



# FORUM ON TRANSPORTATION INVESTMENT

## RECOMMENDATIONS

### GUIDING PRINCIPLES

*Idaho can control its own transportation destiny through proactive decisions and creative strategies for transportation investment that does not rely on federal revenue sources to meet Idaho's transportation needs.*

*When considering transportation policies, methods for revenue generation, and infrastructure projects, use the following priorities:*

- **SAFETY** -- *Ensure safety and security in travel by decreasing the risk of injury or property damage on, in, and around transportation facilities.*
- **LAND USE LINKED TO TRANSPORTATION SYSTEM** -- *Protect Idaho's environment and natural resources by making investments that are not only sensitive to the environment, but also provide and encourage environmentally beneficial transportation choices.*
- **LONG-TERM PLANNING AND GROWTH (coordinated plans)** -- *Enhance the quality-of-life in our communities through transportation. Relieve congestion to ensure the smooth flow of people and goods throughout the entire system. Broaden transportation opportunities and essential services for those who cannot or choose not to drive.*
- **COST BENEFIT** – *Ensure Idaho's continued economic competitiveness by providing a safe, reliable, and efficient transportation system of roads, bridges, public transportation, aviation, rail, and ports. Facilitate the efficient movement of goods using all modes of transportation.*

### POLICY RECOMMENDATIONS

**Idaho should:**

- P-1** Combine land use and transportation planning at all levels- state/regional/local.
- P-2** Provide opportunities for user-fee based systems (toll roads/HOT lanes, congestion pricing, etc.).
- P-3** Promote partnerships (private/public, public/public, etc.) whenever possible.
- P-4** Pursue future revenue opportunities and sources by transitioning from traditional revenue generating sources (fuel tax/other) to other methodologies (BTU tax, VMT tax, etc.).

## POLICY/REVENUE RECOMMENDATIONS

### Idaho should:

- P/R-1 Acknowledge that Public Transportation should be an integral part of Idaho's transportation system by dedicating revenue mechanisms to address public transportation issues.**
- P/R-2 Achieve improved freight mobility by encouraging truck/rail/port infrastructure investments.**
- P/R-3 Provide Local Option Taxing authority for transportation-related initiatives.**
- P/R-5 Index some or all fuel taxes, vehicle registrations, and other transportation-related fees.**
- P/R-6 Create a Rental Car Fee to generate revenue for transportation initiatives.**

## REVENUE RECOMMENDATIONS

### Idaho should:

- R-1 Increase Fuel Tax and then Index.**
- R-2 Increase Vehicle Registration Fees and then Index.**
- R-3 Increase Motor Vehicle-Imposed Fees to cover the cost of providing the services.**
- R-4 Increase Sales Tax on transportation-related products and services. (Consultants agreed at the 6<sup>th</sup> meeting to reword to clarify tax.)**
- R-4 Add additional Sales Tax above the already established rate to transportation-related products and services and direct the revenue to the Highway Distribution Account.**
- R-5 Eliminate the ethanol exemption. (Consultants agreed at the 6<sup>th</sup> meeting to broaden types of alternate fuels and rewording to a positive statement.)**
- R-5 Reduce or eliminate the impact on the Highway Distribution Account for on-road use of alternative fuels (e.g., ethanol, bio-diesel, hydrogen, electric) that have state tax incentives or exemptions.**

## OTHER RECOMMENDATIONS

**(Additional recommendations may be presented at the November 29<sup>th</sup> meeting.)**

**The conclusion of the consultants was that Other Recommendations would dilute the effectiveness of the previous recommendations and thusly this part should be dropped.**

## ~~OTHER RECOMMENDATIONS~~

### ~~Idaho should:~~

- ~~**OR-1—**~~
- ~~**OR-2—**~~