



Working together to plan for the future

**EXECUTIVE COMMITTEE MEETING
NOVEMBER 9, 2021
COMPASS 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, ID 83642**

****MINUTES****

ATTENDEES: Rod Beck, Commissioner, Ada County, via telephone
Jennifer Salmonsens for Trevor Chadwick, Mayor, City of Star, via telephone
Elaine Clegg, Councilmember, **Immediate Past Chair**, City of Boise, via telephone
Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone
Debbie Kling, Mayor, **Vice Chair**, City of Nampa, via telephone
Garret Nancolas, Mayor, **Chair**, City of Caldwell, via telephone
Mary May, Commissioner, **Secretary-Treasurer**, Ada County Highway District, in person
Bill Vaughan for Jason Pierce, Mayor, City of Eagle, via telephone
Steve Rule, Mayor, City of Middleton, via telephone
Caleb Hood for Robert Simison, Mayor, City of Meridian, via telephone
Keri Smith, Commissioner, Canyon County, via telephone
Joe Stear, Mayor, **Chair Elect**, City of Kuna, via telephone

MEMBERS ABSENT:

OTHERS PRESENT: Ken Burgess, Veritas Advisors, via telephone
Destinie Hart, Community Planning Association, via telephone
Meg Larsen, Community Planning Association, via telephone
Amy Luft, Community Planning Association, via telephone
Matt Stoll, Executive Director, Community Planning Association, in person
Hailey Townsend, Community Planning Association, in person

CALL TO ORDER:

Chair Elect Joe Stear called the meeting to order at 1:31 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve October 12, 2021, Executive Committee Meeting Minutes

Garret Nancolas moved and Elaine Clegg seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Establish December 20, 2021, COMPASS Board Annual Meeting

Matt Stoll reviewed the proposed agenda items and location for the annual meeting of the COMPASS Board scheduled for December 20, 2021.

After discussion, **Elaine Clegg moved and Mary May seconded to hold the annual meeting for 2021 at COMPASS, with virtual options for all members. Motion passed unanimously.**

Garret Nancolas moved and Debbie Kling seconded approval of items 1-18 for the COMPASS Board of Directors annual meeting. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.

B. Recommend COMPASS Board Officer Slate for Annual Meeting

Matt Stoll reviewed the nomination received for the position of Secretary-Treasurer and the recommended 2022 COMPASS Board officers slate for approval at the December 20, 2021, COMPASS Board annual meeting:

Joe Stear, Chair; Debbie Kling, Chair Elect; Mary May, Vice Chair; Jay Gibbons, Secretary/Treasurer; and Elaine Clegg, Immediate Past Chair.

After discussion, **Keri Smith moved and Mary May seconded to recommend the 2022 COMPASS Board officer slate as presented for COMPASS Board approval. Motion passed unanimously.**

C. Recommend 2022 Federal Transportation Policy Positions for COMPASS Board Approval

Ken Burgess presented proposed 2022 federal transportation policy positions for COMPASS Board approval.

COMPASS encourages long-term reauthorization of the FAST Act.

The Fixing America's Surface Transportation (FAST) Act expires September 30, 2021. Consistent, predictable federal investment through a new long-term surface transportation reauthorization would allow local governments to address much-needed infrastructure improvements.

Provide more direct funding to local governments and increase local decision-making authority: COMPASS encourages more direct allocation and flexibility to regions, MPOs, cities, and counties with transportation infrastructure responsibilities. The FAST Act made some progress in this regard, while placing greater responsibility on those entities to develop and meet system performance goals.

Streamline the federal permitting process (One Federal Decision): COMPASS supports streamlining of the federal transportation project delivery process to facilitate timely construction of federally funded projects and reduce project delay and expense.

Increase federal funding for public transportation: Public transportation providers in both urban and rural areas of Idaho operate on very limited funding. Congress should provide more robust growth in federal public transportation programs to help these systems meet the needs of their communities.

Maintain federal support for non-motorized transportation options: Encouragement to participate in, and incentives to provide safe bicycle and pedestrian mobility options should remain a priority for Congress.

Maintain and increase set-aside for off-system bridges: Nearly eighty percent of the nation's bridges are the responsibility of local entities (not on the federal-aid highway system). This funding is crucial for local entities to safely operate and maintain these bridge structures.

Maintain fiscal constraint requirement on long-range plans: COMPASS opposes eliminating the fiscal constraint requirements for long-range transportation plans. Long range transportation plans are required to be limited to projects that can be completed with the level of funding reasonably expected to be available. This is a responsible approach to transportation planning and mitigates unreasonable expectations that projects could be completed when necessary funding is unavailable.

