



Working together to plan for the future

**COMPASS EXECUTIVE COMMITTEE MEETING
OCTOBER 12, 2021 1:30 P.M.
COMPASS – 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

ZOOM CONFERENCE CALL

Facebook Live Streaming - <https://www.facebook.com/COMPASSIdaho>

Committee members can participate in the meeting in-person or via Zoom conference call. The 1st Floor Board room is open for in-person attendance, but has limited capacity. In-person attendees must maintain physical distance and should wear a mask at all times in the COMPASS building, if not fully vaccinated.

Please specify whether you plan to attend in-person or virtually when RSVPing to Hailey Townsend at htownsend@compassidaho.org or 208-475-2232.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on October 12, 2021 will be provided to the Committee members and read into the record during the meeting.

****AGENDA****

I. CALL TO ORDER (1:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 ***A. Approve September 14, 2021, Executive Committee Meeting Minutes**

IV. ACTION ITEMS

V. INFORMATION/DISCUSSION ITEMS

1:35 ***A. Status Report - State Highway 44 (SH-44) Corridor**

Page 6 *Caleb Lakey and Julie DeLorenzo with the Idaho Transportation Department will update the Executive Committee on the impacts of the September 15, 2021 decision by the Middleton City Council to remove the SH-44 Alternate Route from their Comprehensive Plan on the current draft SH-44 Environmental Assessment, funding opportunities, and future improvements along the SH-44 corridor.*

**1:50 *B. Discuss and Provide Input on Priorities for 2022 State and Federal
Page 7 Legislative Sessions**

Ken Burgess and Matt Stoll will review potential legislative priorities for the 2022 state and federal legislative sessions. A final recommendation to the COMPASS Board of Directors on the priorities will be sought from the Executive Committee at the November 2021 meeting.

Page 12 *C. Status Report – Regional Transportation Advisory Committee (Memo Only)

VI. OTHER

VII. ADJOURNMENT (2:35)

***Enclosures Agenda is subject to change.** Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 475-2229 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 475-2229 con 48 horas de anticipación.
\\cpa-file01\Shared\FY21\900 Operations\Exec\2021 Packets\10-2021\agenda10122021.docx

EXECUTIVE COMMITTEE MEETING SEPTEMBER 14, 2021 ZOOM CONFERENCE CALL

MINUTES

ATTENDEES:

Rod Beck, Commissioner, Ada County, 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
Mary May, Commissioner, **Secretary-Treasurer**, Ada County Highway District, in person
Garret Nancolas, Mayor, **Chair**, City of Caldwell, via telephone
Nichoel Baird Spencer for Jason Pierce, Mayor, City of Eagle, via telephone
Steve Rule, Mayor, City of Middleton, via telephone
Robert Simison, Mayor, City of Meridian, via telephone
Joe Stear, Mayor, **Chair Elect**, City of Kuna, via telephone

MEMBERS ABSENT: Trevor Chadwick, Mayor, City of Star
Keri Smith, Commissioner, Canyon County

OTHERS PRESENT: Ken Burgess, Veritas Advisors, via telephone
Meg Larsen, Community Planning Association, via telephone
Justin Lucas, Ada County Highway District, via telephone
Matt Stoll, Executive Director, Community Planning Association, in person
Toni Tisdale, Community Planning Association, via telephone
Hailey Townsend, Community Planning Association, in person

CALL TO ORDER:

Chair Garret Nancolas called the meeting to order at 1:33 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll announced that he will be out of the office from September 30 through October 8, 2021, and Meg Larsen will be the point-of-contact for the COMPASS office.

CONSENT AGENDA

A. Approve August 10, 2021, Executive Committee Meeting Minutes

Debbie Kling moved and Joe Stear seconded approval of the Consent Agenda as presented. Motion passed with one abstention.

