

TRANSPORTATION INFRASTRUCTURE STUDY

Associated Taxpayers of Idaho
2 December 2020



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**Governor's Task Force
On Modernizing
Transportation
Funding in Idaho**

**Final
Report**

January 2011



TRANSPORTATION IN IDAHO

roads, airports, transit systems, and ports allow Idaho businesses to manage inventories and easily access a variety of suppliers and markets for their products, and get employees to work. Transportation infrastructure also enables consumers and visitors access to Idaho's businesses and recreational opportunities. Investments to transportation infrastructure can help catalyze economic growth and create jobs, job creation, business retention and property development.

TRANSPORTATION INFRASTRUCTURE

Idaho's ports, and the Port of Lewiston make up Idaho's multi-modal transportation network. The Idaho Transportation Department (ITD) is the main administrative body for this system. ITD's work involves all modes of transportation and product throughout the state. Its jurisdictional responsibility covers 5,000 miles of roads, 1,900 bridges, 30 recreational and emergency airstrips, 30 rest areas, and 10 fixed ports of entry. ITD also provides grants distributed to rural and urban public transportation systems, supports bicycle and pedestrian programs, and provides for state rail planning and development projects. In addition to ITD, local highway districts, cities, towns and numerous commissions help manage, fund, and maintain transportation infrastructure throughout the state.

TRANSPORTATION SYSTEM — BY THE NUMBERS⁵





RESEARCH QUESTIONS

What is the state of transportation infrastructure in Idaho?

What has changed since the governor's task force report?

What policy alternatives are available to improve transportation infrastructure in Idaho?





MAIN TASKS

Conduct qualitative stakeholder analysis of funding distribution systems

Evaluate Idaho's state and local transportation infrastructure

Analyze alternatives





REPORTING AND TOOLS

Written Report and Slide Deck

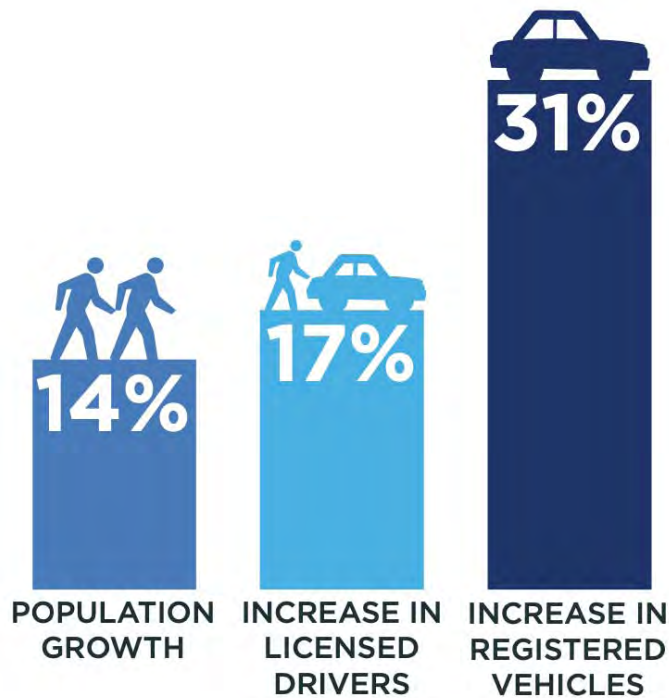
Interactive Map of Policy Alternatives

Dynamic Financial Model

Presentations



WHAT HAS CHANGED?



