

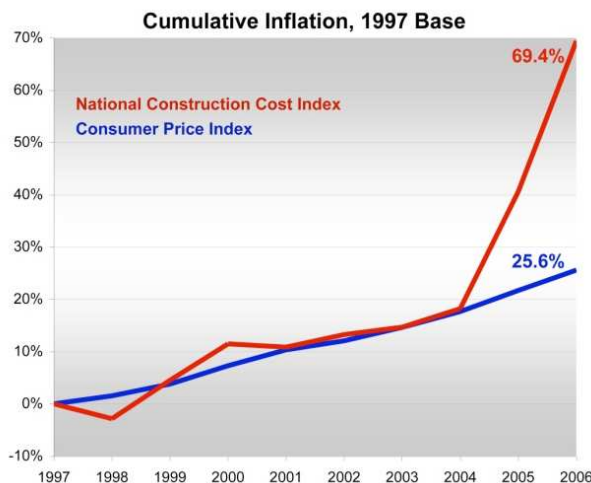
Rough ride ahead

How the transportation department temporarily slowed the growth of pavement deficiencies

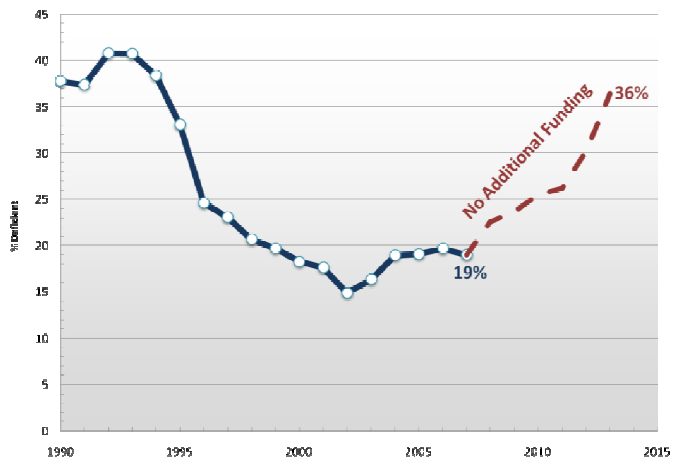
Stagnant revenue, high construction costs drive up pavement deficiencies

- Stagnant transportation funding and high construction costs will soon drive the percentage of deficient pavement on the state highway system dramatically higher.
- It is projected by 2013, the percentage of deficient pavement will jump from 19 percent to 36 percent.

National Construction Cost Index Vs. Consumer Price Index



Pavement Deficiency Rating



Strategies developed to stall inevitable climb in pavement deficiency

- Over the last two years, the Idaho Transportation Board and Idaho Transportation Department invested all possible funding to maintain state highway pavements and bridges, realizing this effort would only be a short-term strategy.
- In early 2007, ITD Director Pamela Lowe challenged staff to develop strategies to forestall increases for as long as possible.
- In July 2007, staff presented its findings to the Idaho Transportation Board. The recommendations included:

- reduce or transfer funds from other department programs (such as rest area remodel and expansion) to pavement maintenance
 - reduce the cost of projects to free up funds;
 - transfer all savings to pavement preservation projects; and
 - make every attempt to achieve a minimum of 600 lane miles of paving.
- In September 2007, Director Lowe established the department's new "Practical Design Initiative" to simplify the design of road and bridge projects and to stretch taxpayer's dollars as far as possible.

Increased investment temporarily offsets projected 36 percent deficiency

- Through these initiatives, the pavement preservation program grew from approximately \$57 million in FY06 to \$120 million in FY08, as seen in the table below.
- Fortunately, the efforts made to slow the deterioration made an impact.
- Even with this increased level of investment, pavement deficiency is expected to grow to 36 percent by 2013.

| (all amounts shown in \$ 1,000's) | As shown in FY06 publication | As shown in FY07 publication | As shown in FY08 publication | As shown in FY 09 publication |
|---|------------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| FY 06 Program for Pavement Preservation | \$ 57,324 | | | |
| FY 07 Program for Pavement Preservation | \$ 57,640 | \$ 84,802 | | |
| FY 08 Program for Pavement Preservation and Restoration * | \$ 57,324 | \$ 81,285 | <u>\$ 120,559</u> | |
| FY 09 Program for Pavement Preservation and Restoration * | \$ 57,324 | \$ 67,047 | \$ 109,110 | \$ 129,311 |

* Restoration was first shown as a separate target in the Program beginning FY 2008