

FUTURE MOBILITY IN IDAHO:

Meeting the State's Need for Safe and Efficient Mobility

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Prepared by:

TRIP
1726 M Street, NW, Suite 401
Washington, D.C. 20036
202-466-6706 (voice)
202-785-4722 (fax)
www.tripnet.org

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Executive Summary

Idaho's roads and bridges are the backbone of Idaho's state and locally maintained transportation systems. This transportation network plays a central role in Idaho's economy, enabling the state's 1.5 million residents, its businesses and its visitors to go to work, visit family and friends, move goods to market, and enjoy the state's abundant outdoor recreation resources.

In recent years, Idaho has experienced growth in vehicle travel and population that are among the fastest in the nation. However, preservation of and improvements to the state's transportation system have not been able to keep pace with the tremendous growth in Idaho. It is critical that the state develops and maintains a modern transportation system that can accommodate future growth in vehicle travel, population, tourism and economic development.

Improving and maintaining the condition of the state's roads and bridges, as well as modernizing Idaho's key highways, is critical to providing the state's residents with a high quality of life and fostering a strong economy. The physical condition and efficiency of this network of roads, highways and bridges will be an important factor in the rate and effectiveness of Idaho's economic recovery. Making needed improvements to the system would provide a significant boost to Idaho's economy by stimulating short and long-term economic growth.

The recently approved American Recovery and Reinvestment Act aims to stimulate the economy and provide a significant, short-term boost in transportation funding. Idaho's estimated \$182 million in highway and bridge stimulus funding will allow the state to make some needed rehabilitation and improvements to its roads, highways and bridges, but it will not allow the state to proceed with numerous projects needed to modernize its transportation system. Even with the aid of stimulus funding, the state will still face a sizeable, on-going transportation funding shortfall.

Meeting Idaho's need to modernize and maintain its system of roads, highways and bridges will require a significant boost in state or federal funding.

At a time when Idaho is experiencing significant growth, the recently-approved federal economic stimulus package will provide a helpful down payment on the state's need to repair and modernize its roads, highways and bridges. However, the state is still falling short in meeting its need to repair and modernize its transportation system.

- Numerous road, highway and bridge improvement projects that are currently needed to improve physical conditions, improve traffic safety, enhance economic development opportunities and relieve traffic congestion lack adequate funding to proceed. This report contains a list of needed bridge, roadway and capacity projects that are currently needed, but are unfunded under current projections.
- The recently approved economic stimulus package will provide a significant, short-term boost in transportation funding in Idaho by \$182 million, but it is not sufficient to allow the state to proceed with numerous projects that will improve safety, reduce congestion, expand capacity to deal with the state's growth, and support tourism and commerce.

- Without additional funding, Idaho will be unable to adequately address growth and modernize its highway network, and will not be able to initiate critically needed projects such as the following: modernizing sections of US 95, US 20 and SH 31 with new or expanded interchanges and reconstructed lanes, upgrading interchanges on I-84 in Ada County, adding a 6.7-mile route along State Highway 16 in Ada County, widening a 10-mile stretch of State Highway 75 in Blaine County and realigning a 10-mile section of I-15 in Bannock and Oneida counties, and rehabilitating dozens of aging bridges and overpasses.

The infusion of federal stimulus funding and the use of bond revenue will allow Idaho to maintain its current road, highway and bridge program in 2009 and increase roadway investment in 2010. However, Idaho's investment in road, highway and bridge repairs and improvements will drop significantly in 2011, 2012 and 2013 as the stimulus package and bond programs conclude and the cost of repaying the borrowed funds escalates.

- Idaho has also been able to significantly increase its investment in highway and bridge improvements through the use of \$722 million in federal Grant Anticipation Revenue Vehicles Bond Program (GARVEE) funds from 2007 to 2010. The GARVEE program allows states to borrow funding for road, highway and bridge improvements, which will be repaid with the proceeds from future federal highway allocations for the state.
- Starting in 2007, Idaho borrowed \$213 million in GARVEE funds and will borrow a total of \$722 million through 2010 to fund numerous road, highway and bridge improvements in the state.
- While the use of GARVEE funds allows the state to accelerate the completion of numerous roadway projects, it will require the use of an increasing portion of future federal road and bridge funds to repay the GARVEE debts. In fact, the annual cost to repay GARVEE funds in Idaho will nearly triple between 2007 and 2013, increasing from \$27 million to \$76 million.
- Idaho's investment in road, highway and bridge repairs and improvements will drop significantly in 2011, 2012 and 2013 as the stimulus package and GARVEE bond program conclude and the cost of repaying the GARVEE bonds escalates. From 2011 to 2013, spending for highway improvements will average 19 percent lower than over the time period from 2006 to 2008. By 2013, Idaho's road, highway and bridge construction expenditures will be approximately two-thirds of the 2009 level.
- Idaho's funding shortfall has been exacerbated by the escalation of the cost of transportation improvements due to rapid increases in the price of key materials needed for highway and bridge construction. The average cost of materials used for highway construction – including asphalt, concrete, steel, lumber and diesel – increased by 44 percent over the five-year period from January 2004 to January 2009.

Increases in population and vehicle travel in Idaho have been among the fastest in the nation. This has far outstripped the capacity of the existing transportation infrastructure, leading to worsening congestion.

- From 1990 to 2007, Idaho's population increased by 49 percent from approximately 1 million people to 1.5 million – a rate of increase more than double the national average.
- Vehicle travel on all Idaho roadways increased by 60 percent from 1990 to 2007, the tenth fastest increase in the nation. During that time, vehicle travel increased from 9.8 billion vehicle miles to 15.8 billion vehicle miles traveled.
- Despite a likely drop in travel in 2008 as a result of a spike in fuel prices and an economic downturn, by 2035, state highway vehicle miles traveled (VMT) are expected to nearly double and Idaho's population will increase by 40 percent.
- Forty percent of Idaho's major urban highways are now congested.
- The report contains a list of the most congested roads in the state, including the following: SH-55 in Boise from I-84 (Eagle Road) to SH-44, I-90 from the Washington State line to Sherman Avenue in Coeur d'Alene, US-95 from Ironwood Boulevard to Garwood Road in Coeur d'Alene, I-84 from Franklin Boulevard in Nampa to Gowen Road in Boise, and I-15 Bus. from the Fifth Avenue exit to the Pocatello Circle Road exit in Pocatello.
- If Idaho does not accommodate the population and travel growth, traffic delays will double over the next 25 years, creating significant delays not only for its largest city, Boise, but also for Nampa, Meridian, Coeur d'Alene, Pocatello and Idaho Falls.
- The report contains a list of needed capacity expansion projects which could address increased demand, but which currently lack adequate funding to proceed.

Twenty-five percent of Idaho's major roads and highways have pavements in poor or mediocre condition.

- Eleven percent of Idaho's major roads are rated in poor condition, and an additional 14 percent are in mediocre condition. This includes Interstates, highways, connecting urban arterials and key urban streets that are maintained by state, county or municipal governments.
- Roads rated in poor condition often have significant rutting, potholes or other visible signs of deterioration and typically need to be resurfaced or reconstructed. Roads rated in mediocre condition show signs of significant wear and may also have some visible pavement distress. Most pavements in mediocre condition can be repaired by resurfacing, but some may need more extensive reconstruction to return them to good condition.
- Driving on roads in need of repair costs Idaho's motorists \$311 million – \$318 per driver – annually in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs and increased fuel consumption and tire wear.
- This report contains a list of the most deteriorated roads in the state.

