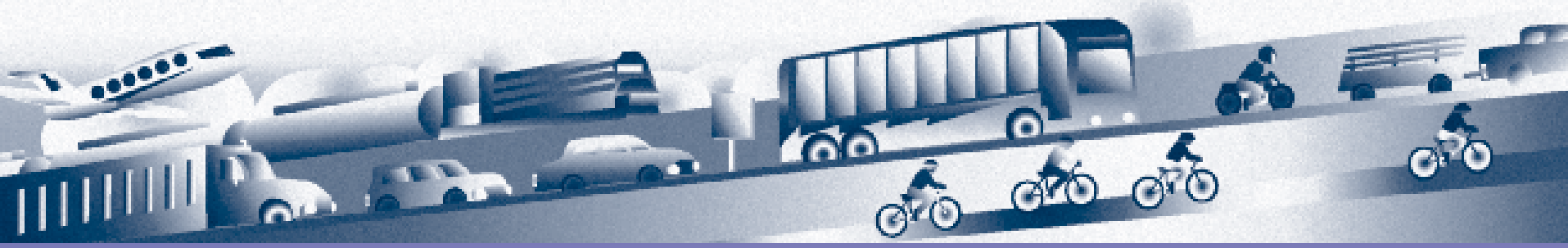


FORUM ON TRANSPORTATION INVESTMENT

What Have We Learned So Far?

John Luthy
The Futures Corporation

Meeting 1

The Situation…

- The world population will reach 9 billion by 2050…The World Population Data Sheet estimates the global population will rise 46 percent between 2003 and 2050
- The U.S. population is expected to grow 45 percent- to 422 million
- India will overtake China as the world's most populated country
- Many industrialized countries will grow slowly or not at all…up to 135 percent growth in poor nations.

Idaho's Population Growth

- 1980 948,000
- 1990 1,012,380
- 2000 1,299,720
- 2010 1,502,630
- 2020 1,767,170
- 2030 2,026,064

56% Growth 2000-2030- well above the national average

Idaho's Population Growth

- Fourteen year expansion 1987-2001
- Population increased 2.1% a year – nearly twice the national average
- Real personal income averaged 4.3% growth-national average was 3%
- Population growth for next 15 years much slower, but predicted to be close to <u>twice</u> the national average

The Situation…

At the current pace, the physical public infrastructure in many areas of the United States is deteriorating 8-10% faster than it can be rebuilt. This may increase as funds become tighter.

Where does Idaho stand in overall infrastructure development?

Population Growth – Where and Why??

- Peace, harmony, & quality of life
- Expenses are lower – better economic value
- Good schools, conservative government
- Available and highly capable workforce
- Business operations can be more isolated
- Sense of community & community values

Population Growth – Why??

- Escape from large metro areas
- Promise of a better, safer life
- Stronger, more stable economic base
- Potential for more opportunity
- Great environment, great people
- Superb recreation
- Climate

High Growth/Stress Regions

- **North Idaho**- Kootenai and Bonner
- **North Central**- Latah and Nez Perce
- **Central**- Valley County
- **West Central**- Gem, Washington, and Payette
- **Treasure Valley** – Canyon and Ada
- **South Central**- Blaine, Gooding, Lincoln, Jerome, and Twin Falls
- **Eastern Idaho**- Bonneville and Bannock

Some Practical Questions...

What criteria might be used for establishing project and funding priorities? Similarly, how will the State effectively make plans now that will relate to predictable surface transportation needs for the next 25 years? Think multi-modal, light rail, highway, roadway, and public transit...

John Horsley
AASHTO

Meeting 1

Idaho ranks as the 5th fastest growing state in the U. S.

Boise ranks as the 7th fastest growing metropolitan area.

Our nation needs $92 billion annually to maintain its highway system.

It will take over $125 billion per year to improve this system.

What’s happening around the country?

- *Indiana raised its gas tax 3¢*
- *Ohio raised theirs 6¢*
- *Washington 5¢ plus 9.5¢*

- *The average gas tax nationally is 25.3¢*
- *Idaho’s is 25¢*

What’s happening around the country?

- *Oregon just launched a $2.9 billion program, with $1.7 billion going to bridges*
- *Arkansas has its 15 in 5 program using GARVEE bonds*
- *South Carolina has their 27/7 program*

Three trends that are going to effect us into the future:

1. *Job outsourcing is real and is a threat to our core economy.*
2. *The trend is to a high-tech information services economy that requires skilled employees.*
3. *A trend is hybrid vehicles/alternative fuels and the timing of how this issue will affect transportation and erode fuel tax revenue.*

Steve Moreno

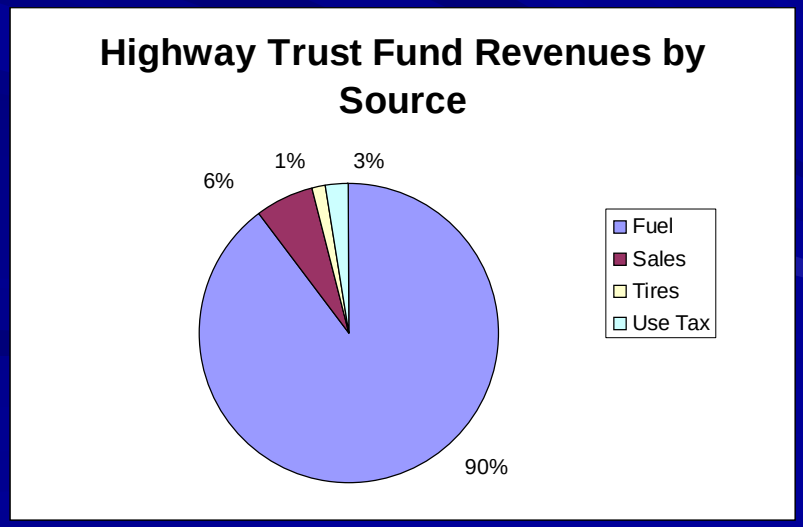
FHWA

Meeting 2

Highway Use Taxes Supporting HTF

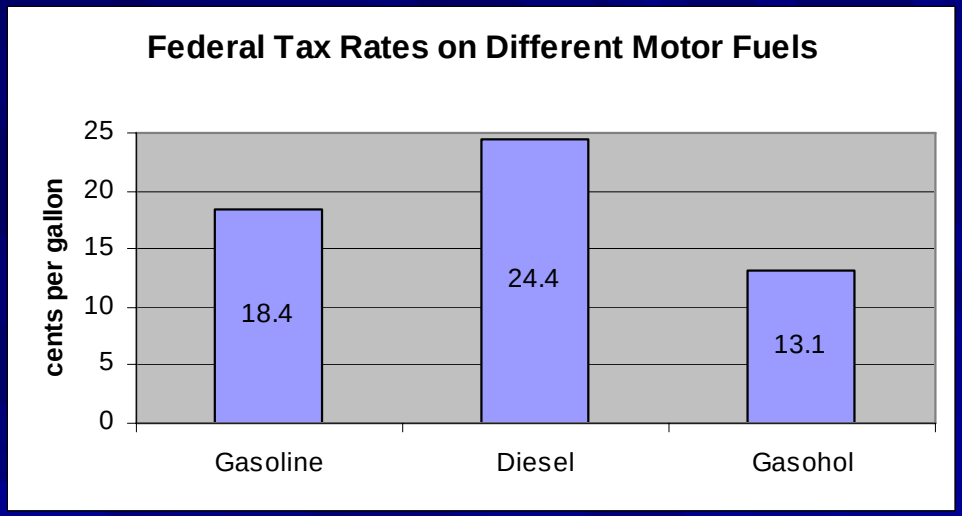
- Four main highway use taxes support the Highway Trust Fund
  - Fuel tax
  - 12% sales tax on trucks and trailers
  - Tire tax
  - Heavy vehicle use tax
- Fuel taxes account for about 90% of total HTF revenues

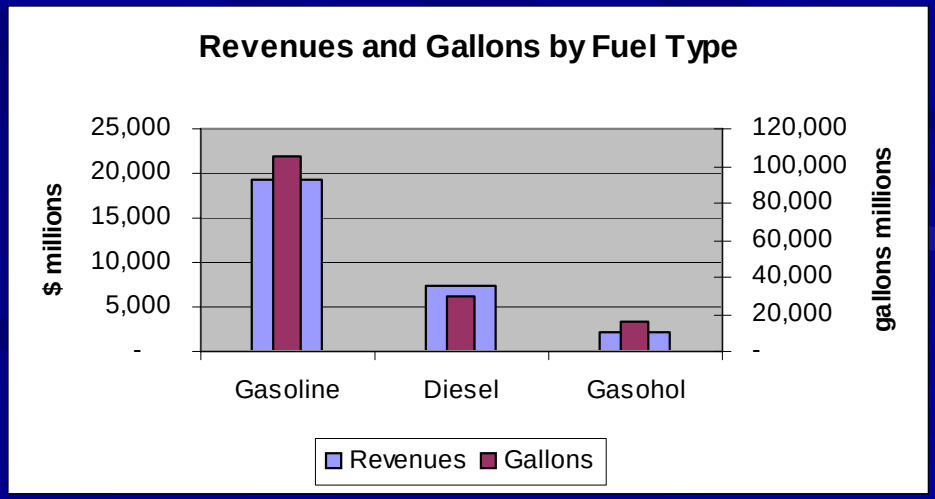
2001 HTF Revenues ($ millions)	
Fuel	28,854
Sales	1,748
Tire	361
HVUT	713
Total	31,677



Federal Fuel Taxes

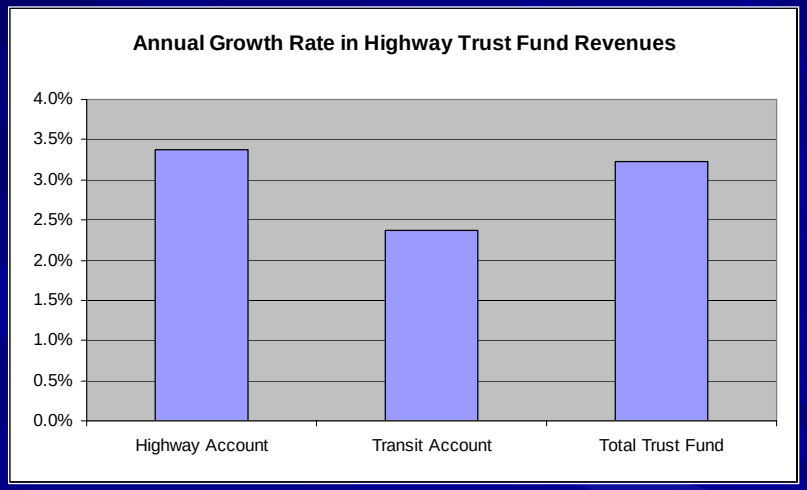
- Diesel fuel is taxed at a higher rate than gasoline, gasohol at a lower rate
- Diesel represents 25% of revenues and 20% of gallons
- Gasohol represents 7% of revenues and 10% of gallons





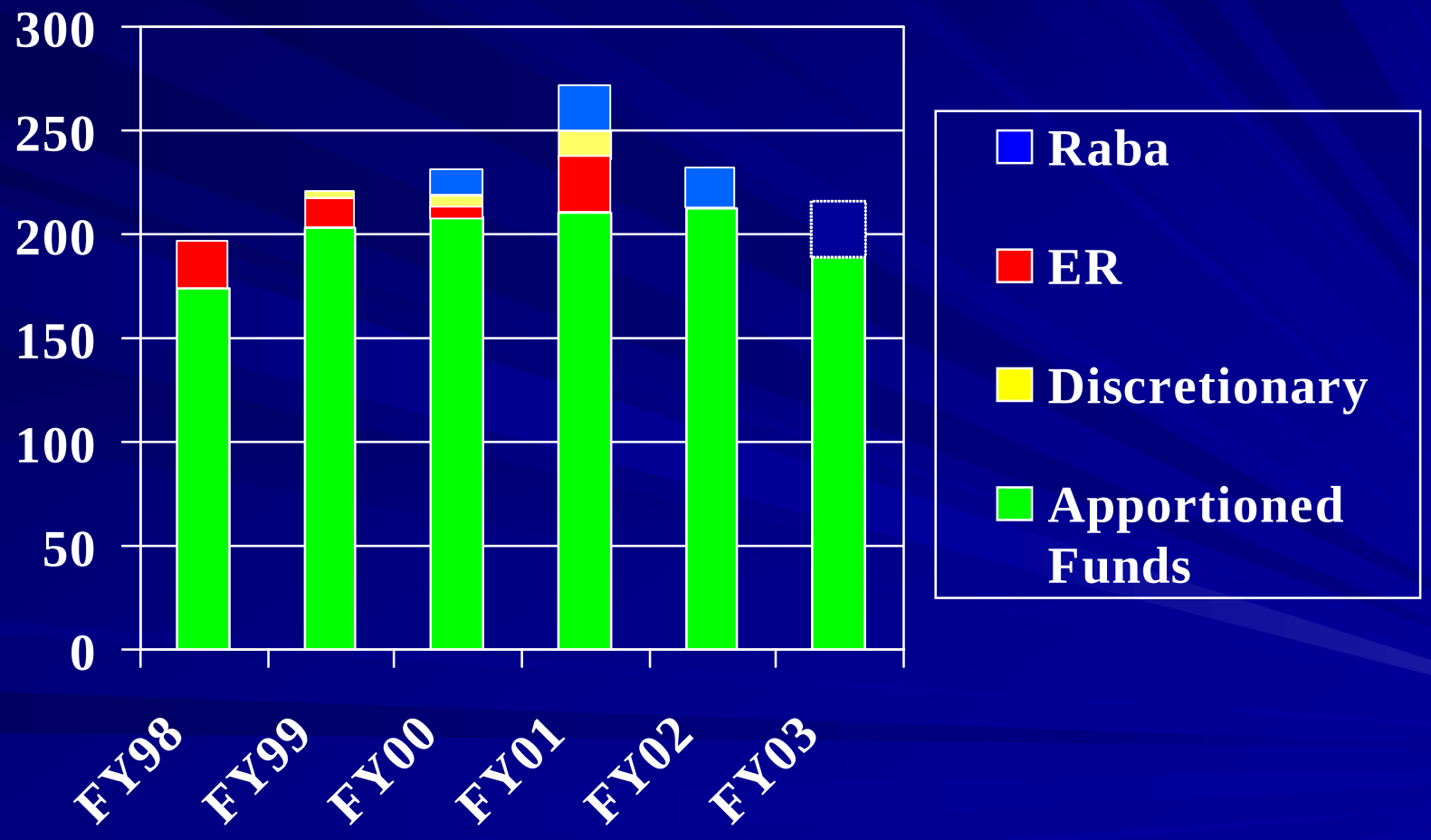
Factors Affecting Future Highway Trust Fund Revenues

- Highway Trust Fund revenues between 2002 and 2010 are projected to grow by 3.2% a year.
- Long term HTF revenues influenced by fuel prices, economy, and demographics.
- Short term HTF revenues influenced by fuel prices and economy.
- Non-fuel taxes that go exclusively to Highway Account growing faster than fuel taxes causing Highway Account to grow faster than Transit Account.



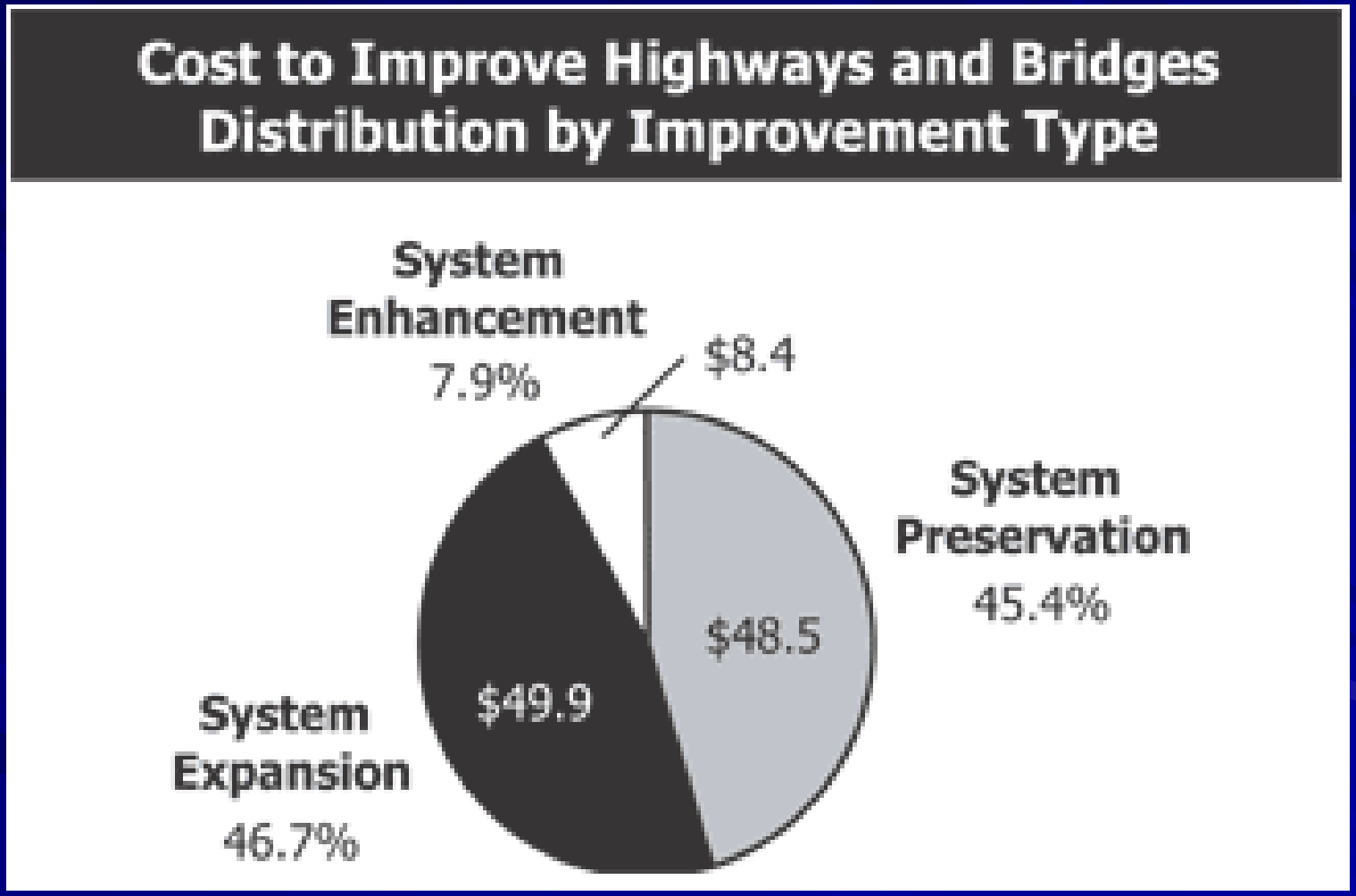
Idaho's Apportioned Funds

(In Millions)



Status of the Nation's Highways, Bridges, and Transit:

2002 Conditions and Performance Report



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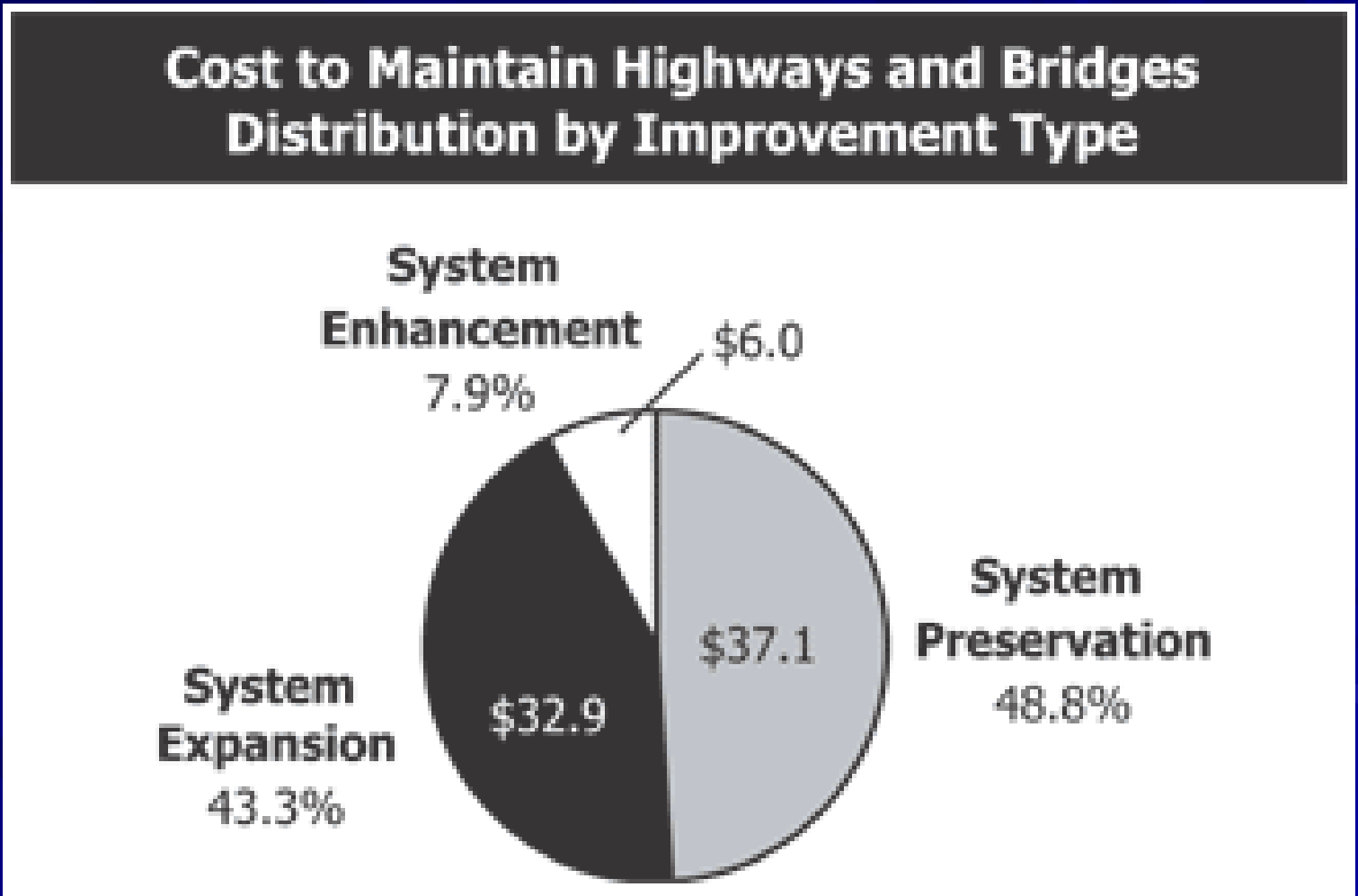