ACTION ITEMS

A. Establish October 18, 2021, COMPASS Board Meeting Agenda

Matt Stoll reviewed the proposed agenda items for the October 18, 2021, COMPASS Board Meeting, with the addition of item 18b to approve the Board member recommended by the committee to serve on the National Association of Regional Councils' Board of Directors.

After discussion, **Joe Stear moved and Debbie Kling seconded to approve Items 1-18b for the October 18, 2021, COMPASS Board of Directors meeting as presented. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

B. Authorize Call for 2022 COMPASS Board of Directors' Secretary/Treasurer Nominations

Matt Stoll requested Executive Committee authorization to solicit nominations for the open 2022 Board officer position per COMPASS Bylaws.

After discussion, **Joe Stear moved and Mary May seconded to authorize Matt Stoll to solicit nominations from Canyon County for the open 2022 Board of Directors' Secretary/Treasurer position. Motion passed unanimously.**

C. Adopt Resolution 17-2021 Modifying the FY2021-2027 Regional Transportation Improvement Program (TIP)

Toni Tisdale reviewed Resolution 17-2021 modifying the FY2021-2027 TIP to increase the cost of a rail crossing project, at the request of the Idaho Transportation Department, and requested Executive Committee adoption of the resolution.

After discussion, **Debbie Kling moved and Joe Stear seconded to adopt Resolution 17-2021 modifying the FY2021-2027 Regional Transportation Improvement Program. Motion passed unanimously.**

D. Recommend Executive Committee Member to Serve on the National Association of Regional Councils' (NARC) Board of Directors

Matt Stoll requested recommendation for a COMPASS Board member to serve on the NARC Board of Directors.

After discussion, **Joe Stear moved and Nichoel Baird Spencer seconded to recommend Mary May as the Board member to serve on the NARC Board of Directors. Motion passed unanimously.**

INFORMATION ITEMS

A. Discuss Potential Areas of Focus for the 2022 State and Federal Legislative Sessions

Ken Burgess sought Executive Committee input on potential legislative positions and/or legislation for the 2022 state and federal legislative sessions.

B. Review FY2022 Proposed Education Series Topics (Memo Only)

C. Status Report – Regional Transportation Advisory Committee (Memo Only)

OTHER

None.

ADJOURNMENT

Joe Stear moved and Mary May seconded to adjourn the meeting at 2:48 p.m.

Approved this 12th day of October 2021.

By: _____
Garret Nancolas, Chair
Community Planning Association of
Southwest Idaho

Attest:

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

\\cpa-file01\Shared\FY21\900 Operations\Exec\2021 Minutes\Unsigned\IIIA_minutes7132021.docx



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028

(208) 334-8300 • itd.idaho.gov

September 21, 2021

Matt Stoll
Executive Director, COMPASS
700 NE 2nd St
Meridian, ID 83642

RE: Request to address the COMPASS Executive Committee

Matt:

As you are well aware, ITD and the COMPASS Board of Directors have repeatedly identified the SH-44 corridor as a top, unfunded priority, with the current plan (Communities in Motion 2040 2.0) showing it as one of the top five projects on the state system. The Middleton City Council's resolution on September 15th to remove the SH-44 Alternate Route from their Comprehensive Plan is a significant shift from the regional priorities.

Idaho Transportation Board Member DeLorenzo and I would like to request time on the October 12th, 2021 COMPASS Executive Committee meeting agenda to update the committee on how this action impacts the current draft SH-44 Environmental Assessment, funding opportunities and the future of improvements along the SH-44 corridor from Eagle to I-84.

Sincerely,

J. Caleb Lakey, P.E.
District 3 Administrator

CC: Julie DeLorenzo, Idaho Transportation Board
Dan McElhinney, ITD COO
Aaron Bauges, ITD D3

2022 COMPASS State Legislative Positions (DRAFT, October, 2021)

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 tax reform:** COMPASS supports realistic, sustainable property tax reform that still allows local taxing districts the ability to deliver infrastructure and services the community needs and expects. Recent action by the legislature to limit adjustments for new growth and cap budget 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 of returning robust inter-city passenger rail services to the western United States.

