Item IV-A

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: COMPASS Overview

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

Amy Luft, Communication Team Lead

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Overview

- Who and what is COMPASS?
- What does COMPASS do?
- What is my role as a Board member?
- What can I expect at Board meetings?

Who and what is COMPASS?

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

COMPASS is…

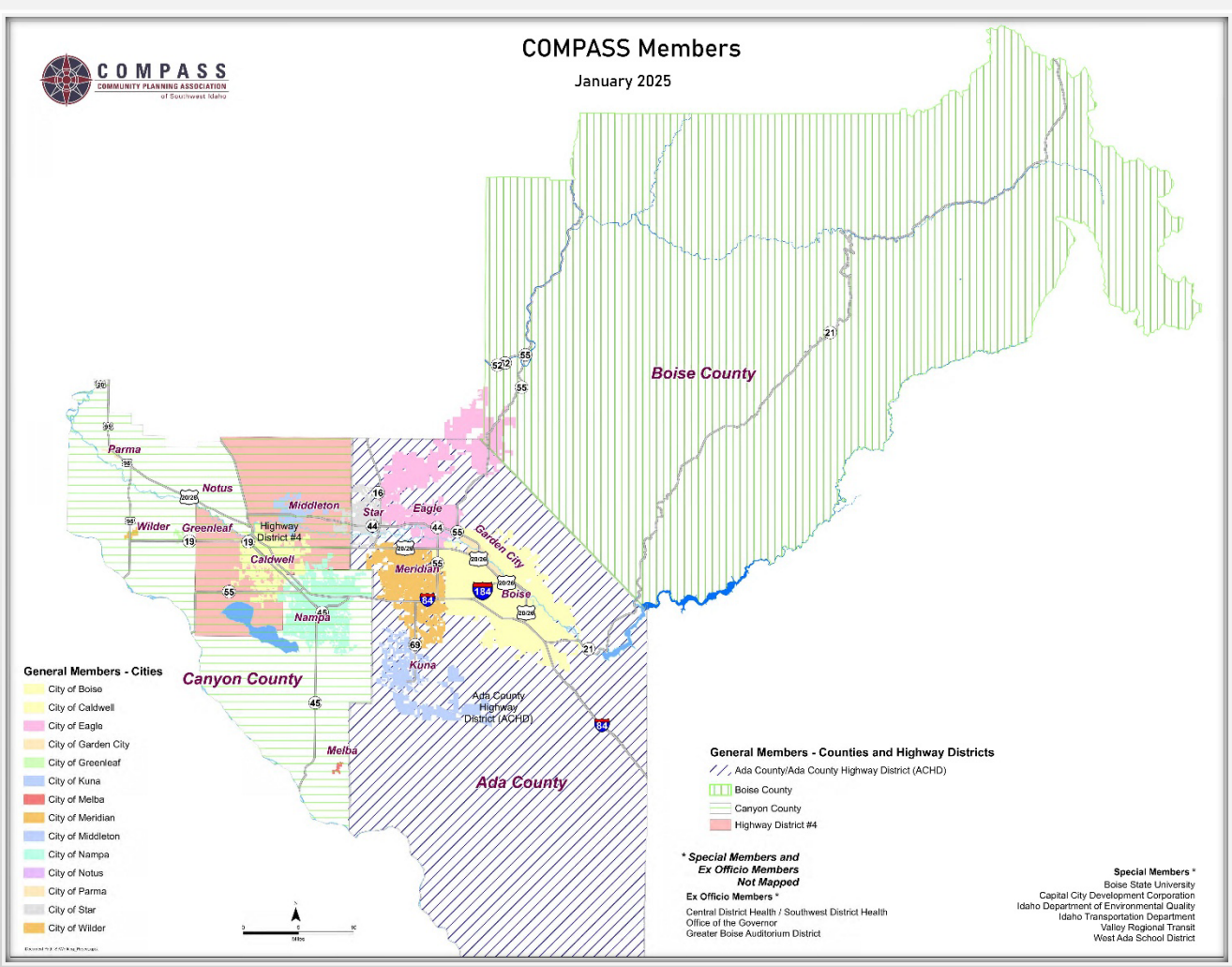
…the forum for regional collaboration in southwest Idaho that helps maintain a healthy and economically vibrant region, offering people choices in how and where they live, work, play, and travel.

Photo by Mike Thueson

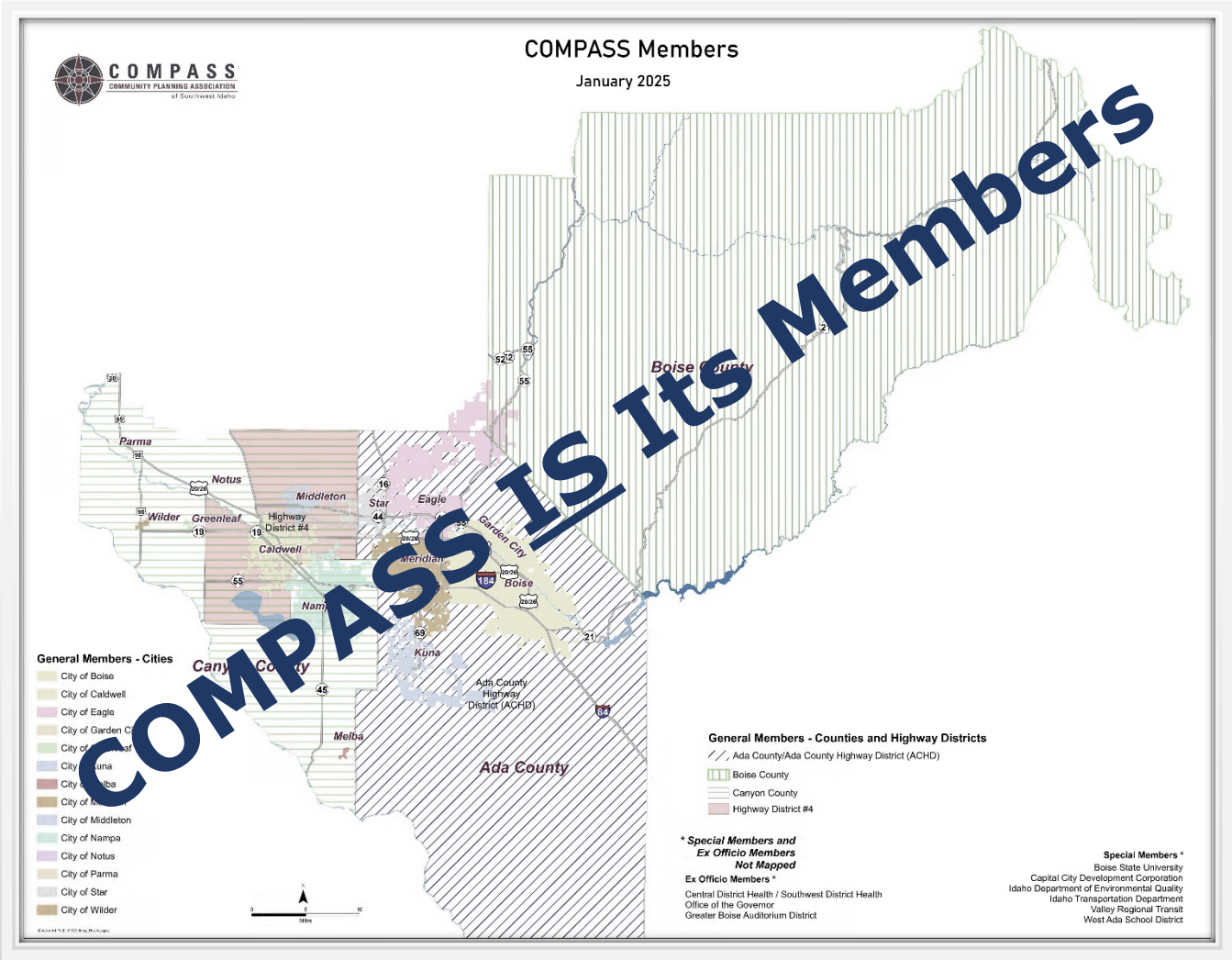
The mission of COMPASS is to **conduct regional planning**, **facilitate coordination and cooperation**, serve as a **source of information and expertise** on issues affecting southwest Idaho, and assist member agencies in **accessing funding** to **accomplish local and regional goals**.

COMPASS is

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



COMPASS is… YOU



Board of Directors

Provides policy direction for the future of southwest Idaho

What does the Board do?

Long-Range Transportation Plan

- Adopt every five years; amend as needed
- Approve policies and “building blocks” throughout development

Regional Transportation Improvement Program (TIP)

- Adopt annually; amend as needed

Unified Planning Work Program and Budget

- Adopt annually; revise as needed

Federal and state policy positions

- Approve annually; amend as needed

Governance documents

- Approve 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 committees

Provide policy and technical recommendations to the COMPASS Board

Policy Committees

- Executive Committee
- Finance Committee

Technical Committee

- Regional Transportation Advisory Committee

COMPASS workgroups

Provide issue-specific assistance and guidance to COMPASS staff

Variety of members	• Member agency staff • Public • Private and public sector experts
Variety of topics	• Housing • Active transportation • Freight • More!

COMPASS staff

Implement Board policies and direction

- 2 directors
- 12 planning staff
- 3 communication staff
- 2 financial staff

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of Southwest Idaho

What does COMPASS do?

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of Southwest Idaho

Serves as the MPO for Ada and Canyon Counties

Urban areas over 50,000

Conduct transportation planning

Distribute federal transportation dollars

Metropolitan Planning Organizations

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of Southwest Idaho

What does COMPASS do?

- Plan
- Implement
- Provide technical expertise
- Facilitate

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What does COMPASS do?

- Plan
-  Planning Team Lead = Austin Miller
- Implement
- Provide technical expertise
- Facilitate

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of Southwest Idaho


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Regional Long-Range Transportation Plan for Ada and Canyon Counties

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COMMUNITIES IN MOTION 2050

COMMUNITIES IN MOTION | 2055

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LET'S RIDE
TREASURE VALLEY

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of Southwest Idaho

2025

Let's Ride

- Receive results of round #2 of public input (April)
- Review the alternative analysis (June)
- Accept the alternative analysis (August)

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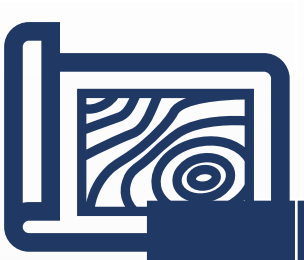
2025



CIM +

- Review CIM 2055 outreach survey (today)
- Receive survey results (April)
- Accept 2025 population estimates (April)

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What does COMPASS do?