- The functional life of Idaho's roads is greatly affected by the state's ability to perform timely maintenance and upgrades to ensure that structures last as long as possible. It is critical that roads are fixed before they require major repairs because reconstructing roads costs approximately four times more than resurfacing them.
- This report contains a list of needed roadway preservation projects in Idaho that currently lack adequate funding to proceed.

Nineteen percent of Idaho's 4,125 bridges show significant deterioration or do not meet current design standards. This includes all bridges that are 20 feet or more in length and are maintained by state, local and federal agencies.

- Eight percent of Idaho's bridges were structurally deficient in 2008 (the latest year for which data is available). A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Structurally deficient bridges are often posted for lower weight or closed to traffic, restricting or redirecting commercial trucks and other larger vehicles including emergency service vehicles.
- Eleven percent of Idaho's bridges were functionally obsolete in 2008. Bridges that are functionally obsolete no longer meet current highway design standards, often because of narrow lanes and shoulders, inadequate clearances or poor alignment.
- The report contains a list of needed bridge rehabilitation and replacement projects across the state that currently lack adequate funding to proceed.

Improving safety features on Idaho's roads and highways would result in fewer fatal traffic crashes in the state.

- On average, 269 people were killed each year in motor vehicle accidents in Idaho from 2003 to 2007. There were 1,347 traffic fatalities in Idaho from 2003 to 2007.
- In 2007, Idaho's overall traffic fatality rate was 1.60 fatalities per 100 million vehicle miles of travel, which is 18% higher than the national rate of 1.36.
- In 2007, the traffic fatality rate on Idaho's rural, non-Interstate routes was 81 percent higher than the fatality rate on all other roads in the state. Idaho's rural, non-Interstate roads had a fatality rate of 2.01 fatalities per 100 million vehicle miles of travel, while all other roads in the state had a traffic fatality rate of 1.11 fatalities per 100 million vehicle miles of travel.
- There are several factors associated with vehicle accidents that result in fatalities, including driver behavior, vehicle characteristics and roadway design. It is estimated by highway safety experts that roadway design is an important factor in one-third of all fatal traffic accidents.
- Highway improvements such as adding turn lanes, removing or shielding obstacles, adding medians, widening lanes, widening and paving shoulders, improving intersection layouts, providing better road markings, and installing or upgrading traffic signals, could reduce the severity of serious traffic crashes.

- The Federal Highway Administration has found that every \$100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.

In a state heavily reliant on access to its natural resources, the efficiency of Idaho’s transportation system, particularly its highways, is critical to the health of the state’s economy. Businesses depend on a reliable transportation system to move products and services. A key component in business efficiency and success is the level and ease of access to customers, markets, materials and workers.

- Sixty-seven percent of the \$28.5 billion in products shipped annually from sites in Idaho are transported on highways and another six percent are carried by courier services, which use trucks for part of their deliveries. Similarly, 76 percent of the \$28 billion in goods shipped annually to sites in Idaho are carried by trucks and another 14 percent are carried by courier services, which use trucks for part of their deliveries.
- Commercial trucking in Idaho is projected to increase 52 percent by 2020.
- Increasingly, companies are looking at the quality of a region’s transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient transportation system.
- Businesses have responded to improved communications and greater competition by moving from a push-style distribution system, which relies on low-cost movement of bulk commodities and large-scale warehousing, to a pull-style distribution system, which relies on smaller, more strategic and time-sensitive movement of goods.
- Efficient mobility is also critical to Idaho’s annual \$3 billion outdoor recreation and tourism industry.
- A 2007 analysis by the Federal Highway Administration found that every \$1 billion invested in highway construction would support approximately 27,800 jobs, including approximately 9,500 in the construction sector, approximately 4,300 jobs in industries supporting the construction sector, and approximately 14,000 other jobs induced in nonconstruction related sectors of the economy.

Sources of information for this report include the U.S. Department of Transportation (USDOT), the Idaho Transportation Department (ITD), the Federal Highway Administration (FHWA), the U.S. Census Bureau, the National Highway Traffic Safety Administration (NHTSA), the Reason Foundation and the Texas Transportation Institute (TTI).

Introduction

Idaho's system of roads, highways and bridges is the most critical transportation link for the state's 1.5 million residents and its visitors, providing access to homes, employment, shopping and recreation. Today, with population and travel in the Gem State increasing at some of the fastest rates in the nation, preservation and modernization of Idaho's roads, highways and bridges is crucial to providing a safer, more efficient transportation system, while improving the economic livelihood of the state. Improved roads, highways and bridges would provide Idaho's residents with greater traffic safety and mobility, which would improve personal and commercial productivity and boost tourism and economic development statewide.

Idaho faces significant challenges in accommodating the rapid growth in population and vehicle travel in the state, while addressing worsening traffic congestion and deteriorated road and bridge conditions. Despite short-term slow-downs in travel, the long-term trend is growth in population and vehicle travel, which is outstripping the capacity of the already aging and overburdened system and causing further deterioration.

It is critical that Idaho continue to modernize and improve its highway and transit networks in order to accommodate future growth and maintain a high quality of life. Yet, even with the added funding Idaho will receive through the federal economic stimulus package, many key projects remain unfunded at current transportation investment levels. Without a significant commitment to transportation funding at the state and federal level, many needed projects and improvements can not move forward, jeopardizing Idaho's future mobility and potential for economic development.

This report examines the condition, use, safety and funding of Idaho's roads and bridges, as well as the state's ability to meet future mobility and traffic safety needs. Sources of

information for this report include the U.S. Department of Transportation (USDOT), the Idaho Transportation Department (ITD), the Federal Highway Administration (FHWA), the U.S. Census Bureau, the National Highway Traffic Safety Administration (NHTSA), the Reason Foundation and the Texas Transportation Institute (TTI).

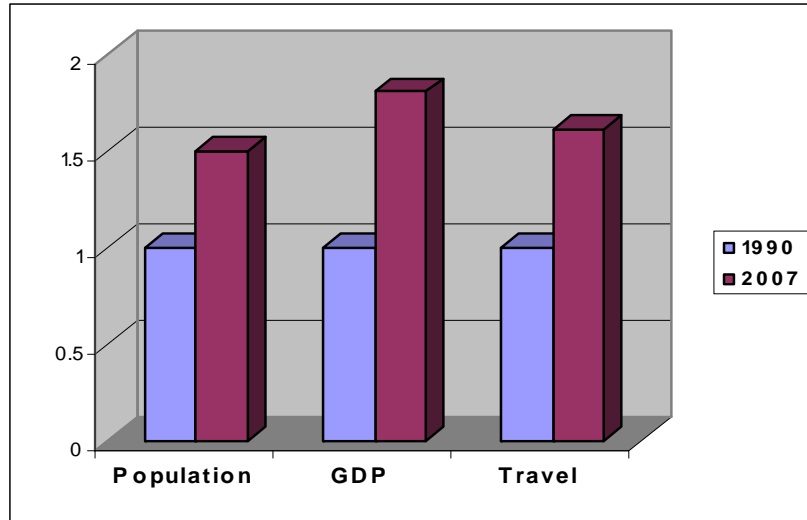
Population, Travel and Economic Trends in Idaho

