

IDAHO'S TRANSPORTATION INFRASTRUCTURE: MOVING IDAHO FORWARD

IDAHO'S TRANSPORTATION SYSTEM AND INFRASTRUCTURE ARE VITAL TO THE STATE'S ECONOMY. The state's vast network of critical infrastructure, from its roads and bridges to the systems that support transit, bikes, and pedestrians, enables personal freedom and spurs responsible growth in employment, job creation, business retention, and property development. However, Idaho must determine how to properly fund this essential system to ensure it is maintained and accommodates the state's unprecedented growth. In 2010, a task force appointed by Governor C.L. "Butch" Otter and led by then Lieutenant Governor Brad Little began addressing these issues. In 2011 the group released a report, *Modernizing Transportation Funding in Idaho*. Since then, the Idaho legislature has passed revenue enhancements, while the state's population has grown significantly. These changes have spurred a diverse group of stakeholders to re-examine Idaho's transportation infrastructure and identify alternatives available to meet the needs of the state now and in the future. These stakeholders engaged Idaho Policy Institute, a nonpartisan research organization, to conduct an independent analysis for this report.



POPULATION GROWTH
14%
2010-2019

31%
INCREASE IN REGISTERED VEHICLES
2010-2018

ANNUAL REVENUE ENHANCEMENT
over \$130 MILLION
SINCE 2015

BY THE NUMBERS

FREIGHT BY TRUCK
24,227 REGISTRATIONS



256 million tons of products are transported annually on Idaho roads

BIKES/PEDESTRIANS



Nearly 27,000 of Idaho's commuters walk or bike to work

TRANSIT



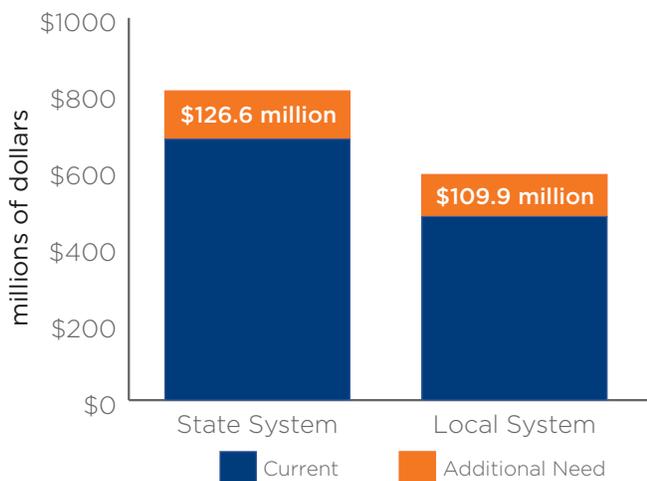
3.7 million passenger trips are taken each year on public transportation

PASSENGER VEHICLES
1.8 MILLION REGISTRATIONS



The average Idahoan drives 12,480 miles per year on Idaho's roads

ESTIMATED REVENUE REQUIREMENTS



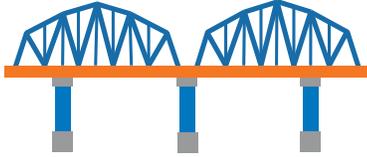
\$241.8 MILLION

Idaho needs an *additional \$236.5 million per year* in revenue in order to meet preservation and restoration goals of the state and local systems. If funding is not available and maintenance is deferred, then this annual figure compounds making the funding requirement significantly larger in the future.

At least an *additional \$5.3 million per year* is needed to maintain existing transit equipment and infrastructure.

This additional revenue requirement does not include equipment replacement or unfunded expansion and related operations for all infrastructure (road, bridge, bike, pedestrian, and transit).

CONSEQUENCES OF DEFERRED MAINTENANCE



239 of **3,761**
bridges greater than
20 feet in span are
in poor condition



\$427 annual cost
per motorist
of driving on
infrastructure in
need of repair

ALTERNATIVES FOR CONSIDERATION

Modernizing how Idaho funds the maintenance and operations of its transportation system and provides for safety and capacity enhancement requires examination of current funding mechanisms and close consideration of new alternatives. In some cases, efficiencies could be gained through re-prioritizing maintenance and restoration and facilitating transit-oriented development, but additional funding is still necessary to meet the transportation needs of the state.

FUNDING AND FINANCING ALTERNATIVES	
Current User Fees	Modify Fuel Tax
	Modify Registration Fees
New User Fees	Implement Road Usage Charge/Vehicle Miles Traveled Fee
	Implement Tolling
Statewide Funding	General Fund Use
	Modify Sales Tax
Local Funding	Expand Local Option Tax
	Modify Impact Fee Structure
Financing	Expand Public-Private Partnerships
	Enable State Infrastructure Bank
Expand Modes	Dedicate Funding for Transit
	Dedicate Funding for Bike/Ped

CONCLUSION

Idaho must identify the most effective, safe, and efficient ways to address transportation needs of its growing population. It must also provide the infrastructure essential to a healthy economy that attracts and retains businesses. This requires maintenance of the current transportation system and identifying and securing the technology, operations, regulations, funding, financing, and energy required to modernize it. However, revenue instability continues to hinder the ability to maintain the system in a state of good repair and prevent any expansion efforts or significant operational changes. This applies not only to roads and bridges, but also public transportation and bicycle and pedestrian infrastructure. By engaging Idaho residents and key transportation stakeholders, Idaho can move toward determining the alternative revenue and financing sources best equipped to both support the state's transportation infrastructure and modernize it. This effort is critical to Idaho's future economic competitiveness and vitality.