- Plan
- Implement
- 
  Resource Development Team Lead = Toni Tisdale
- Provide technical expertise
- Facilitate

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Resource Development Program

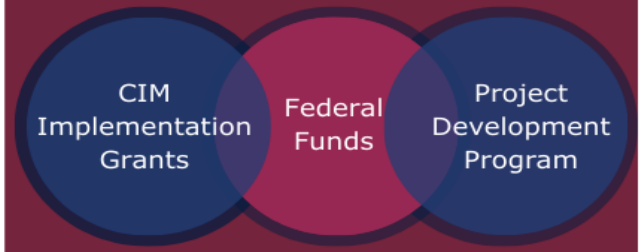
MEMBER NEEDS

COMPASS APPLICATIONS

UNFUNDED PROJECTS

RESOURCE DEVELOPMENT PLAN

FUNDED PROJECTS



COMPASS SERVICES:

- Find/Share Resources

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

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Resource Development Program

MEMBER NEEDS

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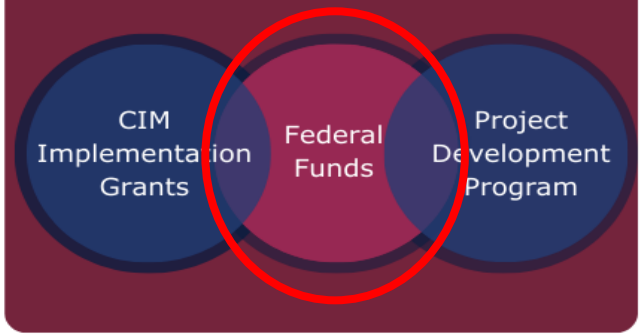
UNFUNDED PROJECTS

RESOURCE DEVELOPMENT PLAN

FUNDED PROJECTS



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- Find/Share Resources

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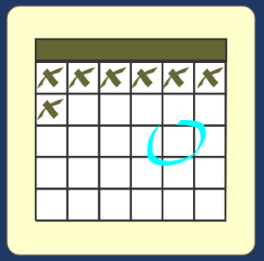
Transportation Improvement Program (TIP)

Short-term budget	Primarily federally funded transporta-tion projects	Funds projects to implement long-range plan	Updated yearly, amended frequently
			

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			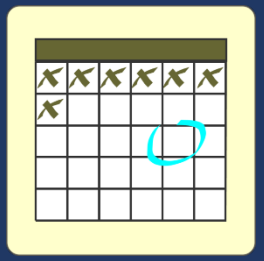

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Resource Development Program

MEMBER NEEDS

↓

COMPASS APPLICATIONS

↓

UNFUNDED PROJECTS

↓

RESOURCE DEVELOPMENT PLAN

↓

FUNDED PROJECTS

- CIM Implementation Grants
- Federal Funds
- Project Development Program

COMPASS SERVICES:

- Find/Share Resources

- Grant Assistance
  - ✓ Eligibility
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  - ✓ Writing
  - ✓ Letters of support
  - ✓ Review

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Resource Development Program

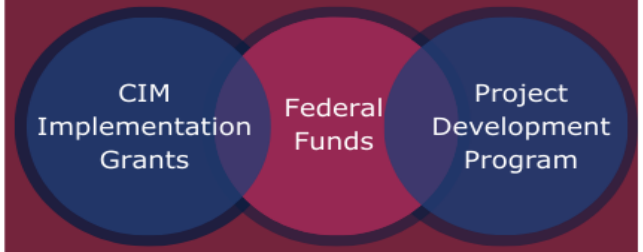
MEMBER NEEDS

COMPASS APPLICATIONS

UNFUNDED PROJECTS

RESOURCE DEVELOPMENT PLAN

FUNDED PROJECTS



COMPASS SERVICES:

- Find/Share Resources

- Grant Assistance
  - ✓ Eligibility
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  - ✓ Writing
  - ✓ Letters of support
  - ✓ Review

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2025

Most meetings

- TIP amendments

June

- End-of-Year and Redistribution Priorities

August

- TIP
- Funding application guide
- *Communities in Motion* implementation grants and Project Development Program projects

October

- Resource Development Plan

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What does COMPASS do?

- Plan
- Implement
- Provide technical expertise
-  Technical Services Team Lead = Mary Ann Waldinger
- Facilitate

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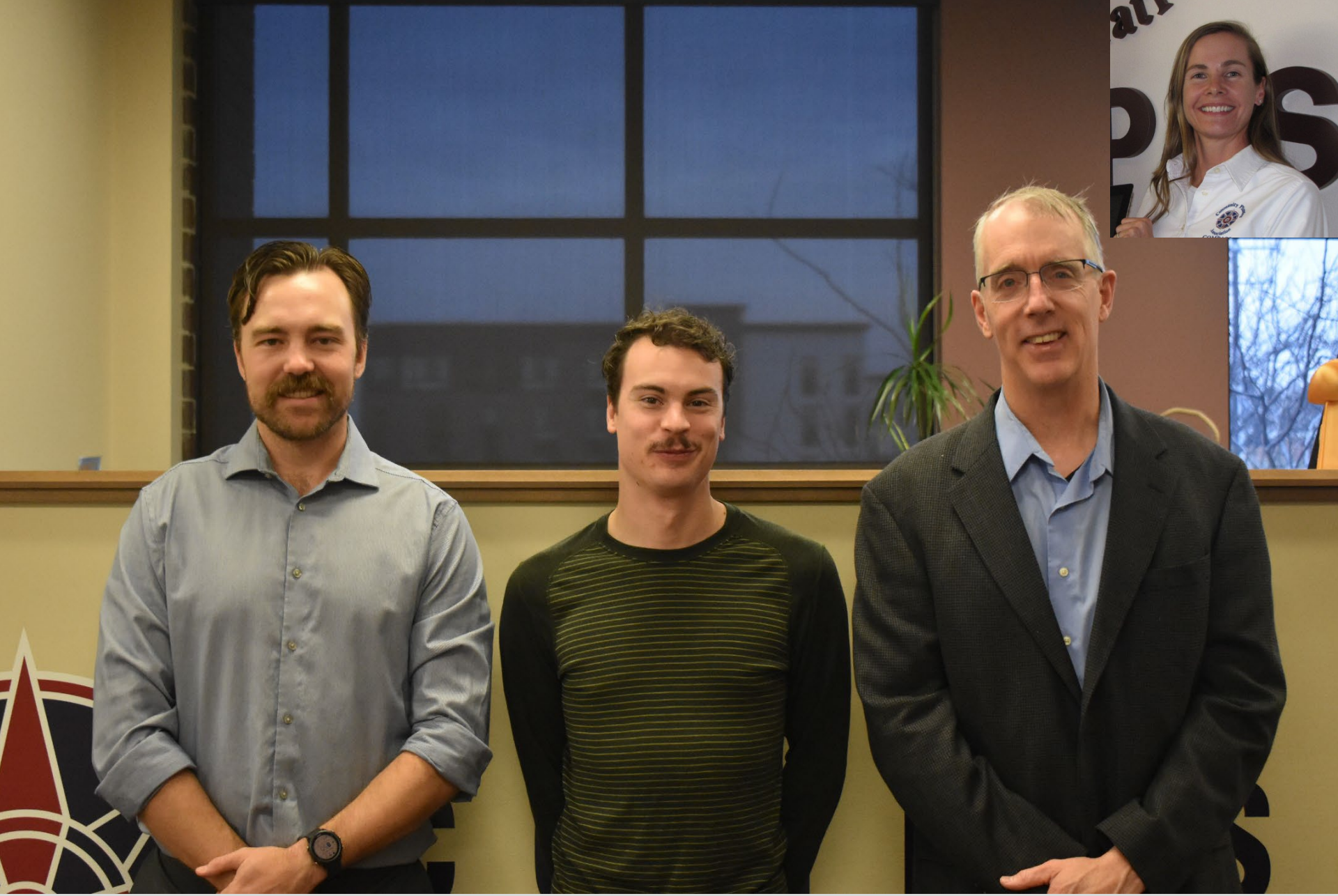

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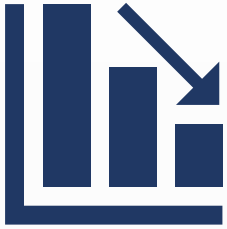
Technical tools and services

- ✓ Mapping
- ✓ Modeling
- ✓ Orthophotography
- ✓ Technical studies
- ✓ Congestion management

2024



Today

- Accept Regional Safety Action Plan
- Receive Change in Motion scorecard

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What does COMPASS do?

- Plan
- Implement
- Provide technical expertise
- Facilitate

Communication Team Lead = Amy Luft

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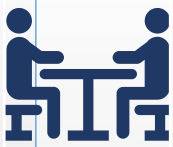
Facilitation

Public participation

Education series

Legislative services



Meeting facilitation

Leadership in Motion awards

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2025

Receive results of transportation funding study

- Today

Receive legislative update

- During legislative session

Consider public comments received

- As needed

Approve state and federal legislative positions

- August

Recognize Leadership in Motion award recipients

- December

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Admin Team

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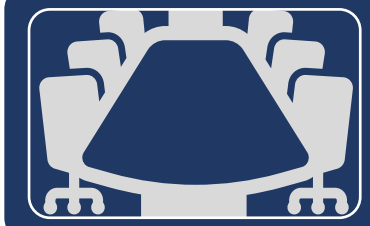
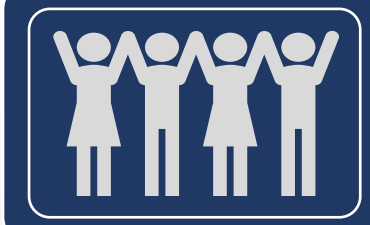
2025



Today

- Board bylaws

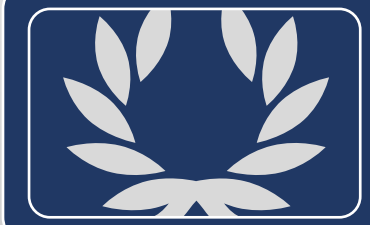


April

- FY2026 membership dues
- Board bylaws

August

- FY2026 UPWP
- FY2026 workgroup charters

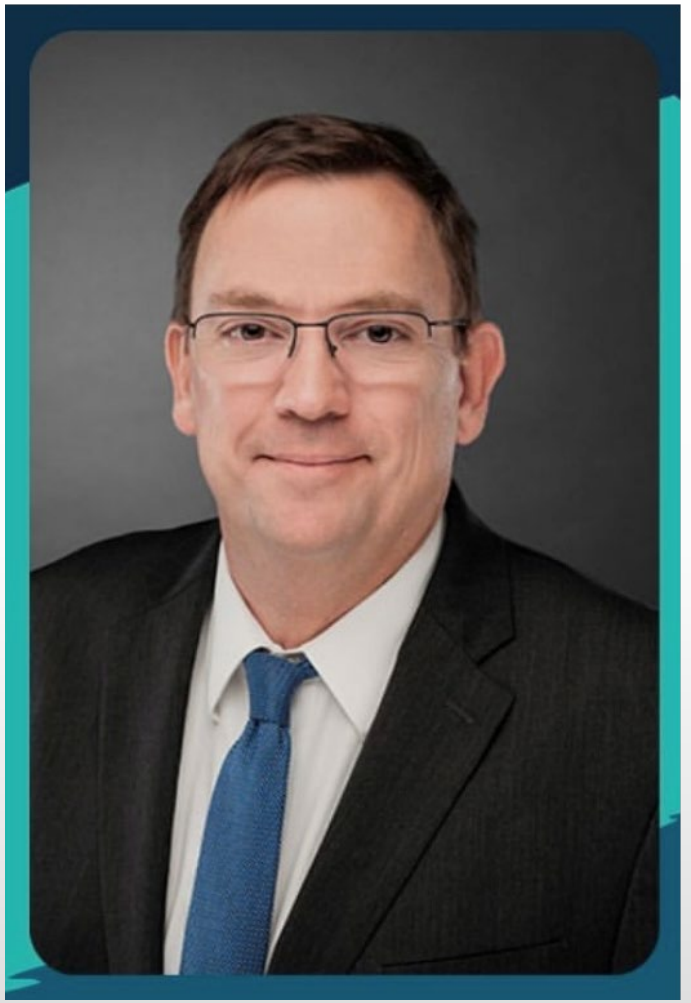


December

- FY2026 UPWP Revision 1
- FY2025 audit

Executive Director

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



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What is my role?

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Be an active participant

RSVP; send an alternate if needed

Read your packet

Attend regularly – preferably in person

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

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Use your staff

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

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Use COMPASS staff

How can I stay in the know?