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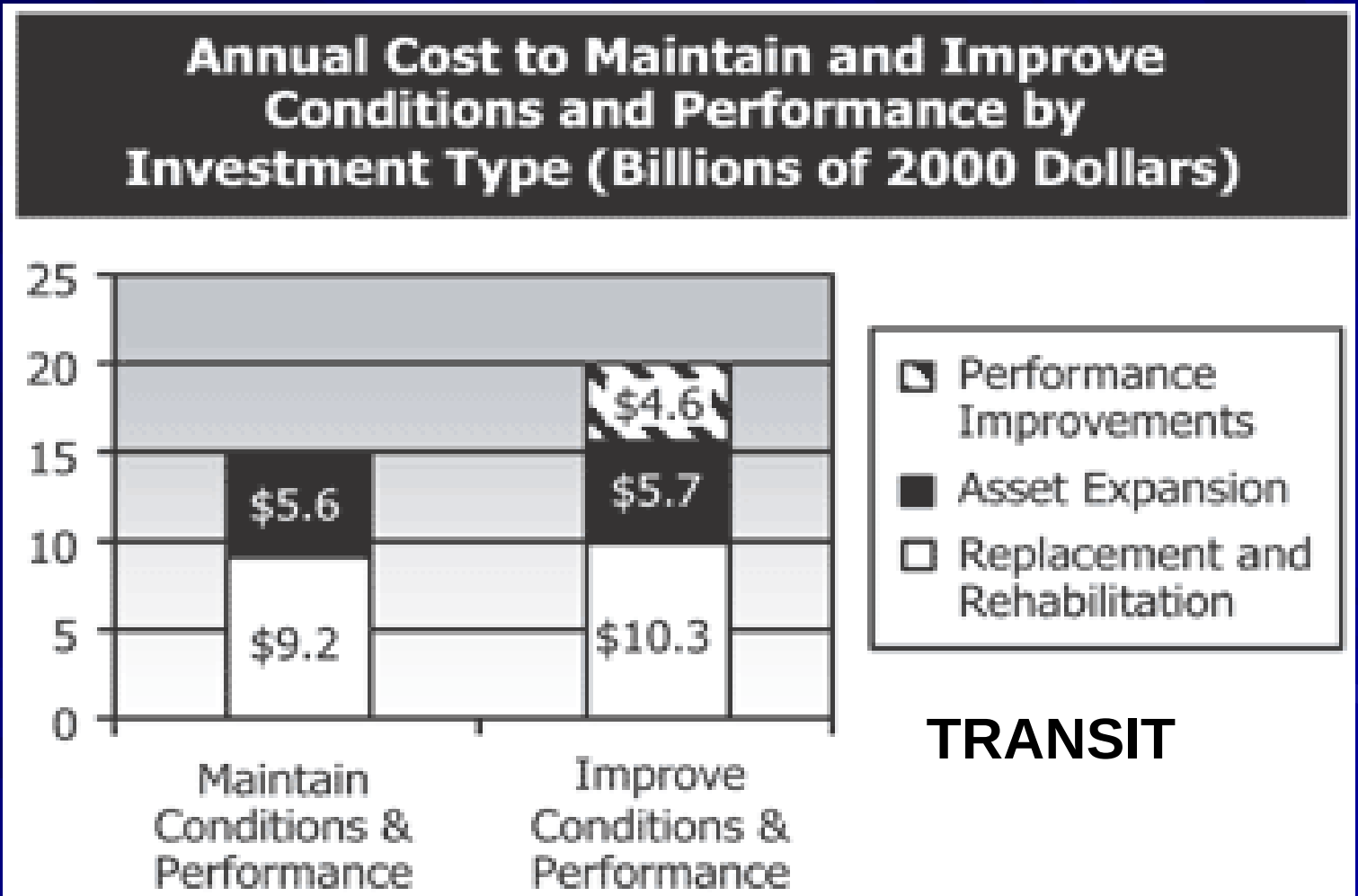
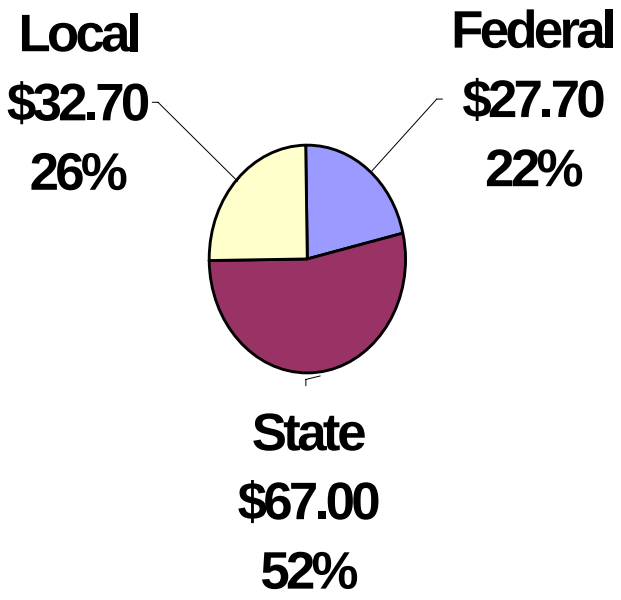


TRANSIT

Status of the Nation's Highways, Bridges, and Transit: 2002 Conditions and Performance Report

Expenditures in Year 2000 in Billions of Dollars



Byron Keely
LHTAC

Meeting 2

Local Highway Jurisdiction Total	1990	2003
Total Mileage	29,228	33,250
Federal-Aid Eligible Mileage	4,011	5,336

LHJ Bridges- 2,293

Local Highway Jurisdiction

Total Funding-$354,226,465

Source

User Revenues-$114,335,751

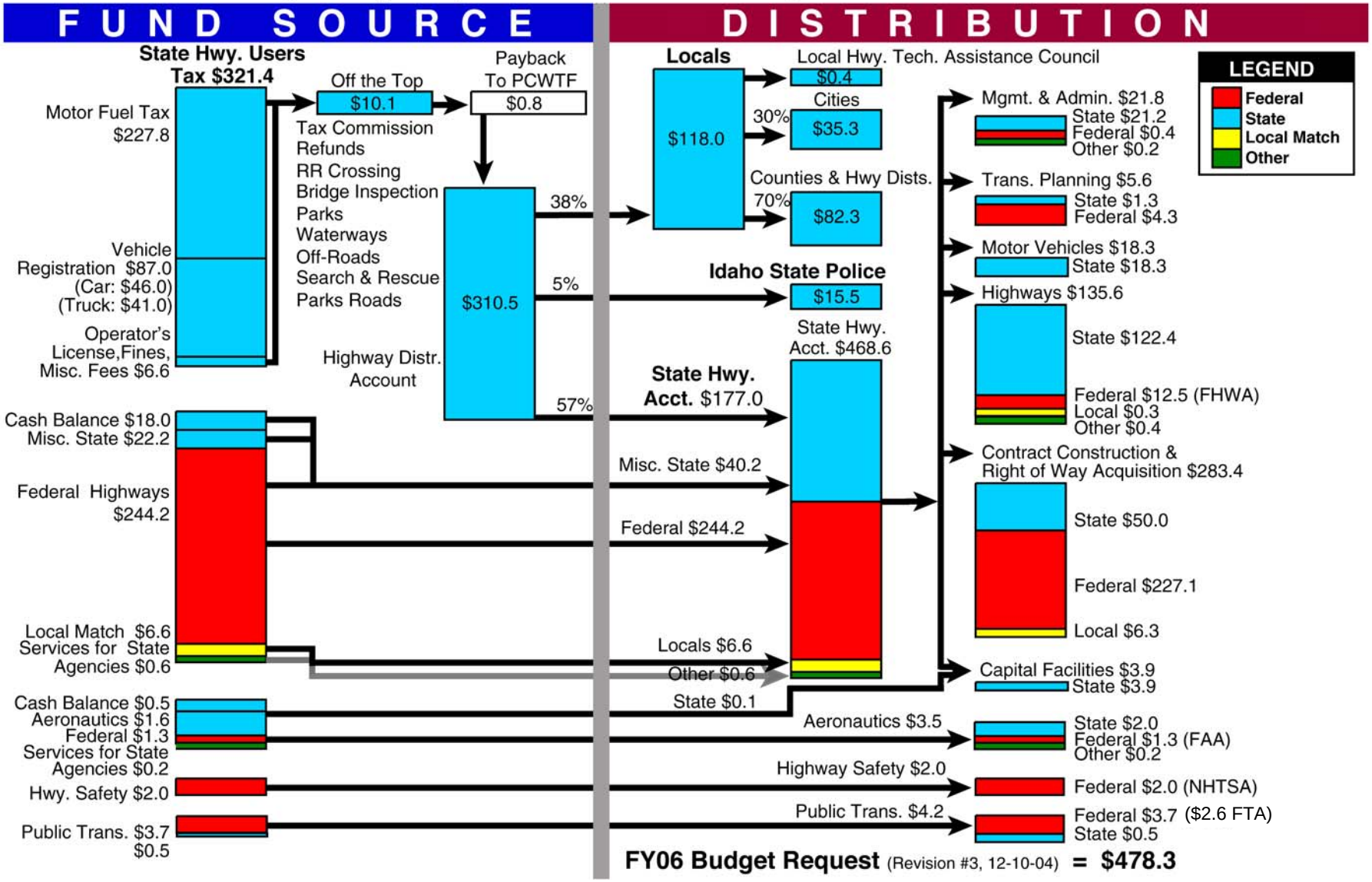
Non-User Revenues-$131,890,715

Pam Lowe
Department of Motor Vehicles

Meeting 2

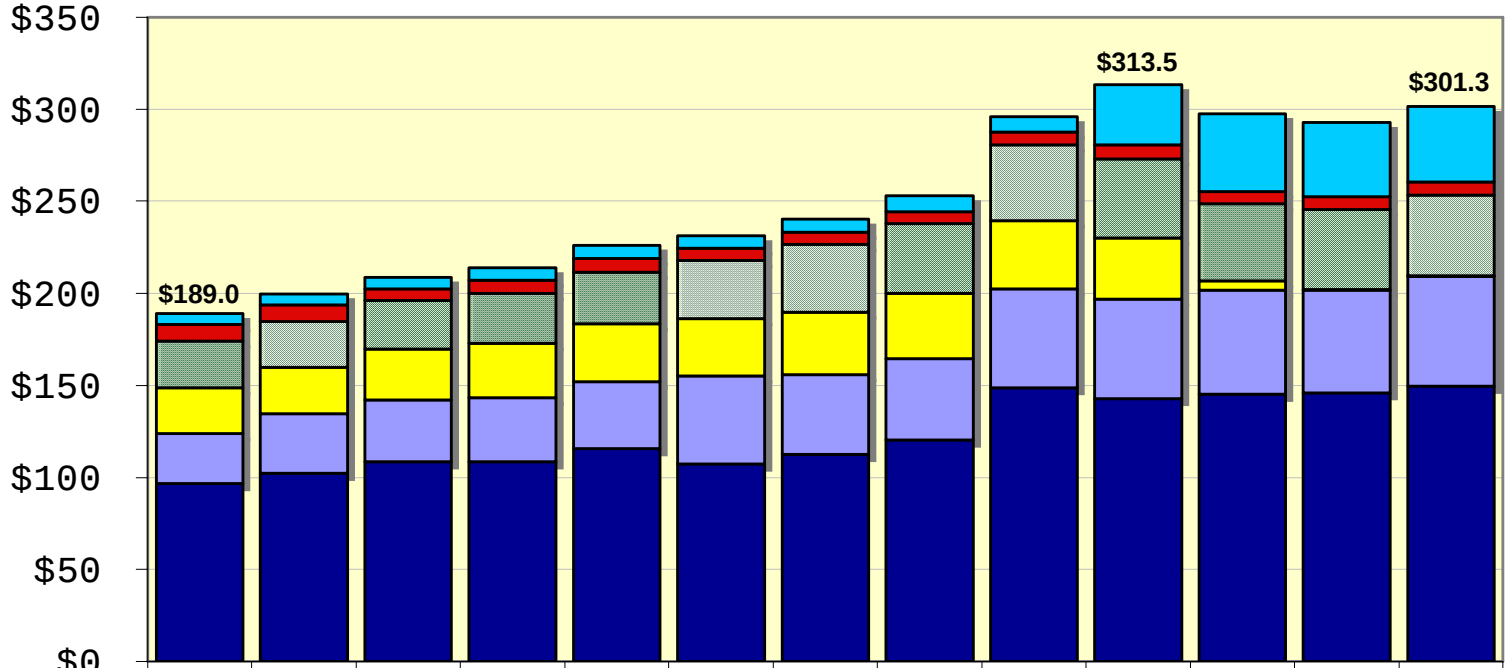
Idaho Transportation Department

FY06 Budget Request (December 10, 2004) — Dollars in Millions



Highway Distribution Account Revenue

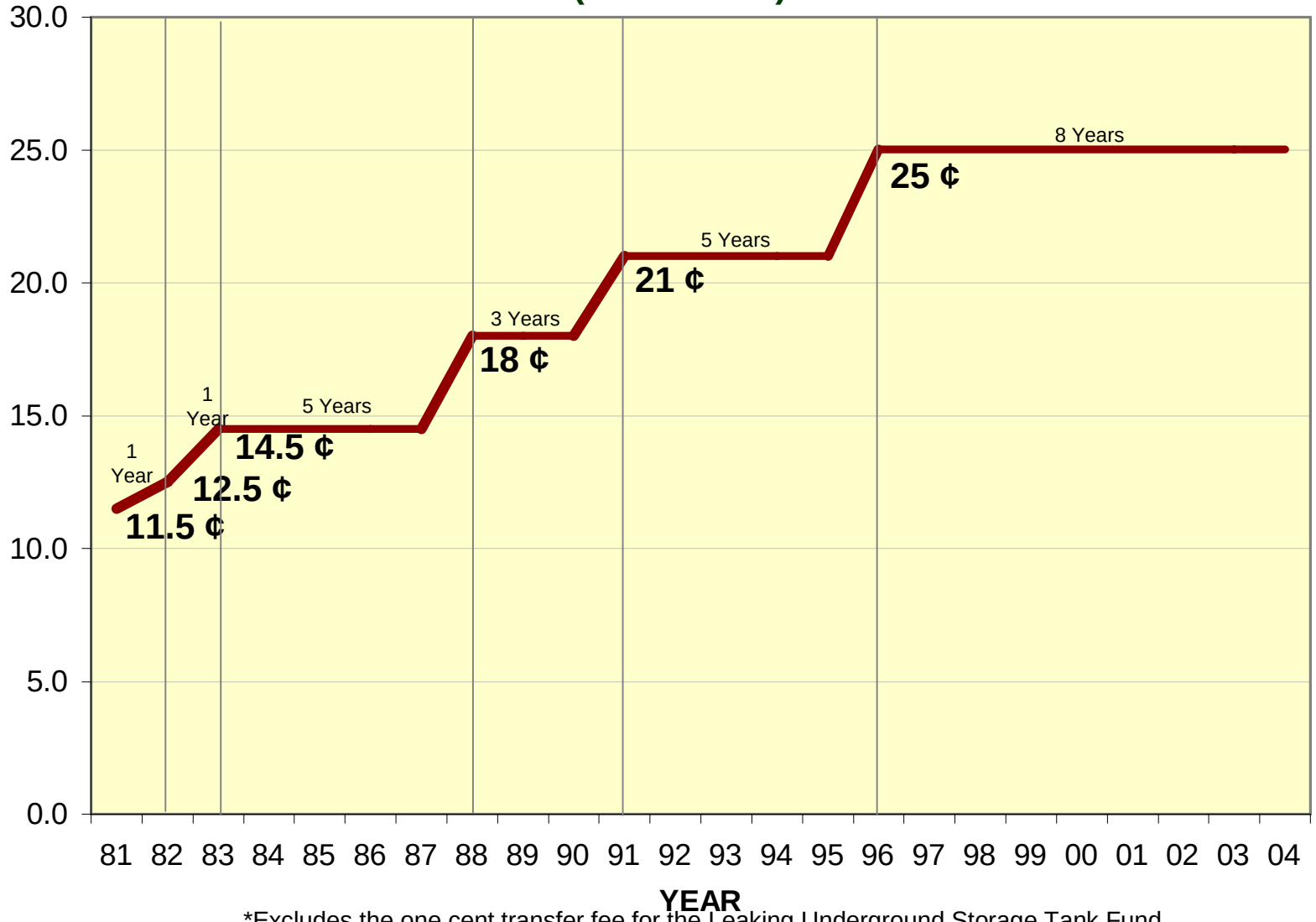
(FY92 to FY04)



	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04
Truck Registrations	$5.8	$6.0	$6.4	$6.9	$7.0	$6.9	$7.4	$8.6	$8.2	$33.0	$42.2	$40.5	$40.9
Operators & Misc Fees	$9.1	$8.8	$6.4	$7.0	$7.7	$6.8	$6.4	$6.4	$7.3	$7.6	$6.4	$6.9	$7.1
Car & Light Truck Registrations	$25.2	$24.8	$26.6	$27.4	$27.9	$31.4	$36.8	$37.6	$40.8	$42.9	$41.8	$43.6	$44.0
Weight Distance Tax	$25.0	$25.6	$27.5	$29.6	$31.4	$31.5	$34.1	$35.8	$37.3	$33.1	$5.5	$0.5	$0.4
Net Special Fuel Tax	$27.3	$32.2	$33.3	$34.4	$36.3	$47.5	$43.4	$44.0	$53.6	$54.0	$56.2	$55.5	$59.7
Net Gas Tax	$96.6	$102.3	$108.7	$108.7	$115.8	$107.5	$112.4	$120.4	$148.7	$143.0	$145.3	$146.0	$149.4

History of Idaho Gas Tax Rates*

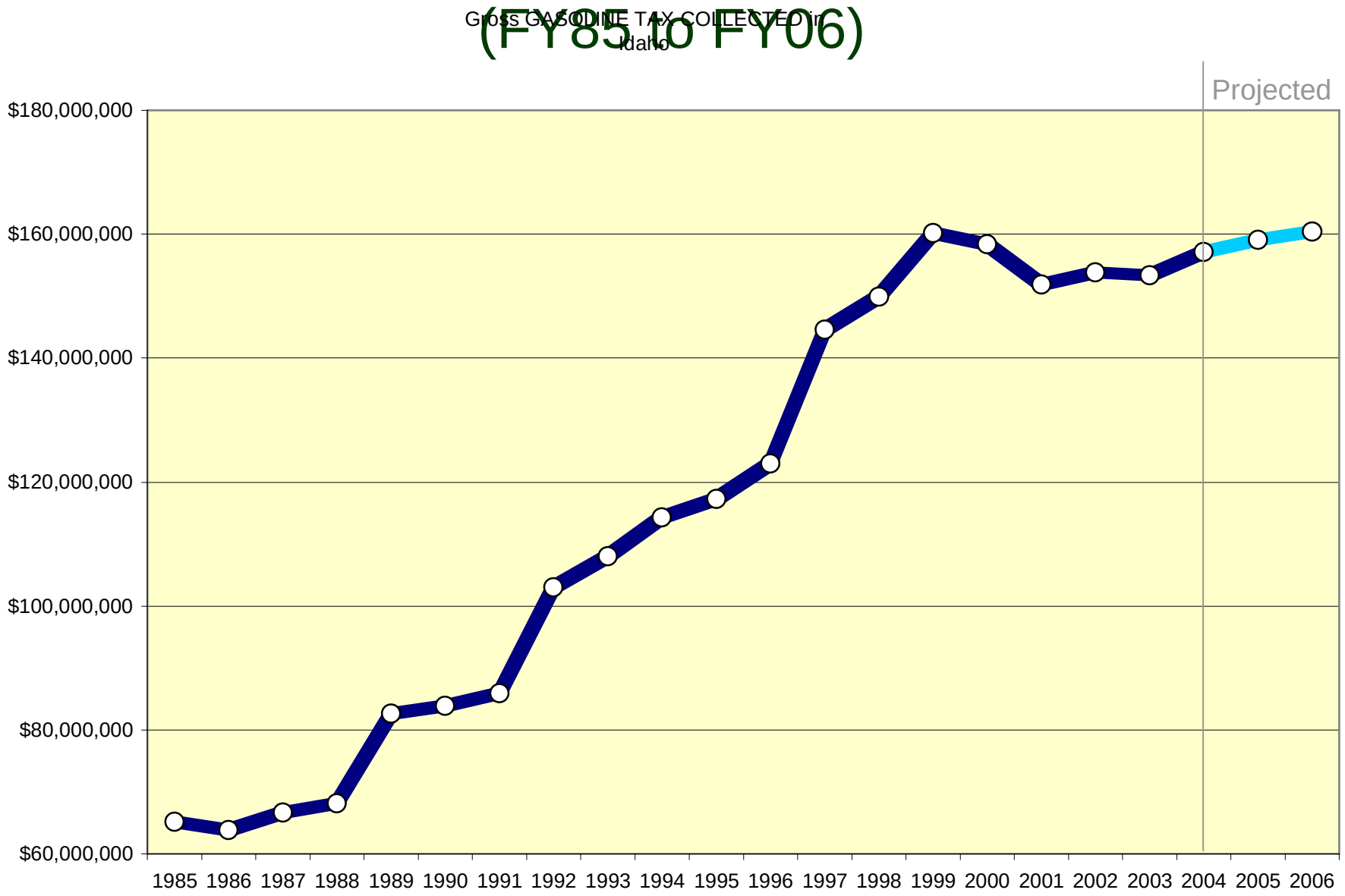
(1981 - 2004)



*Excludes the one cent transfer fee for the Leaking Underground Storage Tank Fund.

