

# Forum on Transportation Investment

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## EFFICIENCY STRATEGIES

The Forum considered numerous efficiency strategies. Three that were discussed in some detail and/or had information distributed to the Forum members are as follows.

### EFFICIENCY IMPROVEMENTS AND ADMINISTRATIVE OPTIONS

#### ***IDAHO TRANSPORTATION RESOURCE TASK FORCE REPORT OF FINDINGS AND CONCLUSIONS – March 2003***

(Distributed to the Forum on Transportation Investment prior to their meeting on June 28, 2005 — the following are excerpts from the report.)

On the spending side of the public finance ledger, transportation agencies continue to make efforts to improve their internal efficiency and to achieve cost savings through coordination. The activities listed below document efforts to improve efficient use of funds and to create a culture of cooperation among agencies and the communities they serve.

#### **Efficiency Improvements, page 7**

In 1993, the Idaho Transportation Department (ITD) identified 64 efficiency initiatives for downsizing, re-engineering, privatizing, and eliminating obsolete service. These resulted in a one-time savings of \$4.2 million and an ongoing savings of \$1.6 million/per year.

- ✓ In 1994, the Local Highway Technical Assistance Council (LHTAC) was formed by the Legislature to assist local jurisdictions. LHTAC and the T<sup>2</sup> (Transportation Technology) Center are providing specific training, as an affordable level, anywhere in the state.
- ✓ In 1997, the Idaho Transportation Planning Task Force (ITPTF) examined regional planning issues, leading to new programs and policies.
- ✓ A transportation planner was added to each ITD District.
- ✓ In 1999, acting on another ITPTF recommendation, the Local Federal-aid Incentive Program was created by the Idaho Transportation Board and administered by LHTAC to increase efficient use of federal dollars and encourage joint planning processes.
- ✓ The Local Rural Highway Investment Program was approved in 2002 by the Idaho Transportation Board to become effective October 1, 2003. LHTAC will administer the program which will award grants of up to \$100,000 to local jurisdictions for capital improvement projects.
- ✓ LHTAC and the Bureau of Land Management are developing a handbook to facilitate cooperative road maintenance agreements.

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- ✓ ITD has identified efficiency as an emphasis area in its 2003 Strategic Plan. There are twenty targeted performance standards associated with the goal “To improve operational processes.”

## **Administrative Efficiency Options, page 25**

- Corridor Management/Preservation,
- Design-Build/Warranty Contracting
- Telecommunication Access to Right of Way,
- Managed Competition, Outsourcing, Privatizing,
- Transportation Agency Consolidation.

## **DYED FUEL TAX ENFORCEMENT**

Although the Forum Members received no specific documentation for dyed-fuel tax enforcement, the topic was raised at several of the meetings. The consensus of the Members was that the legalities are well defined, but ongoing evasion is a problem that needs to be addressed. Other states have targeted tax enforcement in the dyed fuel area and have increased their tax collections from these efforts. The Forum felt that Idaho would benefit from a dyed fuel tax enforcement initiative.

## **TRUCK/WEIGHT RESTRICTIONS**

Several discussions were held about truck/weight restrictions, “cost responsibilities,” cost allocation studies and other inconsistencies. The Forum recognized that “cost responsibility,” size/weight, international trade, and other regulations and restrictions for trucking are not effective and deserve a thorough review. (See Appendix G for other related information.)