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In your packet

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Working together to plan for the future

2025 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
February 24, 2025 1:30 pm – 3:30 pm	COMPASS First Floor Boardroom 700 NE 2nd Street Meridian, Idaho	• Confirm Finance Committee Membership • Introduction to COMPASS • Member Agency Presentation – Projects of Regional Importance • Status Report – Funding Study • Adopt the COMPASS Regional Safety Action Plan • Adopt a Resolution Amending the FY2025-2031 Regional Transportation Improvement Program (TIP) • Status Report - State and Federal Legislative Issues • Review Results of the 2024 Change in Motion Scorecard • *Communities in Motion 2055* Public Outreach Demonstration
April 21, 2025 1:30 pm – 3:30 pm	COMPASS First Floor Boardroom	• Approve Extension Delivery Deadlines for Local Federal-Aid Projects • Member Agency Presentation – Projects of Regional Importance • Status Report – Finance Committee • Accept 2025 Population Estimates • Approve FY2026 General and Special Membership Dues

Online

https://compassidaho.org/

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

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

Popular Pages

- Calendar
- Comments
- Frequently Asked Questions
- Regional Transportation Improvement Program (TIP)
- Communities in Motion 2050: the regional long-range transportation plan
- Meeting Agendas – Board of Directors and Standing Committees

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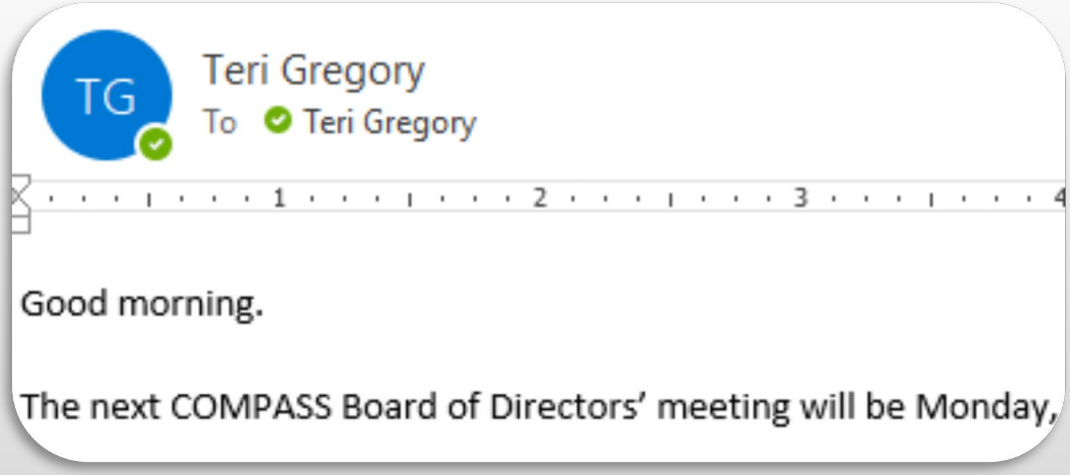
In your inbox

Keeping Up With COMPASS

February 2025

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



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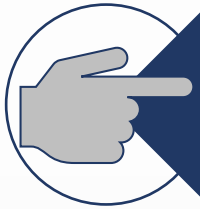
Remember!



YOU are COMPASS

There IS a plan

We help you fund projects that align with the plan

COMPASS staff are a resource for you

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of Southwest Idaho

Thank you

Item IV-B

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Item IV-C

COMPASS
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Topic: Transportation Funding Study

Purpose: Review results of COMPASS' 50-state funding study

Amy Luft
Communication Team Lead

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Why

No dedicated funding for public transportation

Disproportionally low STBG funding: population 5,000 – 200,000

Fuel tax not keeping up

Few local tools

$193 million annual shortfall

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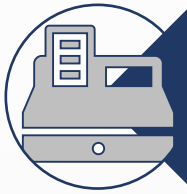
Our questions

What are other states doing?

What innovative ideas are out there?



Is pushing for local option sales tax still a good idea?

What could generate the most revenue?

Are road usage charges a viable option?

Local funding tools

Public transportation funding

STBG suballocation

Road usage charges

50 states

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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 r… …ean Water Trust Fund Act transfer fee on gasoline and die…	Idaho Code §63-2402
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		…ho Const. art. VII, §17
Revenue Sources for Transportation	Passenger Vehicle Fees	TGF Rall, J. (2022). Transportation governance and finance: A 50-st… of state legislatures and d… transportatio… Lexis-Ne…				…ges passenger vehicles an annual registration …ee to six years old, and $45 for vehicles seven or	Idaho Code §49-402 Idaho Code §40-701
Revenue Sources for Transportation	Electri…				…d 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 F…	…ation …0-state review …and departments of …rtation (No. TGF-3). …us-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

State Profiles

Idaho

Dedicated transit funding from state revenue sources is limited. Notable restrictions include local option sales tax authorized for resort cities with less than 10,000 residents only.

Demographics

Population:
1.84 million
% Population Change (2010-2020):
+17.3%
Lane Miles of Roads:
109,059 mi

State Fuel Taxes

Gasoline/Diesel:
$0.32/gallon*
*Does not include additional $0.01/gallon Petroleum Clean Water Trust Fund transfer fee

State Vehicle Registration Fees

Passenger Vehicle Fee:
$45-69/year
Additional Plug-in Hybrid Fee:
$75/year
Additional Electric Vehicle Fee:
$140/year
Truck Registration Fee:
$73-$336.88/year

Financing

State Infrastructure Bank:
No
Federal Fund-Swap:
Yes, $0.80 per $1 for STBG-Rural

Suballocation of Federal Funding

Percentage of STBG funds suballocated to regions:
<55%
STBG allocations using federal computational tables?
No
If different protocol used, Entity Determining Distribution:
Idaho Transportation Department (ITD)

Public Transportation Funding

	State Provided	Locally Authorized	In Use	If Local = "Yes": Authority to Levy/Collect
Sales Tax	No	Yes	Yes	City
Property Tax	No	No	No	N/A
Tolls	No[1]	No	No	N/A
Vehicle Registration Fees	No	Yes[2]	Yes	County
Development Impact Fees	No	No[3]	No	N/A
Fuel Tax	No	No	No	N/A
Special Assessment District	No	Yes	Yes	District

1. Tolls authorized for public transportation are possible via IDT Board resolution
2. Public transportation must be specified in ordinance
3. Public transportation not explicitly precluded, but no historical precedent

Local Transportation Funding

	State Provided	Locally Authorized	If Local = "Yes": Authority to Levy/Collect
Sales Tax	Yes	Yes[1]	City
Property Tax	No	Yes	County
Tolls	Yes[2]	No	N/A
Vehicle Registration Fees	Yes	No[3]	County
Development Impact Fees	No	Yes	City, County
Fuel Tax	Yes	No	N/A
Special Assessment District	No	Yes	District

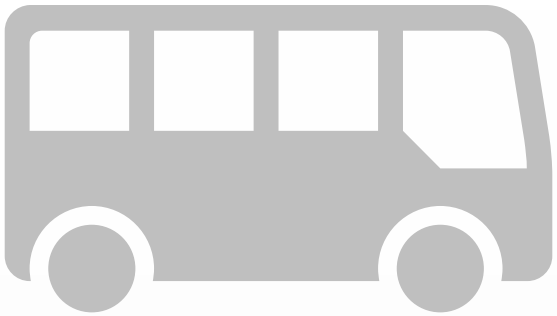
1. Resort cities with populations of 10,000 or less may levy local sales taxes.
2. Authorized but not in use.
3. Cannot exceed two times the state registration fee.
* Cities, counties, and highway districts are authorized to issue bonds for transportation.

Road Use Charge Program

Does the state have a Road Usage Charge program?
No

Does the state have a Road Usage Charge pilot program?
No, but the state is monitoring Road Usage Programs. Senate Bill 1065 introduced in the First Regular Session of 2023 of the 67th Legislature proposed an alternative for electric vehicle and plug-in hybrid owners to registration fees. The mileage fee would be $0.01/mile, replacing the additional fee for electric and plug-in hybrid vehicles, capped at the additional fee rate. The bill was not advanced after introduction.

Local funding tools



Public transportation funding

STBG suballocation

Road usage charges

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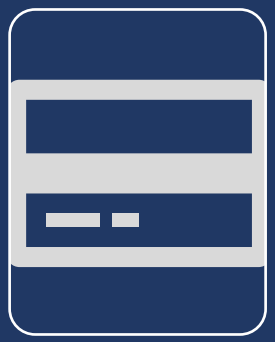
Local tools

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

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Local tools

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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

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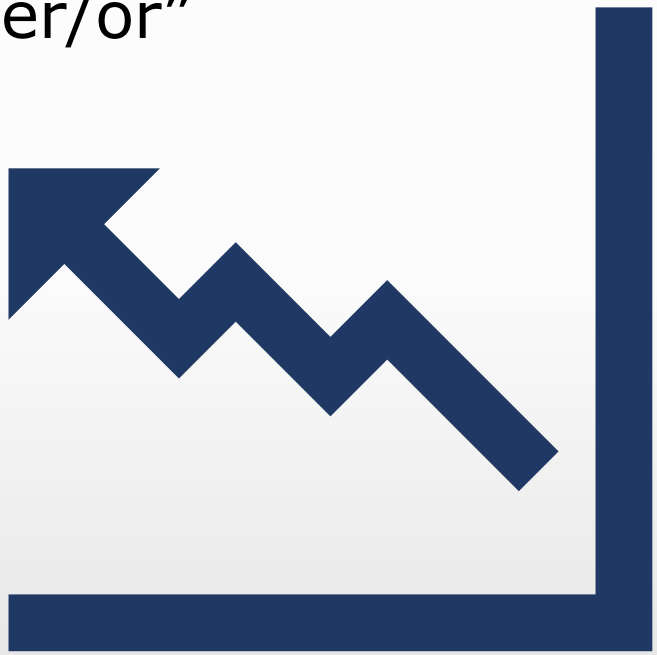
Public transportation trends

- 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 funding; does not allow local	Allows local; no state funding	Little to no state funding; does not allow local
Most	Georgia Tennessee	Alabama Alaska Arizona Montana New Hampshire North Dakota Oklahoma South Dakota Wyoming	Idaho West Virginia
37	**2**	**9**	**2**

Not cut and dried: nearly every state has nuances

Public transportation

State funding; allows local	State funding; does not allow local	Allows local; no state funding	Little to no state funding; does not allow local
Most	Georgia Tennessee	Alabama Alaska Arizona Montana New Hampshire North Dakota Oklahoma South Dakota Wyoming	Idaho West Virginia
37	**2**	**9**	**2**

Not cut and dried: nearly every state has nuances

Most promising

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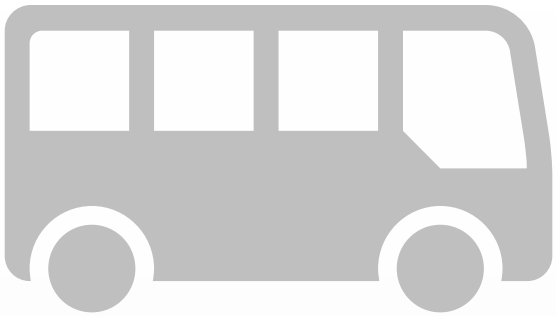
Local funding tools



Public transportation funding

STBG suballocation

Road usage charges

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Surface Transportation Block Grant (STBG)

- 1 of 9 federal core funding programs
- 23% of federal aid highway funding
- Most flexible
- Suballocated to regions

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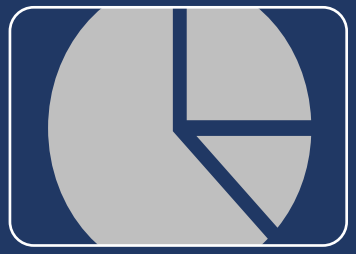
STBG suballocation

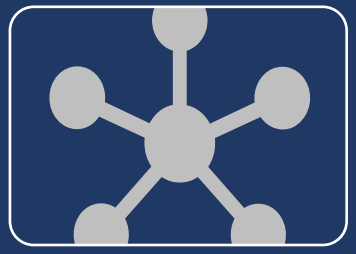
State vs region

- 55% minimum to regions
- 45% anywhere in the state



Computational tables

- Amounts to suballocate per region
- Recommended; not required
- Transparent; easy