It is critical that Idaho provide and maintain a modern transportation system that can accommodate future growth in population, tourism, vehicle travel and economic development. However, rapid growth in the state's population and a significant increase in the miles traveled by the state's residents and visitors have placed heavy demand on Idaho's key highways and roads, not only in the state's largest metro area, Boise, but in many areas across the state. Idaho experienced robust growth when it became the nation's 43rd state in 1890. Now, 100 years later, the state population has boomed again. From 1990 to 2007, Idaho experienced the fifth fastest rate of population growth in the nation and grew at a rate more than double the national average. The state's population increased by 49 percent, from approximately 1 million people to 1.5 million.¹

Idaho also has experienced significant economic growth since 1990. From 1990 to 2007, Idaho's gross domestic product (GDP), a measure of the state's economic output, increased by 81 percent, when adjusted for inflation.²

Idaho's steady population and economic growth have contributed to the tenth fastest increase in vehicle travel in the nation. From 1990 to 2007, annual vehicle miles of travel (VMT) in Idaho increased by 60 percent, from 9.8 billion annual miles of travel to 15.8 billion miles of travel.³

Chart 1. Population, GDP and Vehicle Travel increase in Idaho, 1990 to 2007 (1 = 1990 levels)



Source: TRIP analysis of federal data

Despite a likely drop in travel in 2008 as a result of a spike in fuel prices and an economic downturn, by 2035, state highway vehicle miles traveled are expected to nearly double⁴ and Idaho's population is expected to increase by 40 percent, to approximately 2.1 million residents.⁵

Condition of Idaho's Roads

The functional life of Idaho's roads is greatly affected by the state's ability to perform timely maintenance and upgrades to ensure that structures last as long as possible.

Pavement failure is caused by a combination of traffic, moisture and climate. Moisture often works its way into road surfaces and the materials that form the road's foundation. Road surfaces at intersections are even more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads are fixed before they require major repairs because reconstructing roads costs approximately four times more than resurfacing them.⁶

The pavement condition of a state's major roads is evaluated and classified as being in poor, mediocre, fair or good condition. Federal Highway Administration data indicate that 11 percent of Idaho's major roads are rated in poor condition and an additional 14 percent are in mediocre condition, while 17 percent are in fair condition and 57 percent are in good condition.⁷

Roads rated in poor condition often have significant rutting, potholes or other visible signs of deterioration. Roads in poor condition typically need to be resurfaced or reconstructed. Roads rated in mediocre condition show signs of significant wear and may also have some visible pavement distress. Most pavements in mediocre condition can be repaired by resurfacing, but some may need more extensive reconstruction to return them to good condition.

The following chart identifies Idaho's most deteriorated sections of highways (that carry at least 2,500 vehicles a day) that currently need repair or replacement.

Chart 2. Deteriorated sections of highways in need of repair or replacement for which repairs were not scheduled through the end of 2009.

Route Name	County	From	To	Length (in miles)	Average Daily Traffic	Work Needed
SH 55	Canyon	2.65	3.838	1.188	5,708	Pavement reconstruction
I 84	Ada	51.808	54.275	2.467	70,942	Pavement reconstruction; add lanes
I 84B	Elmore	93.538	95.308	1.77	11,205	Resurface
US 20	Fremont	345.833	348.082	2.249	6,490	Pavement reconstruction
SH 7	Clearwater	49.28	50.886	1.606	4,080	Resurface/improve shoulders
I 84B	Elmore	0	2.002	2.002	5,760	Resurface
I 15B	Bingham	0	2.4	2.4	5,250	Resurface/improve shoulders
SH 25	Jerome	0	1.32	1.32	6,597	Resurface
SH 25	Minidoka	46.41	50.665	4.255	5,246	Resurface
US 95	Latah	344.026	345.566	1.586	9,593	Resurface
SH 55	Canyon	15.117	16.766	1.649	9,772	Resurface
US 20B	Fremont	345.971	347.15	1.177	4,357	Resurface
US 95	Bonner	471.743	472.862	1.119	17,000	Pavement reconstruction; add lanes
US 95	Boundary	506.195	507.495	1.3	12,512	Pavement reconstruction with alignment
SH 55	Valley	97.3	101.89	4.59	4,297	Resurface/improve shoulders
US 30	Twin Falls	200.815	202.446	1.631	5,128	Resurface/improve shoulders

US 20	Canyon	9.492	15.968	6.476	4,473	Resurface
SH 46	Gooding	11.505	12.764	1.259	5,511	Resurface
SH 75	Blaine	107.24	110.789	3.549	5,567	Resurface/improve shoulders
SH 48	Jefferson	13.971	15.058	1.087	5,003	Resurface
US 20	Fremont	344.308	345.883	1.525	7,771	Pavement reconstruction
I 84	Minidoka	207.75	211.203	3.453	14,561	Pavement reconstruction
I 15B	Bonneville	5.888	7.23	1.342	19,384	Resurface
US 93	Twin Falls	13.154	17.316	4.162	3,700	Resurface/improve shoulders
I 84	Payette	12.7	17.64	4.94	19,000	Pavement reconstruction
I 84	Minidoka	211.203	216.037	4.834	14,000	Pavement reconstruction
I 86	Cassia	8	14.818	6.818	6,500	Pavement reconstruction
I 15B	Bingham	2.4	3.659	1.259	6,175	Resurface
US 95	Payette	65.696	66.953	1.257	16,000	Resurface/improve shoulders
SH 55	Canyon	6.37	11.621	5.251	6,513	Resurface/improve shoulders
US 20B	Jefferson	320.86	322.139	1.279	4,358	Resurface
SH 75	Blaine	114.316	115.526	1.21	17,000	Pavement reconstruction and add lanes with alignment
I 84	Ada	70.11	72.572	2.462	21,134	Resurface
I 84	Elmore	72.572	79.751	7.179	21,000	Resurface
I 84	Elmore	114.393	120.45	6.057	13,945	Resurface
I 84	Cassia	216.037	222.48	6.443	12,960	Resurface
I 86	Cassia	0	8	8	6,500	Resurface
I 15B	Bingham	81.9	85.6	3.7	19,500	Resurface
I 15B	Bannock	4.477	5.57	1.093	23,355	Resurface
US 95	Canyon	39.19	45.44	6.25	2,833	Resurface/improve shoulders

Source: Idaho Transportation Department

Costs of Deteriorated Roads to Motorists

When road surfaces deteriorate, motorists are taxed in the form of additional vehicle operating costs, which are incurred by driving on roads that provide a poor ride quality. Road deterioration increases ownership, repair, fuel and tire costs. Deteriorated roads accelerate the depreciation of vehicles and the need for repairs because the stress on the vehicle increases in proportion to the level of roughness of the pavement surface. Similarly, tire wear and fuel consumption increases as roads deteriorate since there is less efficient transfer of power to the drive train and additional friction between the road and the tires.⁸

TRIP's additional vehicle operating cost estimate is based on taking the average number of miles driven annually by a region's driver, calculating current vehicle operating costs based on AAA's 2008 vehicle operating costs and then using the HDM model to estimate the additional vehicle operating costs being paid by drivers as a result of substandard roads.⁹ Additional research on the impact of road conditions on fuel consumption by the Texas Transportation Institute (TTI) is also factored into the TRIP methodology.¹⁰

TRIP estimates that driving on roads in need of repair costs Idaho's motorists \$311 million -- \$318 per driver -- annually in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs and increased fuel consumption and tire wear.¹¹ Individual driver operating costs may be somewhat higher or lower depending on the type of vehicle driven, as larger vehicles tend to have greater increases in operating costs due to substandard roads, and the amount of travel by an individual driver.

