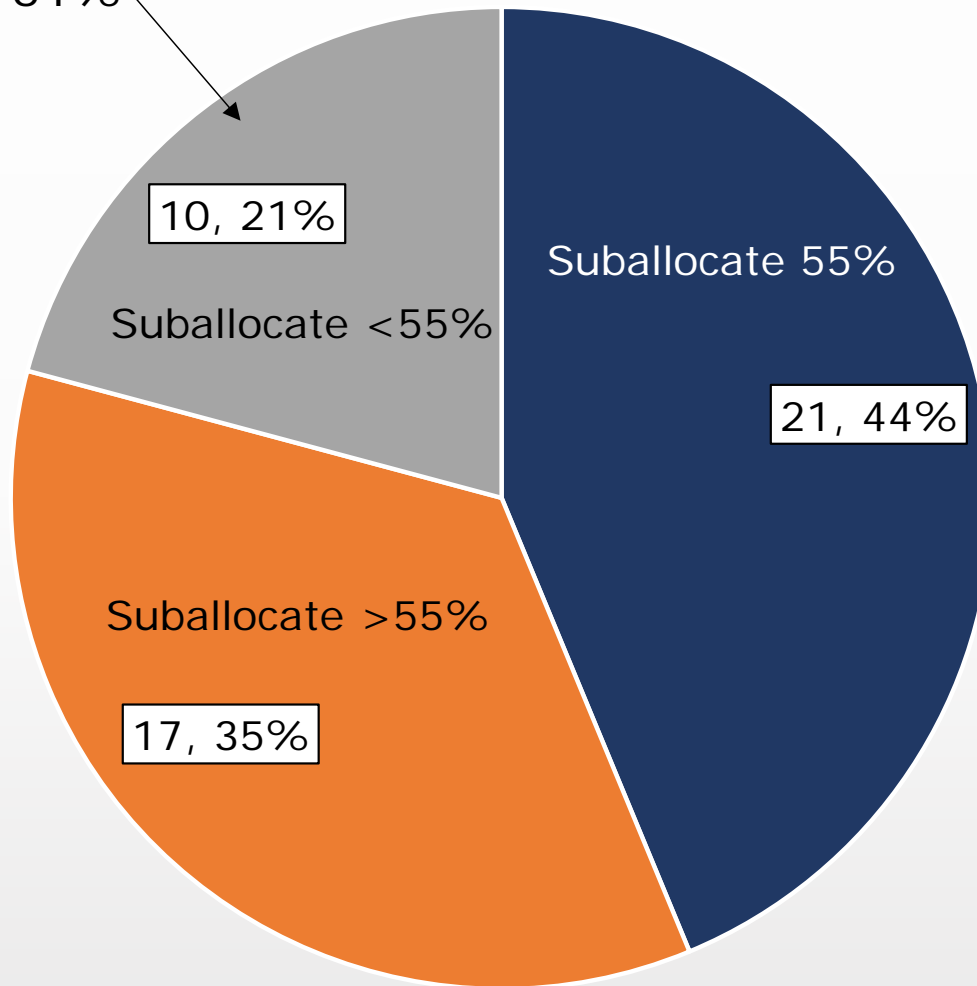
23% of federal aid highway funding

Most flexible

Suballocated to regions

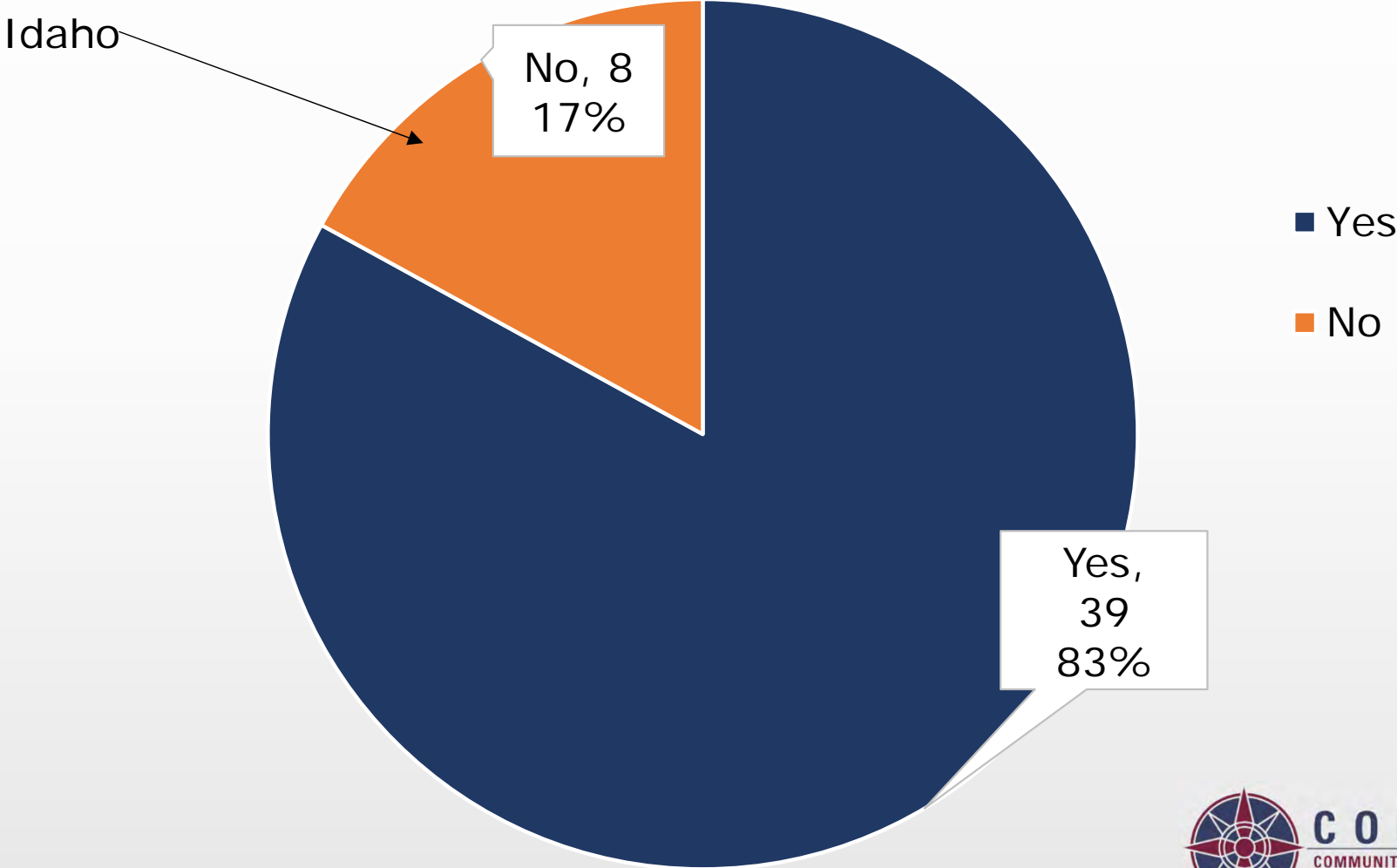
STBG suballocation split

Idaho = 51%



- Suballocate 55%
- Suballocate >55%
- Suballocate <55%

STBG suballocation – computational tables



Idaho STBG suballocation

	> 200,000	50,000 – 200,000	5,000 - 50,000	<5,000
Actual*	24%	20%	10%	45%
Computational Tables	24%	31%	15%	31%
Difference	--	-11%	-5%	+14%