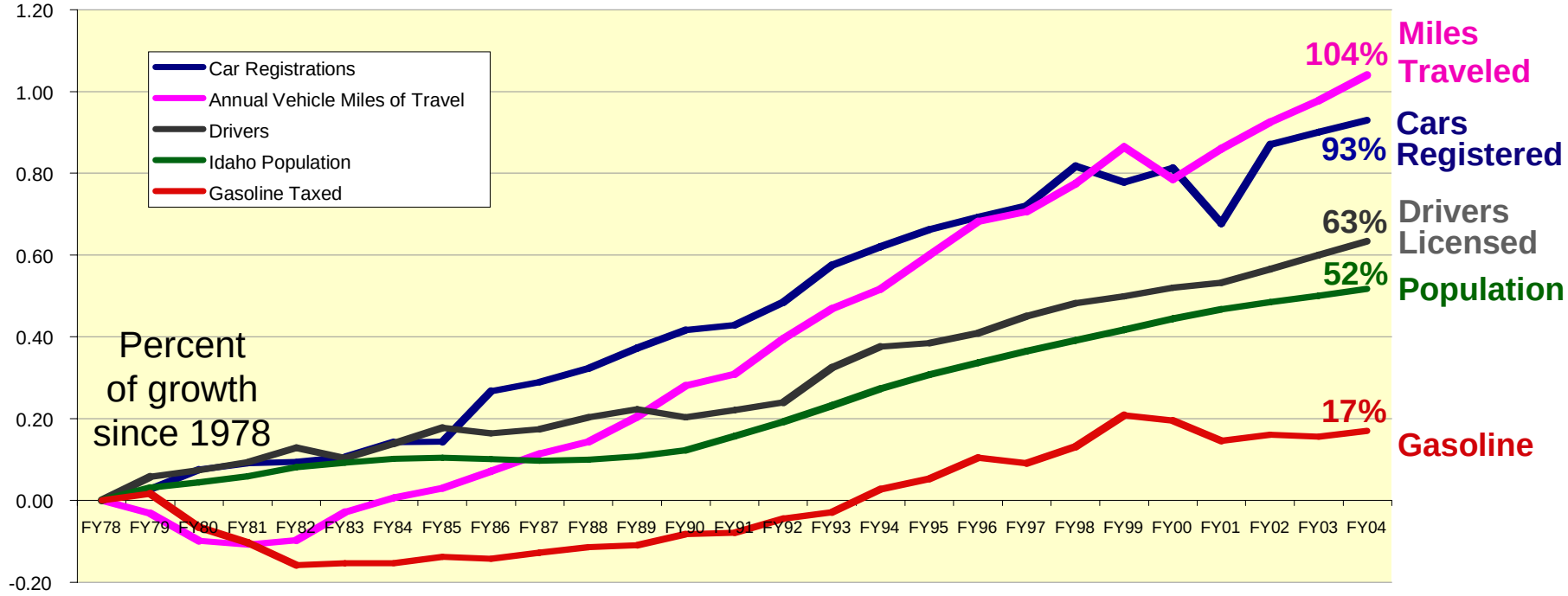
#929

Gross Gasoline Tax Collections
(FY85 to FY06)



ITD Trend Indicators

(Indexed Growth, Base Year 1978)



Bill Hayden
Arizona Department of Transportation

Meeting 2

MARICOPA COUNTY
STATE OF ARIZONA

PUBLICITY PAMPHLET
SAMPLE BALLOT 1985

Proposition to be submitted to the qualified electors of Maricopa County at the

Special Election

October 8, 1985

CONDADO DE MARICOPA ESTADO DE ARIZONA

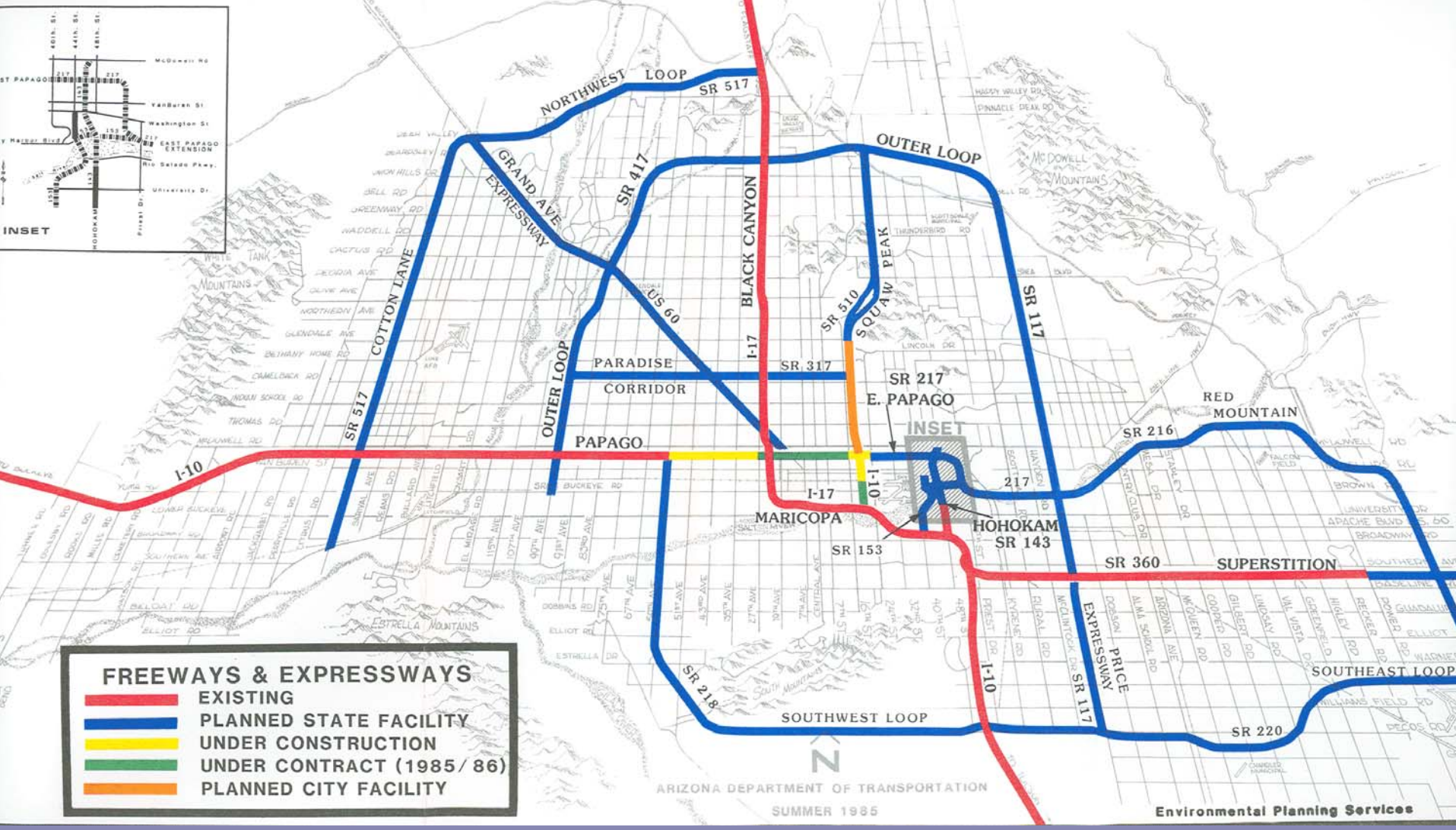
FOLLETO PUBLICITARIO MUESTRA DE BALOTA

Eleccion Especial

El 8 de Octubre de 1985

TRADUCCIONES AL ESPAÑOL EMPIEZAN EN LA PAGINA 11

Compiled and issued by the
Maricopa County Board of Supervisors


INSET
McDowell Rd
VanBuren St
Washington St
EAST PAPAGO EXTENSION
Rio Salado Pkwy.
University Dr.
NORTHWEST LOOP
SR 517
GRAND AVE EXPRESSWAY
SR 417
OUTER LOOP
BLACK CANYON
SQUAW PEAK
SR 510
SR 117
COTTON LANE
US 60
I-17
PARADISE
CORRIDOR
SR 317
SR 217
E. PAPAGO
INSET
RED MOUNTAIN
SR 216
PAPAGO
I-10
MARICOPA
SR 153
HOHOKAM
SR 143
SR 360
SUPERSTITION
PRICE EXPRESSWAY
SOUTHEAST LOOP
SR 218
SOUTHWEST LOOP
SR 220
McDOWELL MOUNTAINS
WHITE TANK MOUNTAINS
ESTRELLA MOUNTAINS
SOUTH MOUNTAINS
FREEWAYS & EXPRESSWAYS
EXISTING
PLANNED STATE FACILITY
UNDER CONSTRUCTION
UNDER CONTRACT (1985/86)
PLANNED CITY FACILITY
N
ARIZONA DEPARTMENT OF TRANSPORTATION
SUMMER 1985
Environmental Planning Services

Funding Resources

- Excise Tax – ½ Cent Sales Tax – Regional Area Road Fund (RARF)
- Highway User Road Fund (HURF) – 12.6% of the State Highway Fund for Controlled Access Highway Construction in Maricopa County
- State Transportation Board Policy – 2.6% of HURF Monies are Allocated for Controlled Access Highways in Maricopa County

Revenues

- RARF will Generate $3.8 Billion
- HURF will Generate an Additional $1.2 Billion
- Federal-Aid Funds and Others Have Added $1.5 Billion
- Total Revenues : $6.5 Billion

Dwight Bower
HW Lochner

Meeting 3

IDAHO'S PROJECTED SURFACE TRANSPORTATION CAPITAL IMPROVEMENT NEEDS (2005 TO 2035)

Dwight Bower, Sr. VP

H W LOCHNER

Consulting Engineers & Planners

Statewide Totals

Capital Improvement Needs	Interstate	State Highway	Local Roads	MPO	City	County	Highway District	Public Transit	District Total (2005 $)
Northern District 1	1,354,700,000	2,865,900,000	1,959,900,000					442,500,000	6,623,000,000
					546,100,000	1,062,000,000	351,800,000		
North Central District 2	No Interstate	750,350,000	499,676,726					84,880,000	1,334,906,726
				254,500,000	170,597,110	71,660,000[1]	2,919,616		
South West District 3	1,532,875,000	1,306,191,265	2,211,324,532					500,000,000	5,549,390,797
					299,932,122	429,355,410	1,482,037,000		
South Central District 4	336,000,000	1,012,000,000	946,000,000					15,000,000	2,309,000,000
					78,000,000	750,000,000	118,000,000		
South East District 5	1,203,000,000	700,500,000	576,800,000					15,000,000	2,495,300,000
				155,100,000	276,700,000	129,000,000	16,000,000		
Eastern District 6	76,000,000	1,332,840,000	87,000,000					10,000,000	1,505,840,000
					22,000,000	65,000,000			
Statewide Total	4,502,575,000	7,967,781,265	6,280,701,258					1,067,380,000	19,818,437,523[2]
	State System Total $12,470,356,265								

[1] *Nez Perce County in District 2 did not report.*
[2] *Projected Total based on 2005 dollars.*

Statewide Summary

30-YEAR CAPITAL IMPROVEMENT NEEDS

CAPITAL IMPROVEMENTS		TOTAL COST (2005 $)
Interstate		**$4,502,575,000**
State Highway		**$7,967,781,265**
Local Roads		**$6,280,701,258**
MPO	**$409,600,000**	
City	**$1,393,329,232**	
County	**$2,507,015,410**	
Highway District	**$1.970,756,616**	
Public Transit		**$1,067,380,000**
Statewide	**30-Year Capital Improvement Total**	**$19,818,437,523**

Idaho's Projected Capital Improvement Needs

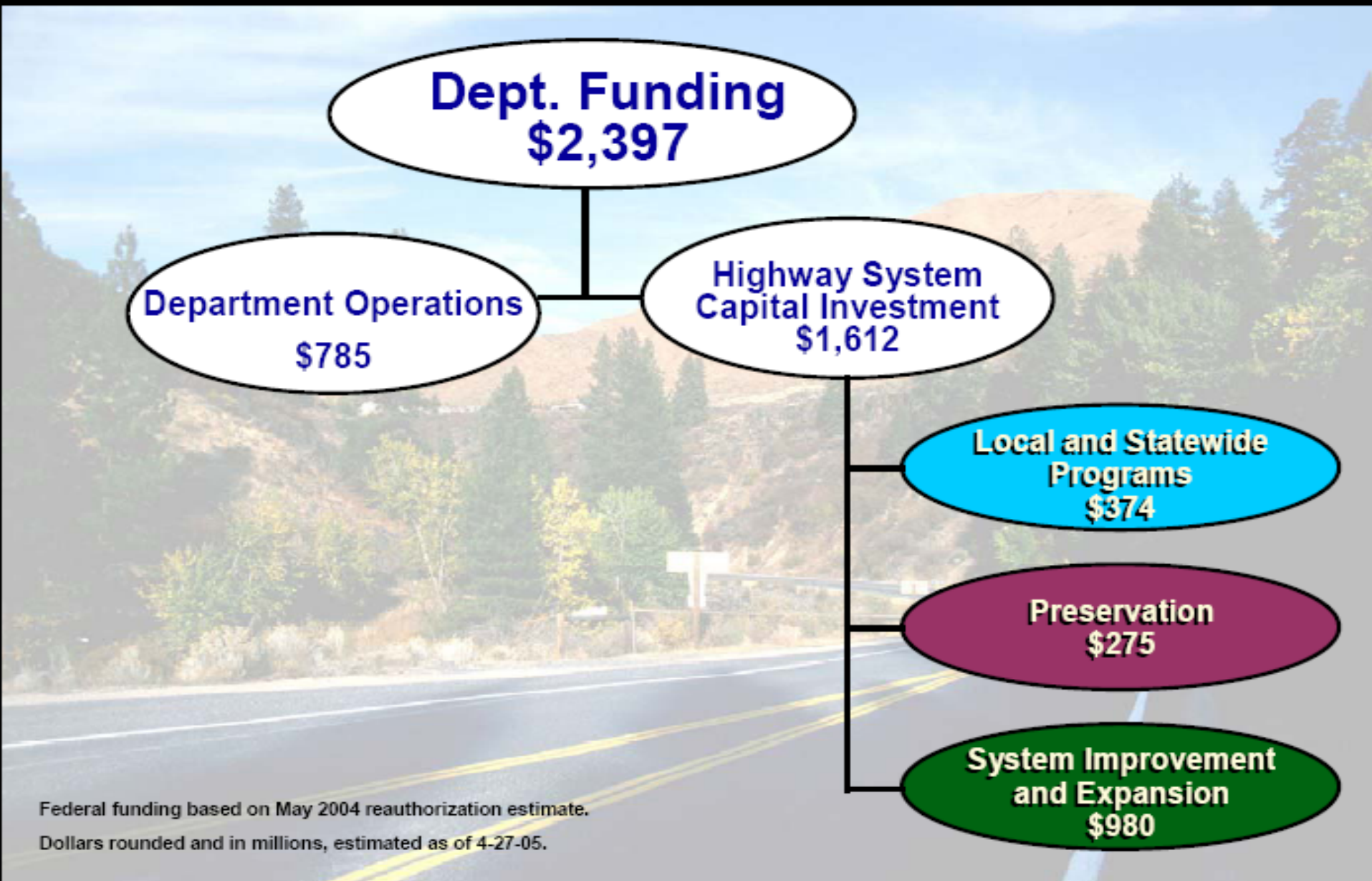
$20 BILLION

IN THE NEXT 30 YEARS

Dave Ekern
Idaho Transportation Department

Meeting 3

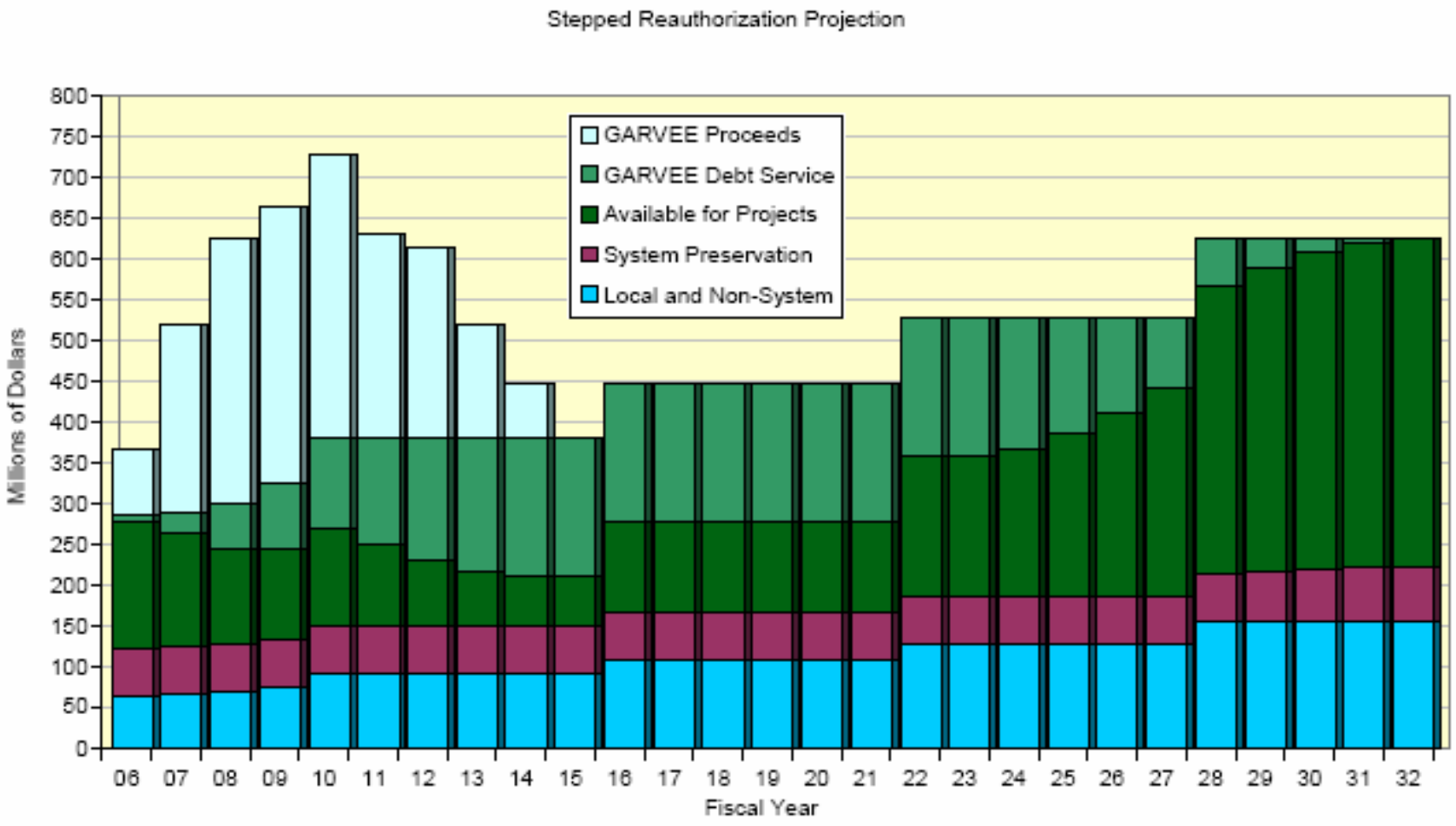
Programmatic Funding, Without GARVEE
(FY05 through FY09)



Federal funding based on May 2004 reauthorization estimate.

Dollars rounded and in millions, estimated as of 4-27-05.