**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



DYNAMIC FINANCIAL MODEL

Modeling Idaho's Transportation Funding Gap



- Introduction
- Tracking the Funding Gap
- State Graphs ▾
- Local Graphs ▾
- Modeling Revenues
- Modeling Transit Needs
- Definitions & Sources

The assumptions used in the graphs below are listed here:

Road Preservation:

Current Lane Miles in the State System: 12,315

The Portion of State Lane Miles Currently Chip-Sealed Annually: 5.2%

Necessary Portion of Lane Miles Chip-Sealed Annually to Meet Performance Goals: 10.0%

The Portion of State Lane Miles Currently Preserved Annually: 5.2%

Necessary Portion of State Lane Miles Preserved Annually to Meet Performance Goals: 5.0%

Road Restoration:

The Portion of State Lane Miles Currently Restored Annually: 1.8%

Necessary Portion of Lane Miles Restored Annually to Meet Performance Goals: 2.5%

Modeling State Road Gaps

The gaps below are calculated by subtracting the amount of estimated work that could be done with available funding, from the estimated work that should be done to meet performance goals.

Forecasted Chip-Sealing Numbers

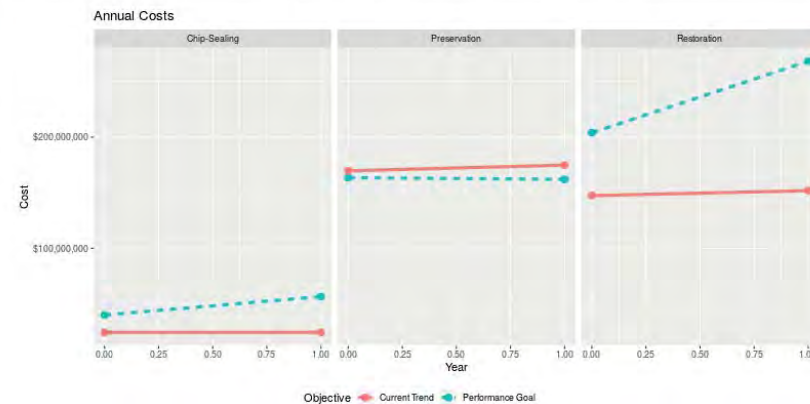
1 year forecast:
 Current Perf. Gap:
 \$ 15,609,262
 Forecasted Perf. Gap:
 \$ 32,155,081

Forecasted Preservation Numbers

1 year forecast:
 Current Perf. Gap:
 \$ -6,200,602
 Forecasted Perf. Gap:
 \$ -12,773,241

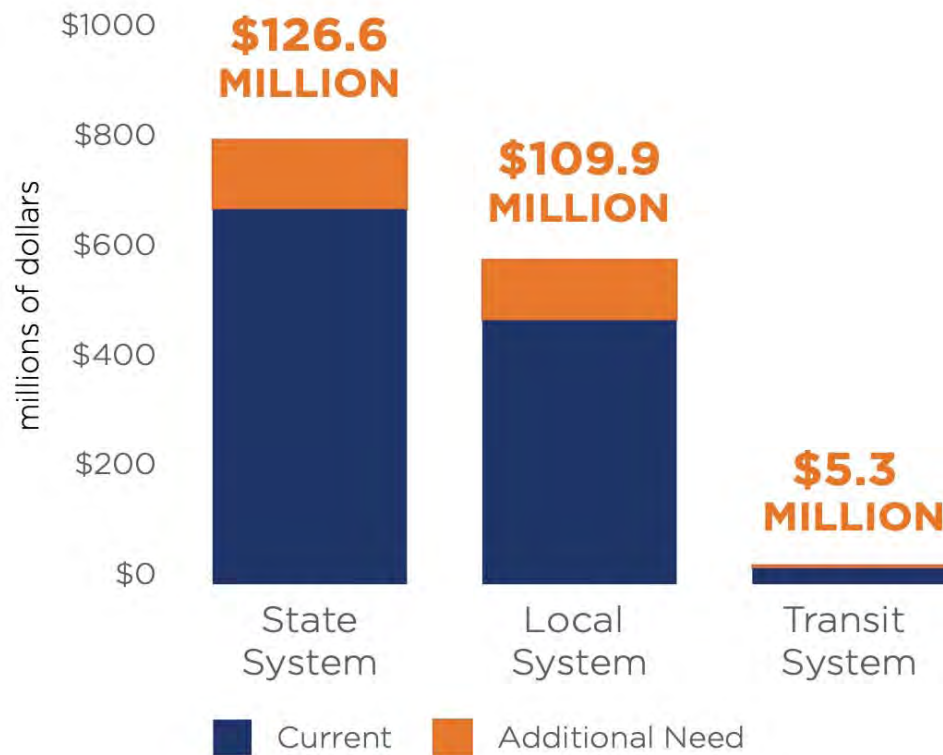
Forecasted Restoration Numbers

1 year forecast:
 Current Perf. Gap:
 \$ 56,507,378
 Forecasted Perf. Gap:
 \$ 116,405,198