*Actual = 99% due to rounding

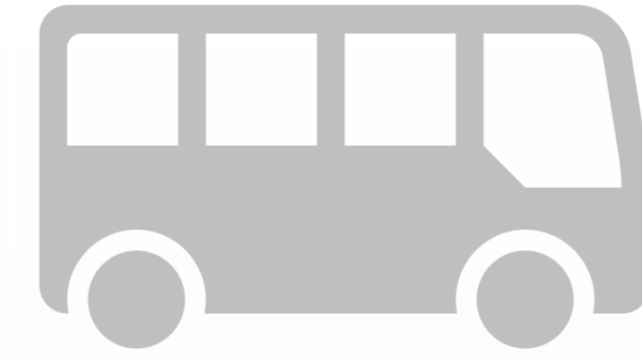
Suballocate vs spend \$

- Subject to interpretation
- Project selection - who decides?
- Collaborative





Local funding tools



Public
transportation
funding



STBG
suballocation



Road usage charges

Road usage charge



Pay based on miles driven instead of amount of fuel purchased or flat fee



Offset decreased revenues due to EVs and other fuel-efficient vehicles



3 active programs (Oregon, Utah, Virginia)



Multiple pilot programs

How does it work?

A tale of two Lufts... replacing gas tax

	MPG	Miles Driven	Gallons Consumed	Tax paid at \$0.33 / gallon	Tax paid at \$0.02 per mile
1998 Ford F-150	13.7	100	7.2	\$2.38	\$2
2013 Toyota Prius	44.5	100	2.2	\$0.73	\$2