Connecting Idaho



Mary Barker
Community Transportation Association

Meeting 3

Public Transportation Part Of The Mix

Forum On Transportation

Community Transportation
c t a i
Association of Idaho

It’s About Options

- Fixed Route Buses
- Dial – A – Ride Service
- Vanpools
- Carpools
- Biking
- Walking

It Benefits Everyone

- Decreases need for road repair
- Decreases need for new roads
- Decreases traffic congestion
- Decreases air pollution
- Increases mobility for everyone
- Meets needs of those who can’t drive

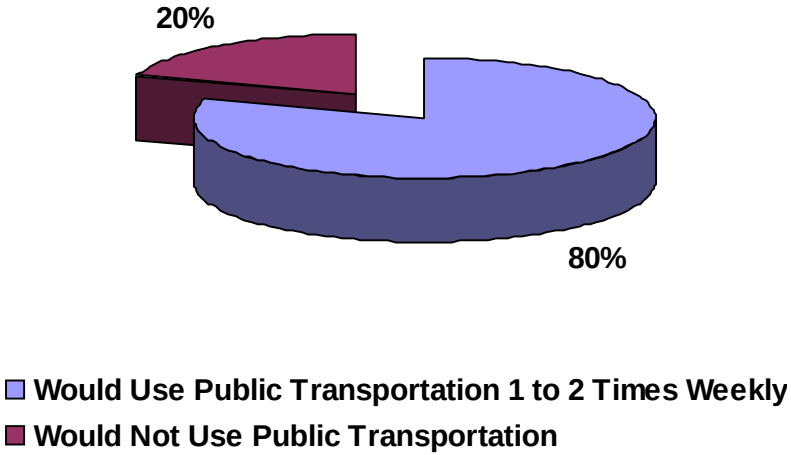
Faster Than The Nation

	Idaho	USA
Population, percent change 2000 to 2003	5.60%	3.30%
Population, percent change 1990 to 2000	28.50%	13.10%

US Census Bureau

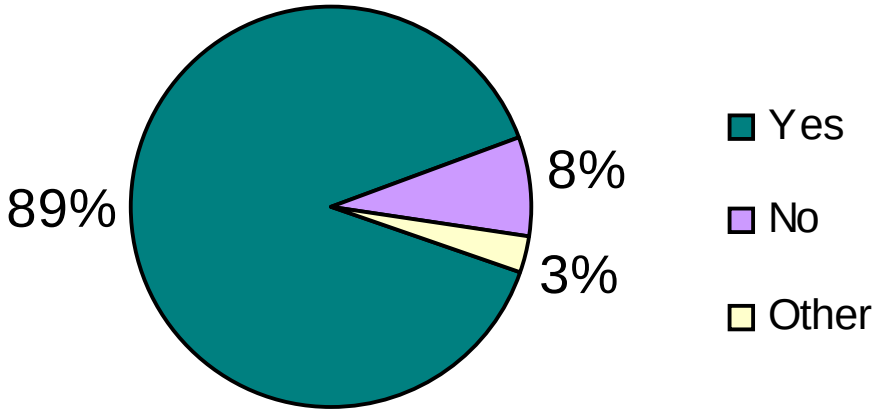
Support On The Rise

Ada/Canyon County residents will ride



In Small Communities Too

McCall residents say “Yes”



No Dedicated State Funding

Alabama

Colorado

Hawaii

Idaho

Mississippi

New Mexico

Utah

Federal Funding

$2 of local or state investment

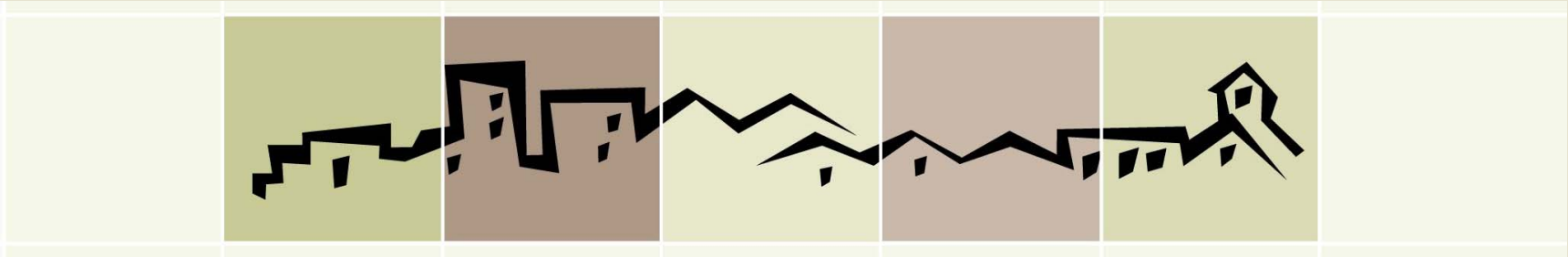
=

$8 in federal money

Funding Is The Key

Matt Stoll
COMPASS

Meeting 3



Communities In Motion
Blueprint for Good Growth

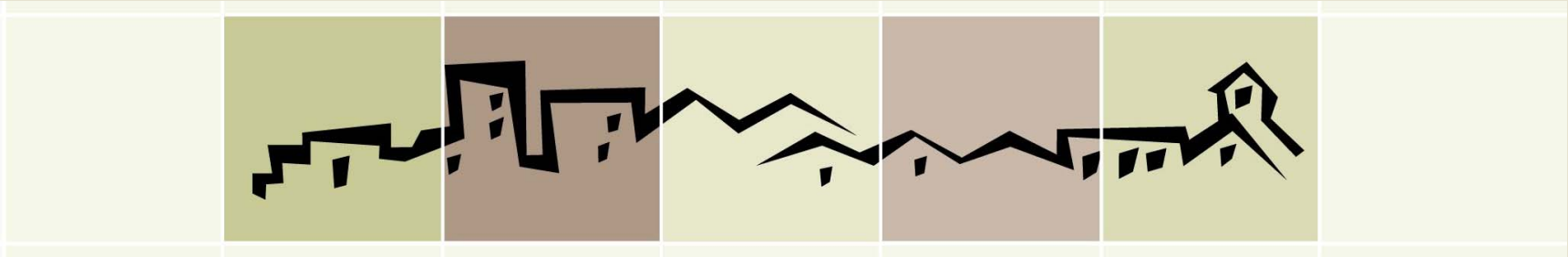
Growth Scenarios

Forum on Transportation Investment

April 28, 2005

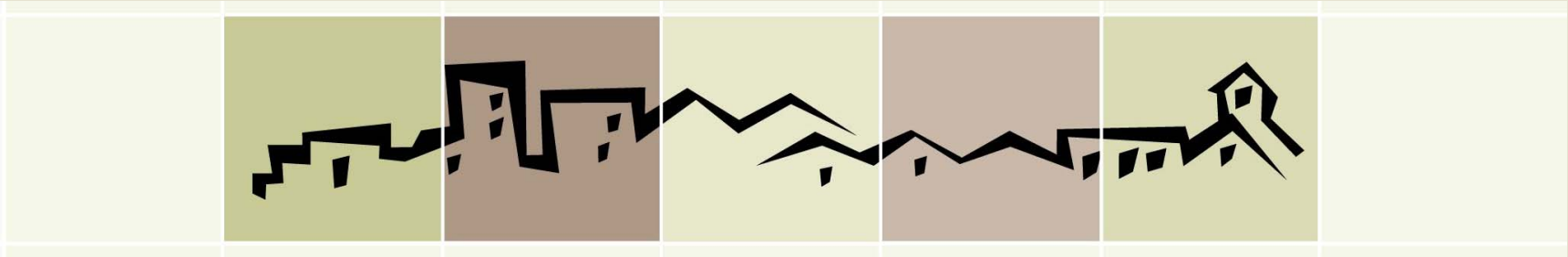
COMMUNITIES IN MOTION

BLUEPRINT for Good GROWTH



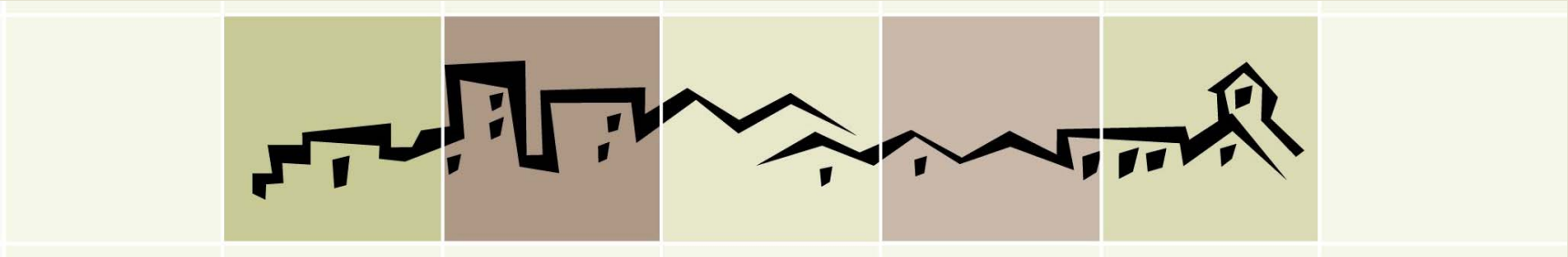
Communities In Motion

Communities in Motion is a six-county, 25-year plan that will address issues on the major transportation system, evaluate the needs for future corridors serving regional needs and address the effects of growth on transportation needs. The counties involved are Ada, Boise, Canyon, Elmore, Gem and Payette.



Blueprint For Good Growth

Blueprint for Good Growth will coordinate comprehensive plans and land use ordinances within Ada County, and propose local strategies to achieve shared growth goals.



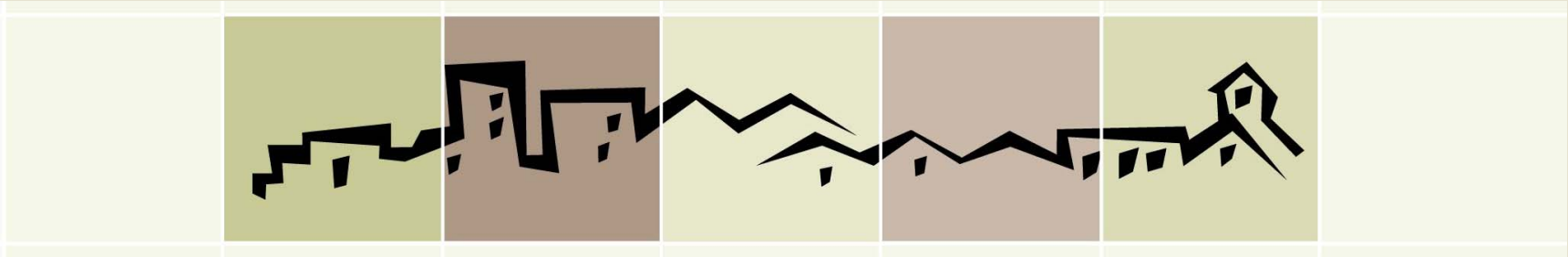
Two Scenarios

The COMPASS Board narrowed the six scenarios to two scenarios:

- Mixed-Use Corridors

- Blended (Satellite Cities)

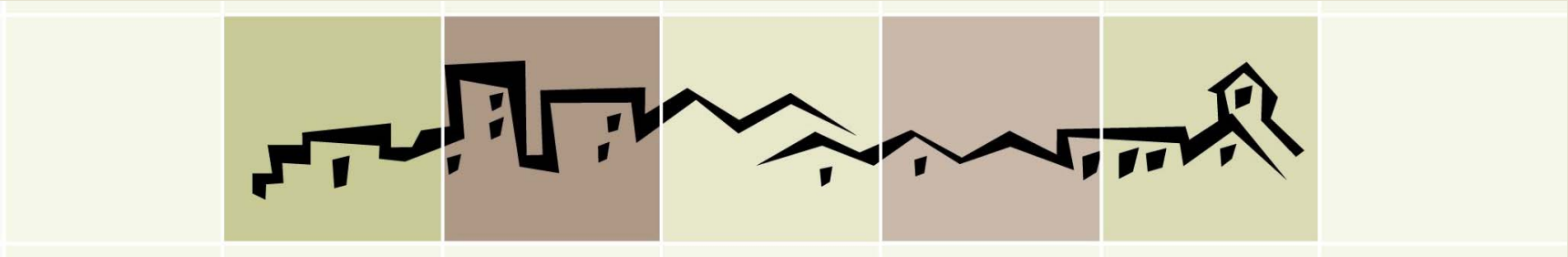
But will retain Trend for a baseline



Attributes of Both Scenarios:

Promote quality of development patterns by having:

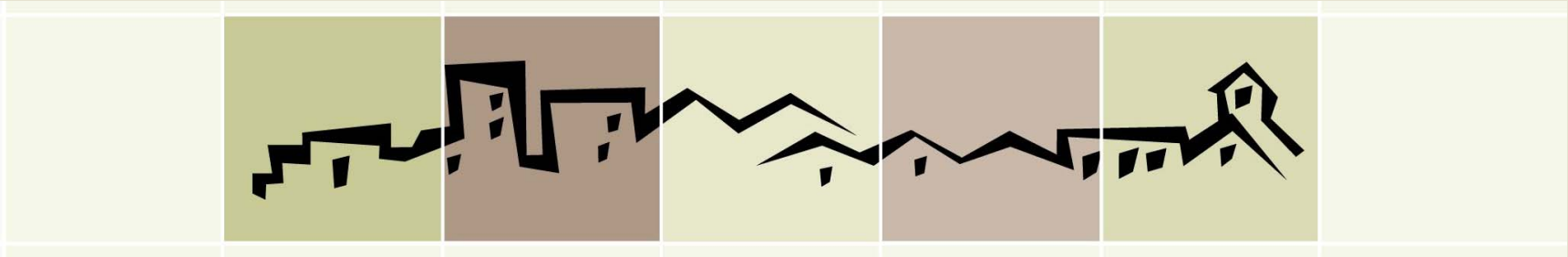
- Less land consumption than trend
- Greatest potential for preservation of open space



Attributes of Both Scenarios:

Provide greater housing choices, including:

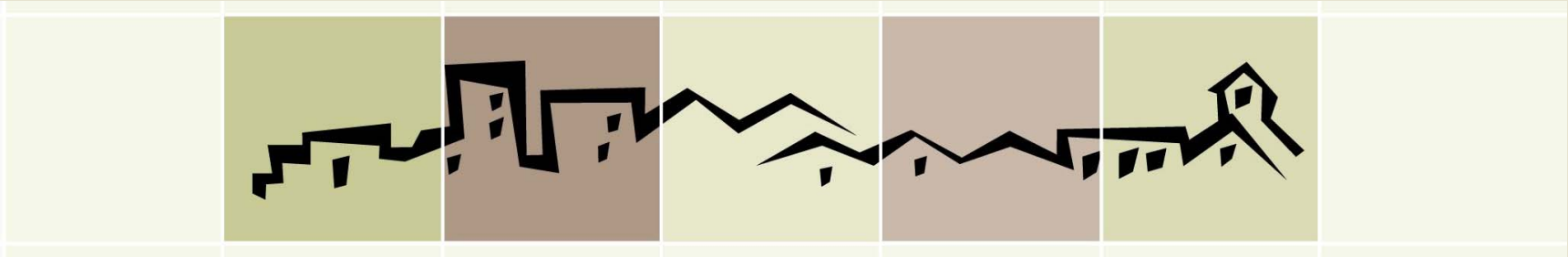
- Single-family homes
- Condominiums
- Affordable housing opportunities
- Small-lot homes
- Duplexes, town homes and apartments



Attributes of Both Scenarios:

Promote quality & pattern of transportation patterns through :

- Less congestion/travel delay
- Shorter trips to and from work, shopping, entertainment and parks
- More opportunities for transit
- More opportunities for walking and cycling
- Better coordination between land use and the transportation system



Scenario Comparisons

Mixed-Use Corridors	Blended
Less consumption of new land	Greater consumption of new land
Regional housing split of 50% single family homes, 50% multi-family homes	Regional housing mix of 65 % single-family homes and 35 % multi-family homes

Single Family Housing

52 dwelling units

2,000 – 4,000 s.f.

Typical lot size: 40’ x 80’ = 3,200 s.f

Net Density (streets and alleys not included): 10 du/ac

Gross Density (includes open space): 6.8 du/ac

Single Family - Civitas

CIVITAS

Rick Krochalis
Federal Transit Administration

Meeting 3

Vision of Public Transportation

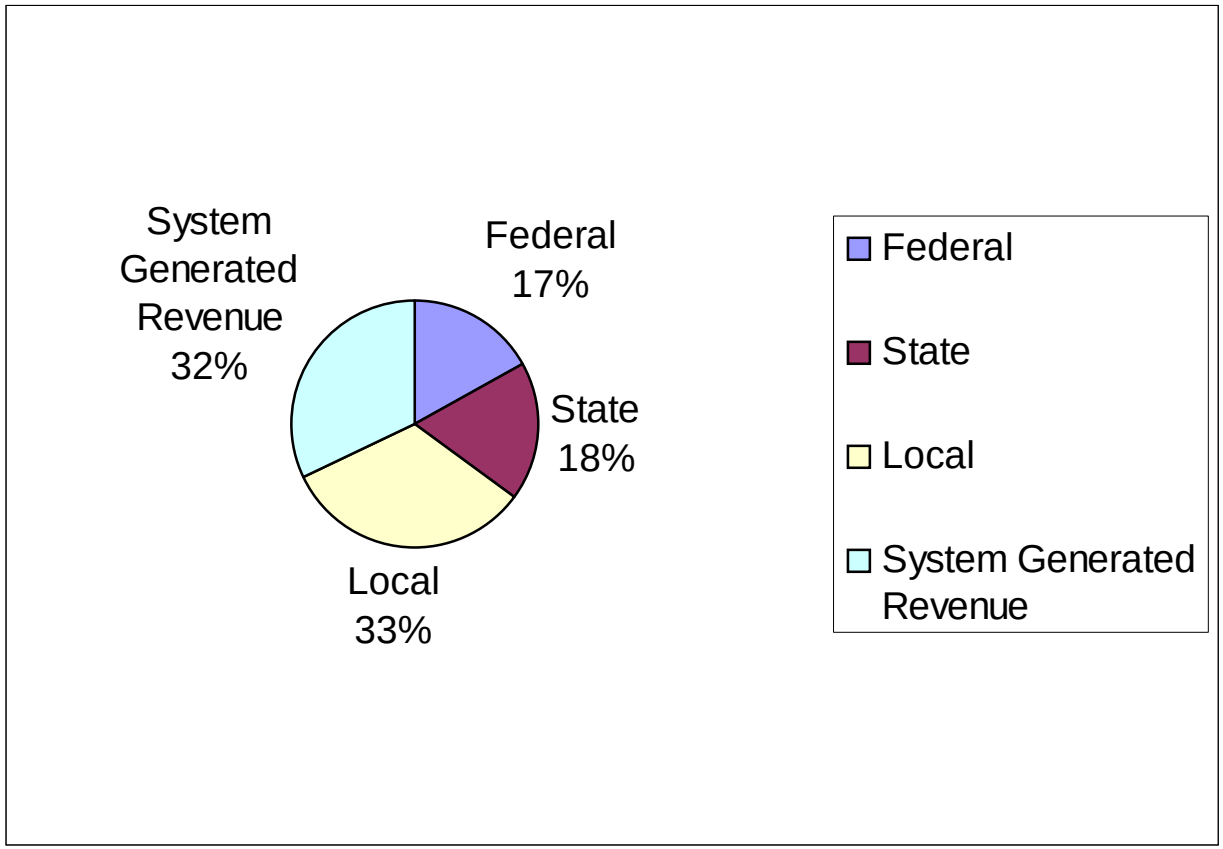
Rick Krochalis
Regional Administrator
FTA Region 10

Idaho Forum on Transportation Investment

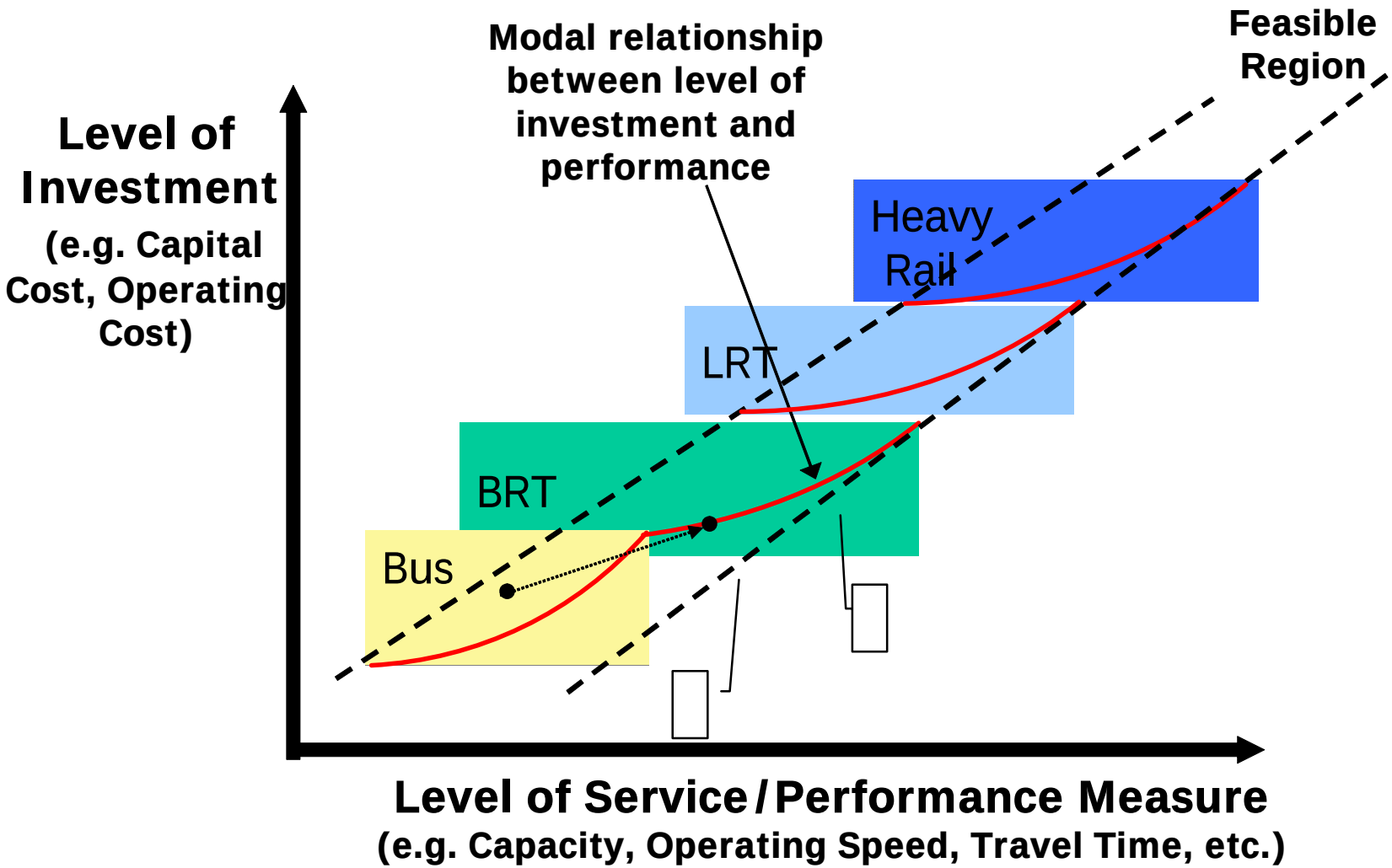
April 28, 2005

US Transit Revenue Sources

US DOT 2002 Conditions & Performance Report



Illustrative Cost-Benefit Comparison of Transit Modes



Scott Ellsworth

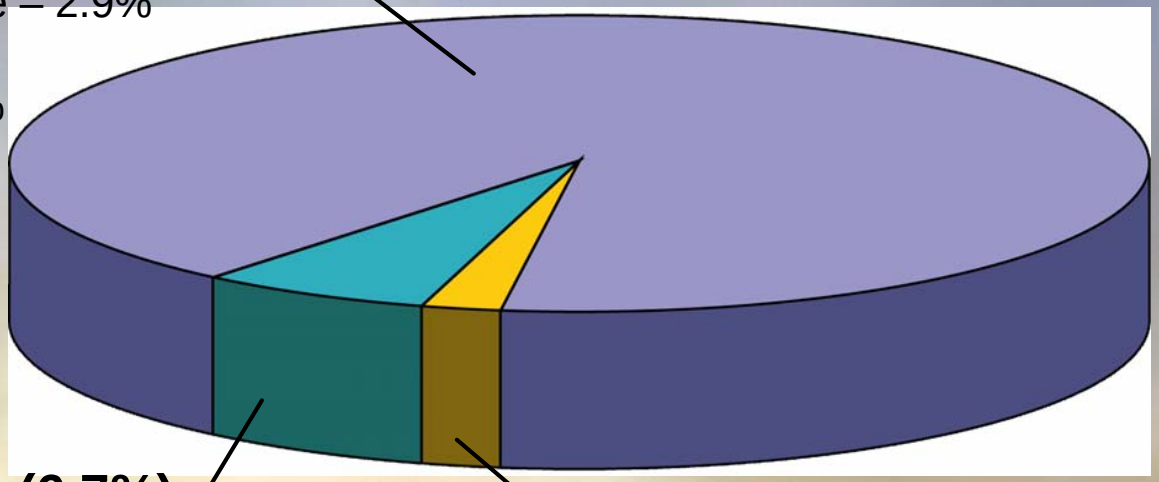
CH2M Hill

Meeting 3

Personal Travel by Mode of Transportation

Private Vehicles (91.2%)