FEDERAL TRANSPORTATION FUNDING – HIGHWAY TRUST FUND

Congress must solve the perennial Highway Trust Fund funding problem in a permanent, meaningful way, eliminating the need for short-term infusions of general fund dollars.

- **Support federal fuel excise tax increase:** The federal fuel tax has not been increased since 1993 (28 years), and remains the most readily available user-pay solution to stabilizing the Highway Trust Fund.
- **Index federal fuel tax to rate of inflation:** Indexing the motor fuels tax to rate of inflation will mitigate many of the political barriers to funding the Highway Trust Fund into the future.
- **Add additional Road User Charge concepts:** Improvements in fuel efficiency and development of alternative fuel vehicles have a negative effect on the Highway Trust Fund. Additional user fee concepts such as mileage-based user fees are necessary to capture evolving trends and changes in relation to transportation infrastructure funding.

RAIL PROVISIONS

Inter-City Passenger Rail Service: COMPASS encourages Congress to provide the necessary tools and funding to study the feasibility to resuming AMTRAK's "Pioneer Route" passenger rail service to the Treasure Valley. The Pioneer Route provided service from Seattle to Denver, through Portland, Boise, and Salt Lake City for twenty years until it was discontinued in 1997. Given the recent economic and population growth of the areas of the Northwest, it is reasonable to study the feasibility of resuming the Pioneer Line passenger rail service.

Rail Corridor Use: COMPASS urges Congress and the Federal Railroad Administration to ensure expectations set in the Rail Passenger Service Act of 1970 for reasonable cooperation between intercity passenger rail providers and railroad companies is upheld. Agreements for local use of rail owned by rail companies should not be subjected to unreasonable compensation

requests and unjustifiable delay. The FRA should utilize their authority to achieve the intent of law.

After discussion, **Debbie Kling moved and Elaine Clegg seconded to recommend the 2022 federal transportation policy positions for the COMPASS Board of Directors' approval at the December 20, 2021, meeting. Motion passed unanimously.**

D. Recommend 2022 State Legislative Policy Positions for COMPASS Board Approval

Ken Burgess presented 2022 Idaho legislative session position statements for COMPASS Board approval.

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

- **Increase state motor fuels excise tax:** The state fuel excise tax is currently the most effective "user fee" to secure additional funding for state and local transportation needs. COMPASS supports increasing the state fuel excise tax to meet the infrastructure needs of Idahoans.
- **Index state fuels excise tax to rate of inflation:** Indexing the fuels excise tax to rate of inflation would help keep pace with increasing costs of construction over time. It would also help eliminate the perceived political risk of active rate changes required by the legislature.
- **Alternative user-charge concepts:** New automotive technologies and increased fuel efficiency necessitate expanding transportation user fee concepts. A mileage-based user fee should be considered to ensure all users of the system pay a share of those costs.
- **Support Local Option Sales Tax Authority:** Local Option Sales Tax Authority could provide local units of government a tool to request supplemental infrastructure revenue for specific projects as approved by voters.
- **Support dedicated funding source for public transportation:** Idaho is one of few states that does not provide a dedicated funding source for public transportation needs. As the population of the state and region continues to grow and diversify, both urban and rural public transportation entities struggle to meet the mobility needs of their communities.
- **Support dedicated funding for safe, community-oriented bicycle and pedestrian options:** Safe community and neighborhood-oriented bicycle and pedestrian options should be a priority for the state.

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

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

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

After discussion, **Debbie Kling moved and Elaine Clegg seconded to recommend the proposed 2022 Idaho legislative session position statements for COMPASS Board approval as presented. Motion passed unanimously.**

E. Approve COMPASS Board Member Travel

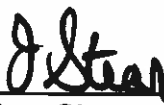
Matt Stoll presented a travel request for Mary May to attend the National Association of Regional Councils' National Conference of Regions, February 6-10, 2022, in Washington D.C.

After discussion, Keri Smith moved and Elaine Clegg seconded to approve the travel request for Mary May to attend the National Association of Regional Councils' conference, February 6-10, 2022, in Washington D.C. Motion passed unanimously.

ADJOURNMENT

Chair Elect Joe Stear adjourned the meeting at 2:25 p.m.

Approved this 11th day of January 2022.

By: 

Joe Stear, Chair
Community Planning Association of
Southwest Idaho

Attest:

By: 

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

