

GOLDEN GATE HIGHWAY DISTRICT NO. 3

RESOLUTION NO. 2010-14

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF GOLDEN GATE HIGHWAY DISTRICT NO. 3, CANYON COUNTY, STATE OF IDAHO; MAKING CERTAIN FINDINGS; ANNOUNCING A POSITION STATEMENT REGARDING SECONDARY HIGHWAY ORGANIZATION; DIRECTING THE DISTRICT SECRETARY; AND PROVIDING AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT RESOLVED by the Commissioners of Golden Gate Highway District No. 3, Canyon County, Idaho:

Section 1. Findings

- 1.1 The Idaho Legislature has created in the state of Idaho a system of state highways which is the primary highway system of the State, a system of county, highway district and city highway systems which are collectively the secondary highway system of the State. There are 293 local secondary highway jurisdictions in Idaho, of which 64 are highway districts.
- 1.2 Each highway jurisdiction in this State has a statutory duty to improve and maintain its highway system within the limits of the funds available.
- 1.3 The Governor has formed a Transportation Funding Task Force which currently reports that transportation funding needs in Idaho range from Five Hundred Seventy Three Million Dollars [\$573,000,000] to Six Hundred Thirty Two Million Dollars [\$632,000,000] of which from One Hundred Seventy One Million Dollars [\$171,000,000] to One Hundred Eighty Nine Million Dollars [\$189,000,000] is secondary highway system need. Funding needs are inclusive of highway system operation, preservation and restoration as well as capacity and safety enhancement.
- 1.4 There has been a slow progressive shift of funding for local secondary highway systems from state and federal sources to local property tax. Transportation funding sources anticipate less federal funding for highways in the future, which will result in increasing demands on state and local funding sources for highway systems' improvement and maintenance.
- 1.5 Legislation was introduced but not enacted by the Idaho Legislature during the 2010 Legislative Session which would have mandated the consolidation of all secondary highway systems into forty-four county-wide highway districts without local voter approval.
- 1.6 Given the continuing economic climate and increased need for additional secondary highway system transportation funding, the following questions are being asked and examined at the state level: *Are highway jurisdictions efficient in the use of highway funding received?* and *Are highway jurisdictions accountable for the funding received and used?*

- 1.7 The Board of Commissioners of this Highway District is very aware of the history of this District and of the issues associated with secondary highway funding and of this Highway District's highway system improvement and maintenance needs.
- 1.8 Due to the very recent history of a legislative proposal for mandatory secondary highway reorganization, and in anticipation of continued efforts of proponents of secondary highway reorganization, it is important to the taxpayers and electors of this Highway District and to the users of this Highway District's highway system that the Commissioners provide leadership in dealing with secondary highway transportation funding issues and announce their position on these matters, and it is in that regard that the following Position Statement is issued:

Section 2. Position Statement

- 2.1 The improvement of highways and highway systems is the established and permanent policy of the state of Idaho, and it is the duty of the state, and all counties, cities, and highway districts in the state to improve and maintain the highways within their respective jurisdictions within the limits of the funds available [I.C. § 40-201]. This Highway District has and continues to comply with the policy of the state of Idaho by the continued maintenance and improvement of its highway system.
- 2.2 This Highway District has had and is governed by elected commissioners who reside within the three subdivisions of the District and who are well acquainted with the Highway District's highway system. This Highway District works closely with the other three highway districts in the County to provide for the efficient use of tax dollars and the sharing of resources. The Commissioners and staff are easily accessible and responsive to local needs. The highway district has sufficient mileage, equipment, resources, valuation and budget and is an economically workable Highway District under Idaho Law and is efficient in the administration and use of the transportation tax dollars it receives.
- 2.3 This highway district was created as a result of an election held June 3, 1916 wherein a nearly 2 to 1 majority approved of the formation of this Highway District, which was then subsequently formed by resolution of the Board of Commissioners of Canyon County on June 6, 1916. This Highway District's boundaries were expanded to the east as a result of a County Local Option Secondary Highway Reorganization Act election which sought approval to divide the county into four highway districts covering the entire county secondary road system. This election was held on November 4, 1980 and was decided by majority vote in favor. The election result was then carried out by resolution of the Canyon County Board of Commissioners on December 8, 1980.
- 2.4 There was a proposal in the 2010 legislature to require, as a matter of law, the consolidation of all secondary highway jurisdictions in every county in Idaho [which would be inclusive of highway districts, cities and counties] to one county-wide highway district. Currently, Idaho Law provides [under the County Highway Reorganization Chapter 17 of Title 40 Idaho Code] for an election process initiated by petition of electors, which may include any of the following election questions: whether or not to create a countywide highway district or a new highway district, or a consolidation or enlargement of existing highway districts.

- 2.5 Idaho Law currently requires that highway districts must include areas having sufficient mileage, equipment, resources, valuation and budget to be considered economically workable [I.C. § 40-1704].
- 2.6 The Commissioners of this Highway District answer directly to the District's taxpayers, highway users and electors. The electors of Canyon County have spoken twice on this issue, which has resulted in the creation of this Highway District as it currently exists.
- 2.7 This Board of Commissioners goes on record in opposition of any legislative proposal that will limit or eliminate the ability of the local electors of this Highway District to choose the type of secondary highway system that is best for them.

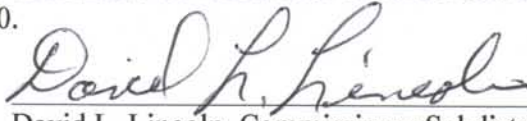
Section 3. Directing the District Secretary

The District Secretary is directed to file this Resolution forthwith in the official records of this Highway District and to disseminate a copy of the same as directed by the Commissioners or the administrative staff or by public records request.

Section 4. Effective Date

This resolution shall be in full force and effect after its passage, approval.

**PASSED BY THE COMMISSIONERS OF GOLDEN GATE HIGHWAY DISTRICT
NO. 3 on this 19 day of August, 2010.**



David L. Lincoln, Commissioner Subdistrict No. 1

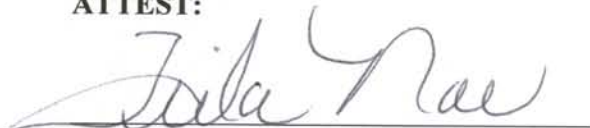


Bob Dennis, Commissioner Subdistrict No. 2



Alfred Sarceda, Chairman/Commissioner Subdistrict No. 3

ATTEST:



Teila Noe, Secretary