



# FORUM ON TRANSPORTATION INVESTMENT

## FORUM MEETING

November 29, 2005

### Draft Report – Recommendations – Lisë Stewart

Lisë Stewart led the discussion on the Recommendations.

Elaine Clegg suggested under Long-Term Planning and Growth the word “Relieve” congestion be changed to “Manage” congestion. Members agreed.

P-1 – Group agreed to change “combine” to “Integrate” land use and transportation planning at all levels – state/regional/local.

P-2 Dave Carlson suggested that any investment should be tied to their economic impact. Lisë Stewart suggested that these recommendations should tie back to the conclusions and there should be justification there. Dave Carlson wanted additional comments but ok with no change. Lisë Stewart commented that we should check the conclusion section to see that it reflects the economic impact. Cecil Ingram stated the interchange and/or rail improvements may be using other funds associated with economic impacts. Lisë suggested that if other members have comments on this recommendation, they should e-mail them to Linda Emry by December 7<sup>th</sup>. She also asked Cecil and Dave to revisit the Recommendations section.

P-3 Bob Hardgrove stated some partnership barriers may need to be changed to promote public/private partnerships. Lisë Stewart worked with the group to reword P-3 to “Promote partnerships (private/public, public/public, etc.) opportunities and remove barriers whenever possible.” Elaine requested something on limiting abandonment of railways. Committee chose not to include any comment on this.

P/R-1 no changes.

P/R-2 – Achieve improved freight mobility by encouraging air/truck/rail/port infrastructure investments and efficiencies. Group agreed with the changes.

P/R-3 – no change.

P/R-4 – policy number not corrected when other recommendation was deleted.

P/R-5 changed to read “Index some or all fuel taxes, vehicle registrations, and other transportation-related fees or alternative revenue collections in general”. Susan agreed to rework this sentence.

P/R-6 was not changed.

Lisë Stewart reviewed the Revenue Recommendations. After much discussion, the group agreed to change the lead in sentence to “Idaho should increase revenue to the Highway Distribution Account by:”

Ron Binggeli stated that public transit could not use these funds if dedicated to the HDA. Charles Rountree agreed with the general statement as long as it’s not a problem to use it for public transit. Dave Carlson stated that the Idaho Attorney General determined that it is prohibited for the HDA to use vehicle registration fees or gas taxes for public transit. Lisë Stewart suggested that the new revenues generated could be specified for public transit.

R-1 unchanged.

R-2 unchanged.

R-3 unchanged.

Lisë Stewart reviewed the re-drafted R-4. It was suggested that services be dropped. Jim Kempton stated it was not a good idea to suggest sales tax on top of a sales tax. User fees were more widely accepted and they need to be dedicated to a specific agency. Scott Burpee asked if any other states taxed these items. Tom Warne commented that Maricopa County in Arizona has a countywide tax on all items, not just transportation related items. Darrell Manning was doubtful that any tax of this kind would fly. Mayor Tom Dale felt it was not feasible to separate transportation related items from other things. Lisë Stewart asked the group if they wanted to delete this recommendation. The group agreed R-4 should be deleted.

R-5 – Mayor Tom Dale stated that this one is out of character with the others. Elaine Clegg stated that the goal is to eliminate or replace any alternative fuel exemptions. The legislature could choose to compensate for the affects of the exemption. Dave Carlson stated the legislature may choose, or not, to compensate for the loss. He indicated he favored eliminating the exemption. Jim Kempton said the legislature may also choose not to compensate at the same level; they could make it up in registration fees. The group agreed to reword R-5 to “Reduce or eliminate the impact on the Highway Distribution Account of alternative fuels that have state tax incentives or exemptions. (e.g., ethanol, bio-diesel, hydrogen, electric)”

The group also agreed to drop the Other Recommendations section as suggested by the consultant.