RUC considerations



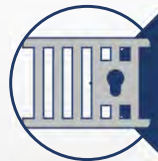
Types of vehicles



Privacy



Reporting mechanisms



Compliance



Cost



Misconceptions

Education Series: Keeping Utah Moving Utah's Road Usage Charge Story

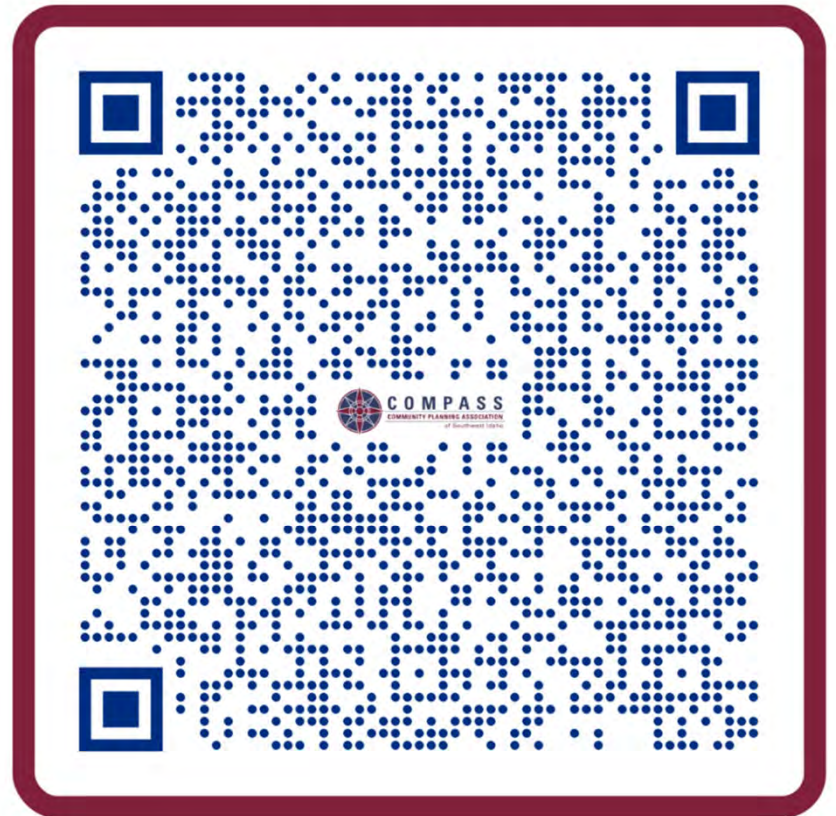
PRESENTED BY DARYL BALLANTYNE, UTAH DEPARTMENT OF TRANSPORTATION



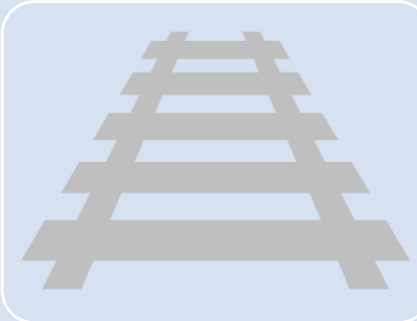
Monday, February 3: 6:00 – 8:00 pm

Tuesday, February 4: 9:00 – 10:30 am





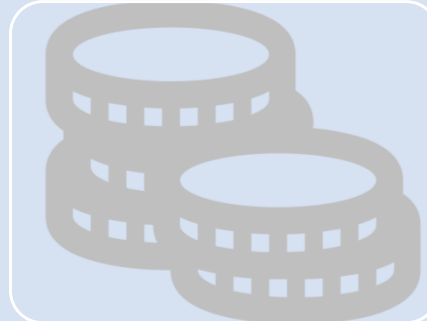
Studies, plans, and money!



High-Capacity
Transit
Planning and
Environmental
Linkages
Study



Regional
Safety Action
Plan



Transportation
Funding and
Governance
Study



Grant Writing
and
Assistance

Grant writing and assistance

Matt Carlson
Principal Planner

Overview

- COMPASS Grant Assistance
- COMPASS Funded Grants
- Successes



Resource Development Program




COMPASS APPLICATIONS

UNFUNDED PROJECTS

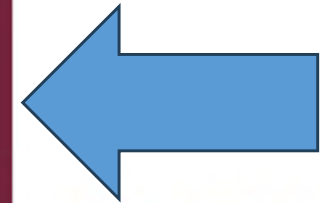
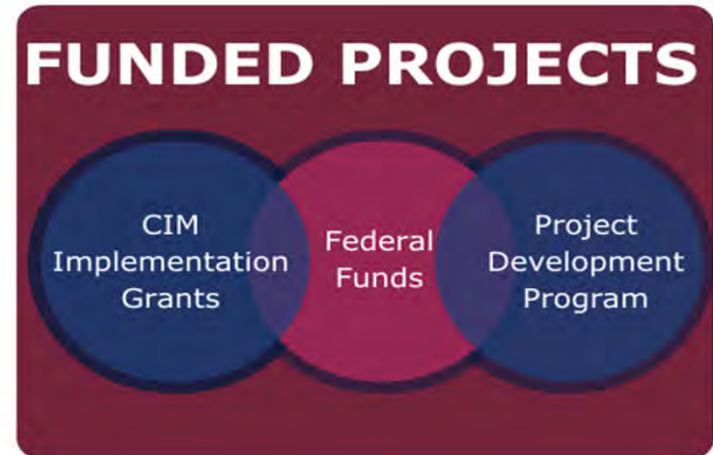
RESOURCE DEVELOPMENT PLAN

COMPASS SERVICES:

- Find/Share Resources
- Grant Assistance



- ✓ Eligibility
- ✓ Writing
- ✓ Review
- ✓ Management
- ✓ Letters of support



Levels of assistance



Low:

- Funding news

Medium:

- Letters of support
- Review your applications

High:

- Collect data
- Provide analysis
- Write your grant application

COMPASS grants

- Project Development Program (award up to three/year)
- *Communities in Motion* Implementation (award up to two/year)
- Maximum award of \$50,000

Pre-Concept Report for Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements

Prepared for: COMPASS and City of Nampa



September 2024

UT24-2473

FEHR & PEERS BURGESS & NIPLE



COMPASS, City of Boise, and Idaho Transportation Department

SH 55 Pathway Connection – Baldcypress to McMillan

September 2023

PREPARED BY:

Consor

Point of Contact: Robert Cleere, PE
345 Bobwhite Court, Suite 230
Boise, ID 83706
p: 208.947.9033
e: rob.cleere@consoreng.com

PREPARED FOR:

COMPASS
City of Boise



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Success stories

- *Communities in Motion* Implementation Grants: Investing in Infrastructure



*New Sidewalks in City of Wilder,
2022*



*New ADA Pathway at
Nicholson Park, City of
Kuna, 2023*

Success stories

- 2018 INFRA Grant: \$90M (largest transportation grant ever awarded to Idaho)



