

Coalition for Regional Public Transportation
Thursday, November 29, 2007
9:30 a.m. to 11:30 a.m.
Boise Metro Chamber of Commerce – Third-Floor Conference Room
250 S. 5th St.
Boise, Idaho

REVISED MEETING AGENDA

Meeting objectives:

- Update members about the draft legislation
- Update members about Coalition organizational and outreach efforts
- Confirm next steps

9:30 a.m.	Welcome and Introductions <ul style="list-style-type: none">• Comments from the Co-chairs	<i>Chuck Winder Mayor Garret Nancolas</i>
9:40 p.m.	2008 Draft Legislation <u>Questions and Answers</u>	<i>Ken Burgess</i>
10:20 a.m.	Coalition Organizational Update – The Next Steps <u>Questions and Answers</u>	<i>Ken Burgess</i>
10:50 a.m.	Outreach update	<i>Ken Burgess</i>
11:00 a.m.	Wrap-up	<i>Co-chairs</i>

COMPILATION OF PROPOSED MODIFICATIONS – DRAFT LOCAL OPTION SALES TAX*

- Make the statement of policy more concise and remove the air quality and congestion provisions
- Make the funding policy and definitions section applicable to all forms of transportation – accordingly, add airport and aeronautical facilities
- Define “public transportation systems”
- Define “state highway account”
- Define “private transportation systems”
- Explicitly state that the bill does not remove, diminish or modify existing powers and duties of cities, counties, highway districts or the Idaho Transportation Department
- Preclude a Regional Transportation Authority (RTA) from losing State Highway Account funds as a result of a region adopting a local sales tax
- Delete or modify the requirement that an RTA also be the Metropolitan Planning Organization in any region
- Delete the two-test voting requirement
- Since ITD Board members cannot serve as an RTA board member by law, provide that the ITD Board shall designate the ITD Director or another ITD official to serve on an RTA Board
- Board members should be compensated on a per diem basis and their out-of-pocket expenses paid
- Eminent domain/condemnation should apply only to public transportation
- Consider issuing RTA bonds through the Idaho Finance Association in the same manner as GARVEE bonds (thus eliminating the 2/3-vote requirement)
- Allow an RTA Board to reorganize after an RTA is established, to allow, among other things, the ability to change the Board voting structure
- Ensure that the Finance Plan not be the same as the Long Range Regional Transportation Plan
- Require that the Finance Plan not be changed after it is voted upon by taxpayers at the election authorizing the imposition of a sales tax
- Tax revenues should be used only for capital expenditures and not operations and maintenance
- Reduce the majority vote requirement for imposition of the sales tax from 67% to 60%
- Preclude bonded indebtedness from extending beyond the 20-year sunset provision
- Draft a new bill rather than amend the Regional Public Transportation Act to eliminate the “bias” for public transit and against highways
- Limit ex-officio membership to approval by the RTA Board
- Require an RTA Board to be elected directly by citizens rather than be composed of elected officials from cities, counties and highway district commissions
- Disallow existing RPTAs to become RTAs – require a new vote by citizens to establish an RTA
- Allow cities to “opt-out” of an RTA by a vote of its citizens

* From October 5 through November 28

The Coalition's Resource Group consulted with the following individuals, agencies, and organizations:*

- Governor Otter (and the Division of Financial Management /Idaho Transportation Department through his office)
- Every state legislator – via regular mail, e-mail and more than 70 face-to-face visits
- Ada and Canyon County commissions
- All city councils and mayors in Ada and Canyon counties
- Ada County Highway District – commissioners and staff
- Canyon County Highway District commissions
- Association of Idaho Cities Executive and Legislative Committees
- Association of Idaho Cities Training Seminar attendees (Coeur d' Alene, Lewiston, Boise, Twin Falls, Pocatello, Idaho Falls)
- Idaho Association of Counties Executive Leadership
- Idaho Highway Districts Association (at its annual meeting)
- Boise Metro Chamber of Commerce Board
- Idaho Chambers Alliance Leadership Group
- Idaho Transportation Coalition
- Idaho Community Transit Association
- Capital City Development Agency
- Nampa Urban Renewal Agency

* From October 5 through November 28

Local People Local Solutions Local Options

Statewide Challenges: In every community throughout Idaho critical transportation needs are going unmet.

Unprecedented population growth and ballooning costs of transportation improvement projects are strangling our quality of life. Idahoans must find new funding solutions to these transportation needs.

Local Needs: Individual communities across Idaho have different transportation and transit needs.

Local Solutions: Local people can best solve local needs.

Local Options: Idahoans should have the *choice* to solve their backyard challenges.

Remove the Roadblocks to local choices in transportation and transit improvements!

Ask your state legislators to support local option authority for transportation and transit.