- Auto, Station Wagon, Van – 67.5%
- Other Private Vehicle – 2.9%
- Pickup – 13.8%
- Utility Vehicle – 7.0%



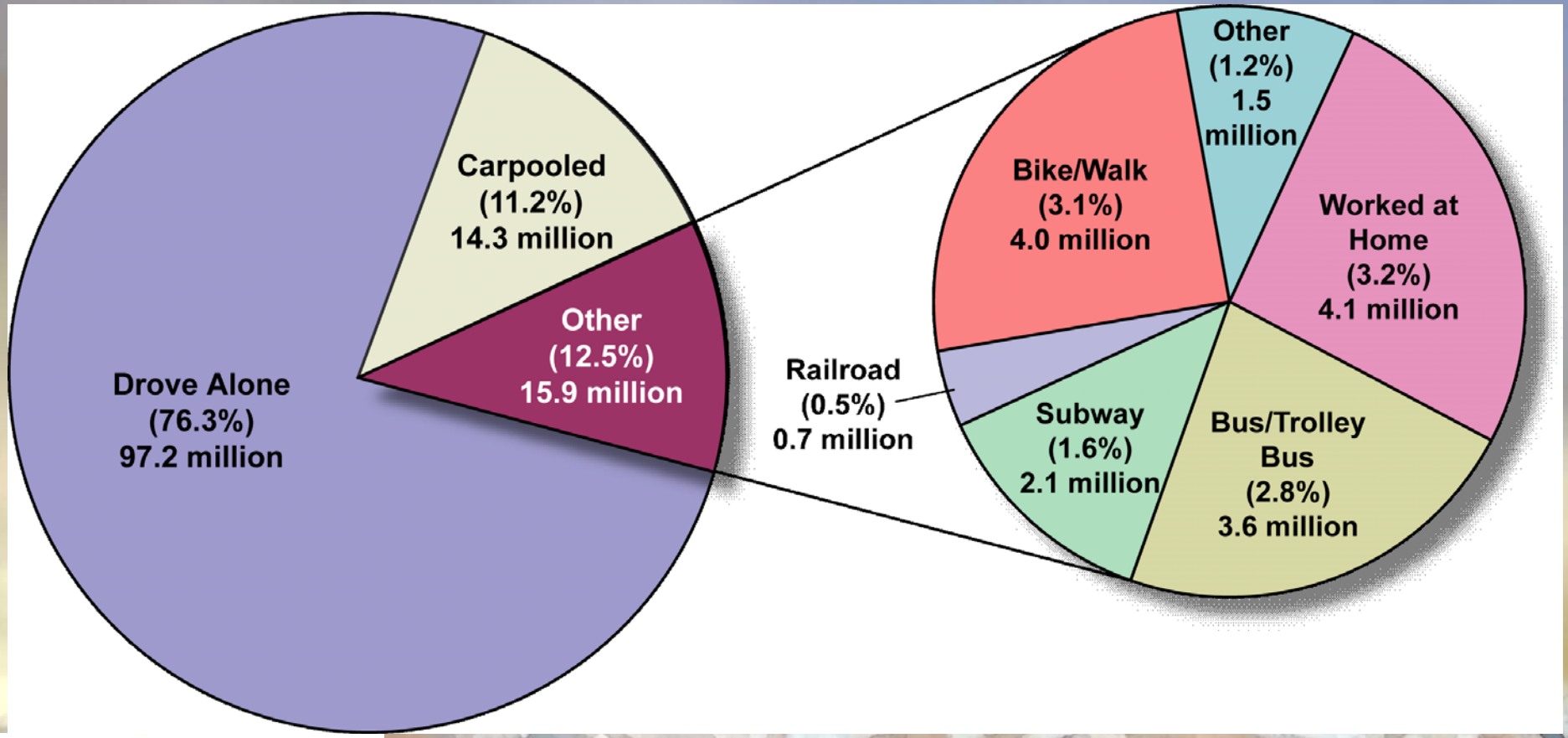
Other Means (6.7%)

- Airplane – 3.4%
- School Bus – 1.3%
- Walking – 0.3%
- Bike – 0.1%
- Amtrak – 0.1%
- Taxi – 0.1%
- Other 1.4%

Public Transportation (2.1%)

- Bus, Streetcar – 1.4%
- Commuter Train – 0.4%
- Subway – 0.3%

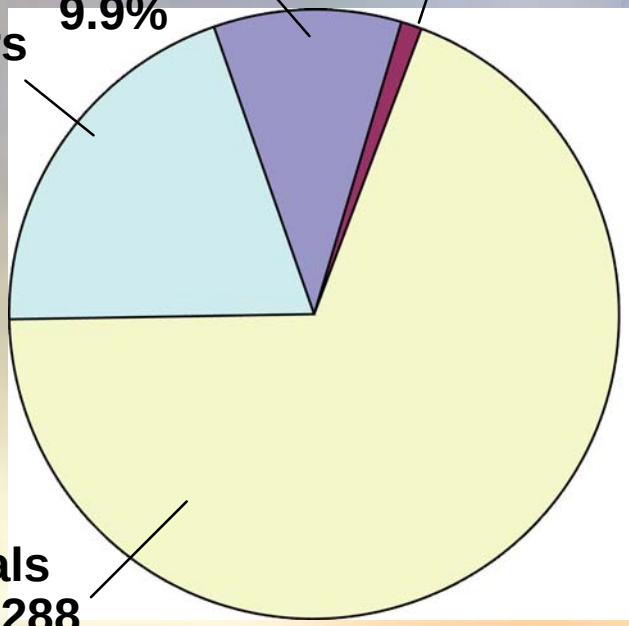
National Perspective – Journey to Work



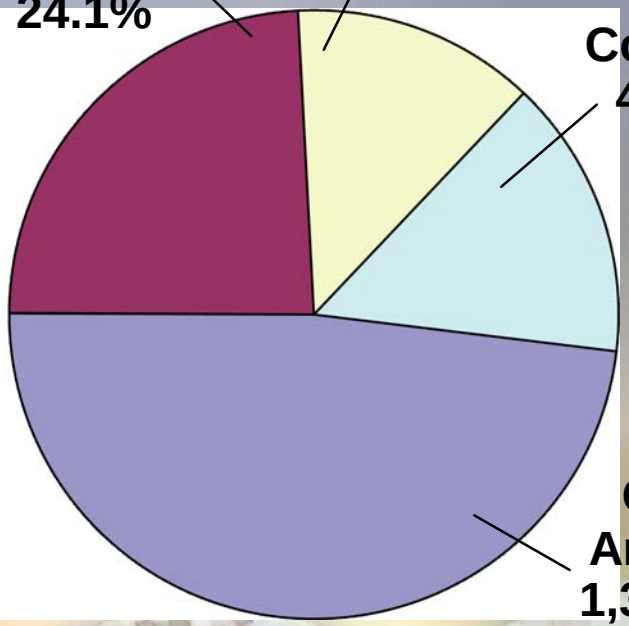
National Perspective – Travel Time to Work

- 1990 - average 22 minutes and 30 seconds
- 2000 - average 24 minutes and 20 seconds
- 2005 - more congested
- Idaho reports average commute between 18.1 and 22.0 minutes
- 26% of Idaho's major urban roads are congested

National Perspective – Mileage & Travel



MILEAGE
Total: 3,951,098



TRAVEL (millions)
Total: 2,767,363

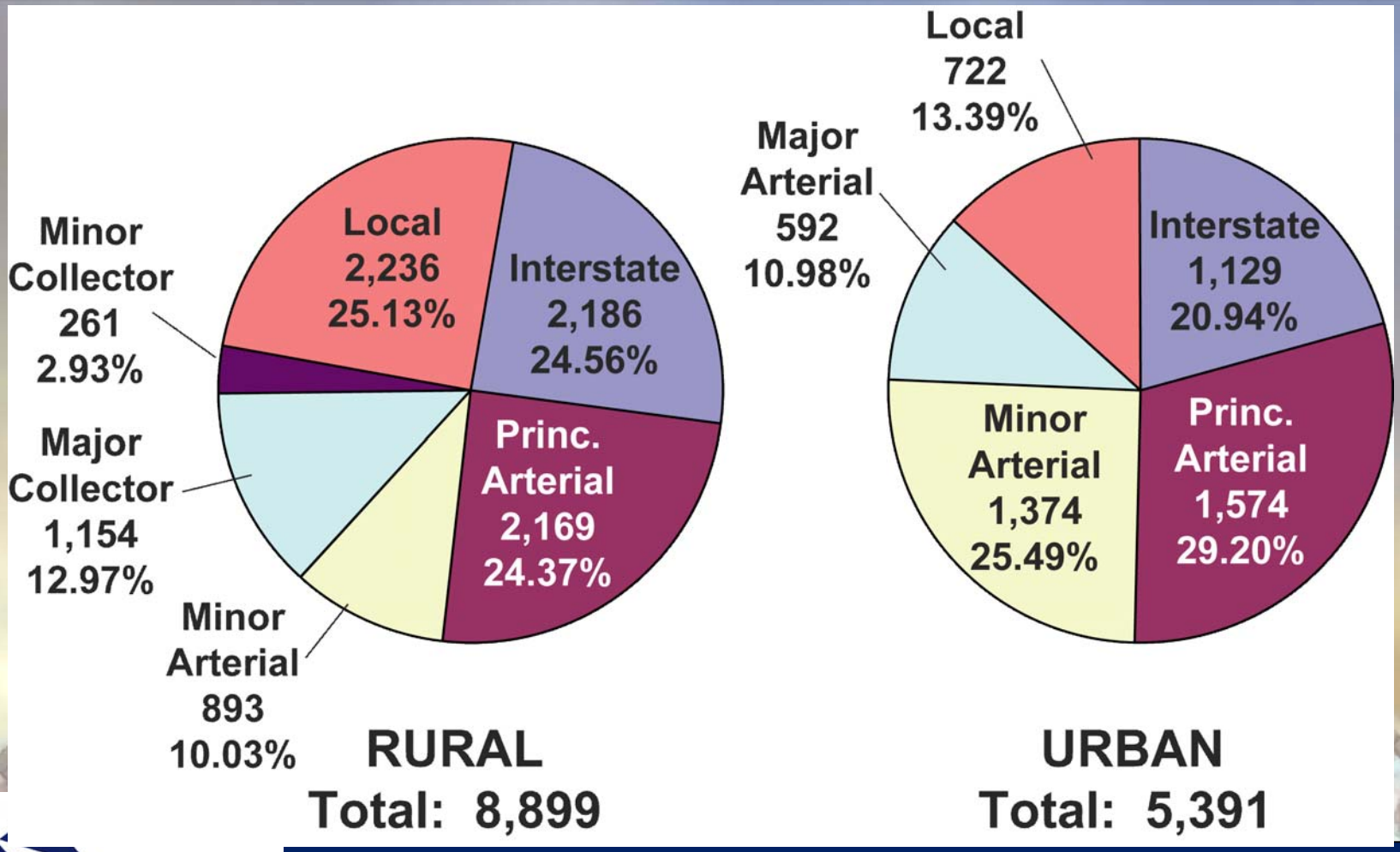
National Perspective – Rural Interstate Travel

- Between 1990 and 2000
  - Traffic on Rural Interstate increased 36%
  - Equivalent axle loads increased 88%
- In 2000
  - Trucks with 5 or more axles = 18% average daily traffic
  - Trucks with 5 or more axles = 89% equivalent axle loads
  - All other vehicles = 82% of daily traffic
  - All other vehicles = 11% of traffic loads

Idaho's Highway System

- All Jurisdictions
  - 38,250 centerline miles
  - 289 Agencies responsible for roads
  - 14.4 Billion vehicle miles traveled annually
- State Highway System
  - 5,000 centerline miles
  - 1,752 Bridges
  - 8 Billion vehicle miles traveled annually

Idaho's Highway System 2003 Annual Vehicle Miles



Idaho's Conditions

- 75% of major roads are in good conditions
  - 25% are in poor or mediocre condition
- 82% of bridges are in satisfactory condition
  - 18% are structurally deficient or functionally obsolete
- 91% of travel is in private vehicles
  - 5% is air travel
  - 2% is mass transit

Dwight Bower
HW Lochner

Meeting 4

Current Revenue ($'s Available) compared to Future $'s Needed?

"WHAT'S THE DELTA?"

Based on current revenue (state & local) & the H. W. Lochner Needs Report thru 2035

	Idaho Transportation Department	Local Highway Jurisdictions	Public Transportation
30 yr Capital Improvement Needs	$12.5 billion	$6.3 billion	$1.07 billion
Available Funding	$283.4 M x 30 yrs = $8.5 billion	$150.7 M x 30 yrs = $3.2 billion	$8.06 M x 30 yrs = $241.8 million
30 year Shortfall	$4.0 billion	$3.1 billion	$838 million

Yearly Funding Shortfall

$264.5 million*

Additional funding needed
To meet projected
Capital Improvements

**A shortfall of $7.938 billion over the next 30 years*
$7.938 billion / 30 years = $264.5 million per year
(without inflation).

Gary Maring
Cambridge Systematics, Inc

Meeting 4

Future of Highway and Public Transportation Finance

Study for U.S. Chamber of Commerce/National Chamber Foundation

presented by

Gary Maring
Cambridge Systematics, Inc.

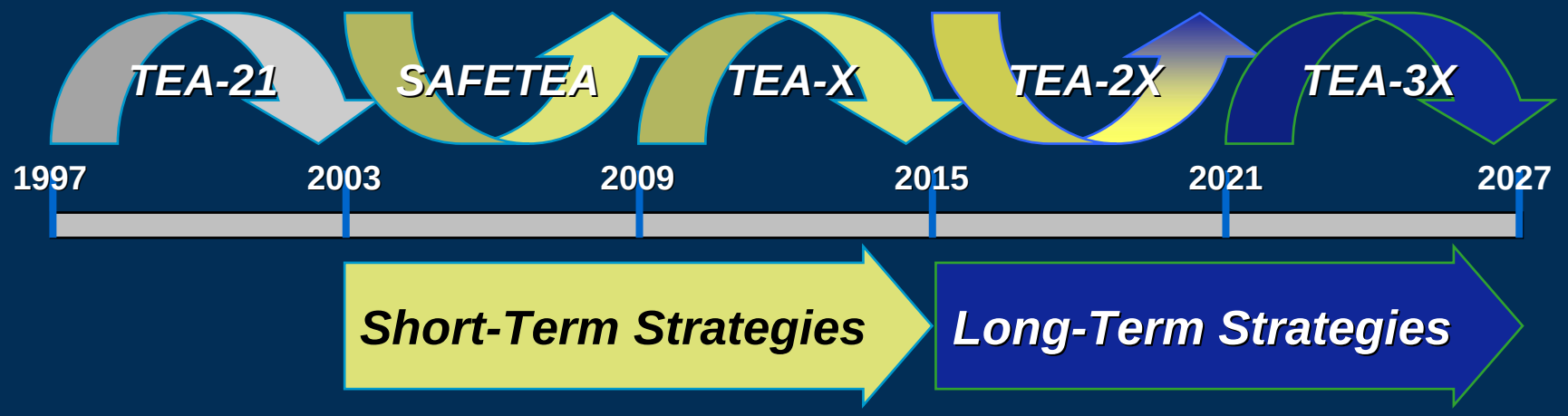
June 28, 2005

Idaho Forum on Transportation Investment

Transportation leadership you can trust.