Bridge Conditions in Idaho

Idaho's bridges form key links in the state's highway system, providing communities and individuals access to employment, schools, shopping and medical offices, and facilitating commerce and access for emergency and commercial vehicles.

Idaho's bridges are aging. By 2020 half of the state's bridges will be at least 50 years old.¹² These structures have reached or are rapidly reaching the age where they will need significant rehabilitation to stay in good condition.

According to the 2008 National Bridge Inventory, 19 percent of Idaho's 4,125 bridges (20 feet or longer) were rated as deficient – either structurally deficient or functionally obsolete.

Eight percent of Idaho’s bridges (20 feet or longer) were rated as structurally deficient in 2008.¹³ A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Bridges that are structurally deficient may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy.

Eleven percent of Idaho’s bridges were rated as functionally obsolete in 2008.¹⁴ Bridges that are functionally obsolete no longer meet current highway design standards, often because of narrow lanes, inadequate clearances or poor alignment.

Chart 3. Idaho’s Deficient Bridge Conditions

Idaho’s Bridge Condition	Number of Bridges	Percentage of Bridges
Structurally Deficient	344	8%
Functionally Obsolete	448	11%
Total Deficient Bridges	792	19%
Total Number of Bridges	4,215	

Source: TRIP analysis of U.S. Department of Transportation/National Bridge Inventory data

The following chart lists the most deficient Idaho bridges (that carry more than 2,500 vehicles a day) for which significant repairs were not scheduled through the end of 2008.

Chart 4. Deficient bridges in Idaho that were not scheduled for repairs through the end of 2009.

Route Carried	County/ Closest City	Route or feature intersected	Average Daily Traffic	Year built
SH 200	Bonner	Trestle Creek	3,300	1939
I 15B	Bonneville	Pancheri Dr GS	14,000	1962
SH 55	Owyhee	Snake River (Marsing Br)	6,200	1955
US 20;I84 B	Ada	Boise River (Broadway Br)	26,000	1956
US 30	Twin Falls	Twin Falls Main Canal	2,700	1936
SH 75	Lincoln	Big Wood River	4,500	1931
SH 16	Adams	Willow Creek	7,900	1959
US 95 NB	Payette	Payette River	16,000	1927
US 95	Nez Perce	NPRR; Clearwater River	5,500	1962
SH 33	Teton	Trail Creek	4,100	1959
US 95	Washington	Weiser River	7,000	1935
SH 69	Ada	I 84; SH 69 Meridian IC	39,000	1965
SH 55	Boise	Payette River	5,800	1934
SH 55	Valley	N Fork Payette River	4,400	1933
STC 7255; Ninth St	Kootenai	I 90 EB-WB; Ninth St GS	2,600	1960
I 15B	Bannock	I 15; Lava Hot Springs IC	4,200	1963
I 90 EB	Shoshone	Pinehurst Rd	14,000	1965
SH 55	Boise	S Fork Payette River	4,800	1955
SH 41	Kootenai	Burlington Northern RR	9,800	1936
SH 75	Lincoln	North Gooding Canal	3,400	1930
US 95	Kootenai	I 90 e WB; Lincoln Way IC	30,000	1960
US 89	Bear Lake	Ovid Creek	2,800	1934
Five Mile Rd	Adams	I 84; Five Mile Rd	18,000	1966
US 95	Canyon	US 20; UPRR; US 20-95 IC	2,600	1964
I 84 WB	Minidoka	Snake River	13,500	1960
I 84 EB	Minidoka	Snake River	13,500	1960
I 84 WB	Ada	UPRR; Gowen Spur	41,000	1969
I 84 EB	Ada	UPRR; Gowen Spur	41,000	1969
SH 41	Bonner	Burlington Northern RR	4,400	1966

Source: Idaho Transportation Department

Traffic Congestion in Idaho

Traffic congestion in Idaho is a growing burden, threatening to impede the state's economic development. Additions to Idaho's highway infrastructure have not kept pace with the rapidly increasing demands on the transportation system, leading to roads that are increasingly

congested. Highways that carry high levels of traffic are also more vulnerable to experiencing significant traffic delays as a result of traffic crashes or other incidents.

Traffic congestion is expected to worsen in the future if the issue is not addressed in a timely manner. Forty percent of Idaho’s urban highways are considered congested because they carry a volume of traffic that regularly causes motorists delays during peak travel hours.¹⁵ The following chart lists the most congested sections of state-maintained roadway in the state.

Chart 5. Most congested state-maintained sections of Idaho roadway, 2008.

City	Route	MP, From	MP, To	Length (Mi.)
Sandpoint	US-95	Long Bridge	Kootenai Cut-off	5
Coeur d’Alene	I-90	Washington State line	Sherman Ave.	15
Coeur d’Alene	US-95	Ironwood Blvd.	Garwood Rd.	10
Post Falls	SH-41	Seltice Way	Wyoming Ave.	4.5
Moscow	US-95	Palouse River Dr.	D St.	2
Nampa/Boise	I-84	Franklin Blvd.(Nampa)	Gowen Rd.	21
Caldwell/Nampa	I-84 Bus.	10th St. Caldwell	I-84 Garrity exit	12
Nampa	SH-45	Greenhurst	11th Ave.	3
Boise	SH-55	I-84 (Eagle Rd.)	SH-44	7
Garden City/Boise	US-20/26	Eagle Rd.	I-84 Broadway exit	13
Ketchum	SH-75	Greenhorn/East Fork	Warm Springs Rd.	6
Twin Falls	US-93	2700 E Rd.	Perrine Bridge	6
Blackfoot	US-26/I-15Bus.	Groveland Rd.	Main St.	2
Pocatello	I-15 Bus.	5th Ave. exit	Pocatello Cr. Rd. exit	5.5
Pocatello	US-91	Alameda Rd.	Chubbuck Rd.	3
Idaho Falls	I-15 Bus.	Sunnyside Rd.	I-15 Broadway exit	3
Rexburg	SH-33	5th West	Salem Rd.	3

Source: Idaho Transportation Department

As the state experiences significant growth, a mobility problem is brewing. A recent report from The Reason Foundation predicts that if Idaho does not act to accommodate its population and travel growth, traffic delays will double by 2030, creating significant delays not only for its largest city, Boise, but also for Nampa, Meridian, Coeur d’Alene, Pocatello and Idaho Falls.¹⁶

Traffic Safety in Idaho

The statewide traffic fatality rate per 100 million vehicle miles of travel in Idaho was 1.6 in 2007.¹⁷ This is 18 percent higher than the national average of 1.36 fatalities per 100 million vehicle miles of travel.

From 2003 to 2007, an average of 269 people were killed each year in motor vehicle accidents in Idaho; a total of 1,347 people were killed in traffic crashes between 2003 and 2007 in Idaho, according to the National Highway Transportation Safety Administration.¹⁸

There are three major factors associated with fatal vehicle crashes: driver behavior, vehicle characteristics and roadway design. It is estimated that roadway design is an important factor in one-third of all fatal traffic accidents.

Roads that have poor geometry, are too narrow, or have insufficient clearance pose greater risks to motorists, pedestrians and bicyclists. Roads that lack turn lanes, have inadequate shoulders for the posted speed limits, or have poorly laid out intersections or interchanges also have increased rates of serious traffic accidents.

