



IDAHO LOCAL HIGHWAY FINANCIAL NEEDS SUMMARY

STUDY PURPOSE

- The purpose of this study:
To accurately and clearly define the financial needs of local highway jurisdictions.
- The focus of the study:
To support the preservation of existing local highway assets including paved roads, gravel roads and bridges.
- The primary emphasis of this study:
To determine the cost to improve 80% of paved roads to good or better condition.

CONCLUSIONS

- \$4.9 billion more is needed over 20 yrs to maintain local highways.
- \$4.5 billion more is needed over 20 yrs to reconstruct roads in very poor condition.
- Both state and local highway systems are needed to efficiently meet state transportation needs and promote the state's economy.
- Locals should receive 36% of all user fees per the 1995 Needs Assessment study.
- Approximately \$50 Million is needed in year one of the funding program.

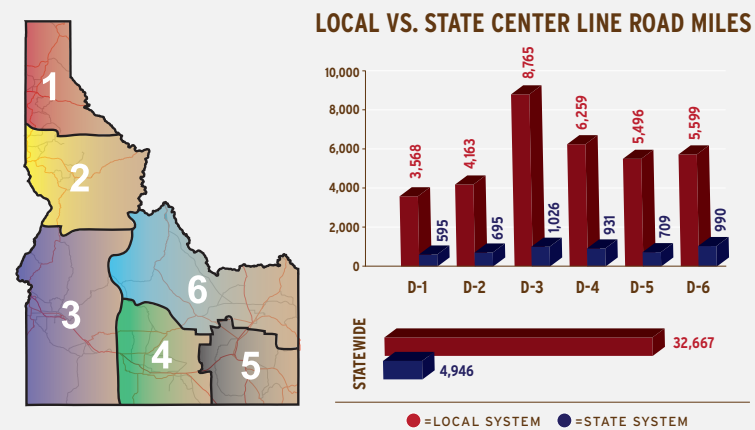


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CURRENT CONDITIONS



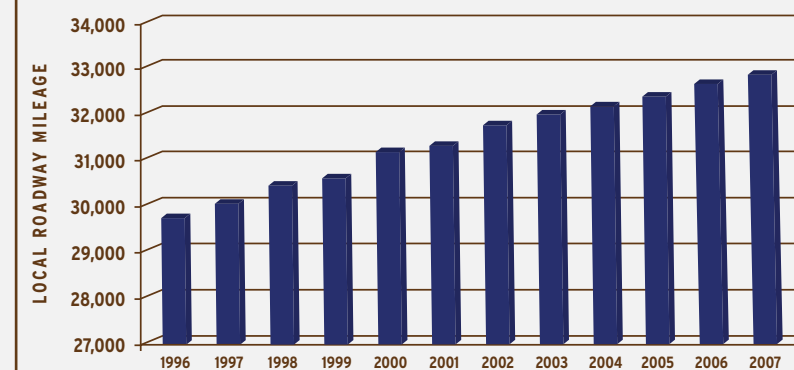
Key Points

- The local system contains nearly 32,667 centerline miles of roads compared with 5,000 for the state system: **a near 7 times difference.**

QUICK FACTS

- 290 local highway jurisdictions
- 18,435 asphalt miles
- 13,262 gravel road miles

CHANGE IN LOCAL ROADWAY MILEAGE



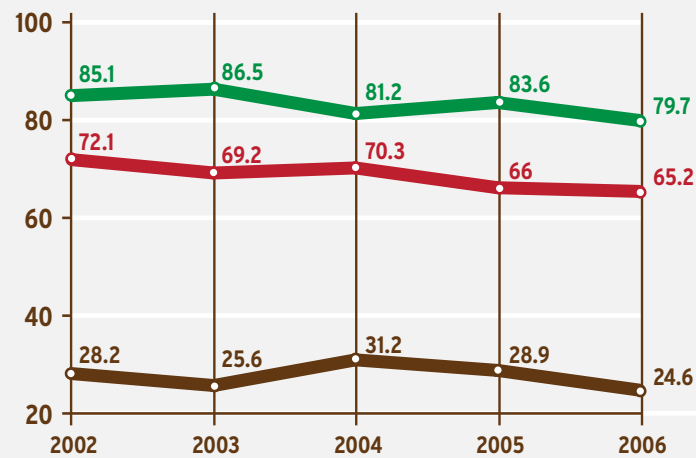
Key Points

- Since 1996 local road miles have increased by 10%, or **2,933 miles.**
- In 20 years local roads will increase to **40,000 miles.**