2022 COMPASS Federal Transportation Position Statements (DRAFT, October, 2021)

Note: As of the writing of this draft, the US House of Representatives is on the verge of holding a vote on the Infrastructure Investment and Jobs Act (IIJA) of 2021, also known as the Bipartisan Infrastructure Plan. If this bill passes Congress and is signed by the President, it will impact and possibly change a few of the below statements.

REAUTHORIZATION OF FAST ACT

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.

Passage of the Infrastructure Investment and Jobs Act constitutes a reauthorization of the FAST Act. It is a five-year infrastructure bill including among other things, transportation policy.

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 to 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.

One Federal Decision concept is advanced further in IIJA, more clearly codifying the process.

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.

As written, IIJA anticipates a roughly 40% increase in public transportation formula funds.

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.

Safe Routes to School programs and others are more clearly delineated and codified in IJJA.

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 of 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 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 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.

IJJA makes incremental advancements in a mileage-based user fee study and pilot project.

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.

IJJA makes extensive changes to AMTRAK provisions, including more clearly delineating and providing limited funding for studying and proposing changes to inter-city rail projects, either to add or eliminate such routes. It also adds language for creation and operations of interstate rail commissions, and state-supported projects.

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.

EXECUTIVE COMMITTEE AGENDA ITEM V-C

Date: October 12, 2021

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

Request/Recommendation:

Information only.

Background/Summary:

RTAC Bylaws state that the RTAC Chair will submit a monthly status report on RTAC activities to the COMPASS Executive Committee. Below is an outline of agenda items and actions from the September 22, 2021, meeting.

ACTION ITEMS

Rural Project Priorities

As part of the consent agenda, RTAC recommended COMPASS Board of Director's support of the priorities for rural projects. This item will be presented to the COMPASS Board of Directors for action in its October 18, 2021, meeting.

FY2022 Resource Development Plan

RTAC recommended COMPASS Board of Director's approval of the FY2022 Resource Development Plan. This item will be presented to the COMPASS Board of Directors for action in its October 18, 2021, meeting.

CIM 2050 Performance Measures and Targets

RTAC recommended COMPASS Board of Director's approval of *Communities in Motion 2050* (CIM 2050) performance measures and targets. This item will be presented to the COMPASS Board of Directors for action in its October 18, 2021, meeting.

CIM 2040 2.0 and TIP

RTAC recommended COMPASS Board of Director's adoption of resolutions amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2021-2027 Regional Transportation Improvement Program (TIP), and approving the FY2022-2028 TIP and air quality conformity demonstration. These items will be presented to the COMPASS Board of Directors for action in its October 18, 2021, meeting.

CIM 2050 Funding Policy

RTAC recommended COMPASS Board of Directors' approval of a funding policy for CIM 2050. This item will be brought to the COMPASS Board of Directors for action in its October 18, 2021, meeting.

INFORMATION/DISCUSSION ITEM

ACHD Livable Streets Performance Measures

Ada County Highway District (ACHD) staff provided an overview of ACHD's livable streets performance measure and targets.

Travel Survey

COMPASS staff provided an update on the 2021 COMPASS household travel survey.

CIM 2050 Transportation Needs

COMPASS staff reviewed the proposed process for identifying roadway and public transportation needs for CIM 2050, to feed in to the CIM 2050 project prioritization process. Staff will present a draft list of potential needs in the November 17, 2021, RTAC meeting, and ask for RTAC's go ahead to begin the technical analysis.

More Information:

- 1) Contact Liisa Itkonen, COMPASS Principal Planner, at litkonen@compassidaho.org, Lenny Riccio, E.I.T., Assistant District Engineer, Canyon Highway District No. 4, at LRiccio@canyonhd4.org or (208) 454-8135.

LI: FY21\800 System Maintenance\820 Committee Support\RTAC\Monthly Exec Report\Sep 2021 Exec Committee Status Report.docx