Wide variety in interpretation and practice

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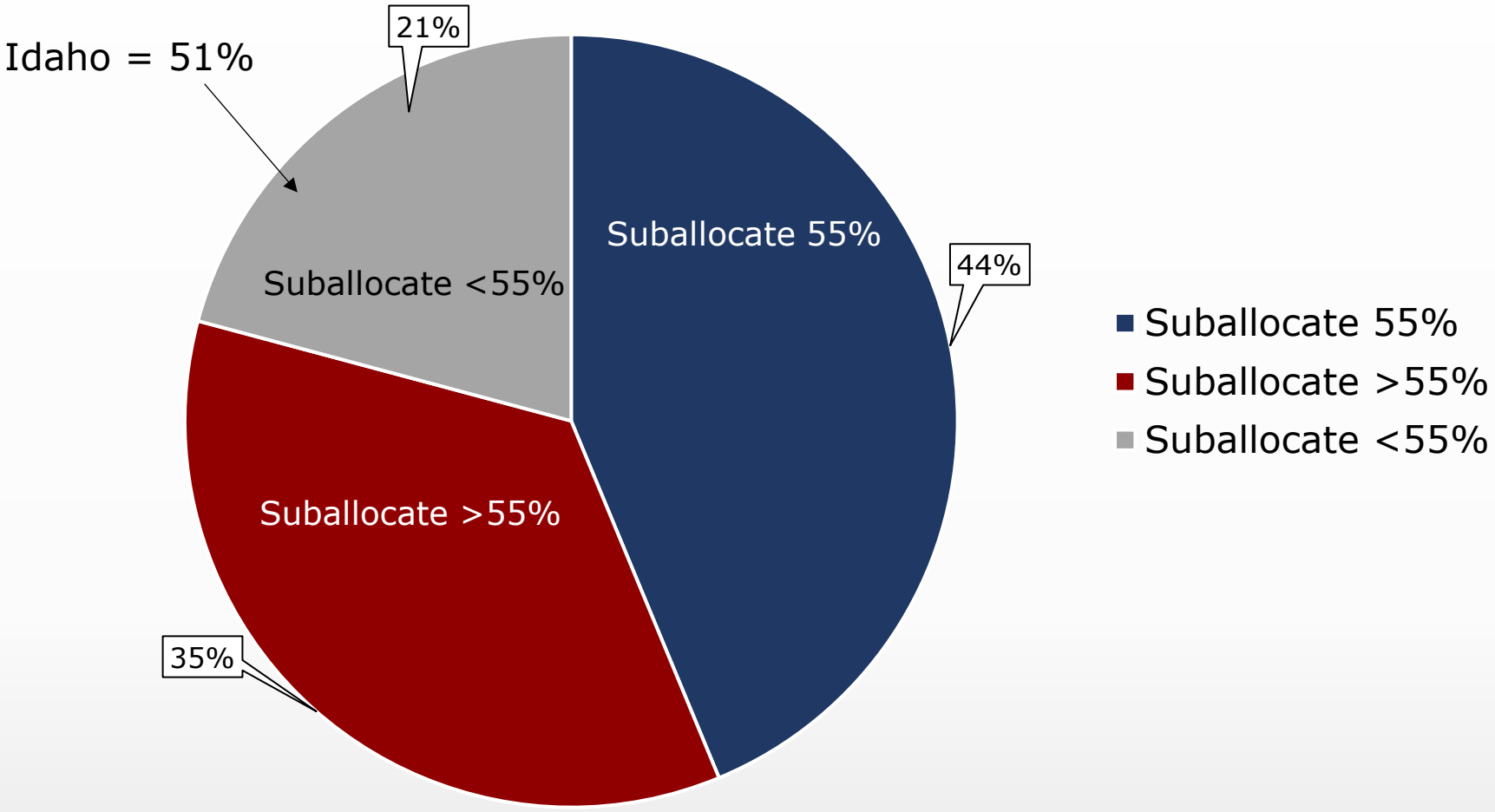
STBG suballocation split



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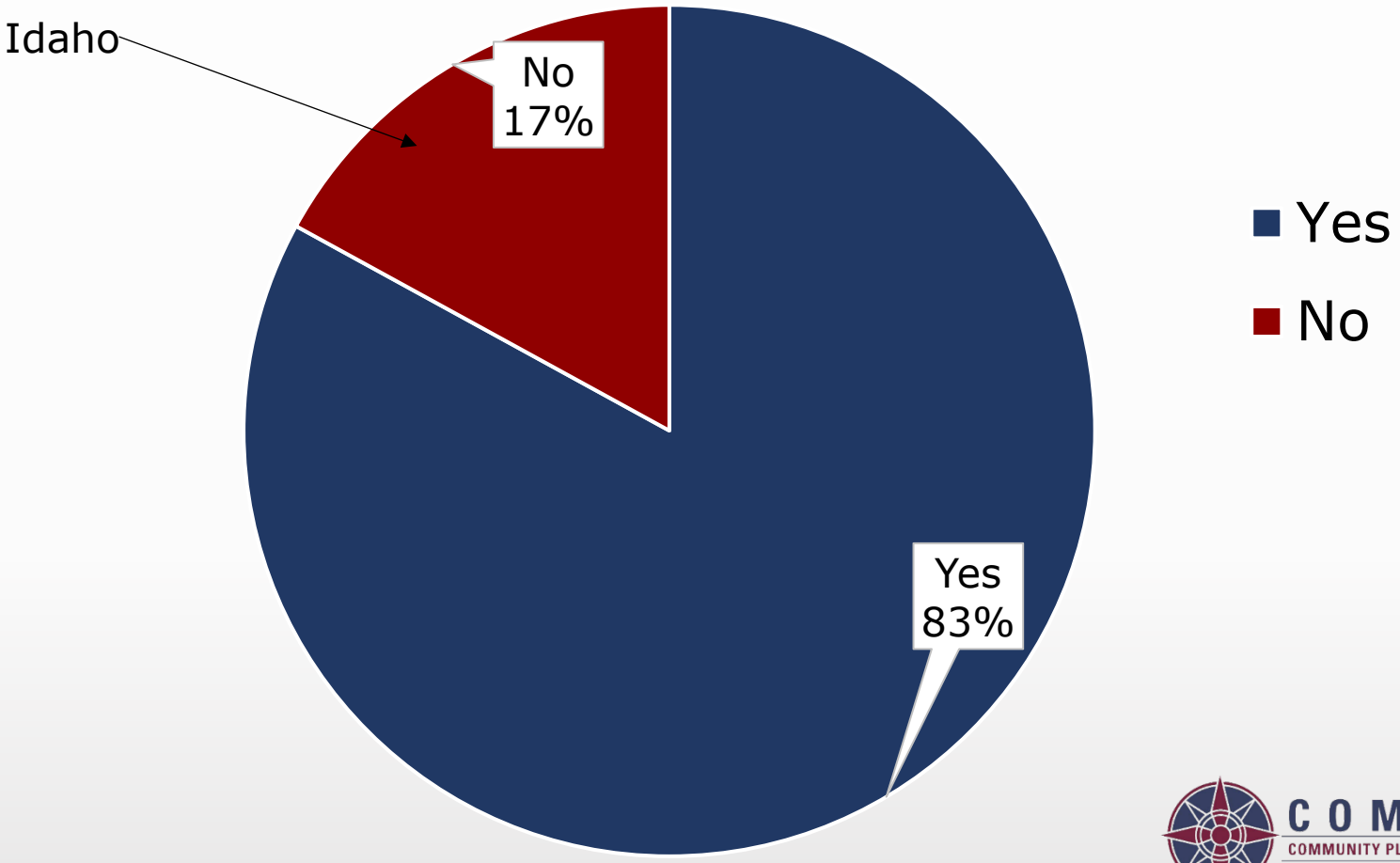
STBG suballocation – computational tables



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Computational tables

STATE	STBG AVAILABLE FOR SUBALLOCATION	SUBALLOCATION BY POPULATION			
		AREAS > 200K	50K ≤ AREAS ≤ 200K	5K ≤ AREAS < 50K	AREAS < 5K
ALABAMA	138,660,664	48,429,433	18,826,942	12,623,767	58,780,522
ALASKA	92,632,095	31,482,163	15,768,111	12,280,661	33,101,160
ARIZONA	125,288,200	92,355,676	10,212,715	8,862,655	13,857,154
ARKANSAS	94,525,475	27,459,377	10,958,559	13,738,085	42,369,454
CALIFORNIA	600,287,590	483,022,470	53,303,683	28,921,711	35,039,726
COLORADO	92,459,676	58,370,231	12,767,498	8,082,663	13,239,284
CONNECTICUT	87,295,240	58,144,132	12,884,769	4,149,953	12,116,386
DELAWARE	29,242,822	14,595,209	3,704,935	5,711,955	5,230,723
DIST. OF COL.	27,965,576	27,965,576	-	-	-
FLORIDA	339,002,381	273,049,126	27,814,669	9,075,987	29,062,599
GEORGIA	222,989,462	125,210,866	22,985,681	16,395,112	58,397,803
HAWAII	29,463,736	17,275,127	3,563,274	4,467,470	4,157,865
IDAHO	51,575,374	12,147,979	15,975,778	7,484,532	15,967,085
ILLINOIS	244,934,689	179,970,289	14,530,329	17,333,049	33,101,022
INDIANA	167,065,101	77,951,681	22,186,760	18,442,749	48,483,911
IOWA	89,763,089	21,450,897	18,478,479	16,084,417	33,749,296
KANSAS	66,413,509	28,097,475	6,929,509	12,508,539	18,877,986
KENTUCKY	122,607,011	42,951,594	8,184,166	20,183,438	51,287,813
LOUISIANA	131,499,207	59,567,506	22,137,739	12,108,157	37,685,805
MAINE	32,923,835	4,962,794	3,894,525	3,167,323	20,899,193
MARYLAND	102,367,831	73,344,198	8,898,088	5,268,562	14,856,983
MASSACHUSETTS	101,922,882	84,773,944	5,923,645	2,266,876	8,958,417

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

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Suballocate vs spend $

- Subject to interpretation
- Project selection
- Collaborative (?)

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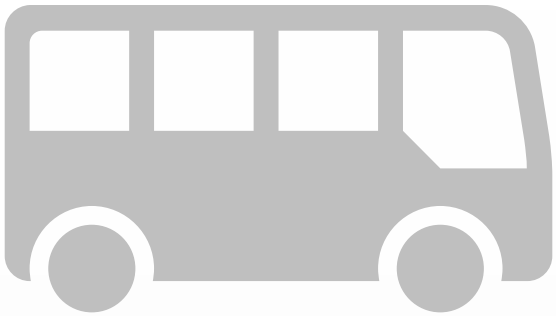
Local funding tools



Public transportation funding

STBG suballocation

Road usage charges

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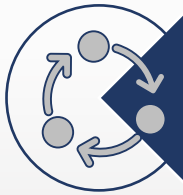
Road usage charge

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
(+ Hawaii in June)



Multiple pilot programs

Lowest rated implementation strategy in 2019 COMPASS survey

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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

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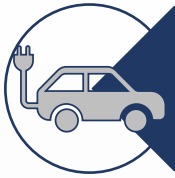
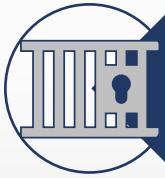
RUC considerations



Types of vehicles

Privacy

Reporting mechanisms



Compliance

Cost

Takeaways

Local

- Property tax = most common, but unpopular
- Property tax, sales tax, and income tax = highest revenue

Public

- Idaho is bucking the trend
- 1 of 2 states without resources
- Sales and property taxes = most promising

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Takeaways

STBG Suballocation

- Most states use computational tables
- In Idaho, 5,000 – 200,000 shortchanged
- DOTs report collaborative processes

RUC

- Offset declining gas tax
- Expensive to implement
- Providing options is key to public acceptance

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Next steps

- Share results
  - YOU
  - Elected and appointed officials
  - National peers
- Continue to advocate
  - Change in STBG suballocation
  - Increase funding and flexibility
- Dive deeper into innovative ideas

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Item V-A

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Regional Safety Action Plan Board Update #3

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Agenda

Regional Safety Action Plan

- Overview
- Vision and Goals
- What Does This Plan Mean for Me?
- Next Steps
- Action Item: *Adoption of Regional Safety Action Plan and Resolution*