Success stories

- 2016 City of Eagle Pedestrian Bridge Concept
- Reality in 2023



April 2016

Project Development



Bicycle and Pedestrian Bridge over the North Channel of the Boise River
Eagle Road/Highway 55

Prepared for:



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Project Location:
Eagle, Idaho

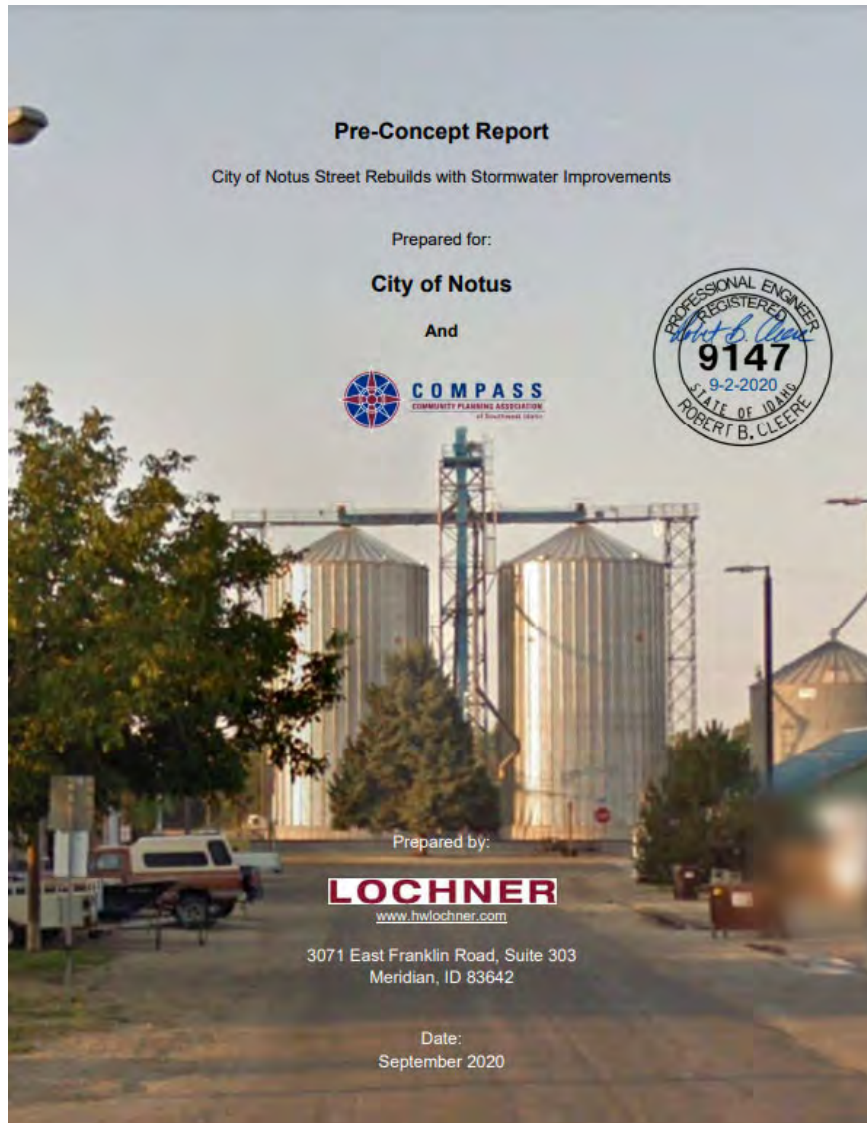
Prepared by:
J-U-B ENGINEERS, Inc.

FINAL

APRIL 2018 PROJECT DEVELOPMENT

Success stories

- 2020 City of Notus Collector Streets Concept:
- 2024 \$1.4M RAISE Grant



Success stories

- COMPASS secured \$668,000 in Safe Streets and Roads For All (SS4A) planning grant funds to help member agencies apply for construction

BIPARTISAN
INFRASTRUCTURE
LAW



Safe Streets and Roads for All



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Show me the money!

- Sign up for “Funding News”
- Apply during annual call for projects
- Resource Development Plan
- Participate in plans and studies

Questions?



A new chapter...