Rural roads often lack safety features found on urban roads. Since rural roads have fewer intersections than urban roads and are more likely to provide travel between urban areas, they also often have higher speed limits than many urban routes. Rural roads may also lack safety features often found on urban roadways, including medians to separate oncoming traffic, dedicated turn lanes and wide shoulders or rumble strips. Traffic fatalities occur on Idaho's rural roads at a rate 81 percent higher than on non-rural roads.¹⁹ In 2007 (the latest year for which this data is available), Idaho's rural, non-Interstate roads had a fatality rate of 2.01 fatalities per

100 million vehicle miles of travel, while all other roads in the state had a traffic fatality rate of 1.11 fatalities per 100 million vehicle miles of travel.²⁰

Rural routes often have been constructed over a period of years and as a result may have inconsistent design features for lane widths, curves, shoulders and clearance zones along roadways.²¹ Many rural roads have been built with narrow lanes, limited shoulders, excessive curves and steep slopes alongside roadways that don't meet standards.²² With passenger vehicle, heavy truck and commercial farming traffic increasing, the safety inadequacies of these rural roads are contributing to the higher rate of fatal accidents on rural roads.

Improving safety on Idaho's highway system can be achieved through further improvements in vehicle safety, improvements in driver, pedestrian, and bicyclist behavior, and a variety of improvements in roadway safety features. Roadway improvements such as adding turn lanes, removing or shielding obstacles, adding or improving medians, widening lanes, widening and paving shoulders, improving intersection layout, providing better road markings, and upgrading or installing traffic signals could reduce the severity of serious traffic crashes. The Federal Highway Administration has found that every \$100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.²³

The following chart shows the average reduction in fatal accident rates experienced over a 20-year period on sections of roadways where needed safety improvements were made.²⁴

Chart 6. Reduction in fatal accident rates after roadway improvements.

Type of Improvement	Reduction in Fatal Accident Rates after Improvements
New Traffic Signals	53%
Turning Lanes and Traffic Signalization	47%
Widen or Modify Bridge	49%
Construct Median for Traffic Separation	73%
Realign Roadway	66%
Remove Roadside Obstacles	66%
Widen or Improve Shoulder	22%

Source: TRIP analysis of U.S. Department of Transportation data

Importance of Transportation to Economic Growth and Tourism

According to the Idaho Department of Commerce, the state’s largest industries are (in order): manufacturing, health care, tourism, agriculture, food processing, timber and mining,²⁵ all of which rely heavily on regional and statewide transportation networks.

Highways are vitally important to continued economic development in Idaho, and efficient mobility is critical to Idaho’s tourism industry. The state is one of the nation’s top year-round recreation destinations, with 17 ski resorts plus mountain climbing, white water rafting, boating, fishing and hunting, camping, and countless resort areas. Idaho also features numerous national forests, state parks and wildlife areas. A significant feature of Idaho’s impressive landscape is its system of 27 scenic byways.

Annually, Idaho’s tourism industry generates \$2.97 billion.²⁶ Supporting the tourism industry in Idaho requires reliable transportation with minimal delays for visitors.

Good roads are essential for other industries and businesses as well. The new culture of business demands that an area have well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. The advent of modern national and global

communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement. Consequently, the quality of a region's transportation system has become a key component in a business's ability to compete locally, nationally and internationally.

Businesses have responded to improved communications and the greater necessity to cut costs with a variety of innovations including just-in-time delivery, increased small package delivery, demand-side inventory management and by accepting customer orders through the Internet. The result of these changes has been a significant improvement in logistics efficiency as firms move from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more strategic movement of goods. These improvements have made mobile inventories the norm, resulting in the nation's trucks literally becoming rolling warehouses.

As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads. An analysis of commodity transport by the U.S. Bureau of Transportation Statistics (BTS) and the U.S. Census Bureau underscored the economic importance of Idaho's road system. The BTS report found that in Idaho, 67 percent of the \$28.5 billion in products shipped annually from sites in Idaho are transported on highways and another six percent are carried by courier services, which use trucks for part of their deliveries.²⁷ Similarly, 76 percent of the \$28 billion in goods shipped annually to sites in Idaho are carried by trucks and another 14 percent are carried by courier services, which use trucks for part of their deliveries.²⁸

Trucking is a crucial part of Idaho's economy, as commercial trucks move goods from sites across the state to markets inside and outside the state. Commercial truck travel in Idaho is expected to increase significantly over the next two decades. Based on federal projections, TRIP estimates that commercial trucking will increase by 52 percent in Idaho by 2020.²⁹

Transportation Funding Cutbacks Will Delay Highway Construction Projects

Idaho faces significant transportation funding challenges in the long term. Many projects that would ease congestion, improve road and bridge conditions, enhance highway safety and improve economic development currently lack adequate funding to proceed.

The recently approved economic stimulus package will provide a one-time injection of \$182 million in federal transportation funding to the state. While the stimulus funding will allow the state to preserve and create jobs while making needed improvements to its roads, highways and bridges, it will not cover the costs of adequately accommodating growth or modernizing Idaho's transportation system.

In addition to the funding boost provided by the federal stimulus package, Idaho has also been able to significantly increase its investment in highway and bridge improvements through the use of \$722 million in federal Grant Anticipation Revenue Vehicles Bond Program (GARVEE) funds from 2007 to 2010.³⁰ The GARVEE program allows states to borrow funding for road, highway and bridge improvements, which will be repaid with the proceeds from future federal highway allocations for the state. Starting in 2007, Idaho borrowed \$213 million in GARVEE funds and through 2010, plan on borrowing a total of \$722 million to fund numerous road, highway and bridge improvements in the state.³¹

While the use of GARVEE funds allows the state to accelerate the completion of numerous roadway projects, it will require the use of an increasing portion of future federal road and bridge funds to repay the GARVEE debts. In fact, the annual cost of repaying GARVEE funds in Idaho will nearly triple between 2007 and 2013, increasing from \$27 million to \$76 million.³²

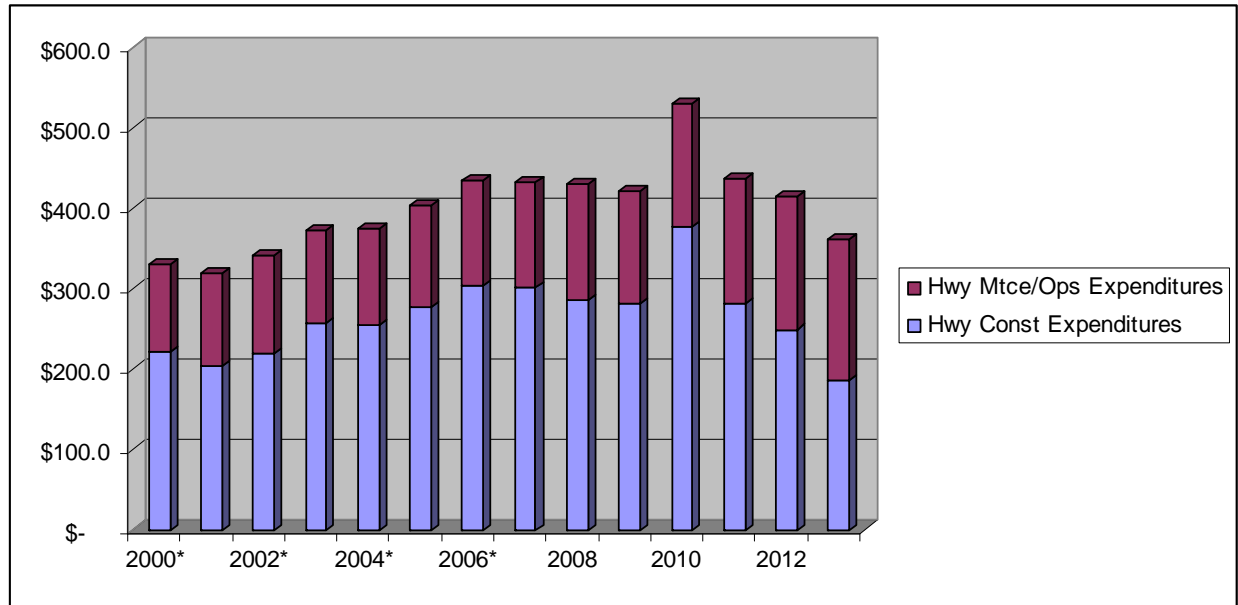
Chart 7. State repayment of GARVEE bonds (in millions).

