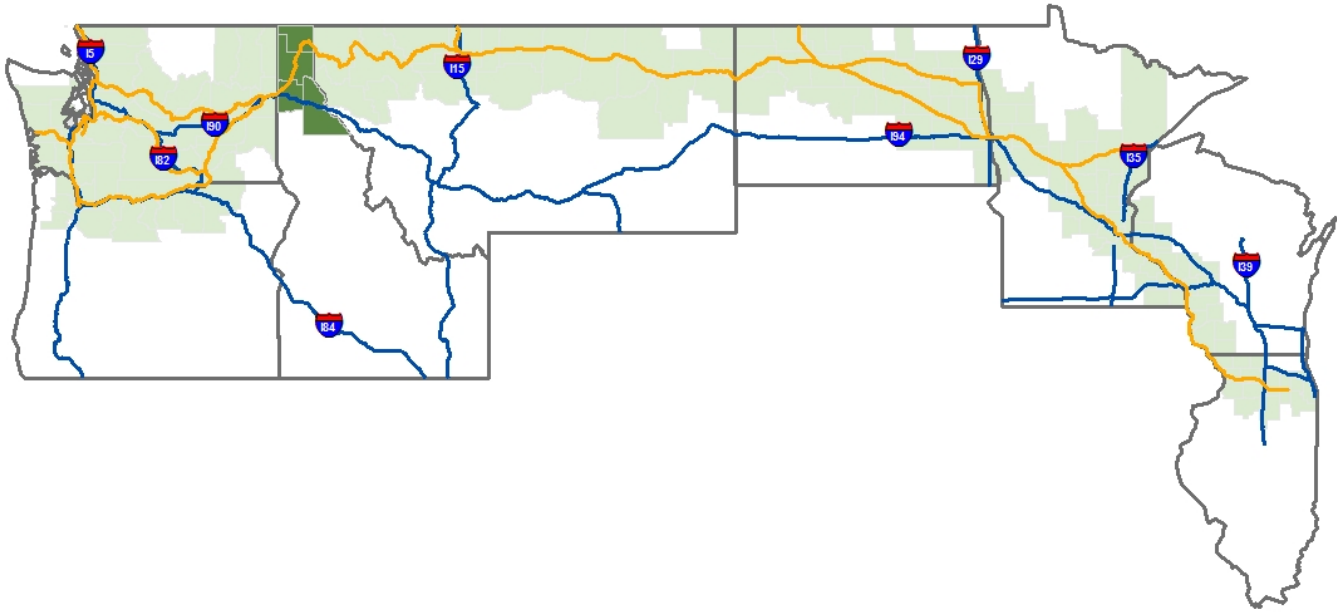


Overview

Of Idaho's 44 counties, 4 are within 20 miles of the Great Northern Corridor's (GNC) rail backbone. The GNC's multimodal corridor consisting of highways, rail and ports. It represents an east-west artery of commerce that supports the movement of people and goods, bringing economic vitality to more than 38 million Americans across eight North Central and Pacific Northwestern states.



Demographic Makeup

The Great Northern Corridor has a rich and diverse demographic makeup as it spans over half the United States, connecting the Pacific Northwest to the nation's industrial Midwest, spanning rural agriculture and energy fields in between. The following highlights Idaho's demographic and economic information to provide background on the areas through which the Corridor travels.

	Population (2015 Census)	U.S. Rank	GNC. Rank	Personal Income (Total, in Billions) (2015 USDC)	U.S. Rank	GNC. Rank	State's GDP (Total, in Billions) (2015 GDP USDC)	U.S. Rank	GNC Rank
Idaho	1,654,930	40th	6th	\$62.1	41st	6th	\$65.2	43rd	6th
GNC Totals	38,297,393	n/a	n/a	\$1,863.0	n/a	n/a	\$2,239.0	n/a	n/a
US Totals	321,467,160	n/a	n/a	\$15,324.1	n/a	n/a	\$17,830.3	n/a	n/a

Source: <http://www.bea.gov/>

Idaho with 4 percent of the GNC population base, ranks 6th out of the eight GNC states in Population, Personal Income and State GDP. Within the US, the state ranks 40th in Population, 41st place for Personal Income and 43rd in State GDP.

