



Intermountain Region (IMR)



The LRTP analyzes expected funds, identifies needs, and compares the two, resulting in a dramatic gap in available funds to meet total need.

NPS transportation funds are not keeping pace with the maintenance backlog or the need to upgrade or increase services in many parks. While transportation needs for construction, operations and deferred maintenance on the aging system are increasing, relative funding has decreased due to inflation, rising materials costs, and competition for scarce funds.

For more information

Quarterly project updates are posted on our website:

<http://parkplanning.nps.gov/imrlrtp>

Check back often and let us know your thoughts on the project.

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Financial Analysis and Needs Assessment

The IMR LRTP recently completed analyses of total funds available for transportation through the year 2035 and the total transportation need – including maintenance, component renewal/recapitalization, capital improvements/new construction, transit operations, and planning.

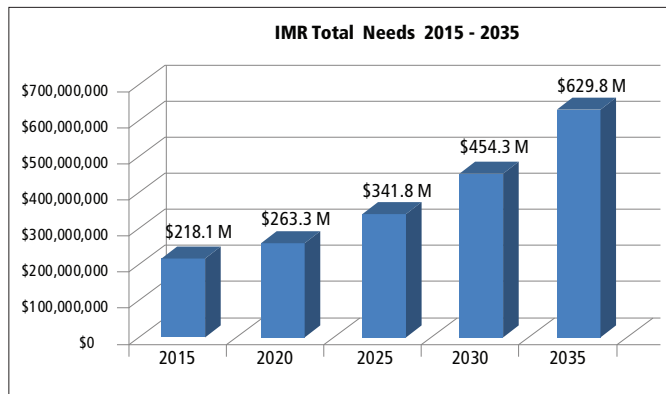
Three Possible Future Funding Trends Evaluated

Funding in future years is analyzed with three potential trends of annual change:

- **Low Trend** - The low trend of -1.0% growth represents a rapidly shrinking level of funding with significantly diminished purchasing power over time. The low trend represents the likely lower limit of future funds available to the IMR. Total available funds in 2035: \$73.7 million.
- **Middle Trend** - The mid-level 0.0% growth trend represents the general historic trend of a relatively constant level of funding in YOE dollars. This results in a reduction in purchasing power over time, reflecting trends in recent historic obligations. Total available funds in 2035: \$88.3 million.
- **High Trend** - The high value of +2.1% growth uses the assumed rate of inflation to keep future funding at a level of purchasing power equivalent to that in 2018. The high trend represents the likely upper limit of future funds available to the IMR. Total available funds in 2035: \$128.3 million.

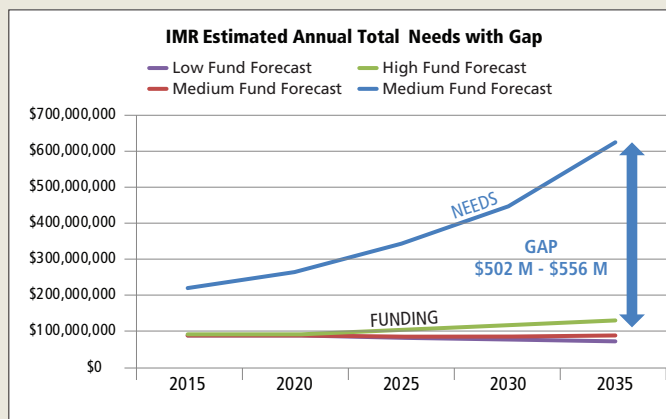
Total Transportation Needs

Total annual estimated needs for the Intermountain Region grow from \$218.1 million in 2015 to \$629.8 million in 2035. The growth in needs results primarily from the compound effects of inflation and delays in addressing pavement rehabilitation that will eventually require reconstruction.



The Gap between Funding and Needs

The total gap between projected funding and estimated needs for the Intermountain Region grows to \$502 million to \$556 million (annually) by 2035, depending on the funding trend line. Regardless of the level of expected funds, the gap will continue to grow at an increasingly sharp rate. The reason for the dramatic growth in needs stems from projected growth in deferred maintenance, resulting in the need for more expensive reconstruction in the long run.



Next Steps

The next (and final) stages of the planning process will establish three possible future scenarios that address transportation needs – and the gap. One scenario will be selected as the preferred option that best illustrates how the IMR will manage transportation programs in the future.