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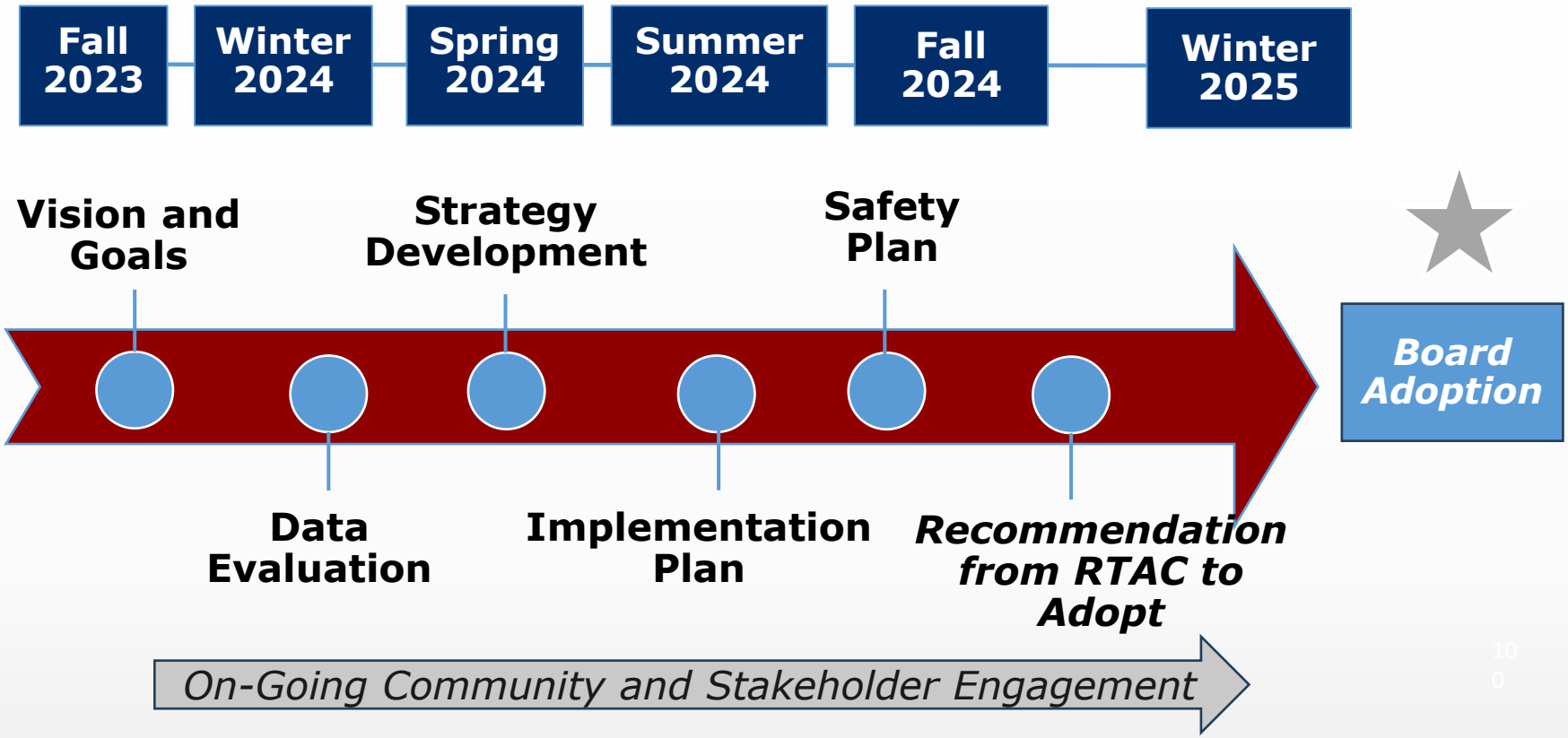
Project Schedule



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Regional Safety Action Plan

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Action Plan

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Overall Guiding Principles

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

Figure source: transportation.gov/NRSS/SafeSystem

COMPASS Regional Safety Action Plan

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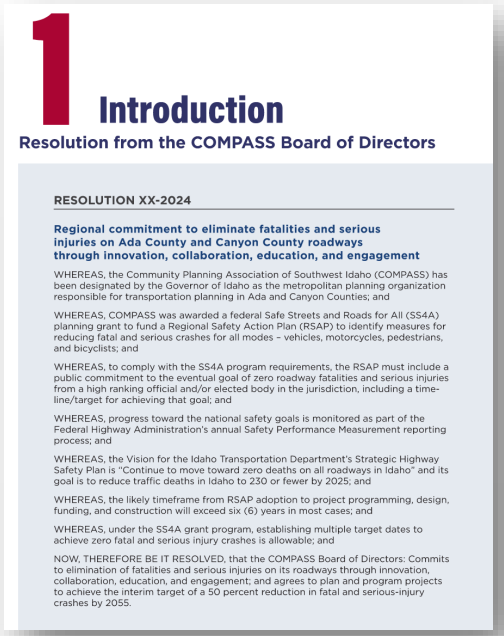
Regional Safety Action Plan Resolution

- Regional commitment to eliminate fatalities and serious injuries
- Compliant with federal Safe Streets and Roads for All (SS4A) program requirements
- Incorporates vision and includes interim target



1 Introduction

Resolution from the COMPASS Board of Directors

RESOLUTION XX-2024

Regional commitment to eliminate fatalities and serious injuries on Ada County and Canyon County roadways through innovation, collaboration, education, and engagement

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; and

WHEREAS, COMPASS was awarded a federal Safe Streets and Roads for All (SS4A) planning grant to fund a Regional Safety Action Plan (RSAP) to identify measures for reducing fatal and serious crashes for all modes – vehicles, motorcycles, pedestrians, and bicyclists; and

WHEREAS, to comply with the SS4A program requirements, the RSAP must include a public commitment to the eventual goal of zero roadway fatalities and serious injuries from a high ranking official and/or elected body in the jurisdiction, including a time-line/target for achieving that goal; and

WHEREAS, progress toward the national safety goals is monitored as part of the Federal Highway Administration's annual Safety Performance Measurement reporting process; and

WHEREAS, the Vision for the Idaho Transportation Department's Strategic Highway Safety Plan is "Continue to move toward zero deaths on all roadways in Idaho" and its goal is to reduce traffic deaths in Idaho to 230 or fewer by 2025; and

WHEREAS, the likely timeframe from RSAP adoption to project programming, design, funding, and construction will exceed six (6) years in most cases; and

WHEREAS, under the SS4A grant program, establishing multiple target dates to achieve zero fatal and serious injury crashes is allowable; and

NOW, THEREFORE BE IT RESOLVED, that the COMPASS Board of Directors: Commits to elimination of fatalities and serious injuries on its roadways through innovation, collaboration, education, and engagement; and agrees to plan and program projects to achieve the interim target of a 50 percent reduction in fatal and serious-injury crashes by 2055.

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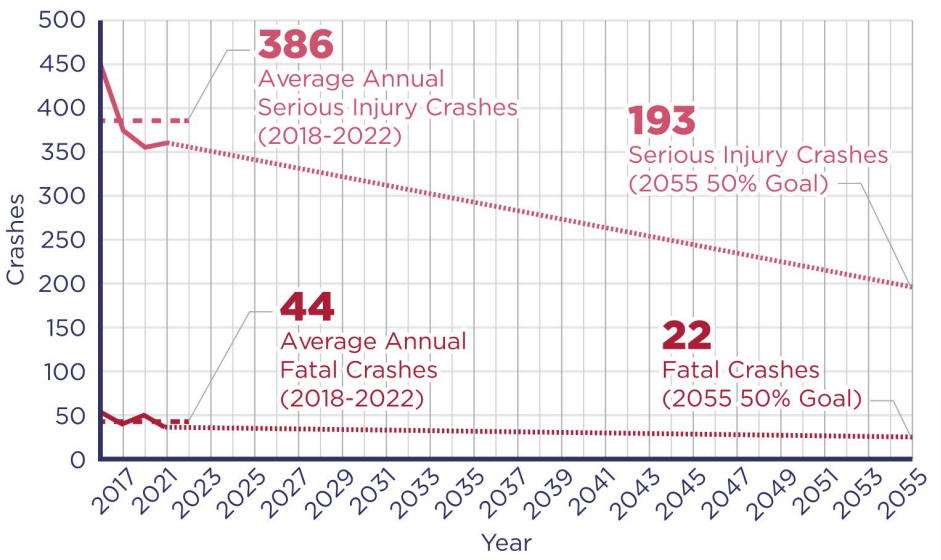
Vision

*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



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Regional Safety Action Plan (RSAP) Overview

1 Introduction

Resolution from the COMPASS Board of Directors

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2 Safe System 101

Changing how we think about transportation safety

Too often deaths and serious injuries on our roads are seen as isolated "accidents." In truth, most of these tragedies have similar causes and could be prevented. Recognizing these factors and addressing them can make our roadways safer for everyone.

This understanding is at the core of the U.S. Department of Transportation's (USDOT) Safe System Approach, which is the guiding ethos of this safety action plan.

THE SAFE SYSTEM APPROACH

The Safe System Approach works by building and reinforcing multiple layers of protection to prevent crashes when possible and minimize harm when crashes can't be avoided. This approach has been embraced by transportation leaders around the world to address the risks built into our transportation systems over the years.

The Safe System Approach is a shift from the conventional safety approach because it focuses on both human mistakes AND human vulnerability. Transportation systems should have redundant safety measures. If all parts of the transportation system are designed to prevent risk, people are still protected, even when one safety measure fails. Under the Safe System Approach, safety actions are focused on infrastructure, human behavior, responsible oversight of the vehicle manufacturing and transportation industry, and emergency response.

Principles of a Safe System Approach[1]

Death and Serious Injuries are Unacceptable

A Safe System Approach prioritizes eliminating crashes that result in death and serious injuries; not necessarily all crashes.

Humans Make Mistakes

People make mistakes and decisions that can lead to crashes, but the transportation system can be designed to minimize impacts and avoid death and serious injuries when a crash occurs.

1 Source: U.S. Department of Transportation, https://www.transportation.gov/NRSS/SafeSystem

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3 What Causes Crashes in Our Region?

The first step toward a safer transportation system is understanding where crashes happened and are likely to happen. COMPASS High Injury Network (HIN) sources crash data to map these locations on Treasure Valley's roadway network. Other cities' experiences have shown that targeting these locations for improvement can help make the most of limited funds.

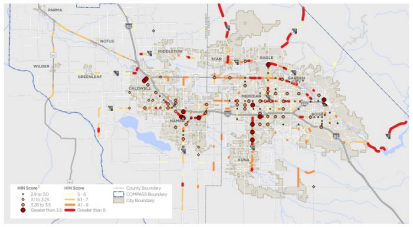
How we spend what we have matters.

Almost 40% of fatal and serious injury crashes in the Treasure Valley occur on roadways with five or more lanes, despite these roadways making up less than 10% of the roadway network.

COMPASS developed its HIN based on analysis of fatal and serious injury crash history on the roadway network, pinpointing what dangerous sites have in common and identifying other sites with similar characteristics. The results are shown in ***Figure 3a*** and ***3b*** and can also be viewed on an interactive online map[1].

1 https://compassidaho.maps.arcgis.com/apps/dashboards/aa206733936456a9fccc94b0d9875fd

Figure 3a. Regional High Injury Network



1 The HIN score is based on historical crash activity (i.e., where fatal and serious injury crashes have happened) and roadway characteristics correlated with fatal and serious injury crashes. A higher HIN score correlates with higher crash history and more of these characteristics.

4 Who Participated in This Effort?

Many voices across the region influenced the creation of this plan. Because the RSAP will affect community members across the region, COMPASS worked closely with the Safety Working Group throughout the planning process.

The Safety Working Group

The Safety Working group comprises COMPASS member agency representatives and representatives of other organizations with an interest in transportation safety in the Treasure Valley. This group helped identify the plan's vision and goals, guided the plan's development, and will coordinate implementation and monitoring activities now that the plan is complete.

The Safety Working Group met five times during the RSAP's development, in November 2023, February 2024, April 2024, October 2024, and January 2025 to get to know the plan, review data, and provide feedback. Summaries of those meetings and lists of attendees are included in ***Appendix C***. A complete list of Safety Working Group members is included in the Acknowledgments at the beginning of this report.

Community Engagement

Treasure Valley residents played a vital role in the development of this plan. Their feedback helped the project team understand safety priorities across the region and then develop strategies and countermeasures that help address those priorities.

To reach people across the Treasure Valley, we created a project website, an online survey, social media posts, and a project newsletter that helped spread the word about this project's important efforts to improve transportation safety.

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5 Action Plan & Strategies: What's Next?

This plan identifies high priority strategies, both non-infrastructure and infrastructure, to improve safety. Non-infrastructure strategies include recommendations related to policy, education, planning, or changes to agency operations. Infrastructure strategies include implementation of countermeasures like roundabouts, sidewalks, or changes to traffic signals.

