



**COMPASS EXECUTIVE COMMITTEE MEETING  
OCTOBER 8, 2019 1:30 P.M.  
COMPASS, 2ND FLOOR LARGE CONFERENCE ROOM  
700 NE 2<sup>ND</sup> STREET, SUITE 200  
MERIDIAN, IDAHO**

**\*\* AGENDA \*\***

**I. CALL TO ORDER (1:30)**

**II. OPEN DISCUSSION/ANNOUNCEMENTS**

**III. CONSENT AGENDA**

Page 3 **\*A. Approve September 10, 2019, Executive Committee Meeting Minutes**

**IV. ACTION ITEM**

Page 5 **\*A. Discuss and Provide Input on Priorities for 2020 State and Federal Legislative Sessions**

*Ken Burgess and Matt Stoll will review potential legislative priorities for the 2020 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 2019 meeting.*

**V. INFORMATION/DISCUSSION ITEM**

Page 10 **\*A. Status Report – Regional Transportation Advisory Committee (Memo Only)**

**VI. OTHER**

**VII. ADJOURNMENT (2:30)**

**\*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.

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**EXECUTIVE COMMITTEE MEETING  
SEPTEMBER 10, 2019  
COMPASS, 2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM  
MERIDIAN, IDAHO**

**\*\*MINUTES\*\***

**ATTENDEES:** Sara Baker, Commissioner, Ada County Highway District  
Elaine Clegg, Councilmember, City of Boise, **Chair Elect**  
Debbie Kling, Mayor, City of Nampa  
Kendra Kenyon, Commissioner, Ada County  
Nathan Leigh, Mayor, City of Parma  
Garret Nancolas, Mayor, City of Caldwell, **Vice Chair**  
Stan Ridgeway, Mayor, City of Eagle, **Secretary-Treasurer**  
Joe Stear, Mayor, City of Kuna

**MEMBERS ABSENT:** Tom Dale, Commissioner, Canyon County, **Chair**  
Tammy de Weerd, Mayor, City of Meridian  
Jay Gibbons, Commissioner, Canyon Highway District #4

**OTHERS PRESENT:** Morgan Andrus, Community Planning Association  
Ken Burgess, Veritas Advisors  
Megan Larsen, Community Planning Association  
Megan Leatherman, Ada County  
Matt Stoll, Executive Director, Community Planning Association  
Toni Tisdale, Community Planning Association

**CALL TO ORDER:**

Acting Chair Elaine Clegg called the meeting to order at 1:36 p.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

General announcements were made.

**CONSENT AGENDA**

**A. Approve August 13, 2019, Executive Committee Meeting Minutes**

**Nathan Leigh moved and Sara Baker seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

## **ACTION ITEMS**

### **A. Establish October 21, 2019, COMPASS Board Meeting Agenda**

Matt Stoll presented staff proposed Agenda Items 1-15 for the October 21, 2019, COMPASS Board of Directors' meeting. Matt requested latitude to amend the agenda as necessary.

After discussion, **Garret Nancolas moved and Debbie Kling seconded approval of the Agenda as presented. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

### **B. Authorize Call for 2020 COMPASS Board of Directors' Secretary/Treasurer Nominations**

Matt Stoll requested approval to solicit nominations for the 2020 Board of Directors' Secretary/Treasurer position on behalf of the Executive Committee.

After discussion, **Kendra Kenyon moved and Joe Stear seconded authorization for Matt Stoll to solicit nominations for the open 2020 COMPASS Board Officer position per COMPASS Bylaws. Motion passed unanimously.**

### **C. Adopt Resolution 17-2019 Amending the FY2019-2023 Regional Transportation Improvement Program (TIP)**

Toni Tisdale presented Resolution 17-2019 amending the FY2019-2023 TIP, at the request of the Idaho Transportation Department. The resolution will increase the cost of one project.

After discussion, **Sara Baker moved and Garret Nancolas seconded adoption of Resolution 17-2019 amending the FY2019-2023 Regional Transportation Improvement Program. Motion passed unanimously.**

## **INFORMATION/DISCUSSION ITEMS**

### **A. Discuss Potential Areas of Focus for 2020 State and Federal Legislative Sessions**

Ken Burgess discussed potential areas of focus for the 2020 state and federal legislative sessions.

### **B. Review Proposed 2020 COMPASS Board of Directors and Executive Committee Meeting Dates and Location**

Matt Stoll reviewed proposed 2020 COMPASS Board of Directors and Executive Committee meeting dates and location. The incorrect Executive Committee meeting date for February 14, 2020, will be corrected to February 4, 2020, and the updated meeting dates will be included in the October Board packet.

## **ADJOURNMENT**

**Acting Chair Garret Nancolas adjourned the meeting at 2:56 p.m.**

Approved this 8th day of October 2019.

By: \_\_\_\_\_  
Tom Dale, Chair  
Community Planning Association of  
Southwest Idaho

Attest:

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

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**2020 COMPASS STATE LEGISLATIVE POLICY POSITIONS****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" mechanism available to secure additional adequate funding for state and local transportation needs. COMPASS supports increasing the state fuel excise tax to meet the infrastructure needs of Idahoans, reduce congestion, increase safety, and improve the flow of freight.
- Consider indexing state fuels excise tax to rate of inflation: Indexing the state fuels tax to rate of inflation would mitigate the challenges of increasing costs of construction over time, and the perceived political risk of active rate changes on the part of the legislature.
- Consider alternative user-charge concepts: New automotive technologies and increased fuel efficiency necessitate expanding transportation user-fee concepts beyond fuel excise tax and automobile registration. A mileage-based user fee is reasonable to ensure all users of Idaho's roads and bridges pay a share of those costs.
- Reinstitute Strategic Initiatives "surplus eliminator" provision for transportation: The Strategic Initiatives funding mechanism proved to be a useful mechanism for state and local maintenance projects. Those funds were used to successfully leverage additional federal grant funds for I-84. COMPASS supports reinstating this transportation funding mechanism and maintaining a 60-40 state/local share of those funds.
- Remove Idaho State Police from Highway Distribution Account funding: COMPASS supports redirecting the Idaho State Police 5% share of Highway Distribution Account to transportation maintenance and construction. COMPASS supports replacing equivalent ISP funds with General Fund dollars.