2007	\$ 27.2
2008	\$ 29.0
2009	\$ 44.4
2010	\$ 28.7
2011	\$ 50.5
2012	\$ 68.9
2013	\$ 76.4

Source: Idaho Transportation Department.

At a time when the state’s need to repair, rehabilitate and expand its transportation system is growing, the use of GARVEE bonds and the addition of federal stimulus funding will allow Idaho to maintain its current investment in 2009 and increase investment in 2010. But Idaho’s investment in road, highway and bridge repairs and improvements will drop significantly in 2011, 2012 and 2013 as the stimulus package and GARVEE bond program conclude and the cost of repaying the GARVEE bonds escalates. From 2011 to 2013, spending for highway improvements will average 19 percent lower than over the time period from 2006 to 2008. By 2013, Idaho’s road, highway and bridge construction expenditures will be approximately two-thirds of the 2009 level.

Chart 8. Average projected annual funding 2003-2013 (projected and annual), in millions of dollars.



Source: Idaho Transportation Department

A 2007 analysis by the Federal Highway Administration found that every \$1 billion invested in highway construction would support approximately 27,800 jobs, including approximately 9,500 in the construction sector, approximately 4,300 jobs in industries supporting the construction sector, and approximately 14,000 other jobs induced in non-construction related sectors of the economy.

Idaho relies on state and federal sources to fund transportation programs. The primary state sources include the fuel tax, which is 25-cents per gallon and was last raised in 1996, and vehicle registration fees, which are typically \$25 to \$50 per vehicle.

Federal sources of transportation funding revenue include the 18-cents per gallon federal gasoline tax. Idaho receives more revenue than it contributes to the federal program, and more than half of the state’s transportation program is funded with federal dollars.

The bill that authorizes federal transportation funding – the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – expires

September 30, 2009. Congress will need to authorize new long-term surface transportation legislation, and their decisions will be critical to the State of Idaho.

Further exacerbating Idaho's funding shortfall is the escalation of the cost of roadway improvements due to rapid increases in the price of key materials needed for highway and bridge construction. Over the five-year period from January 2004 to January 2009, the average cost of materials used for highway construction – including asphalt, concrete, steel, lumber and diesel – has increased by 44 percent. In addition to this, fuel efficiency has increased in recent years and is anticipated to continue to increase, putting further pressure on the buying power of gas tax revenues.

Needed, Yet Unfunded, Transportation Projects in Idaho

The Idaho Transportation Department has identified a number of significant projects that are needed over the next five years to improve road, highway and bridge conditions, improve traffic safety, relieve traffic congestion and enhance economic development opportunities in the state, but are not funded.

Among projects needed over the next five years are \$234 million in bridge projects that lack adequate funding to proceed. These projects include a \$75 million rehabilitation of the Sandpoint Long Bridge on US 95 in Bonner County, and a \$20 million replacement project on the Pinehurst Interchange on I-90 in Shoshone County.

The following chart identifies the bridges that have regional or statewide significance needed for congestion relief, economic development, improved traffic safety or preservation, that by 2013 do not have adequate funding to proceed.

Chart 9. Significant new bridge projects, or bridge rehabilitation or replacement projects, that by 2013 do not have adequate funding to proceed.

Route Carried	County or Closest City	Route or feature intersected	Average Daily Traffic	Improvements Needed	Total Project Cost (millions)
I 90	Kootenai	WA State Line to Coeur d'Alene	47,700	Rehabilitation	\$4
I 90	Kootenai	7th & 9th St bridges, Coeur d'Alene	28,000	Replacement	\$15
I 90	Kootenai	Cataldo Bridges	11,500	Replacement	\$11
I 90	Shoshone	Pinehurst Interchange	14,000	Replace Interchange	\$20
SH 200	Bonner	Trestle Creek Bridge, Roadwork	3,300	Replacement	\$4
SH 41	Bonner	BNSF RR Overpass, Bonner Co.	4,300	Rehabilitation	\$0.455
US 2	Boundary	Moyie River Gorge Bridge	2,100	Rehabilitation	\$0.500
US 95	Kootenai	Spokane River Bridge	11,000	Rehabilitation	\$18
US 95	Bonner	Sandpoint Long Bridge	23,000	Rehabilitation	\$75
US 95	Bonner	Sand Creek Bridge, Bonner Co.	21,000	Rehabilitation	\$1.04
SH 55	Boise	Payette River BR, Horseshoe Bend	6,800	Rehabilitation	\$4
SH 55	Valley	N Fork Payette Riv. BR, Cascade	5,000	Replacement	\$8
US 95	Owyhee	Snake River Bridge, Homedale	8,700	Rehabilitation	\$3
I 84	Minidoka	Snake River Bridges, Minidoka	14,000	Replacement	\$9
US 30	Gooding/ Twin Falls	Gridley Snake River Bridge	2,000	Rehabilitation	\$1
I 86	Bannock	Chubbuck Interchange	22,000	Replacement	\$13
I 15	Clark	JCT SH 22 Overpass Interchange, Dubois	3,100	Replacement	\$5
SH 75	Custer	East Fork Salmon River Bridges	700	Replacement	\$6
US 20B	Fremont	Del Rio Bridge	990	Replacement	\$6

Source: Idaho Transportation Department

ITD has identified critical projects that are needed to improve the physical condition of roads and highways, but are not currently funded.³³ Foremost among these projects is a \$150 million reconstruction project along a 26-mile section of US 95 in Latah County. Other major projects include five separate reconstruction and realignment projects along 37 miles of US 20 in Madison and Fremont counties. The following chart shows unfunded priority replacement or rehabilitation projects.

Chart 10. Roadway reconstruction projects of regional or statewide significance needed for congestion relief, economic development, improved traffic safety or preservation, that by 2013 do not have adequate funding to proceed.