ESTIMATED REVENUE REQUIREMENTS

\$241.8 MILLION ANNUALLY



\$236.5 million
preservation and
restoration state and local
roads and bridges

\$5.3 million
maintain existing transit
equipment and infrastructure

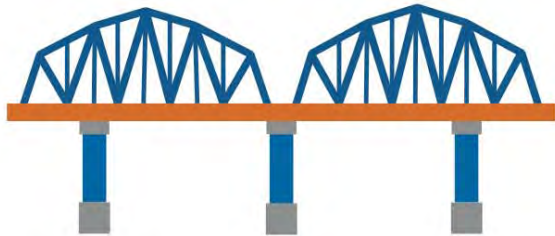
THIS FIGURE DOES NOT ACCOUNT FOR SAFETY AND CAPACITY ENHANCEMENT NEEDS



CONSEQUENCES OF DEFERRED MAINTENANCE

953 of **3,761**

bridges are
in poor or fair
condition



\$427

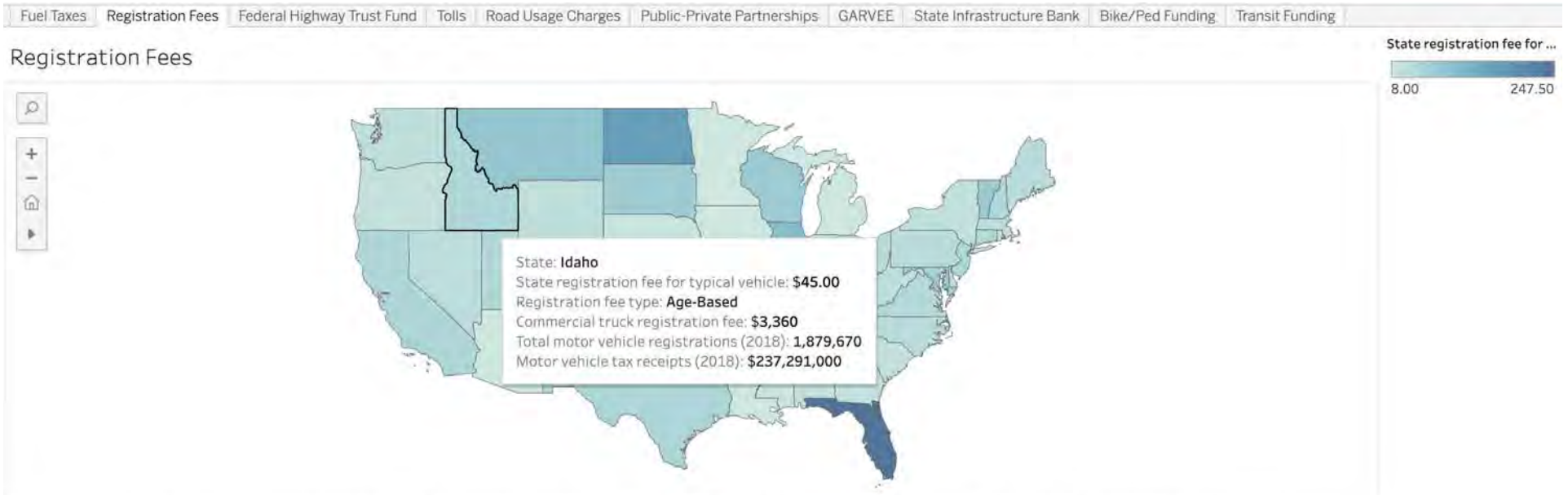
annual cost per motorist
of driving on infrastructure
in need of repair