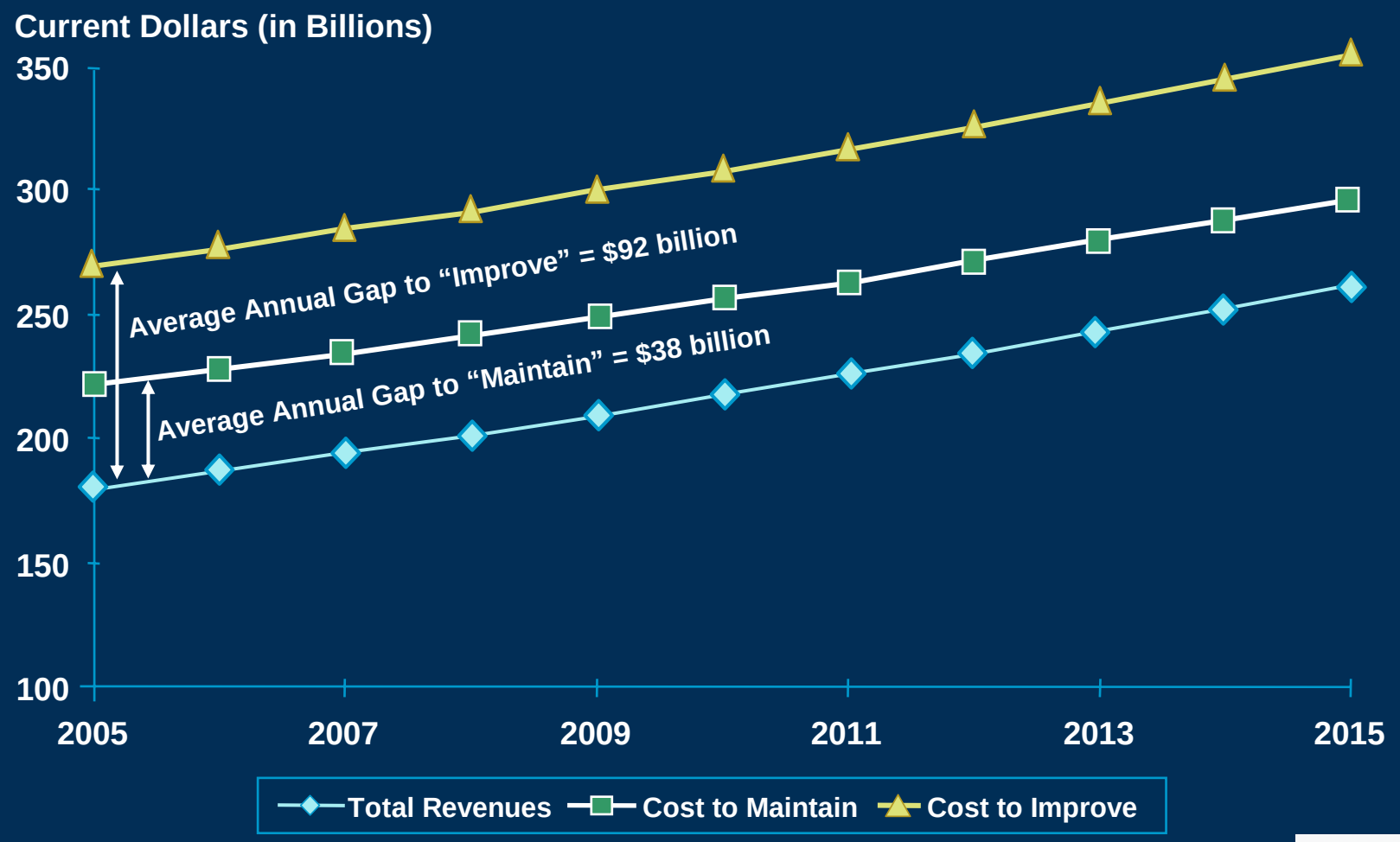
CAMBRIDGE SYSTEMATICS

Timeframe for Study Analyses
Short-Term and Long-Term Strategies



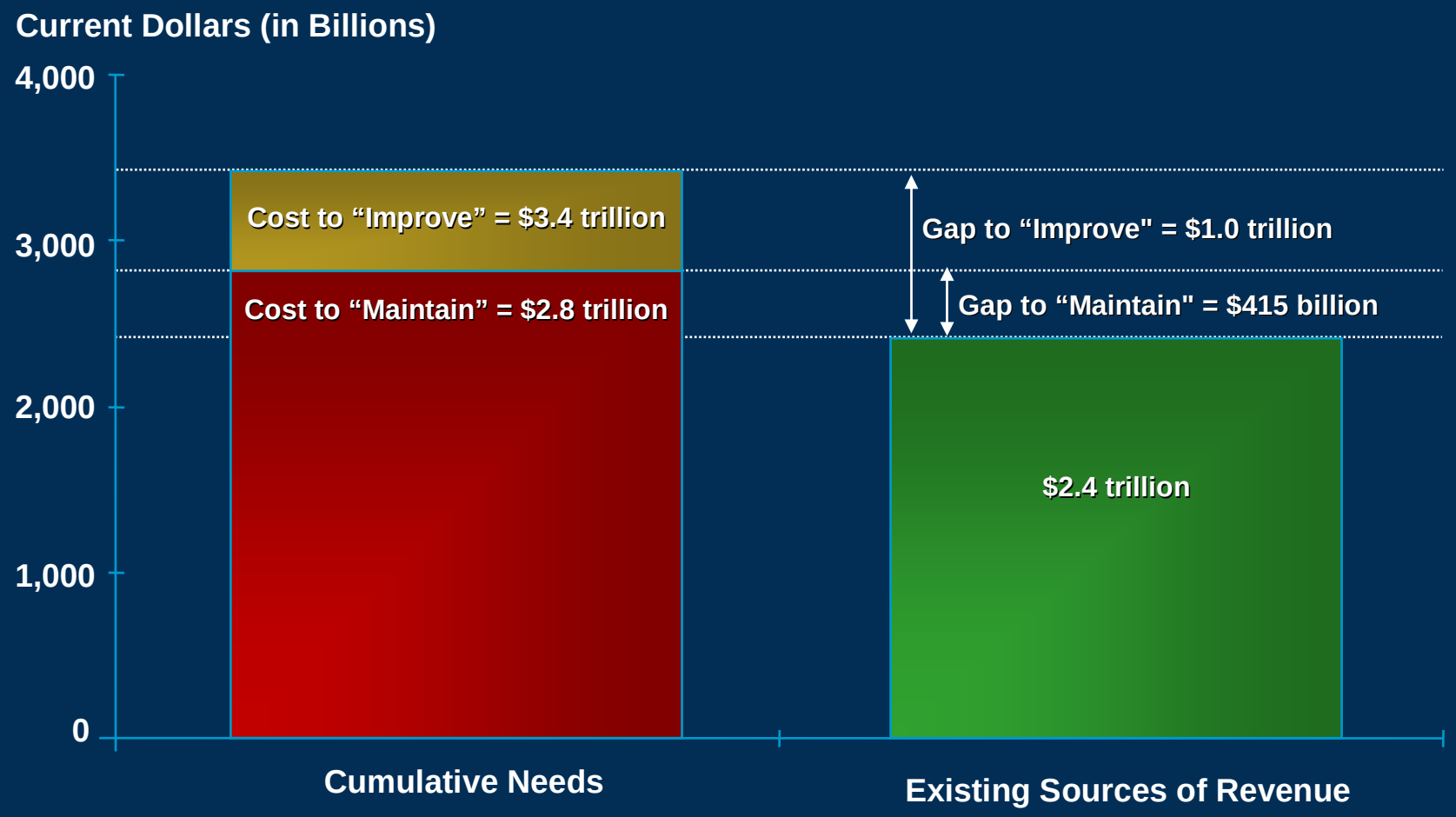
CAMBRIDGE SYSTEMATICS

Annual National Highway and Transit Needs and Revenues
2005-2015



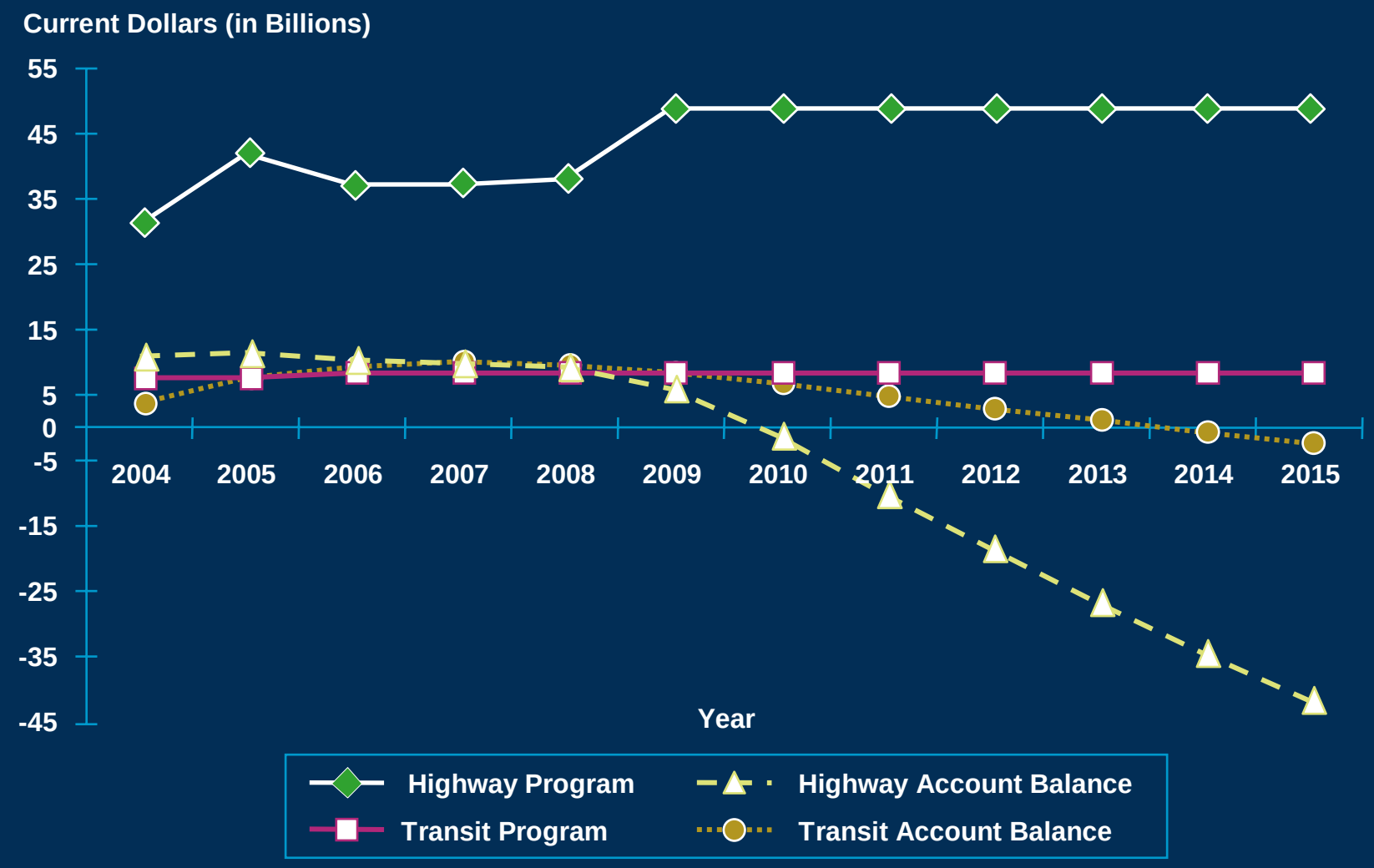
CAMBRIDGE SYSTEMATICS

Cumulative National Highway and Transit Needs and Revenues
2005 to 2015



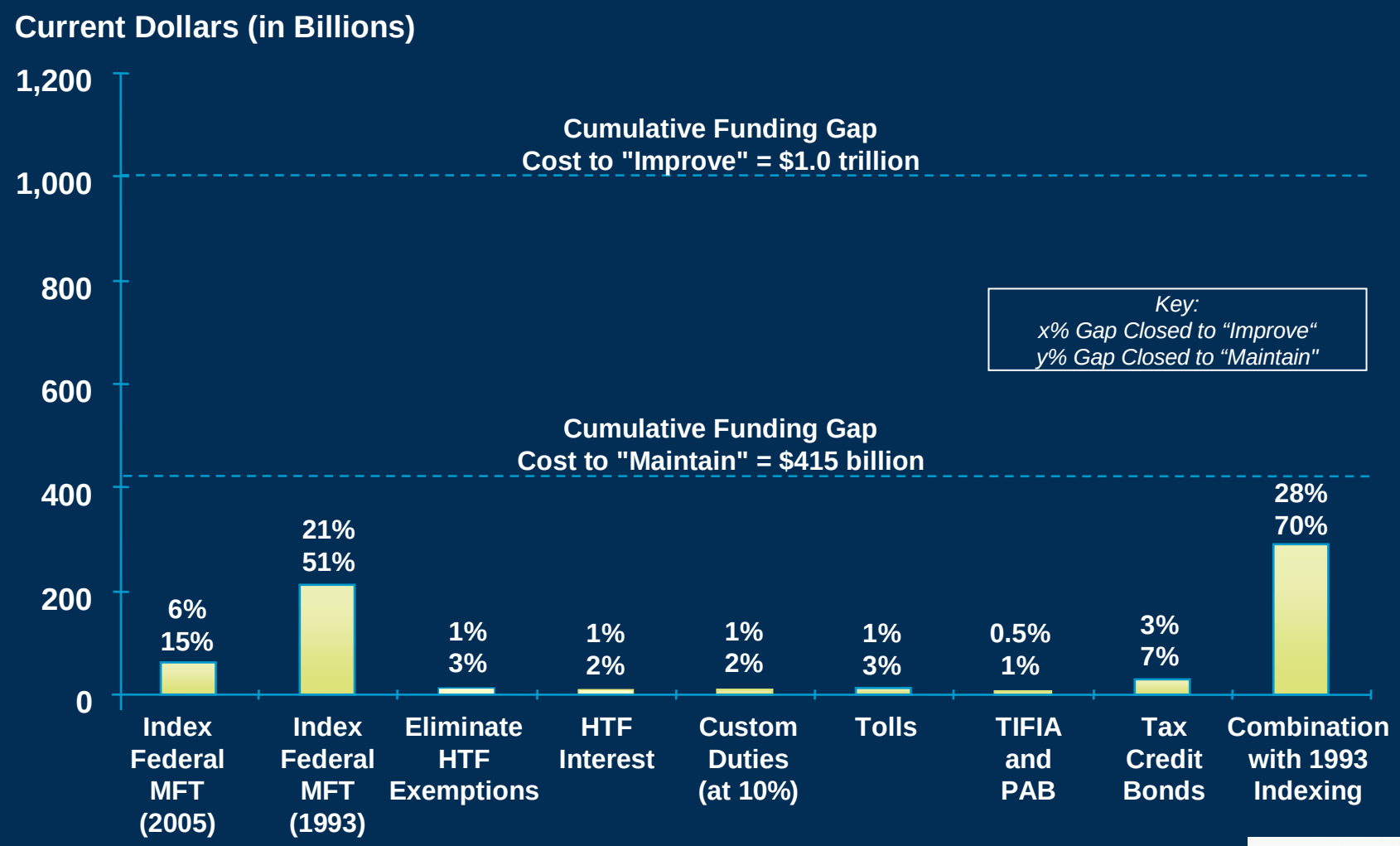
CAMBRIDGE SYSTEMATICS

Estimated Highway and Transit Program Levels and HTF Account Balances Under the Administration's Revised SAFETEA Proposal
(Assuming Level Funding After 2009)



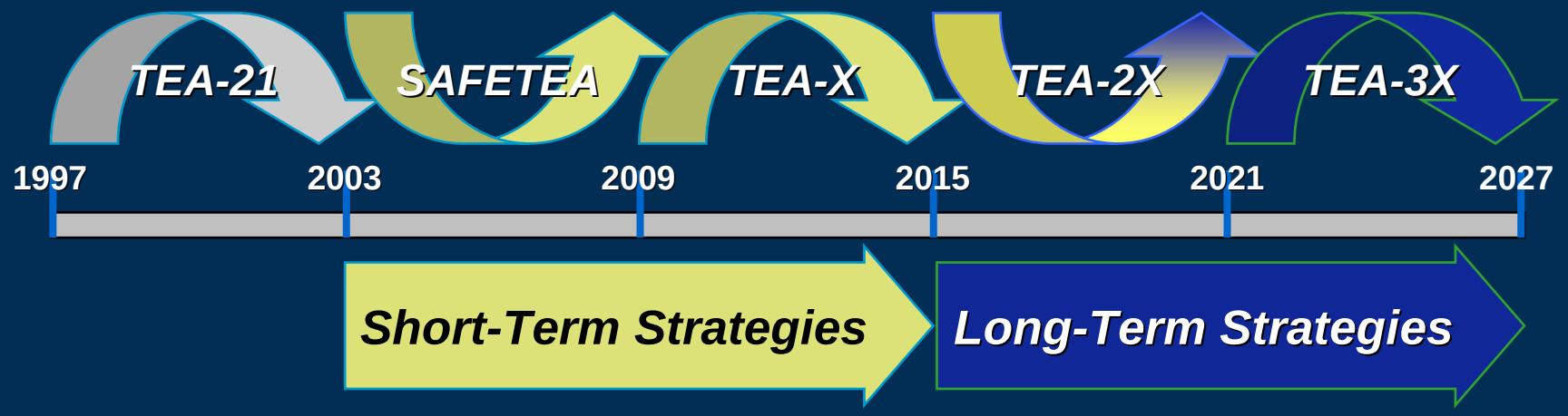
CAMBRIDGE SYSTEMATICS

Contribution of Short-Term Funding Strategies to Closing the National Funding Gap
2005-2015



CAMBRIDGE SYSTEMATICS

Timeframe for Study Analyses
Short-Term and Long-Term Strategies



- Index fuel taxes
- Tolling
- Innovative Finance
- Tax Incentive Strategies

?

CAMBRIDGE SYSTEMATICS

Summary

- Current transportation revenues at all levels of government are not sufficient to maintain or improve the nation's highway and transit systems
- The Highway Trust Fund could be in deficit starting as early as 2010
- Short-term funding mechanisms, particularly indexing motor fuel taxes, could help to significantly narrow the revenue gap
- However, none of the short-term strategies will sustain the nation's highway and transit systems long term. New strategies will be needed. These will be addressed in Phase II of the National Chamber Foundation's study

Ed Mc Kechnie
WATCO

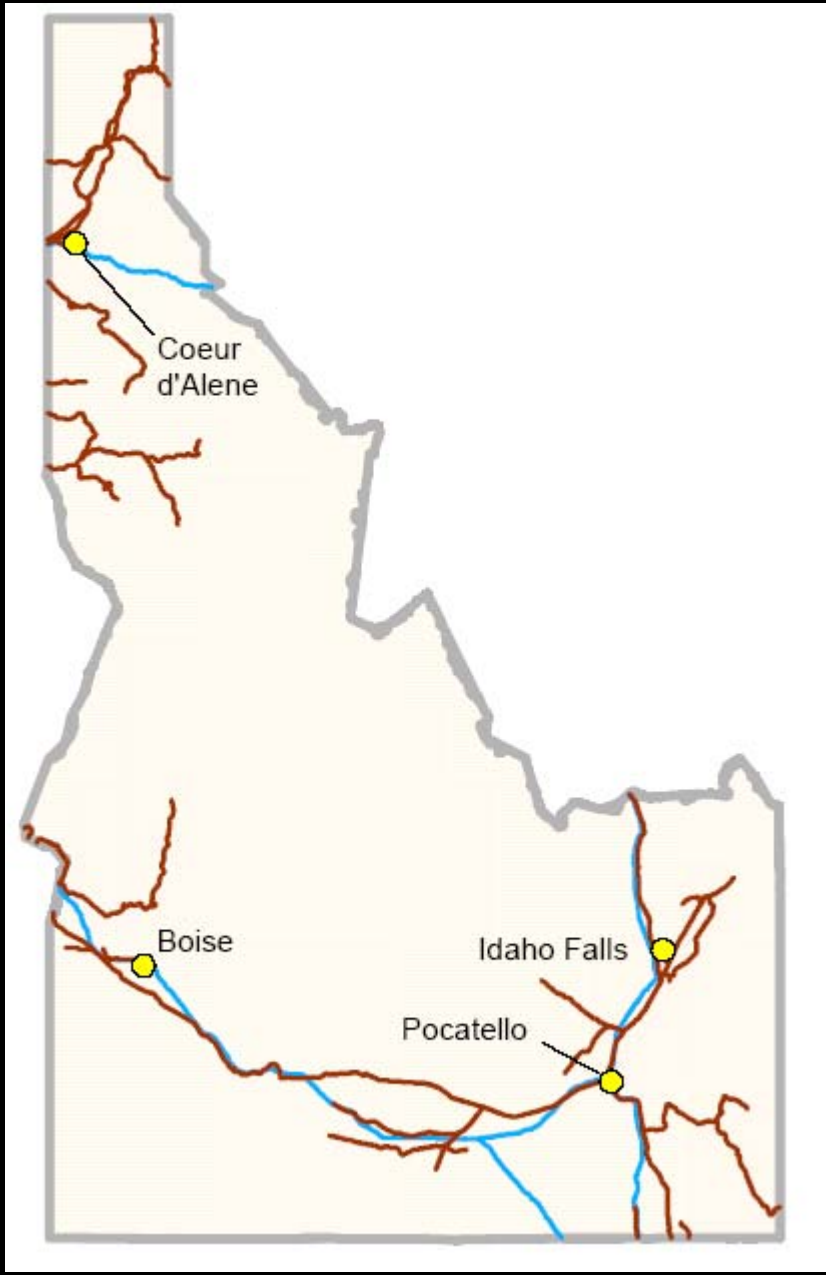
Meeting 4

Railroad 101

North American Railroads

- Class I (Mainline)
  - UP, BNSF, NS, CSX, CP, CN, and KCS
  - Greater than $250 million in revenue
- Class II (Regional)
  - Railroads like Montana Railink
  - Greater than $25 million and less than $250 million in annual revenue
- Class III Railroads (Shortlines)
  - Eastern Idaho, Idaho Northern Pacific
  - Less than $25 million in annual revenue

Idaho Rail network



Public Policy Discussion

- Rail needs can be funded quite inexpensively compared to highways
  - Specific needs
    - Rail siding for Customer expansion
      - A siding can cost $200,000 plus
    - Car supply
      - Refrigerated cars, grain hoppers needed to support seasonal ag products
    - MOW support through ties and ballast
      - Last resort to keep some lines open

Public Policy Discussion

- Idaho has done background work
  - Rail study done 4 years ago
  - Rail plan scheduled to be updated
  - Enabling legislation passed
    - Idaho Rail Preservation Act
  - Intermodal Commerce Authorities
- What is needed is:
  - Limited funding
  - Analysis of work

Public Policy Discussion

- Idaho Forum on Transportation Investment should recommend:
  - State invest $2 million a year for three years
  - ITD directed to invest in capacity
    - Sidings
    - Branch line preservation
    - Railcars
  - Annual analysis of work
  - If favorable, continued investment past initial three years

Revenue Options

Meeting 4

REVENUE OPTIONS

- Increase Fuel Tax
- Increase Vehicle Registration Fees
- Increase Title Fees
- Impact Fees
- Local Option Sales Tax
- Local Option Fuel Tax
- Value based Vehicle Registration Fees
- Index Fuel Tax
- Index all Fees
- Toll roads and bridges
- Fees for Developments of Regional Impact
- Dyed Diesel and Potential Tax Evasion
- Dedicated Sales Tax on Car Rentals
- Vehicle Miles Traveled (VMT)
- Advertising at bus stops/ on busses
- Dedicated Sales Tax on Transportation Related Sales
- Add Dedicated Sales Tax to Fuel and Transportation Services
- Employer Tax
- Railroad Car Tax
- Eliminate Ethanol Exemption
- Federal reimbursement for fuel tax loss to Native American Reservations
- Congestion Pricing
- Central area charges (used in Europe
- Parking Charges
- Lease Space in Rest Areas to Restaurants (Europe
- Allow Advertising on state facilities – “Taco Bell Bridge

