



Communities in Motion

Available Transportation Resources



Plans cannot be wish lists. We need to identify the reasonably available funds over the life of the plan (25 years) and compare these with the costs for all projects. The tables show dollars available for transportation investments within the six county region covered by *Communities in Motion*.

Where do these dollars come from? The majority of them are from taxes with the remainder from fees for registering vehicles or other services, fares paid by transit riders, interest and advertising or product sales.

- Federal: 18 cents/gallon tax, some general funds for transit
- State: 25 cents/gallon tax, registration fees, other minor revenue
- Local: Property taxes, share of state sales taxes, impact fees, local option taxes



Projected Revenues Through 2030			
Revenues	Highway	Transit	Total
Federal	\$2,313,400,000	\$134,780,000	\$2,448,180,000
State	\$1,171,600,000	\$0	\$1,171,600,000
Local	\$2,726,600,000	\$164,650,000	\$2,891,250,000
Farebox		\$54,740,000	\$54,740,000
Other	\$0	\$11,680,000	\$11,680,000
Total	\$6,211,600,000	\$365,850,000	\$6,577,450,000

Projected Expenditures Through 2030			
Expenditures	Highway	Transit	Total
Major Capital	\$2,343,600,000	\$90,830,000	\$2,434,430,000
Other Capital	\$700,000,000		\$700,000,000
Operations, Maintenance+ Administration	\$3,168,000,000	\$275,020,000	\$3,443,020,000
Total	\$6,211,600,000	\$365,850,000	\$6,577,450,000

Transit Revenue Assumptions:

- Local governments will match 5307 and 5309 federal dollars
- Projection based upon federal SAFETEA-LU and 5309 request
- In 2006 and 2007 Boise UZA operations funding reduced
- By 2008 Boise UZA loses federal funding for operations
- By 2013 Nampa UZA loses federal funding for operations

Highway Revenue Assumptions:

- Revenue projections are based on 4 to 5 years of data
- Local revenues are forecast to grow at a 5% rate
- Federal reauthorizations will increase 30% net every 6 years
- No major shift in fuel used by fleet
- Minor capital includes signals, intersections, bridge rehab, non-arterial street improvements