ALTERNATIVES FOR CONSIDERATION

| 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 |

INTERACTIVE ALTERNATIVES MAP



Typical registration fee is for a 10 year-old 4-door sedan at 3,300 lbs. States with biennial fees (AK, CT, LA, MD, MA, NY, OR, RI, SC) show the annual average. New Mexico (\$27-72) and North Dakota (\$49-274) show the median for each state's fee range due to their complex formulas. Five states' fees (CO, IA, LA, MI, MN) are not displayed due to their complex value-based formulas. Some states charge additional fees during the registration process.

Commercial truck registration fee shows the 12-month rate for an 80,000 GVW truck.

National Conference of State Legislatures. (2020). *Vehicle registration fees by state*. <https://www.ncsl.org/research/transportation/registration-and-title-fees-by-state.aspx>

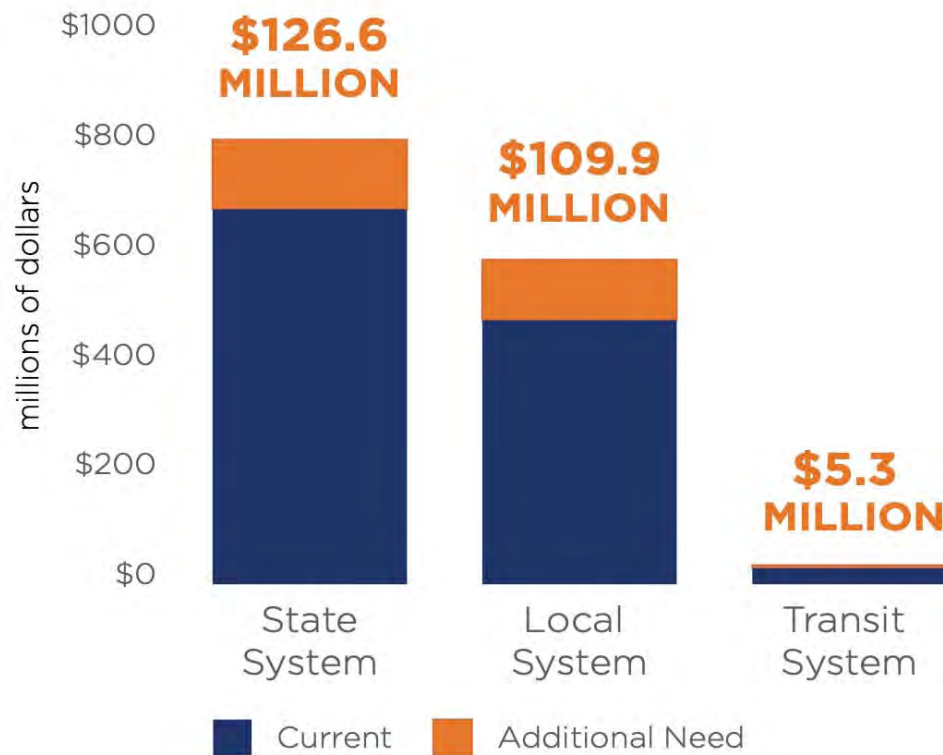
International Registration Plan. (2020). *Jurisdiction data: Fee schedule*. <https://www.irponline.org/page/Jurisinfo>

Federal Highway Administration. (2018). *Table MV-1 State motor-vehicle registrations*. <https://www.fhwa.dot.gov/policyinformation/statistics/2018/mv1.cfm>

Federal Highway Administration. (2018). *Table MV-3 Disposition of state motor-vehicle and motor-carrier tax receipts*. <https://www.fhwa.dot.gov/policyinformation/statistics/2018/mv3.cfm>

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preservation and restoration state and local roads and bridges

\$5.3 million
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THIS FIGURE DOES NOT ACCOUNT FOR SAFETY AND CAPACITY ENHANCEMENT NEEDS



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