## 2020 COMPASS STATE LEGISLATIVE POLICY POSITIONS

### **Support Local Option Sales Tax Authority.**

Local Option Sales Tax Authority legislation could provide local units of government a tool to request supplemental infrastructure revenue for specific projects as approved by voters. COMPASS recognizes the value of such a tool to enhance roadway and/or transit projects to the benefit of our region.

### **Support dedicated funding source for public transportation.**

Idaho is one of few states in the country 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 statutory authority to implement High Occupancy Vehicle (HOV) lanes.**

Current statutory language restricts locations in which HOV lanes may be utilized.

**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.

**Support a state-wide hands-free driving statute.** The use of electronic devices while driving has proven to be a major traffic safety issue in Idaho, responsible for a preventable number of injuries and deaths. COMPASS supports implementing a state-wide hands-free driving safety policy prohibiting the use of handheld devices while driving a motor vehicle on state and local roadways.

**Support implementation of a weight/distance fee for heavy commercial and farm vehicles.** COMPASS supports implementation of a mileage-based fee structure for heavy vehicles travelling on state and local roadways to include out-of-state vehicles travelling through the state. Heavier axle weights exert proportionately more wear on Idaho roadways and an updated fee structure for heavier vehicles should account for such wear.

## 2020 COMPASS FEDERAL TRANSPORTATION POLICY POSITIONS

### **COMPASS encourages timely reauthorization of the FAST Act.**

The Fixing America's Surface Transportation (FAST) Act expires September 30, 2020. Consistent federal investment through a new long-term surface transportation reauthorization, developed in consultation with federal, state, and local partners, would allow local governments to address much-needed infrastructure improvements. Any new package must adequately reflect the role local governments play in the national transportation network.

- Provide more direct funding to local governments and increase local decision-making authority: The FAST Act made some progress toward more direct funding to local governments, while placing greater responsibility on those entities to develop and meet system performance goals. COMPASS encourages more direct allocation and flexibility to regions, MPOs, cities, and counties with transportation infrastructure responsibilities.
- 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 needed for local entities to safely operate and maintain these bridge structures.
- Streamline the federal permitting process (One Federal Decision): COMPASS supports the streamlining of the federal transportation project delivery process to facilitate timely construction of federally funded projects and reduce project delays 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 public transportation 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. Federally

funded transportation projects should incorporate safe bicycle and pedestrian pathways.

- Support maintaining fiscal constraint requirement on long-range plans: Long range transportation plans are currently 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 limits the creation of unreasonable expectations that projects could be completed when funding is inadequate. COMPASS opposes eliminating the fiscal restraint requirements for long-range plans.

**Congress must provide long-term solvency of the Highway Trust Fund.**

COMPASS recognizes the Highway Trust Fund will become insolvent in 2021. Congress must solve this funding issue in a permanent, meaningful way, eliminating the need for short-term infusion of general fund dollars. Reauthorization proposals must address HTF funding to meet national transportation demands.

- Support federal fuel excise tax increase: The federal fuel tax has not been increased since 1993 (26 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 challenges associated with 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 a mileage-based user fees, are necessary to capture evolving trends and changes in relation to transportation infrastructure funding.



- Rail Corridor Use:  
**COMPASS urges Congress and the Federal Railroad Administration (FRA) to ensure that the expectations set in the Rail Passenger Service Act of 1970 (RPSA) 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 unjustifiably delay, and the FRA should utilize their authority to achieve the intent of law.

DRAFT



## EXECUTIVE COMMITTEE AGENDA ITEM V-A

Date: October 8, 2019

### **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 25, 2019, meeting.

#### **ACTION ITEMS**

##### **Rural Applications**

RTAC recommended COMPASS Board of Directors' adoption of a resolution demonstrating approval and support for rural project priorities in Ada and Canyon Counties. COMPASS support for these priorities will provide additional points in the Local Highway Technical Assistance Council's statewide prioritization process. This item will be brought to the COMPASS Board of Directors for Action in October.

##### **FY2020-2026 Regional Transportation Improvement Program (TIP)**

RTAC recommended COMPASS Board of Directors' approval the draft FY2020–2026 Regional Transportation Improvement Program (TIP) and associated air quality conformity analysis. This item will be brought to the COMPASS Board of Directors for Action in October.

#### **INFORMATION ITEMS**

##### **State Street TOD Study**

Valley Regional Transit staff provided an overview of the State Street Transit Oriented Development (TOD) study final report.

##### **National Highway System**

COMPASS staff reviewed initial draft recommended changes to the National Highway System in Ada and Canyon Counties. RTAC will receive the draft recommended changes for review in greater detail in October.

##### **Functional Classification**

COMPASS staff provided an overview of the online mapping tool that will be provided to COMPASS members to use to update their roads on the long-range planning functional classification map. RTAC members will receive a link to the tool in the coming weeks.

#### **More Information:**

- 1) Contact Liisa Itkonen, COMPASS Principal Planner, at (208) 475-2241 or [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org) or Robb MacDonald, City Engineer, City of Caldwell, at (208) 455-4682 or [rmacdonald@cityofcaldwell.org](mailto:rmacdonald@cityofcaldwell.org).

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