Route Name	County or Closest City	From	To	Length in Miles	Average Daily Traffic	Total Project Cost (millions)	Improvements Needed
US 2	Bonner	5.846	5.846	0.000	9,400	\$5	Safety/Traffic Operations
US 95	Bonner	474.000	475.000	1.000	15,310	\$2	Resurfacing/Restoration/Rehabilitation
US 95	Boundary	497.363	497.363	0.000	2,600	\$3	Safety/Traffic Operations
SH 8	Latah	0.900	1.300	0.400	22,700	\$3	Safety/Traffic Operations
US 95	Lewis	277.900	278.000	0.100	3,090	\$4	Support Facilities
US 95	Latah	346.000	365.000	25.599	3,940	\$150	Reconstruction
I 84	Payette	12.610	17.640	5.030	19,000	\$10	Reconstruction
I 84	Jerome	171.300	171.350	0.500	22,500	\$2	Support Facilities
I 84	Jerome	172.500	173.900	1.900	16,800	\$15	Safety/Traffic Operations
I 84	Cassia	219.000	219.000	0.000	13,600	\$7	Support Facilities
I 84	Cassia	228.900	228.900	0.000	7,000	\$14	Support Facilities
US 20	Elmore	124.634	124.650	0.016	1,500	\$2	Support Facilities
US 93	Twin Falls	26.000	26.000	0.000	4,500	\$4	Support Facilities
I 15	Bannock/ Oneida	21.500	31.000	9.500	8,290	\$15 to \$20	Reconstruction/Realignment
I 15	Bannock	47.160	47.160	0.000	15,000	\$3	Pavement Rehabilitation
I 15B	Bingham	2.807	3.659	0.852	6,270	\$3	Safety/Traffic Operations
SH 28	Lemhi	134.220	135.120	0.900	3,500	\$2	Safety/Traffic Operations
SH 31	Bonneville/ Teton	0.000	21.000	20.993	2,100	\$11	Reconstruction/Realignment
SH 33	Teton	148.700	150.700	2.050	5,730	\$4	Reconstruction/Realignment
SH 33	Madison	335.800	339.800	4.000	2,820	\$2	Reconstruction/Realignment
SH 33	Madison	338.400	339.300	0.900	2,470	\$3	Reconstruction/Realignment
SH 47	Fremont	0.000	12.420	12.420	800	\$7	Reconstruction/Realignment
US 20	Madison/ Fremont	327.600	353.100	24.582	10,610	\$31	Reconstruction/Realignment
US 20	Madison	328.232	328.232	0.000	16,000	\$15	Reconstruction/Realignment
US 20	Fremont	340.215	345.200	4.985	10,690	\$4	Reconstruction/Realignment
US 20	Fremont	343.600	343.600	0.000	11,000	\$10	Reconstruction/Realignment
US 20	Fremont	352.743	360.344	7.601	4,410	\$30	Reconstruction/Realignment
US 20	Fremont	382.800	382.800	0.000	3,200	\$1	Safety/Traffic Operations
US 20	Fremont	389.200	389.200	0.000	3,700	\$1	Safety/Traffic Operations
US 20	Fremont	392.700	392.700	0.000	3,600	\$1	Safety/Traffic Operations
US 20	Fremont	394.324	394.324	0.000	3,600	\$1	Safety/Traffic Operations
US 26	Bonneville	386.000	398.000	12.000	2,490	\$4	Safety/Traffic Operations
US 26	Bonneville	386.970	402.500	15.530	2,410	\$1	Safety/Traffic Operations

Source: Idaho Transportation Department

More than 75 critically needed projects that would expand capacity, widen existing lanes and ease congestion, can not move forward without additional funding. These projects include a \$500 million widening project on interchanges on US 95 in Bonner County, a \$400 million, 6.7-mile new route along State Highway 16 in Ada County, a \$300 million widening project on interchanges on I-84 in Ada County, and a \$250 million major widening project along a 10-mile stretch of State Highway 75 in Blaine County. A list of needed but unfunded projects follows.

Chart 11. Needed capacity expansion projects of regional or statewide significance needed for congestion relief, economic development, improved traffic safety or preservation, that by 2013 do not have adequate funding to proceed.

Route Name	County or Closest City	From	To	Length (in miles)	Av. Daily Traffic	Total project cost (millions)	Improvement needed and benefits
I 90	Kootenai	0	15	15	44,270	\$200	Major widening
I 90	Kootenai	Post Falls Access			48,510	\$30	Access improvements
SH 41	Kootenai	0	7.72	7.72	12,790	\$20	Major widening; additional capacity
US 2	Bonner	26.11	28.92	2.81	9,740	\$17	Major widening/new alignment; additional capacity
US 95	Kootenai	401.5	404.2	2.7	4,680	\$15	Major widening; additional capacity
US 95	Kootenai	430.61	435.807	5.197	31,840	\$40	Major widening; additional capacity
US 95	Kootenai	435.807	438.24	2.433	19,830	\$44	Major widening
US 95	Bonner	451.3	469.75	18.5	9,870	\$500	Major widening
US 95	Bonner	469.75	471.7	1.95	17,680	\$40	Major widening; additional capacity; installation of interchange
US 95	Bonner	476.02	477.098	1.078	12,370	\$15	Major widening; additional capacity
US 95	Boundary	492	494	2	5,920	\$7	Major widening; additional capacity
US 95	Boundary	503	507	4	8,460	\$10	Major widening; additional capacity
I 90	Kootenai	8.43	8.43	0	53,000	\$8	Preserve Right-of-Way
US 95	Idaho	190.02	194.253	4.028	2,310	\$20	Major widening; additional capacity

US 95	Idaho	230.2	230.97	0.77	2,000	\$6	Major widening/passing lanes
US 95	Idaho	237.16	246.74	9.58	2,850	\$29	Major widening and new Interchange
US 95	Lewis	279.729	283.751	4.022	3,000	\$45	Major widening/passing lanes
US 95	Latah	337.2	343.983	6.782	4,980	\$62	Major widening; additional capacity
US 95	Latah	344	349.8	4	6,760	\$120	New alignment; additional capacity
I 84	Canyon/Ada	24.37	44.3	19.93	53,510	\$200	Major widening of interchanges
I 84	Ada	52	59.5	7.5	44,020	\$220	Major widening and interchanges
SH 16	Ada	0	6.7	6.7		\$400	New route; interchanges
SH 16	Ada/Gem	0	13.927	13.927	8,530	\$200	Major widening; additional capacity
SH 16	Gem	10.13	12.607	2.477	7,800	\$20	Major widening/passing lanes
SH 44	Canyon/Ada	0	16.3	16.3	10,030	\$200	Major widening; additional capacity
SH 55	Canyon	10.6	16.18	5.58	12,680	\$45	Major widening; additional capacity
SH 55	Ada	11.56	17.5	5.92	40,490	\$60	Safety/traffic operations – signals and intersection improvements
SH 55	Boise	68	72	4	4,800	\$12	Major widening: bridge replacement
SH 55	Boise	75.74	77.42	1.68	4,800	\$9	Major widening/passing lanes
SH 55	Valley	94.85	101.89	7.04	4,190	\$70	Reconstruction/realignment
SH 55	Valley	101.89	104.5	2.61	4,300	\$4	Major widening
SH 55	Valley	111.439	113.123	1.684	5,030	\$10	Major widening
SH 55	Valley	115.93	118.6	2.67	4,980	\$11	Major widening
SH 55	Valley	128.74	135.1	3	5,010	\$10	Major widening
US 20/26	Canyon & Ada	25.2	40	14.8	12,020	\$200	Major widening
US 95	Adams	138	144	6	1,910	\$25	Major widening
US 95	Owyhee	26.26	33.58	7.315	2,220	\$35	Major widening
US 95	Adams	135.09	136.175	1.085	2,810	\$8	Reconstruction/realignment
US 95	Adams	136.41	153.46	17.05	1,940	\$20	Major widening
US 95	Adams	171.9	176.6	4.7	1,910	\$70	Major widening
SH 75	Lincoln	74.1	82	6	4,110	\$44	Major widening
SH 75	Blaine	117.283	128.219	10.936	14,800	\$250	Major widening
US 93	Twin Falls	36	41.6	5.6	4,520	\$90	Major widening
US 93	Jerome	53.1	58.7	5.6	7,420	\$100	Major widening
US 30	Bannock	369.2	372.3	3.1	4,380	\$150	Major widening
US 30	Bear Lake/Caribou	406.8	455.5	48.7	2,550	\$4	Passing lanes

