



Working together to plan for the future

EXECUTIVE COMMITTEE MEETING NOVEMBER 12, 2019 COMPASS, 2ND FLOOR LARGE CONFERENCE ROOM MERIDIAN, IDAHO

MINUTES

ATTENDEES: Sara Baker, Commissioner, Ada County Highway District
Elaine Clegg, Councilmember, City of Boise, **Chair Elect**, via telephone
Tom Dale, Commissioner, Canyon County, **Chair**
Tammy de Weerd, Mayor, City of Meridian
Jay Gibbons, Commissioner, Canyon Highway District #4
Debbie Kling, Mayor, City of Nampa
Meg Leatherman for Kendra Kenyon, Commissioner, Ada County
Nathan Leigh, Mayor, City of Parma
Stan Ridgeway, Mayor, City of Eagle, **Secretary-Treasurer**
Joe Stear, Mayor, City of Kuna

MEMBERS ABSENT: Garret Nancolas, Mayor, City of Caldwell, **Vice Chair**

OTHERS PRESENT: Morgan Andrus, Community Planning Association
Ken Burgess, Veritas Advisors
Meg Larsen, Community Planning Association
Amy Luft, Community Planning Association
Andrew Mitzel, Governor's Office, via telephone
Matt Stoll, Executive Director, Community Planning Association
Dave Wallace, Ada County Highway District

CALL TO ORDER:

Chair Tom Dale called the meeting to order at 1:34 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

A. Approve October 8, 2019, Executive Committee Meeting Minutes

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

ACTION ITEMS

A. Establish December 16, 2019, COMPASS Board Annual Meeting Agenda

Matt Stoll presented staff proposed Agenda Items 1-22 for the December 16, 2019, COMPASS Board of Directors' annual meeting. Matt requested the latitude to amend the agenda as necessary.

After discussion, **Joe Stear moved and Debbie Kling seconded approval of Agenda Items 1-22 for the COMPASS Board of Directors' annual meeting as presented. 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 presented the recommended slate of COMPASS Board officers for 2020 for approval at the December 16, 2019, COMPASS Board annual meeting:

Elaine Clegg, Chair; Garret Nancolas, Chair Elect; Joe Stear, Vice Chair; Debbie Kling, Secretary/Treasurer; and Tom Dale, Immediate Past Chair.

After discussion, **Tammy de Weerd moved and Sara Baker seconded to recommend the 2020 COMPASS Board officer slate as presented for COMPASS Board approval. Motion passed unanimously.**

C. Recommend 2020 Federal Transportation Position Statements for COMPASS Board Approval

Ken Burgess presented proposed 2020 federal transportation position statements for COMPASS Board approval.

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

After discussion, **Sara Baker moved and Stan Ridgeway seconded to recommend the proposed 2020 federal transportation position statements for COMPASS Board approval. Motion passed unanimously.**

D. Recommend Position Statements for 2020 Idaho Legislative Session for COMPASS Board Approval

Ken Burgess presented 2020 Idaho legislative session position statements for COMPASS Board approval.

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.

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 electronic device while 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 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 and additional axles exert proportionately more wear on Idaho roadways. An updated fee structure for heavier vehicles should account for the maintenance costs of such wear.

After discussion, **Jay Gibbons moved and Joe Stear seconded to recommend the proposed 2020 Idaho legislative session position statements for COMPASS Board approval as presented with the following changes:**

Remove wording "and additional axles" in the position "Support implementation of weight/distance fee for heavy commercial and farm vehicles."

Motion passed unanimously.

E. Approve Board Member Travel

Matt Stoll presented a travel request for Garret Nancolas to attend the National Association of Regional Councils' National Conference of Regions February 9-13, 2020, in Washington D.C.

After discussion, **Joe Stear moved and Nathan Leigh seconded approval of the travel request for Garret Nancolas to attend the National Association of Regional Councils' conference February 9-13, 2020, in Washington D.C. as presented. Motion passed unanimously.**

ADJOURNMENT

Chair Tom Dale adjourned the meeting at 2:22 p.m.

Approved this 14th day of January 2020.

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

Attest:

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