INNOVATIVE FINANCING OPTIONS

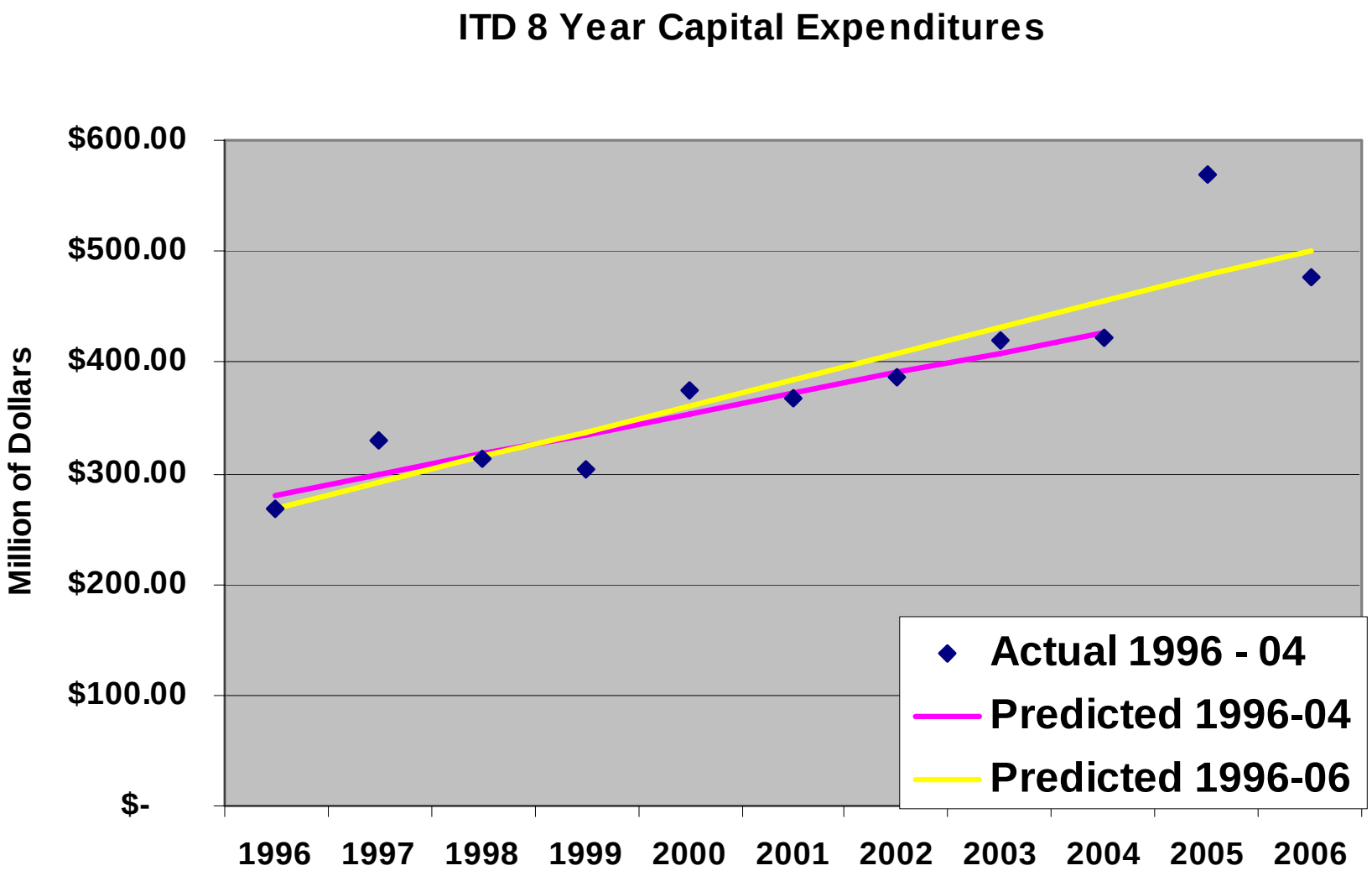
- Bonding
- Shift funding of Idaho State Police to the state general fund
- Tax Increment Financing (TIF)
- Public Private Partnerships
- Grant opportunities for technology, beautification, etc. thru HUD, NEA, others
- Increase Minimum Guarantee for Public Land States
- Consider Funding From the Petroleum Clean Water Trust Fund

OTHER FINANCING OPTIONS

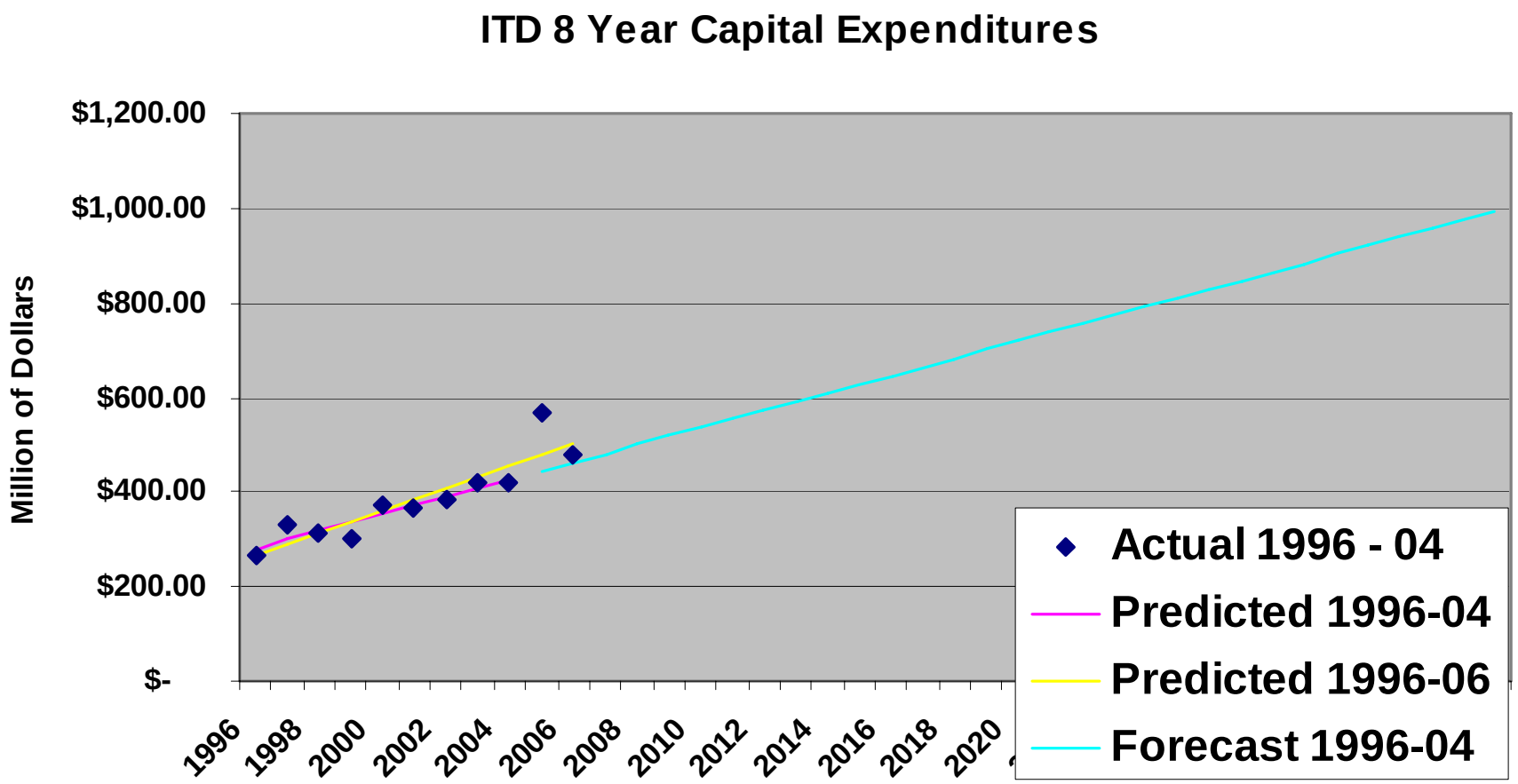
- Tapered
- State Infrastructure Banks (SIBs)
- Section 129
- Transportation Infrastructure Finance and Innovation Act (TIFIA
- Railroad Rehabilitation and Improvement Financing Program (RRIF
- Sale of Records, Maps, Documents
- Investment
- Use-Based Fees
- Property Tax
- Local Highway Investment Pool
- Diesel Fuel Tax on Railroads
- Forest Service Payments to Counties
- ITD Board to select Forest Land projects instead of Feds

BASED ON 2003 DATA				
Revenue Category	**Type**	**Increased By**	**Revenue To**	**Annual Increase**
Fuel Tax	Gasoline Special Fuels Gasohol	1¢ per gallon 1¢ per gallon 2.5¢ per gallon tax break repeal	Highway Distribution Account (HDA) HDA	$5.7 million $2.3 million $2.5 million
Vehicle Registration Increase	Passenger Cars (aged based), Commercial/Non Commercial Trucks,	10% increased registration	HDA	$9.1 million
Value-Based Vehicle Registration	Registration fee based on assessed value	1% of assessed vehicle value	HDA	$120 million
Increase Driver's License Fee	Driver's License	$1.00 increase	HDA	$300,000
Increase Title Fee	Vehicle titles	$1.00 increase	State Highway Acct & County Assessors	$600,000
Index Fuel Tax	Gasoline/Special Fuel	1% tax increase on 25¢ per gallon	HDA	$1.4 million
Index Vehicle Registration	Passenger Cars, Commercial/Non Commercial Truck	12.9%> CPI-U (from 1996-2000)	HDA	$11.1 million
Sales Tax on Fuel	Gasoline Special Fuels Gasohol	5% sales tax on fuel @ $1.35 per gallon	HDA	$62.7 million
Dedicated Sales Tax	Sales Tax on transportation-related products (cars, tires)	5% sales tax on products (CY2000)	Transfer from General Fund to HDA	$137.5 million 1% = $27.5 million

1996 - 2004 Regression Prediction
R Square = 0.876



1996 - 2006 Regression Prediction
R Square = 0.813



Tom Warne
Tom Warne & Associates

Meeting 5

Hudson 2010 and Beyond

Policy #1 –

Transportation Finance Recommendation

Transportation investments must be funded from a comprehensive set of revenue sources that are sustainable and reflective of consumer choice.

Hudson 2010 and Beyond

Policy #2 –

Mobility Management Recommendation

The United States must establish a transportation system where all modes operate as one in a Mobility Management environment.

Hudson 2010 and Beyond

Policy #3 –

Technology Deployment Recommendation

The United States must advance the rapid deployment of technology in all aspects of its transportation system to achieve optimal safety, security, and operational benefits into the future.

Hudson 2010 and Beyond

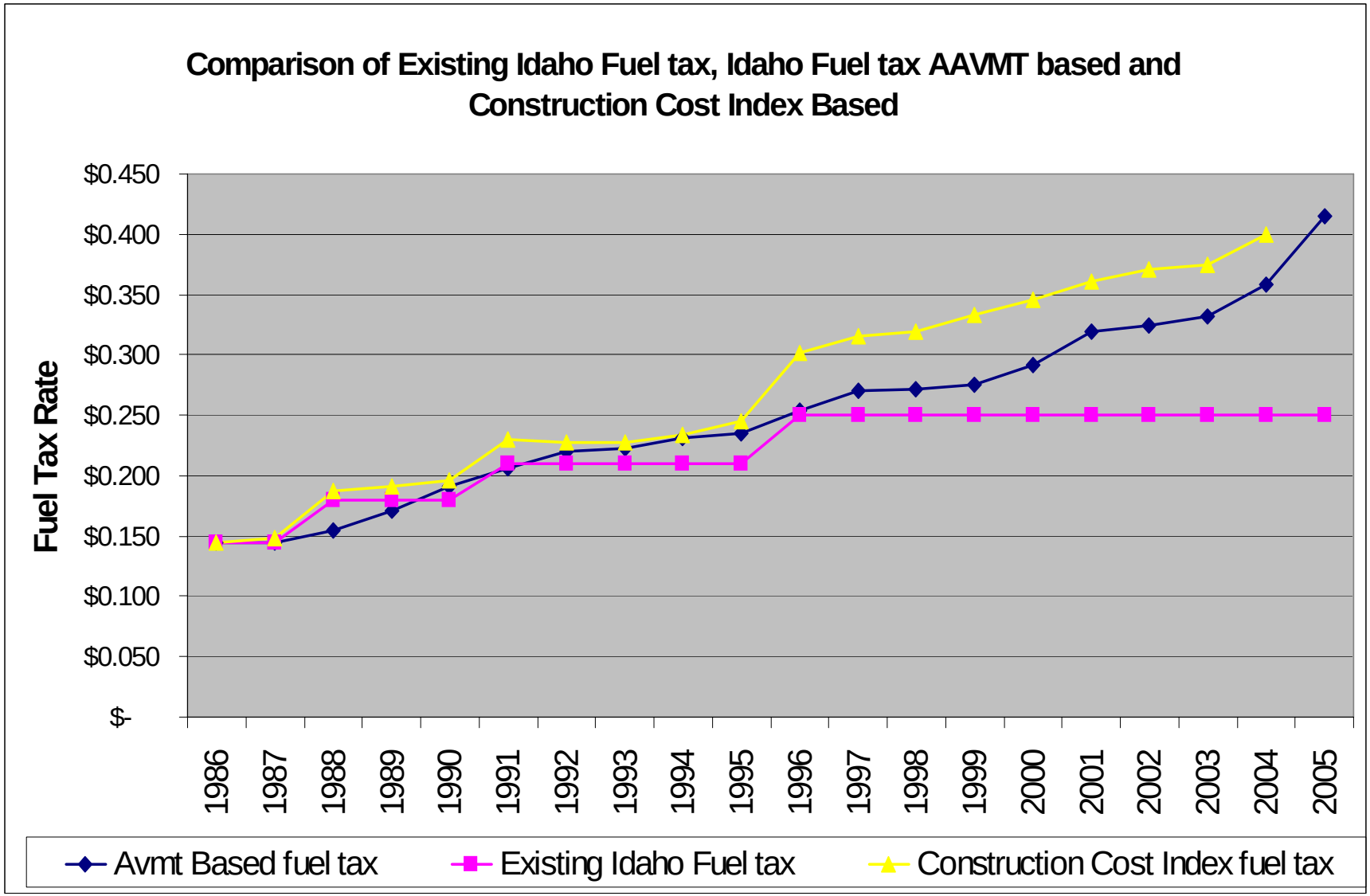
Policy #4 –

Freight System Recommendation

Establish freight transportation systems, including highway, rail, ports, river, and air as critical interrelated components contributing to our nation's role in the global economy.

Construction Cost Index Comparison

Meeting 5


Comparison of Existing Idaho Fuel tax, Idaho Fuel tax AAVMT based and Construction Cost Index Based
Fuel Tax Rate
$0.450
$0.400
$0.350
$0.300
$0.250
$0.200
$0.150
$0.100
$0.050
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1986
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2003
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2005
Avmt Based fuel tax
Existing Idaho Fuel tax
Construction Cost Index fuel tax

Dwight Bower
HW Lochner

Meeting 5

IDAHO'S PROJECTED SURFACE TRANSPORTATION CAPITAL IMPROVEMENT NEEDS (2005 TO 2035)

FINAL REPORT

Dwight Bower, Sr. VP

H W LOCHNER

Consulting Engineers & Planners

Final Report Changes

Revised and/or added information to:

- Page 1-added “Final Report” to title page,
- Page 2-revised overview to summarize Final Report info,
- Page 3-revised totals and added Airport Intermodal info,
- Page 4-added listing for **Idaho Airports**,
- Page 16-revised totals to reflect additional project info,
- Pages 27 & 28-added projects from Nez Perce County,
- Page 67-added projects from Blackfoot,
- Pages 76-79-added Airport Intermodal info.

Nez Perce County
Projected Needs (2006-2024)

- Added page 27 & 28 project list totaling $62,307,000.
- Revised total for North Central Counties -- $133,967,000.
- Revised total for all Local Roads in North Central Idaho -- $561,983,726.
- Revised Total for all highways in North Central Idaho -- $1,397, 213,726.

North Central Idaho

Additional Information

Counties

- Latah,
- Lewis,
- Clearwater,
- Nez Perce,
- Idaho.

Major Cities

- Lewiston,
- Moscow,
- Orofino,
- Grangeville,
- Kooskia,
- Kamiah,
- Riggins.

30-Year Surface Transportation Capital Improvement Needs

• Interstate	No Interstate	
• State Highway	$750,350,000	
• Local Roads	$561, 983,726	
Metropolitan Planning Organization		$254,500,000
Cities		$170,597,110
Counties		$133,967,000
Highway Districts		$ 2,919,616
• Public Transit	$ 84,880,000	

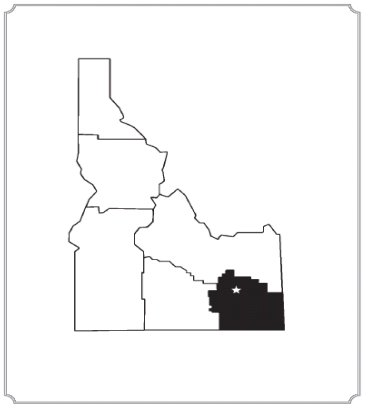
$1,397,213,726 Total

Additional information from Blackfoot

- Added 5 projects that were submitted without estimated prices (see page 67 – Cost Estimate -- N/A).
- No change to totals for South East Idaho.

South East Idaho

No Change to Totals



Counties

- Bingham,
- Bannock,
- Caribou,
- Power,
- Oneida,
- Franklin,
- Bear Lake.

Major Cities

- Blackfoot & Shelley,
- American Falls,
- Pocatello & Chubbuck,
- Lava Hot Springs,
- Soda Springs,
- Montpelier,
- Paris & Preston,
- Malad & Paris.

30-Year Surface Transportation Capital Improvement Needs

• Interstate	$1,203,000,000	
• State Highway	$ 700,500,000	
• Local Roads	$ 576,800,000	
Metropolitan Planning Organization		$ 155,100,000
Cities		$ 276,700,000
Counties		$ 129,000,000
Highway Districts		$ 16,000,000
• Public Transit	$ 15,000,000	

$2,495,300,000 Total

Information submitted by ITD Aeronautics Division

- Added separate project listing (beginning page 76) for Airport Intermodal Projects (dated November 2004) – highway/roadway improvements for Idaho's Primary, General, and Community Service Airports.

Statewide Surface Transportation Total

- Draft Report Total was $19,818,437,523 (page 3).
- Revised North Central totals and Local Roads totals to reflect costs of Nez Perce County projects.
- Added Idaho Airports Intermodal Improvement 10-Yr Cost Estimate (2004 $) -- $220,922,000 as a separate listing.
- Revised Statewide Surface Transportation Total to $20,101,666,523.

Idaho's Surface Transportation
Capital Improvement Needs (2005-2035)

Capital Improvement Needs	Interstate	State Highway	Local Roads	MPO	City	County	Highway District	Public Transit	District Total (2005 $)
Northern District 1	1,354,700,000	2,865,900,000	1,959,900,000					442,500,000	6,623,000,000
					546,100,000	1,062,000,000	351,800,000		
North Central District 2	No Interstate	750,350,000	561,983,726					84,880,000	1,397,213,726
				254,500,000	170,597,110	133,967,000	2,919,616		
South West District 3	1,532,875,000	1,306,191,265	2,211,324,532					500,000,000	5,549,390,797
					299,932,122	429,355,410	1,482,037,000		
South Central District 4	336,000,000	1,012,000,000	946,000,000					15,000,000	2,309,000,000
					78,000,000	750,000,000	118,000,000		
South East District 5	1,203,000,000	700,500,000	576,800,000					15,000,000	2,495,300,000
				155,100,000	276,700,000	129,000,000	16,000,000		
Eastern District 6	76,000,000	1,332,840,000	87,000,000					10,000,000	1,505,840,000
					22,000,000	65,000,000			
District Total	4,502,575,000	7,967,781,265	6,343,008,258					1,067,380,000	19,880,744,523[1]
Idaho Airports Intermodal Improvement 10-Yr Cost Estimate (2004 $)						$220,922,000[2]			
Statewide Surface Transportation Total									20,101,666,523

[1] *Projected Total based on 2005 dollars*
[2] *Projected Total based on 2004 dollars*