Key non-infrastructure strategies for addressing emphasis areas

The project team identified emphasis areas to address with strategies and countermeasures based on an analysis of the study area's historical crash types, locations, behavioral factors, and risk factors associated with fatal and serious injury crashes.

There are several strategies focused on education, enforcement, agency coordination, and internal agency processes that COMPASS, its member agencies, and other partners should implement. This section highlights high priority, non-infrastructure strategies – organized by the Safe System Approach objective addressed.

For each set of strategies presented, the table identifies strategy type, lead agency, near-term action, and performance metrics.

Strategy types include:

- **Agency coordination** engages member agencies to realize the strategy.
- **Education strategies** provide partners and community members with tools and knowledge to build a safer transportation network together.
- **Plans/studies** update and adjust existing transportation planning documents to align with the goals, findings, and recommendations in this RSAP.
- **Agency operations** strategies target the existing paradigms of project planning and implementation to facilitate the safety goals of COMPASS and its member agencies.

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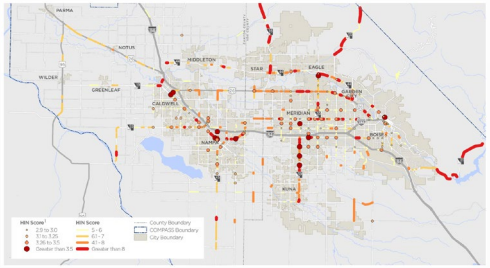
What Does This Plan Mean for Me?

Where should safety improvements happen first?

What strategies should we use to improve safety?

How can we implement strategies in this plan?



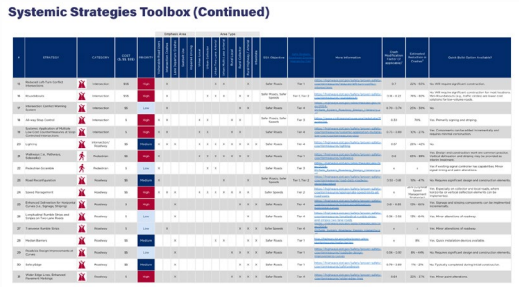


Table 3. High-Priority Non-Infrastructure Strategies Focused on Safer People

STRATEGY	TYPE OF STRATEGY	LEAD AGENCY	NEAR-TERM ACTION	PERFORMANCE METRIC(S)
Public Health Stake-holder 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 evalu-ated annually
Best Practices in Safety Analysis, Planning, Engineering Training		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
Encourage Motorcy-cle Riders to Com-plete and Pass Idaho STAR Training		COMPASS, ITD, Member Agencies	Implement targeted educa-tion campaign	Campaign launched. Effectiveness evalu-ated annually

- *Locations with Crash History or At-Risk*
- *Interactive Tools and Guidance*

- *Strategy Toolbox*
- *Planning, Program, Policy Recommendations*
- *Priority Projects*

- *Near-Term Actions*
- *Funding*

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What's Next?

- Implement!
- Prioritize safety
- Consider SS4A and other funding opportunities
- Provide COMPASS with feedback

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What's Next for the Safety Working Group (SWG)?

- COMPASS will charter the SWG and hold regular meetings
- Priority topics:
  - Improving Safety in Capital Projects (Safe System Assessment)
  - Road Safety Audits
  - Local Task Forces to Review Crashes
  - Improving Safety in Maintenance Projects
  - High-Visibility Education Campaigns
- Other potential topics:
  - Evaluating Speed Limits and Associated Policies
  - Strategies to Encourage Accountability

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Questions?

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Proposed FY2025 Safety Targets

- **Regional Targets**
  - 5-year average number of fatalities: less than **47**
  - 5-year average number of serious injuries: less than **394**
  - 5-year average number of non-motorized fatalities and serious injuries: less than **52**

- **Statewide Targets**
  - 5-year fatality rate per 100 million vehicle miles of travel (VMT): less than **1.33**
  - 5-year serious injury rate per 100 million VMT: less than **6.82**

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Recommended Motion

The COMPASS Board of Directors adopts Resolution 08-2025, accepting the Regional Safety Action Plan, and the FY2025 safety performance targets as recommended by the Regional Transportation Advisory Committee.

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Item VI-A

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Item VI-B

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Topic: 2024 Change in Motion Scorecard

Purpose: Review the results of the 2024 Change in Motion Scorecard

Hunter Mulhall, Principal Planner

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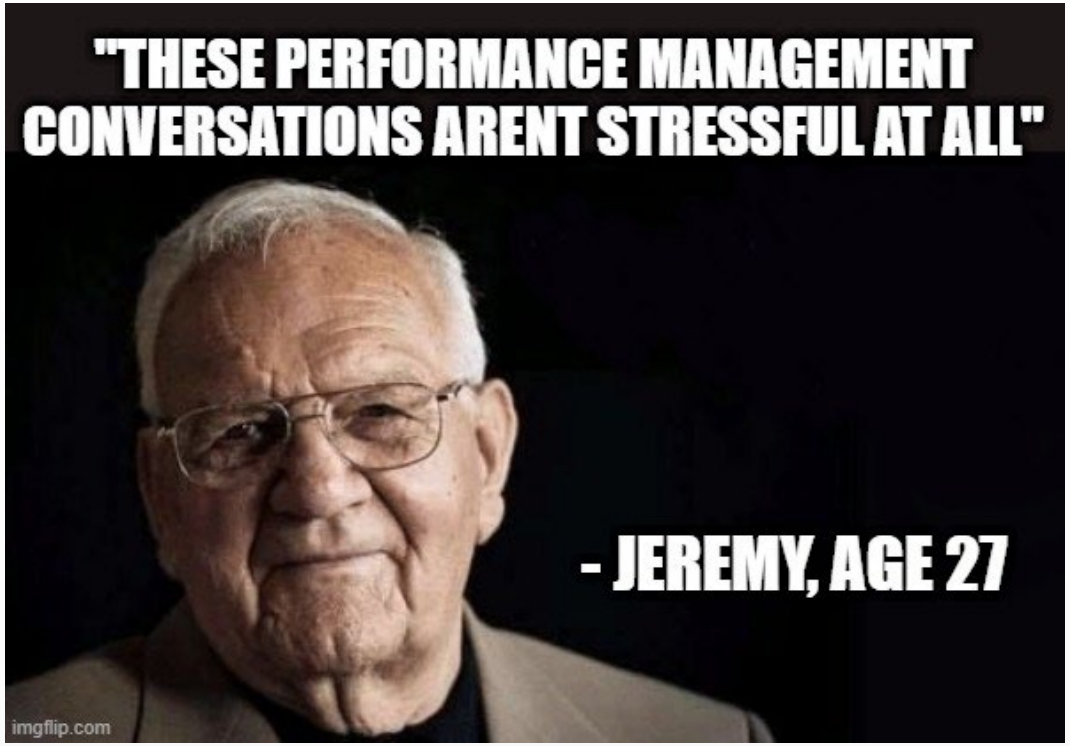
Introduction

- Purpose and background
- Scorecard outline
- Progress and challenges
- Next steps

Change in Motion Scorecard

- Measures progress toward *Communities in Motion 2050* goals and objectives
- Identifies trends, progress, and challenges
- Supports decision-making and facilitates communication



Credit: https://imgflip.com/i/4yl8tf

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CIM 2050 Goals and Objectives

- Convenience
- Economic Vitality
- Quality of Life
- Safety

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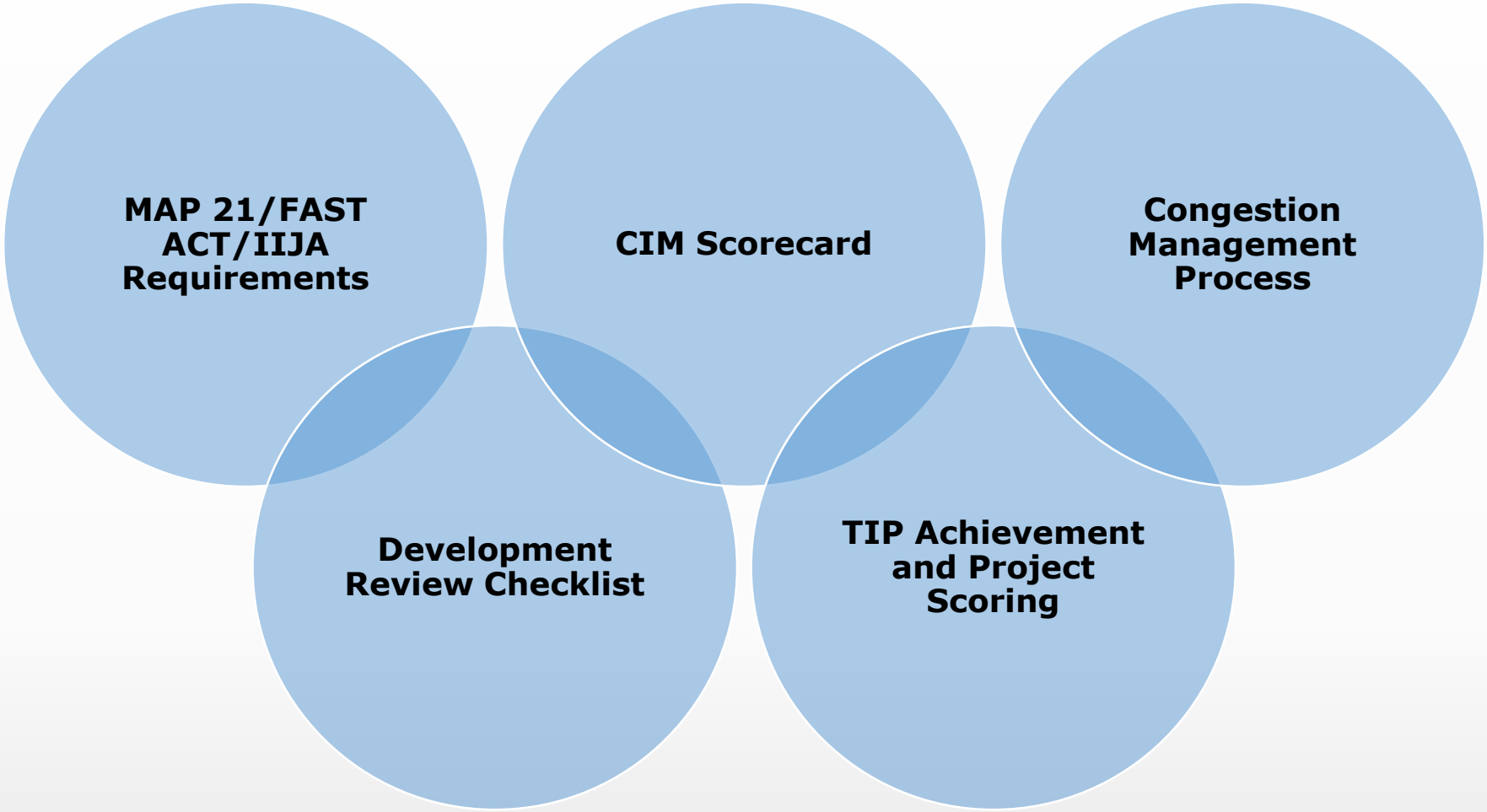
Performance Measures Impact the Work We Do