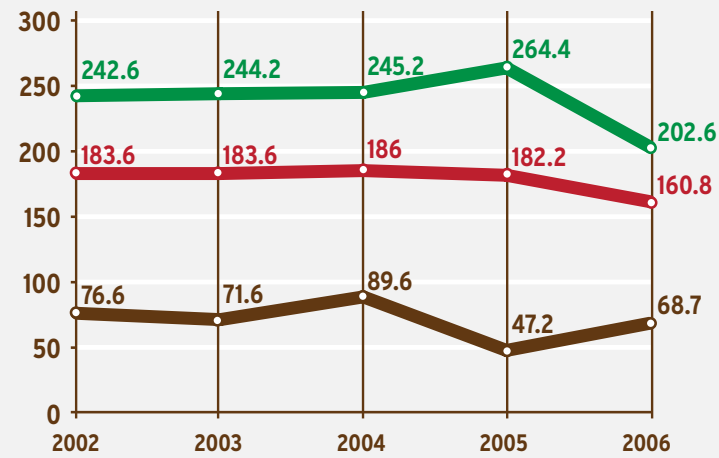
- 2006 VMT nearly 70 million miles
- 33% of roads in fair or poor condition
- 2,329 bridges

COLLISION DATA

2002-2006 INJURY COLLISION RATES PER 100 MILLION VEHICLE MILES TRAVELED



2002-2006 COLLISION RATES PER 100 MILLION VEHICLE MILES TRAVELED



— =INTERSTATE — =STATE SYSTEM — =LOCAL

— =INTERSTATE — =STATE SYSTEM — =LOCAL

Key Points

- Local highways have the **highest** rate of collisions compared to the Interstate and State highways
- Injury collision rates are the **highest** on local highways.
- Local highways have the **second highest** fatality rate of the three systems.
- Local highway jurisdictions need access to safety and hazard elimination funds that currently are used 100% on State and Interstate Highways.

IDAHO LOCAL ROAD NEEDS – 20 YEARS

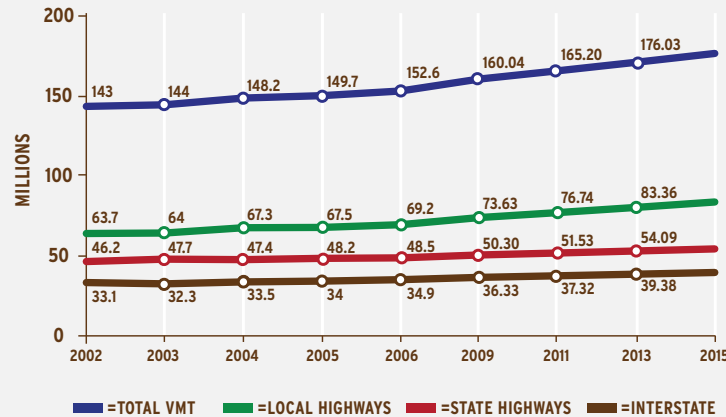
Asphalt Miles 18,435	Bridges 2,329	Gravel Miles 13,262	20 YEAR TOTALS
Current Budget \$3,233,729,280	Current Budget \$160,000,000	Current Budget \$192,135,420	Current Budget \$3,585,864,700
Needed Budget \$5,007,300,719	Needed Budget \$417,878,185	Needed Budget \$1,776,593,162	Needed Budget \$7,463,239,491
20 Year Shortfall \$1,773,571,439	20 Year Shortfall \$257,878,185	20 Year Shortfall \$1,584,457,742	20 Year Shortfall \$3,615,907,366

Key Points

- 75% of the 20 year shortfall comes from maintenance of asphalt, bridge and gravel roads.
- This scenario brings local asphalt roads to 80% good or better condition.
- All local bridges are brought to an acceptable condition.