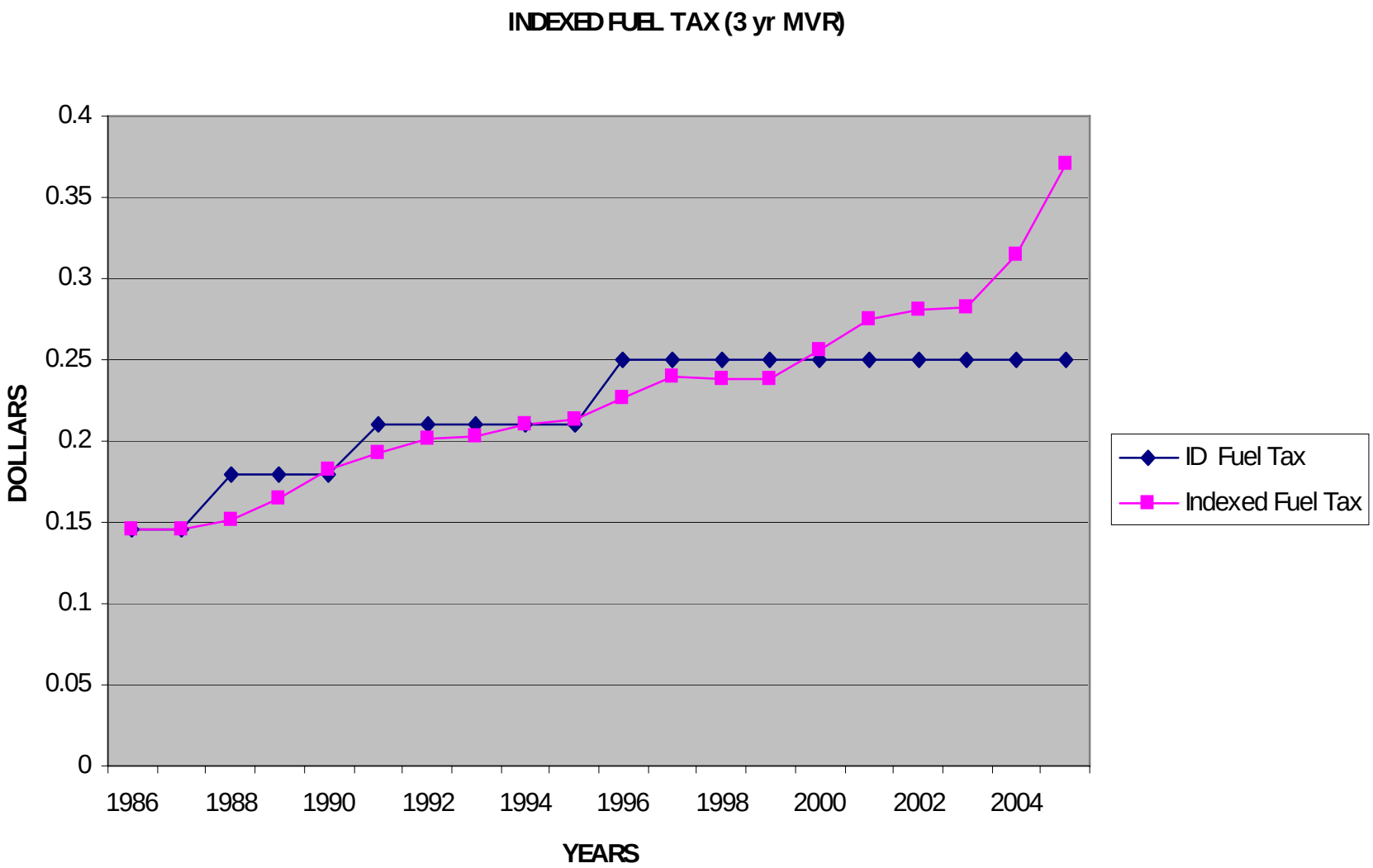
Idaho's Capital Improvement Needs

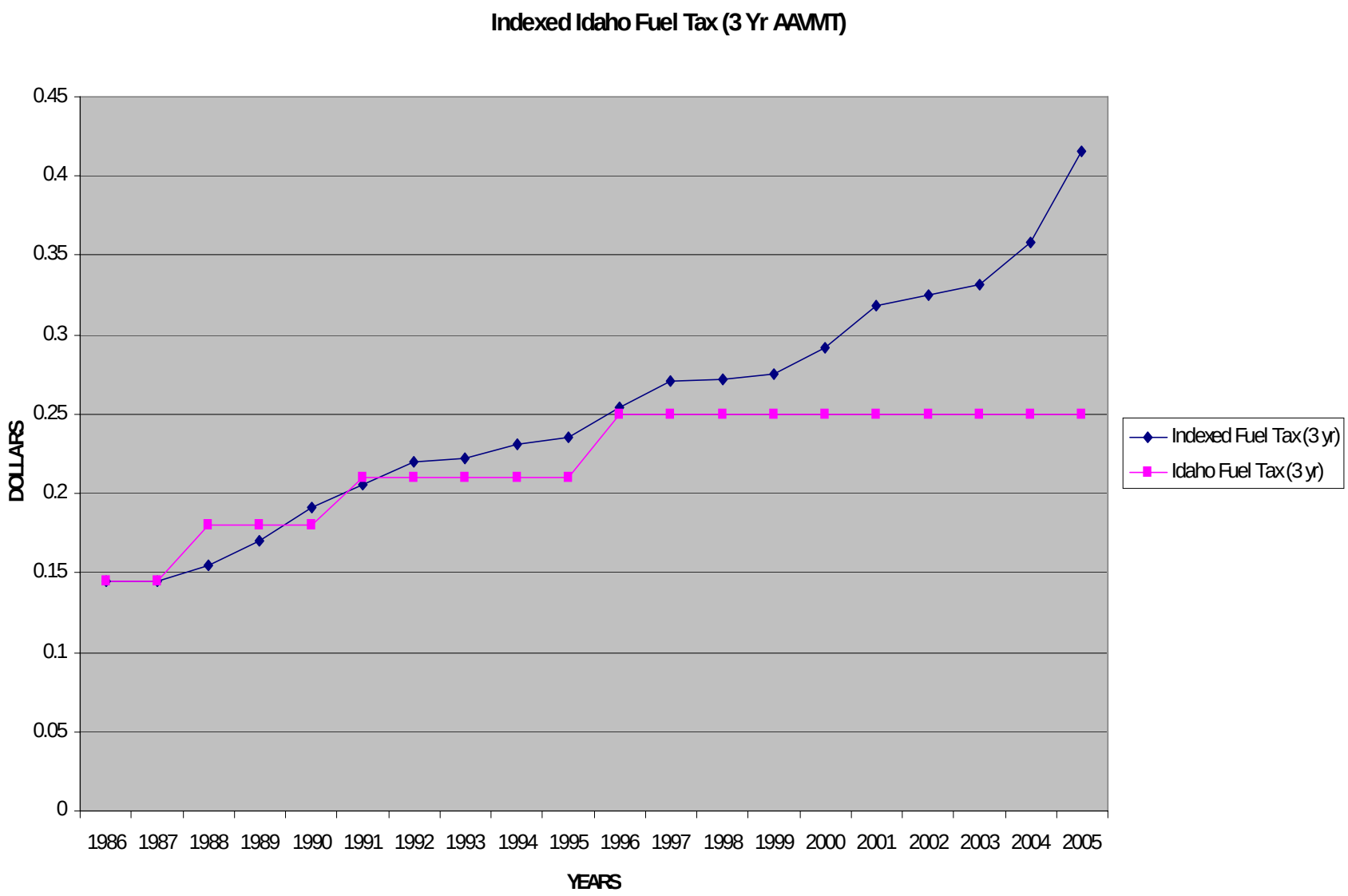
Estimated at over $20 Billion ($20,101,666,523)

- ***Idaho's Interstate system needs infrastructure improvements to meet increased traffic demands and maintain safety ($4.5 billion estimate);***
- ***The State Highways reflect an aging system that warrants upgrades and infrastructure improvements ($8 billion estimate);***
- ***Local transportation entities have significant long term needs to meet safety and public expectations ($6.3 billion estimate);***
- ***Airport-connecting surface transportation has a 10-year projected need ($221 million estimate);***
- ***Public Transit has increasing needs in the rural areas and significant growth in the heavily populated areas. ($1 billion estimate).***

Index Protocols

Meeting 5


INDEXED FUEL TAX (3 yr MVR)
0.4
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0
DOLLARS
1986
1988
1990
1992
1994
1996
1998
2000
2002
2004
YEARS
ID Fuel Tax
Indexed Fuel Tax


Indexed Idaho Fuel Tax (3 Yr AAVMT)
0.45
0.4
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0
DOLLARS
1986
1987
1988
1989
1990
1991
1992
1993
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1995
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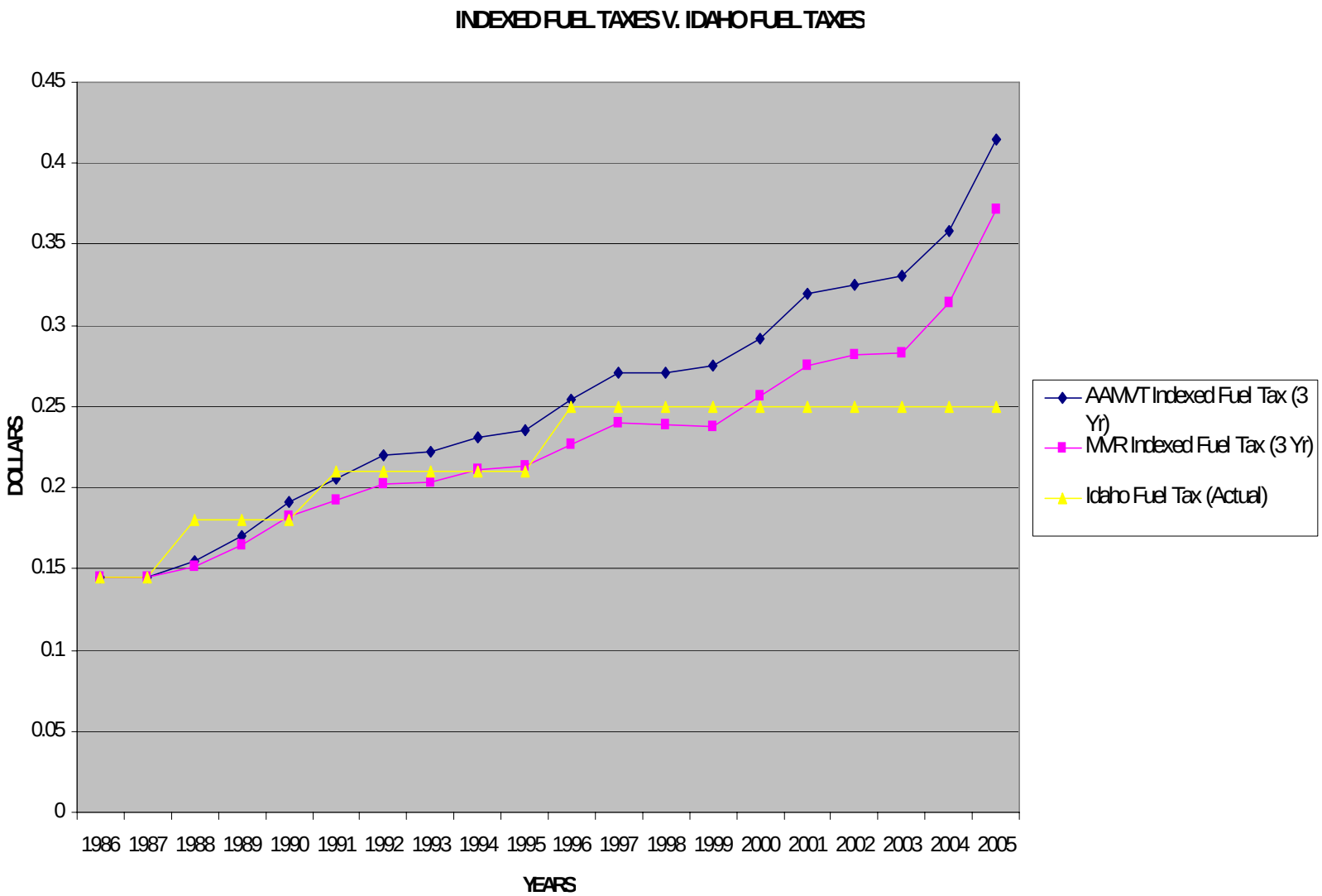
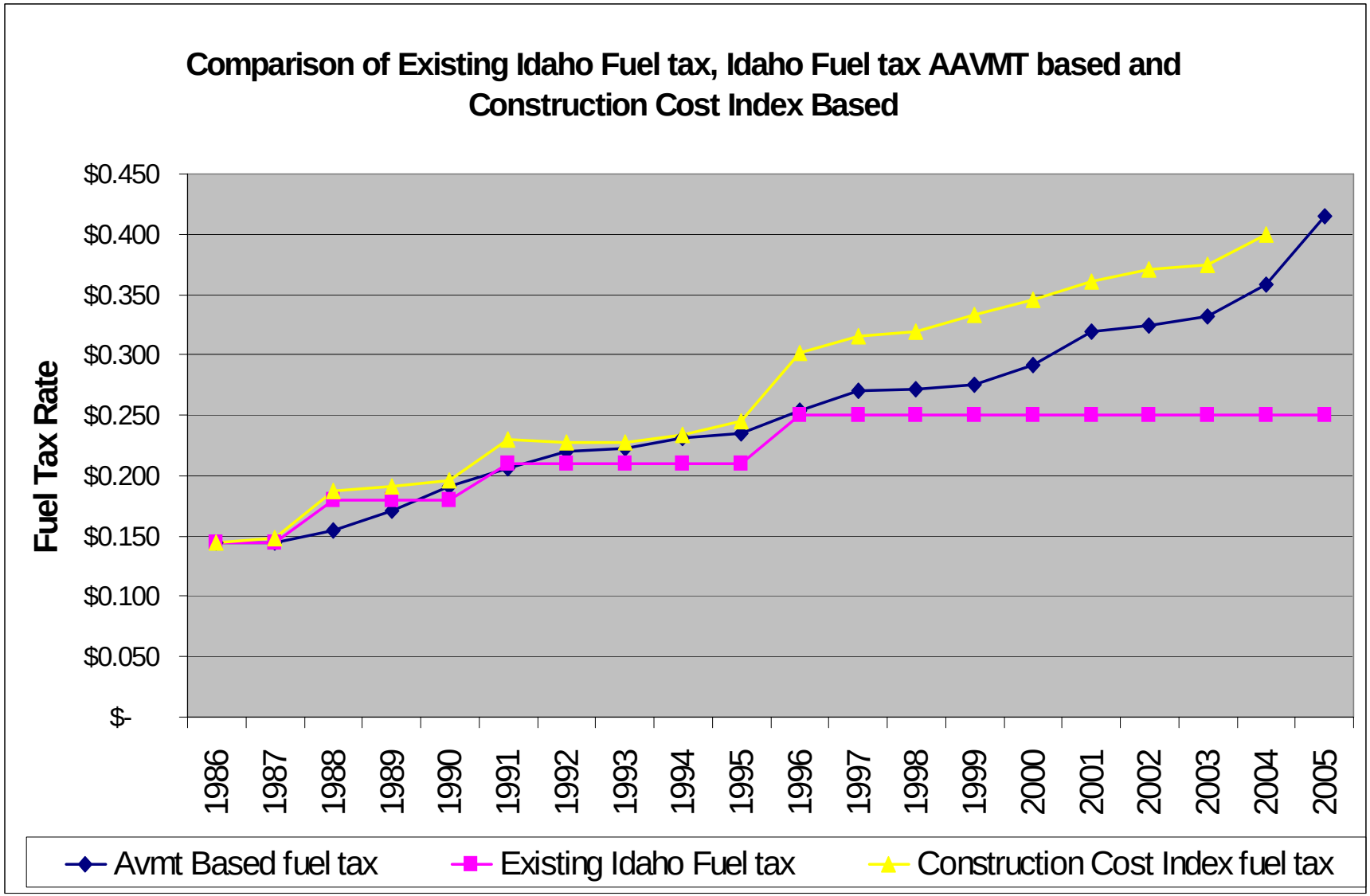
1997
1998
1999
2000
2001
2002
2003
2004
2005
YEARS
Indexed Fuel Tax (3 yr)
Idaho Fuel Tax (3 yr)


INDEXED FUEL TAXES V. IDAHO FUEL TAXES
0.45
0.4
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0
DOLLARS
1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005
YEARS
AAMVT Indexed Fuel Tax (3 Yr)
MVR Indexed Fuel Tax (3 Yr)
Idaho Fuel Tax (Actual)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$0.400
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$-
1986
1987
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1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
Avmt Based fuel tax
Existing Idaho Fuel tax
Construction Cost Index fuel tax

Dwight Bower
HW Lochner

Meeting 5

Revenue Available compared to Future Needs

"WHAT'S THE DELTA?"

Based on projected revenue (with SAFETEA) & the H. W. Lochner Final Needs Report thru 2035

FUNDS AVAILABLE EACH YEAR

(2005 $)

IDAHO TRANSPORTATION DEPARTMENT

	before SAFETEA	after SAFETEA
Capital	$283.4 M	**$325.3 M**
Maintenance/Operations	$135.6 M	
Administration	$ 21.8 M	
Total	**$440.8 M**	**$482.7M**

*Doesn't include Planning, Motor Vehicles, Aeronautics, or Highway Safety ($29.1 M)

FUNDS AVAILABLE EACH YEAR

(2002 $)

LOCAL HIGHWAY JURISDICTIONS

	before SAFETEA	after SAFETEA
Capital	$105.7 M	**128.2 M**
Maintenance/Operations	$115.3 M	
Administration	$ 23.4 M	
Total	**$244.4 M**	**$266.9 M**

*Includes federal funding and forest monies.

FUNDS AVAILABLE EACH YEAR

(2005 $)

PUBLIC TRANSPORTATION

	before SAFETEA	after SAFETEA
Capital	$ 8.06 M	**$10.5 M**
Maintenance/Operations	$ 8.17 M	
Administration	$ ---NA----	
Total	**$ 16.23 M**	**$18.67 M**

*No state funding

MATRIX

Capital Needs – Available Funds -- Shortfall

	Idaho Transportation Department	Local Highway Jurisdictions	Public Transportation
30 yr Capital Improvement Needs (Final)	$12.7 billion	$6.3 billion	$1.07 billion
Available Funding (after SAFETEA)	$325.3 M x 30 yrs = $9.8 billion	$128.2 M x 30 yrs = $3.85 billion	$10.5 M x 30 yrs = $315 million
30 year Shortfall	$2.9 billion	$2.45 billion	$755 million

IDAHO'S
30-Year
Surface Transportation Needs Shortfall

$7.95 Billion (draft)

$6.1 Billion (after SAFETEA)

Yearly Funding Shortfall

$264.5 million

$203.5 million*

Additional funding needed
To meet projected
Capital Improvements

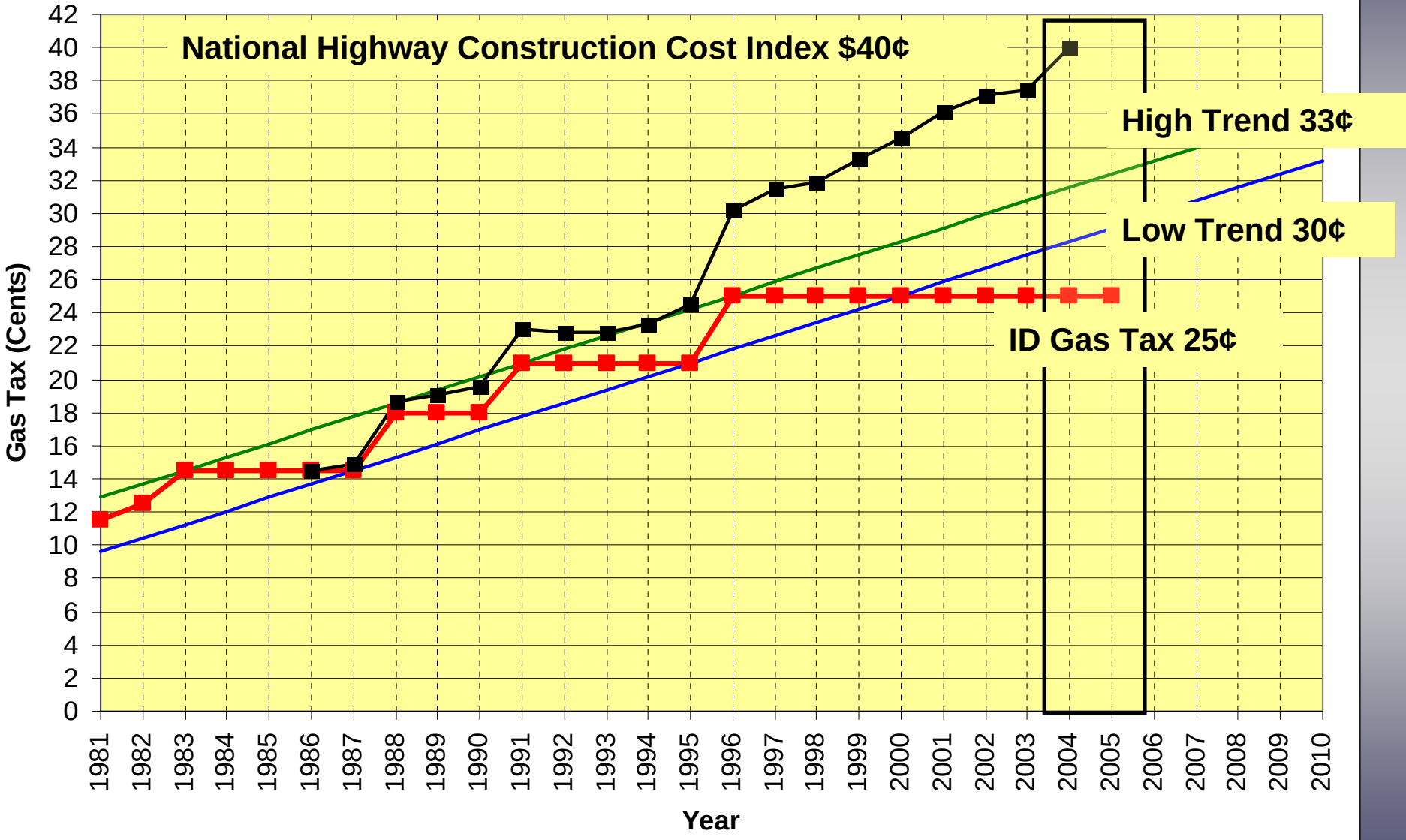
***A shortfall of $6.1 billion over the next 30 years**
***$6.1 billion / 30 years = $203.5 million per year**
(without inflation).

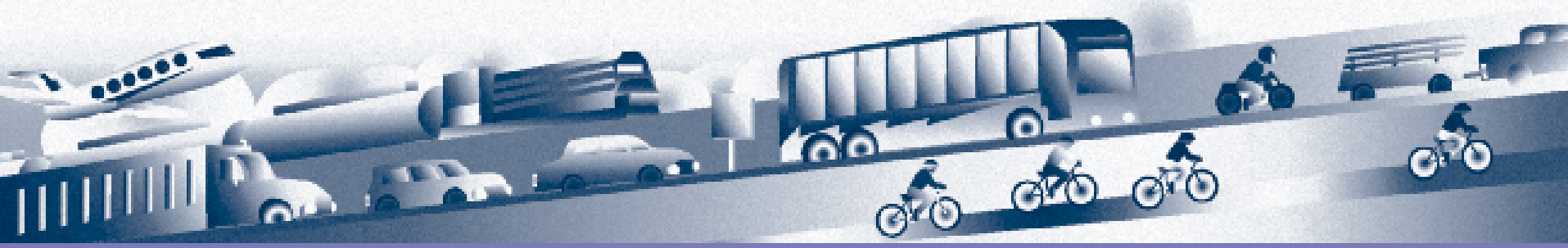
Gas Tax
&
Highway Distribution Account Revenue

Meeting 5

History of Idaho Gas Tax Rates*

(1981 - 2005)





FORUM ON TRANSPORTATION INVESTMENT

What Have We Learned So Far?