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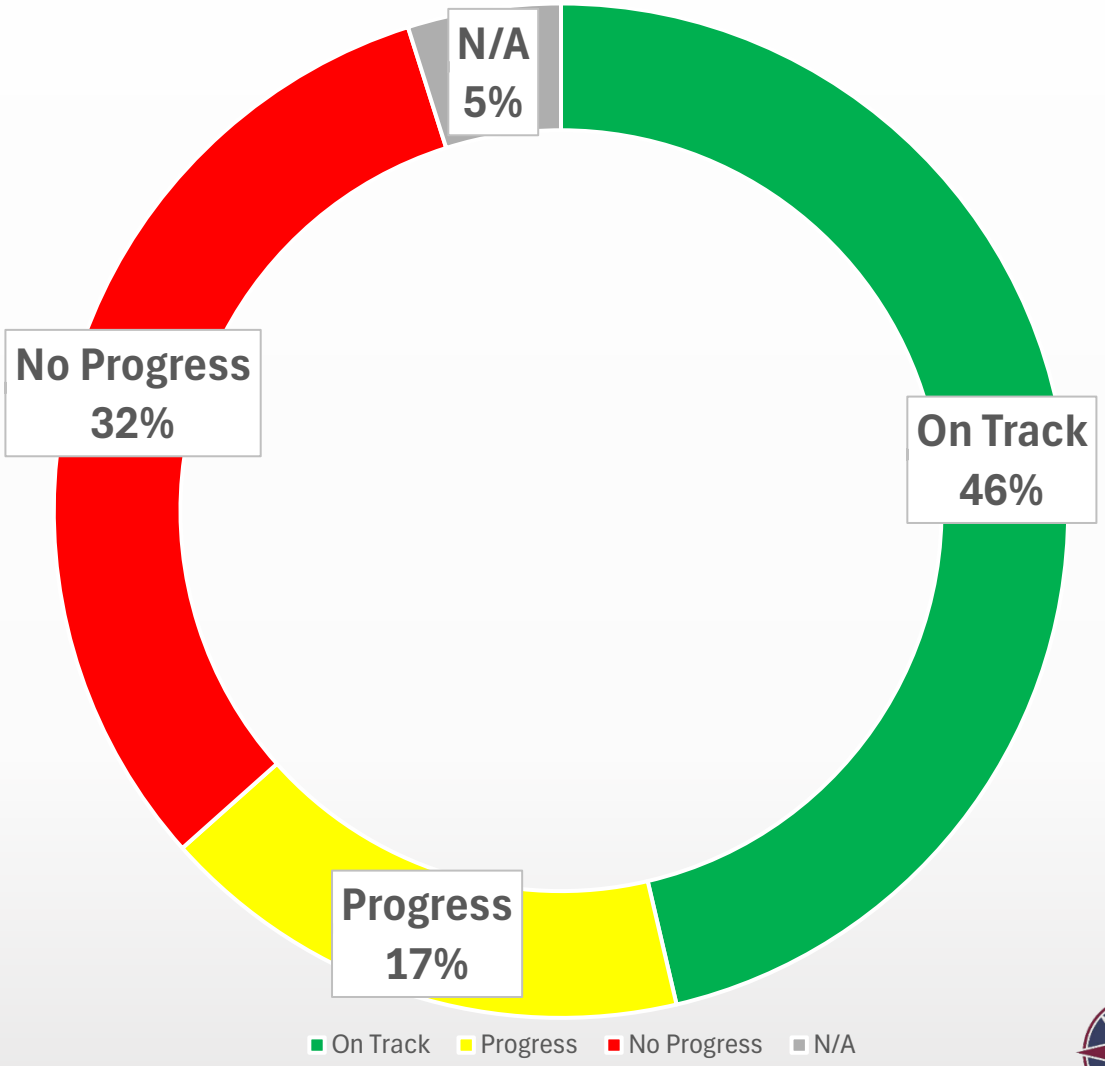
Scorecard Format

Performance Measure (see definitions at end of document)	2021 Results	2023 Results	Target	Progress[1]
Open Space (1 of 2 targets met)				
Walkability: Public parks	68.52%	67.20%	> 74.00% (2030)	✗
Miles of trails and pathways	571	619	1% increase per year	✓
Environment (1 of 1 target met)				
Non-single-occupancy vehicle mode share	21.90%	24.30%[7]	> 25.00% (2030)	✓
Total emission reductions in Congestion Mitigation and Air Quality Program (CMAQ)[8]	0	0	0	N/A
Health (0 of 1 target met)				
Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways	18.80%	18.70%	> 30.00%	✗
Average yearly bicycle/pedestrian volumes[9]	247,000	280,000	Info only	✓
Housing and Affordability (N/A)				
Housing and affordability	**Objective:** Promote development patterns and a transportation system that provide for affordable housing and transportation options for all residents. For more information see "Did You Know"			
Equity (N/A)				
Equity	**Objective:** Provide equitable access to safe, affordable, and reliable transportation options. For more information see "Did You Know"			

2024 Scorecard Highlights



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Success Areas

Preservation and Infrastructure Condition

Environment

Resiliency

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Mixed Results

Efficiency and Congestion Management

Accessibility and Mobility

Safety

Open Space

Health

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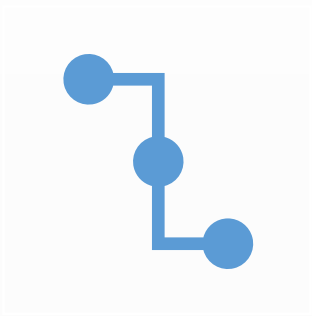
Challenge Areas

Growth Management

Reliability



Connectivity

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Past Successes

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Regional Safety Action Plan

Good MOVE

Mary McPherson Elementary
West Ada SD

Before

After

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Walkability Challenges

- Filling existing gaps
- Expressing benefits of active transportation infrastructure
- Identifying and prioritizing gaps in the network
- Partnerships between transportation and land use agencies to develop projects

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Bike Facilities Challenges

- Effective measurement and data quality/definitions
- Expressing benefits of active transportation infrastructure
- Identifying and prioritizing gaps in the network

Focus Points - Other

- Improve organization and accessibility of data, tools, and web maps
- Include before and after studies as part of the Change in Motion process
- Development Review Checklist process
- Coordination with school districts to identify walkability barriers

Next Steps

- Follow-up with COMPASS staff
- Identify actions for improvement through COMPASS workgroups and RTAC
- Develop performance measures for CIM 2055

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Questions?

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Item VI-C

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Item VI-D

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Topic: *Communities in Motion 2055* (CIM 2055)

Purpose: Discuss upcoming CIM 2055 public survey

Austin Miller,
Planning Team Lead

Amy Luft,
Communication Team Lead

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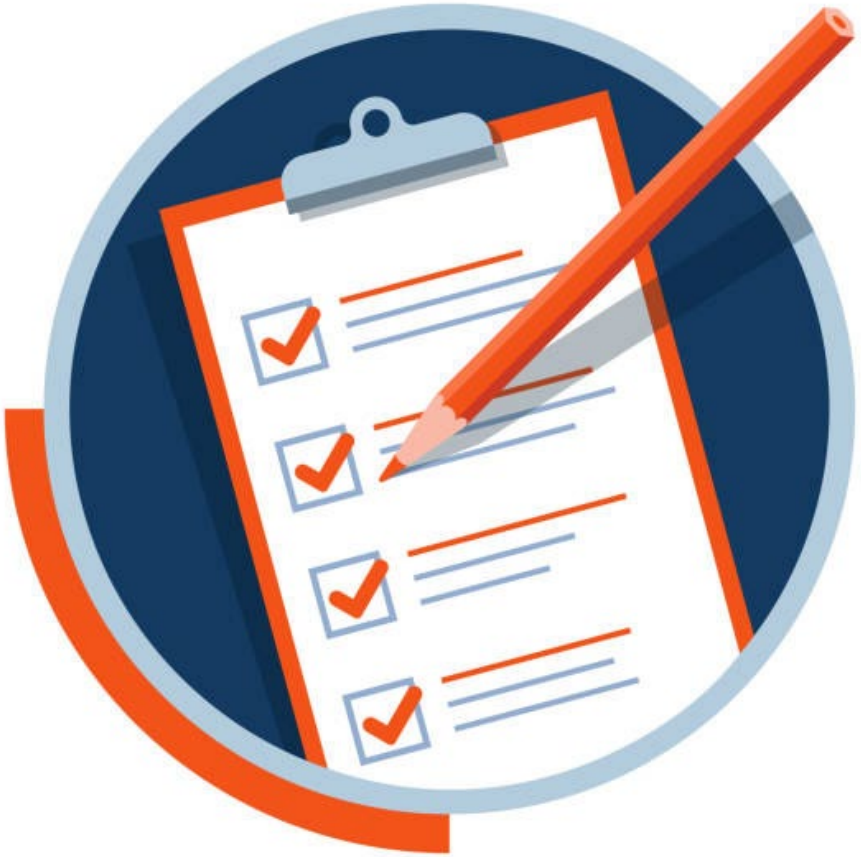
Agenda

- Background
- Schedule
- Outreach demonstration



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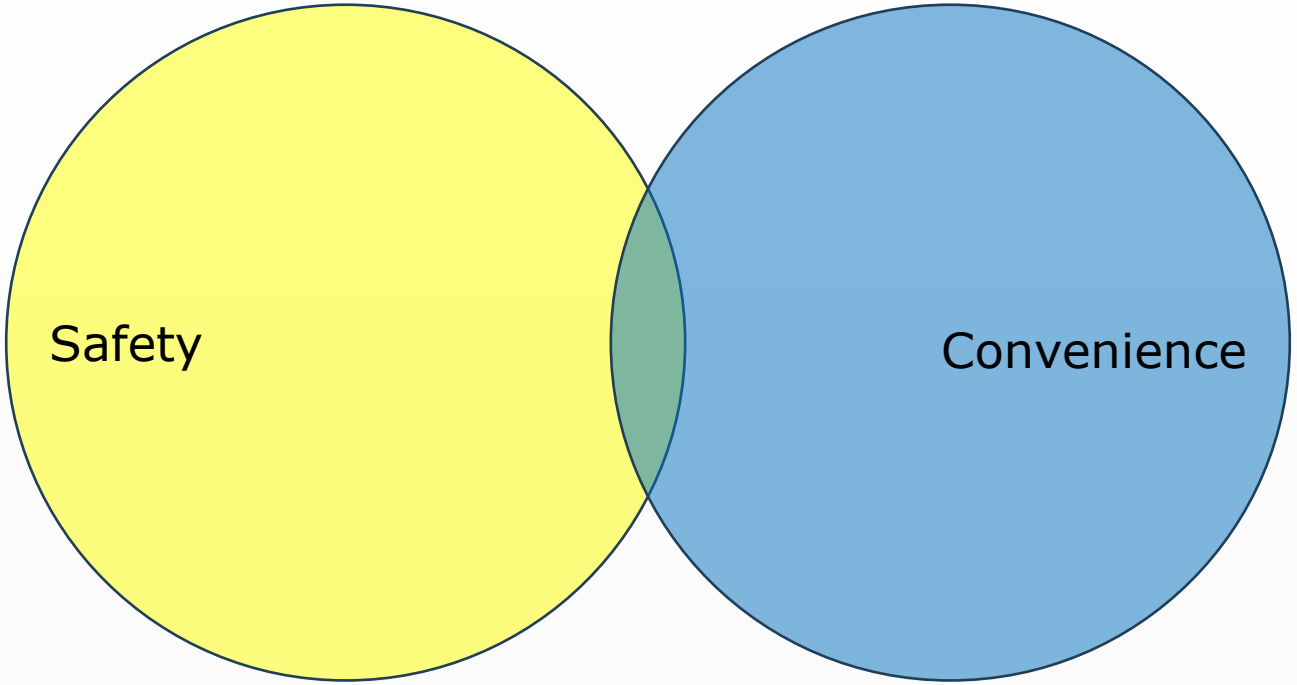
COMMUNITIES IN MOTION | 2055