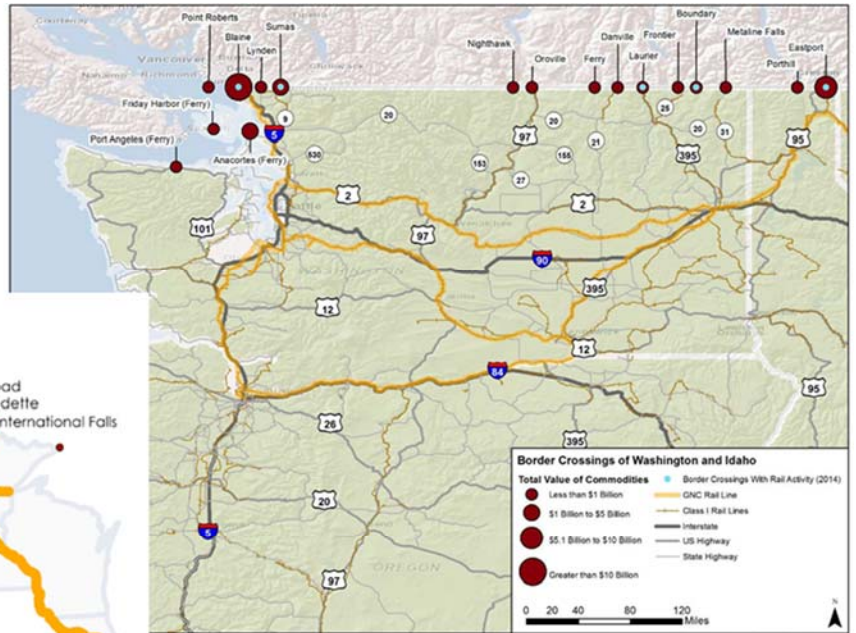
Idaho Coalition Members

Currently, Idaho stakeholders are represented by the Idaho Department of Transportation. It is anticipated that this membership will grow as the Coalition expands its membership to MPO's, RTPO's, and other interested stakeholders along the corridor.

Canadian Relations with Idaho

Canada is Idaho's largest trading partner, with exports in 2015 totaling \$977 million and imports totaling \$912 million.

Idaho has two (Eastport and Porthill) of GNC's 54 international ports of entry on the Canada border.



In 2014, one of the top five GNC rail border crossings were in Idaho: Eastport, ID (#5). This crossing accounted for a total value of \$2.7 billion in import and export goods between Canada and Idaho.

Top 5 GNC Rail Border Crossing Locations in 2014 (in \$ Millions)

Rank	Rail Crossing	Export	Import	Total Value	Trade Balance	% of Total GNC Rail Crossings
1	International Falls, MN	\$3,573	\$9,092	\$12,665	(\$5,519)	35%
2	Portal, ND	\$4,057	\$4,857	\$8,915	(\$800)	25%
3	Pembina, ND	\$1,107	\$4,012	\$5,120	(\$2,905)	14%
4	Blaine, WA	\$1,273	\$2,716	\$3,990	(\$1,443)	11%
5	Eastport, ID	\$246	\$2,447	\$2,693	(\$2,201)	8%
	Total GNC Rail Border Crossings	\$11,254	\$24,477	\$35,732	(\$13,223)	-/-

Source: Bureau of Transportation Statistics, Border Crossing/Entry Data (2014). Values are in millions.

For 2014, Idaho roadway crossings totaled \$2.8 billion, 4 percent of the total GNC roadway crossings. Rail border crossings in Idaho were \$2.7 billion or 8 percent of the total GNC rail border crossings.

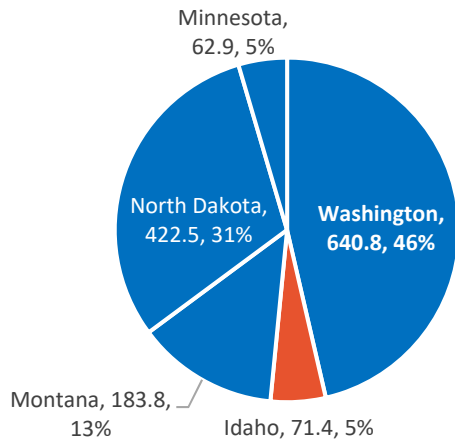
2014 Value of Roadway and Rail Border Crossings

Idaho	Total Roadway	% of Total GNC Roadway Value	Total Rail	% of Total GNC Rail Value
Total Value in \$ Billions	\$2.8	4%	\$2.7	8%
Import Tonnage in Millions	0.73	5%	7.01	15%

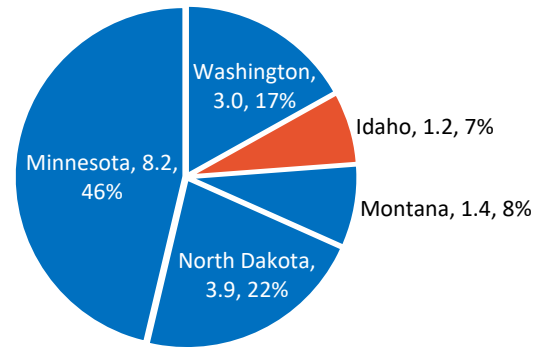
Source: Bureau of Transportation Statistics, Border Crossing/Entry Data (2014).