TRAFFIC DATA

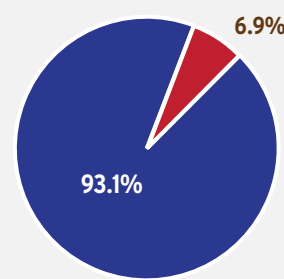
VMT COMPARISONS



Key Points

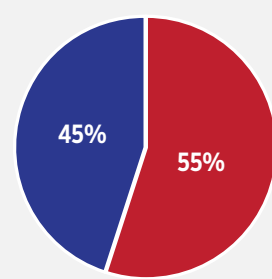
- VMT on local highway is increasing faster than on state highways.
- Local VMT is nearly equal to the combined Interstate and State VMT.
- Local highway use increases as congestion increases on state roads.

LOCAL COMMERCIAL ADT DISTRIBUTION



● =COLLECTOR AND ARTERIAL ROADS
● =LOCAL ACCESS ROADS

STATEWIDE COMMERCIAL ADT DISTRIBUTION



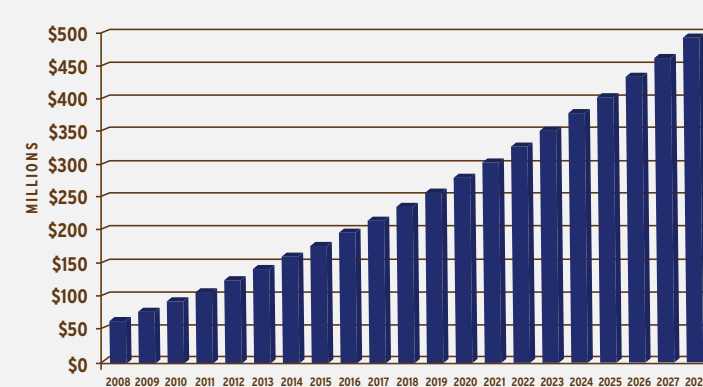
● =STATE HIGHWAY COMMERCIAL ADT
● =LOCAL HIGHWAY COMMERCIAL ADT

Key Points

- 93% of local truck traffic is concentrated on collector and arterial roads.
- Nearly 52% of all local truck traffic is concentrated on 950 miles of arterial roads.
- Truck traffic on local arterial roads averaged about 1.37 million trips per mile.
- Truck Traffic on state highways average 265,000 trips per mile.

FUNDING & FINANCING NEEDS

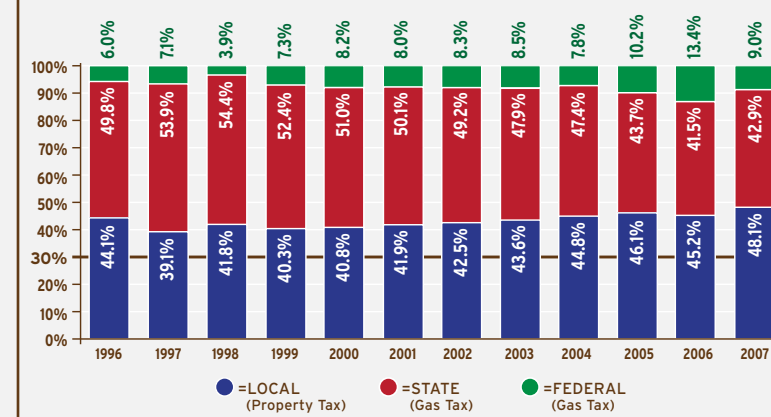
ANNUAL FUNDING SHORTFALL



Key Points

- \$4.9 billion Shortfall over 20 years to maintain existing local highway assets.
- \$4.5 billion is needed to reconstruct 18% of asphalt roads in poor condition.
- No added capacity is included in the shortfall estimates.
- The 2008 shortfall is approximately \$50 million dollars, increasing each year by 4% inflation.

SOURCE OF FUNDING



Key Points

- The 1995 Idaho Highway Needs Assessment Study recommended that non-user fees (property taxes) should pay 30% of highway costs.
- Today, property taxes pay nearly 50% of highway costs.