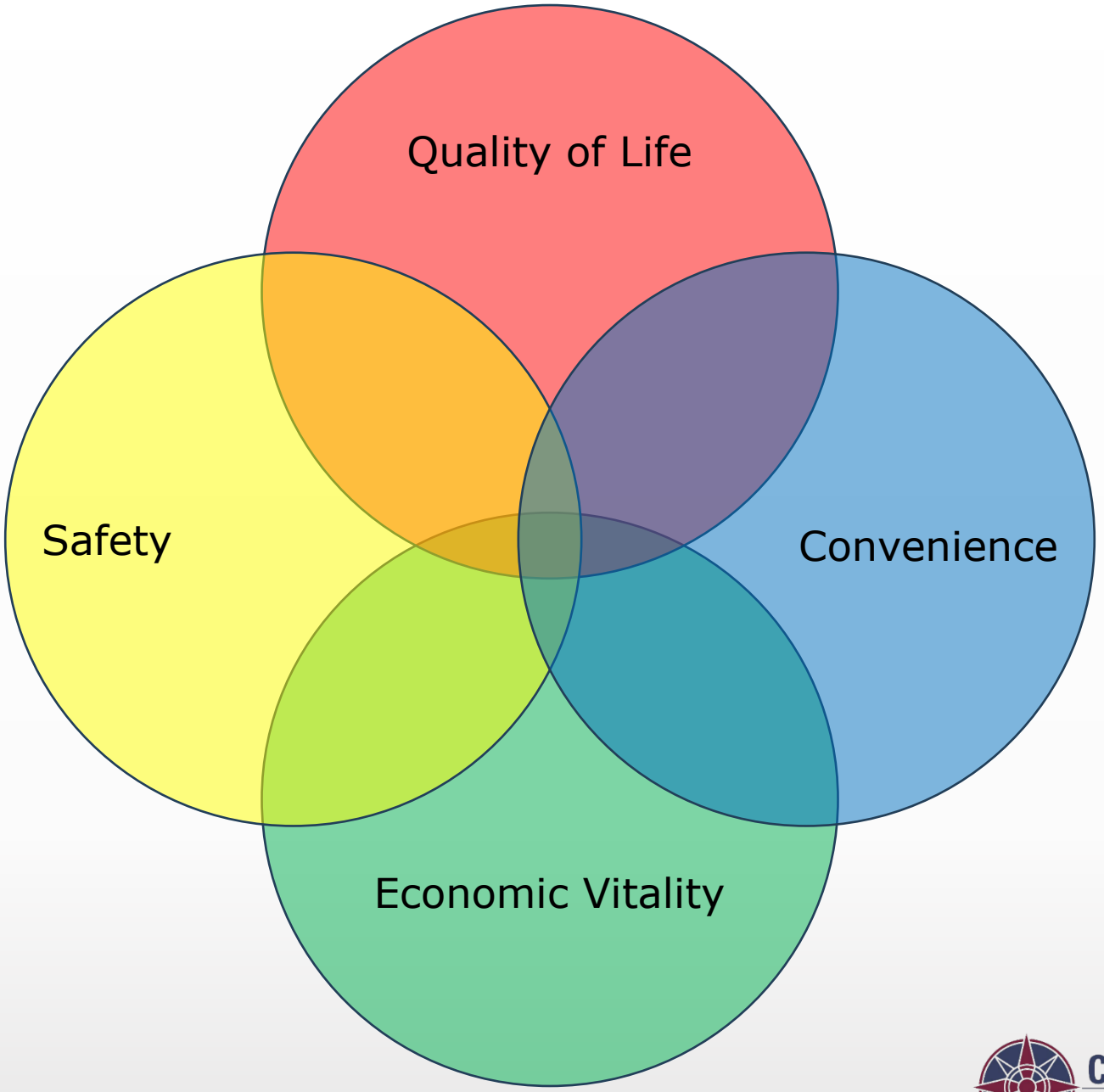
Safety

Quality of Life

Convenience

Economic Vitality


Safety
Convenience



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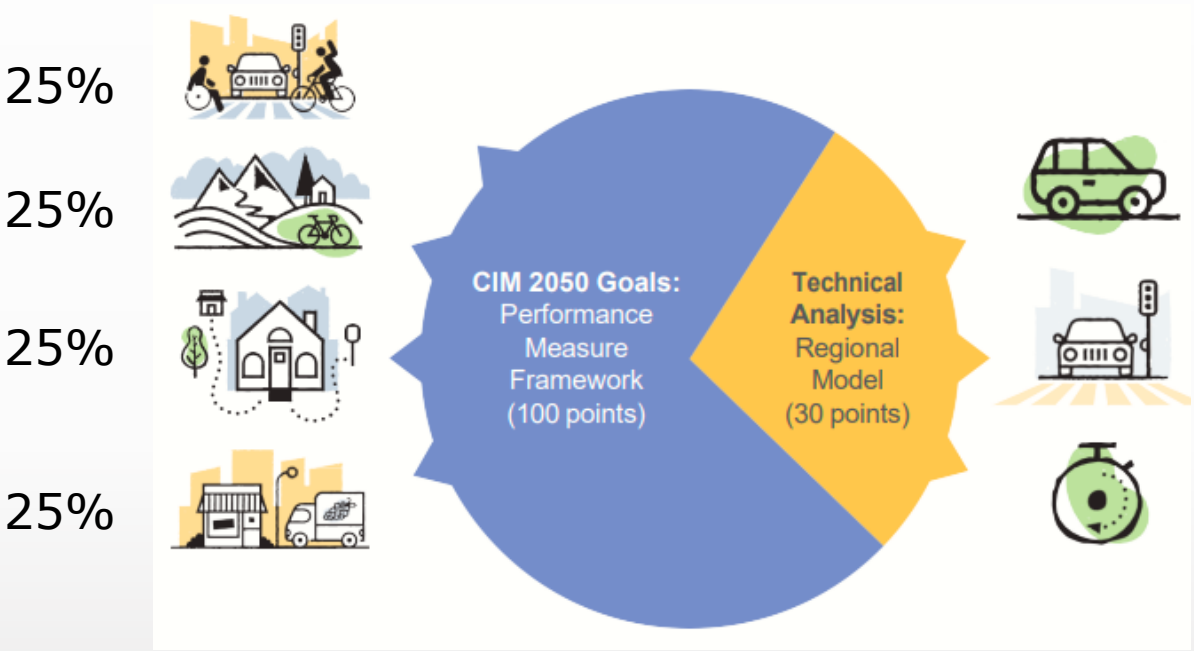
CIM 2050

- Two main scoring categories:
  - CIM 2050 goals
  - Technical analysis



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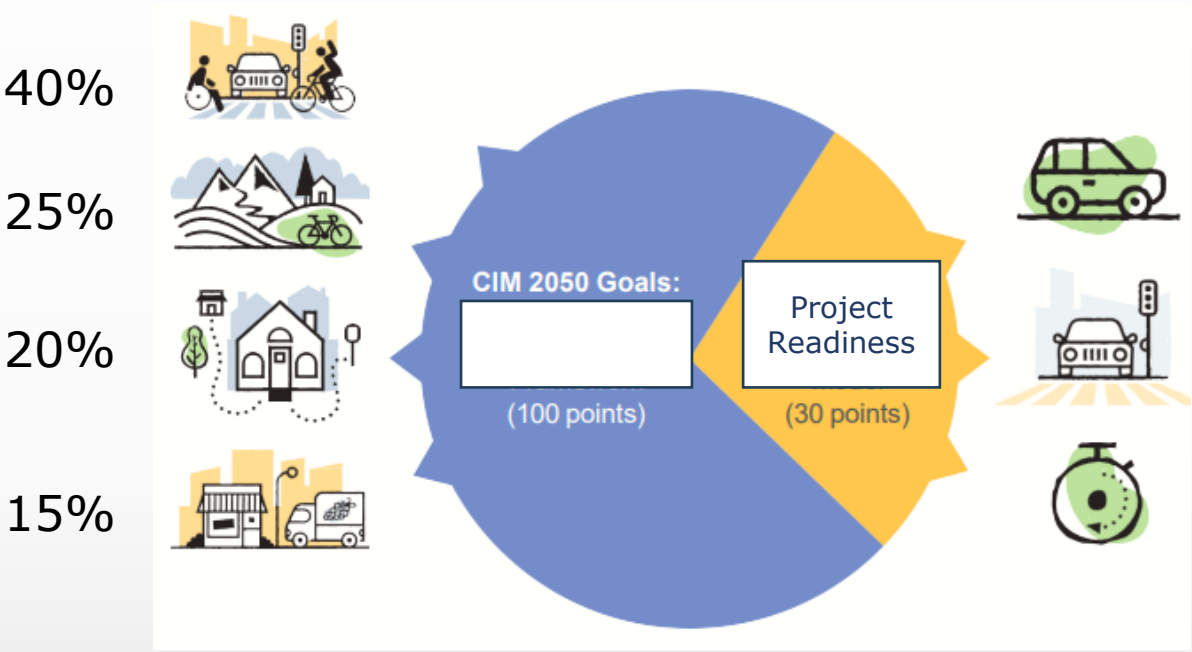
TIP

- Two main scoring categories:
  - CIM 2050 goals
  - Project readiness



https://compassidaho.org/wp-content/uploads/I.Scoring_and_Ranking.pdf

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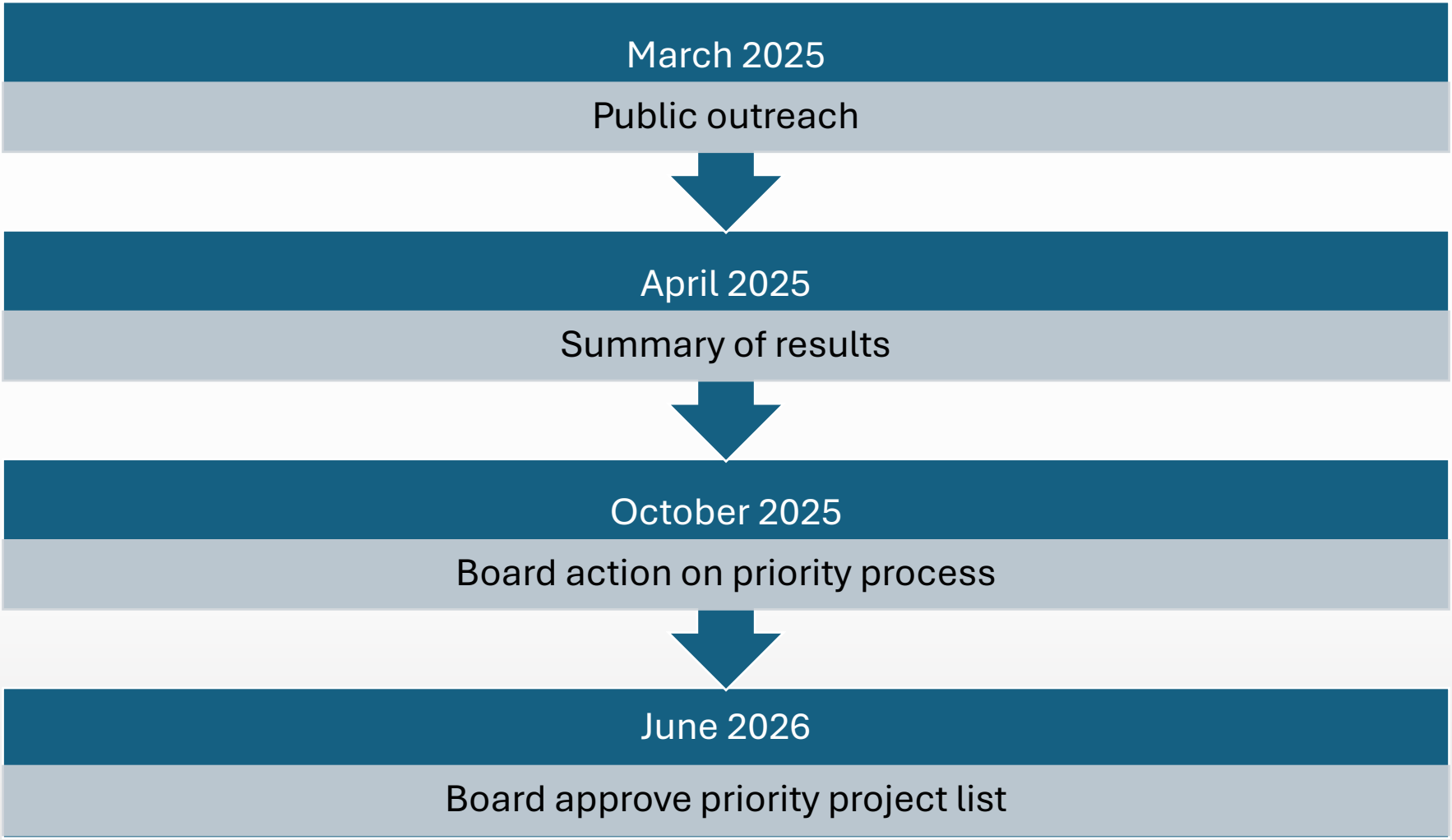
Schedule


March 2025
Public outreach
April 2025
Summary of results
October 2025
Board action on priority process
June 2026
Board approve priority project list

Questions?

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