US 89	Bear Lake	0	27.17	27.17	2,140	\$4	Passing lanes
US 91	Franklin/ Bannock	7.8	42.3	34.46	1,900	\$2	Passing lanes
US 91	Bingham/ Bonneville	118.7	122.88	4.18	7,750	\$30	Major widening
SH 33	Madison/ Fremont/ Teton	78.356	155.084	76.558	3,760	\$2	Corridor preservation
SH 33	Madison/ Fremont/ Teton	99.463	155.084	55.451	3,560	\$28	Major widening
SH 33	Madison/ Fremont	107	111.3	4.3	2,600	\$7	Major widening
SH 48	Jefferson	0	24.4	24.4	2,090	\$2	Corridor preservation
SH 87	Fremont	0	9.1	9.1	990	\$0.5	Corridor preservation
SH 87	Fremont	0	9.1	9.1	990	\$2	Major widening
US 20	Bingham/ Bonneville	263.8	303.5	39.7	2,040	\$13	Major widening
US 20	Bonneville	307.5	307.645	0.134	23,860	\$40	Major widening
US 20	Fremont	309	360	50.082	12,800	\$2	Corridor preservation
US 20	Fremont	360.343	361.063	0.72	4,180	\$3	Safety/traffic operations
US 20	Fremont	361.063	406.3	45.237	3,410	\$2	Corridor preservation
US 20	Fremont	372	373.5	1.5	3,500	\$2	Major widening
US 26	Bonneville	338.24	402.5	64.2	3,920	\$2	Corridor preservation
US 26	Bonneville	364.7	366	1.3	4,300	\$2	Major widening
US 93	Custer	108.479	108.8	0.321	1,700	\$2	Safety/traffic operations
US 93	Custer/ Lemhi	244.325	350.8	22.732	1,120	\$5	Major widening
US 93	Custer	245.7	247	1.3	2,400	\$1	Safety/traffic operations
US 93	Lemhi	304.2	304.7	0.5	4,490	\$3	Safety/traffic operations

Source: Idaho Transportation Department

Conclusion

Roads and bridges are the backbone of the Gem State’s transportation system. Today Idaho’s transportation system is under multiple pressures from aging roads and bridges, increasing traffic congestion and the rising cost of construction.

The state has an immediate need to move forward with vital bridge, rehabilitation and expansion projects, but there is no funding for these critical projects.

Further, at a time when Idaho faces significant challenges in accommodating the recent and anticipated growth in population and vehicle travel, the state plans to reduce spending on highway and bridge programs over the next five years because of insufficient levels of state and federal funding.

Enhanced transportation funding, particularly for highways, would permit the state to upgrade important sections along US 95 and US 20, widen numerous overburdened roadway stretches from Boundary to Bear Lake counties, add passing lanes, modernize functionally obsolete overpasses, improve safety and upgrade structurally deficient bridges. Further, preservation work, such as rehabilitation and maintenance, performed on Idaho's network of roads and bridges will pay off in future years by protecting Idaho's significant past investment in transportation, and extend the life of aging infrastructure.

A modernized highway system in Idaho is essential to the state's ability to accommodate future growth safely and efficiently as the state's population increases. Completing critical, unfunded projects would increase mobility, better support commerce and tourism, enhance economic development and improve traffic safety statewide, boosting the quality of life for residents and visitors alike.

As the nation looks to rebound from the current economic downturn, the U.S. will need to modernize its surface transportation system by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient and reliable mobility for motorists and businesses. Making needed improvements to Idaho's roads, highways

and bridges could provide a significant boost to the state's economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

Approval of the federal stimulus package has provided a helpful down payment for the improvement of Idaho's transportation system. However, without a substantial boost in state or federal highway funding, numerous projects to improve the condition and expand the capacity of Idaho's roads, bridges and highways will not be able to proceed, hampering the state's ability to improve the condition of its transportation system and to enhance economic development opportunities in the state.

Endnotes

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- ¹ U.S. Census Bureau annual population estimate.
- ² TRIP analysis of data from the U.S. Bureau of Economic Analysis. The nation's Gross Domestic Product has been adjusted for inflation based on the Consumer Price Index.
- ³ U.S. Department of Transportation - Federal Highway Administration: Highway Statistics 2007. www.fhwa.dot.gov.
- ⁴ TRIP analysis of Federal Highway Administration data.
- ⁵ U.S. Census Bureau projections.
- ⁶ Selecting a Preventative Maintenance Treatment for Flexible Pavements. R. Hicks, J. Moulthrop. Transportation Research Board. 1999. Figure 1.
- ⁷ U.S. Department of Transportation – Federal Highway Administration: 2006 Pavement Conditions.
- ⁸ Highway Development and Management: Volume Seven. Modeling Road User and Environmental Effects in HDM-4. Bennett, C. and Greenwood, I. 2000. [The HDM is recognized by the U.S. DOT and in more than 100 other countries as the definitive analysis of the impact of road conditions on vehicle operating costs. The HDM report is based on numerous studies that have measured the impact of various factors, including road conditions, on vehicle operating costs.]
- ⁹ Your Driving Costs. American Automobile Association. 2006.
- ¹⁰ Updated Fuel Consumption Estimates for Benefit-Cost Analysis of Transportation Alternatives, Texas Transportation Institute, 1994.
- ¹¹ The average additional VOC among drivers in urban areas of at least 500,000 population.
- ¹² Idaho Transportation Department response to TRIP survey, 2008.
- ¹³ U.S. Department of Transportation - Federal Highway Administration: National Bridge Inventory 2008.
- ¹⁴ Ibid.
- ¹⁵ TRIP analysis of FHWA data, Highway Statistics 2007, Chart HM-61. Urban Interstate and Urban other freeways and expressways with a volume-service flow ratio of .71 and above are classified as congested.
- ¹⁶ "Building Roads to Reduce Traffic Congestion in America's Cities: How Much and at What Cost?" The Reason Foundation Mobility Project, 2006.
- ¹⁷ Ibid.
- ¹⁸ National Highway Traffic Safety Administration. www.nhtsa.gov.
- ¹⁹ TRIP analysis of Federal Highway Administration and National Highway Traffic Safety Administration data. In Idaho, 46 percent of all vehicle travel takes place on rural, non-Interstate routes, while 53 percent of fatalities take place on these roads.
- ²⁰ Ibid.
- ²¹ Rural Road Safety: A Global Challenge. Public Roads September/October 1999. Federal Highway Administration. P. 4.
- ²² County Engineers Adopt Rural Road Safety Program. Minnesota Local Technical Assistance Program. 200
- ²³ Highway Safety Evaluation System, 1996 Annual Report on Highway Safety Improvement Programs, U.S. Department of Transportation.
- ²⁴ Highway Safety Evaluation System; 1996 Annual Report on Highway Safety Improvement Programs; U.S. Department of Transportation.
- ²⁵ Idaho Department of Commerce: <http://www.visitidaho.org/about/facts.aspx>
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- ²⁷ 2002 Commodity Flow Survey, U.S. Census Bureau – Bureau of Transportation Statistics. www.census.gov.
- ²⁸ Ibid.
- ²⁹ U.S. Department of Transportation: Office of Freight Management and Operations. www.fhwa.dot.gov.
- ³⁰ Idaho Transportation Department response to TRIP survey, 2008
- ³¹ Ibid.
- ³² Ibid.
- ³³ Ibid.