2014 Volume of Roadway and Rail Border Crossings

2014 Roadway Border Crossings
in Thousands



2014 Rail Border Crossings
in Thousands



During 2014, there were 71.4 thousand Idaho trucks border crossings equivalent to 5% of the total GNC truck crossings. In that same year, there were 1.2 thousand Idaho rail border crossings, equaling 7 percent of the total GNC rail crossings.

Domestic Cargo Movement (2014)

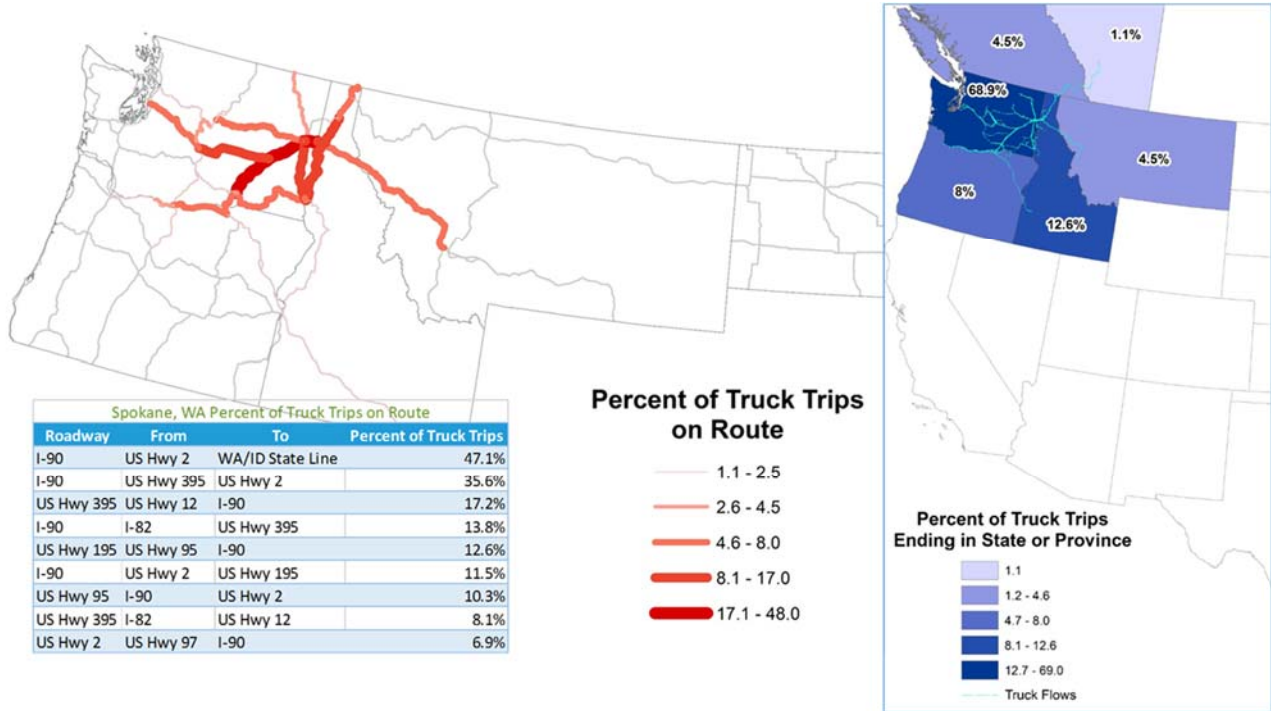
Of the 119 Million Tons of Idaho Products moving domestically in the United States,

84%

is destined for GNC states, valuing \$42 Billion

Truck flows

Spokane Intermodal Truck Routes and Departure Destinations



The Truck routes displayed above, demonstrate the significance contribution northern Idaho roadways and border crossings have to the mobility of freight through the Corridor.

Freight Projects Supported by the GNCC in 2016

Idaho has received a preliminary award of a FASTLANE grant for an improvement project along I-90 in Kootenai County. The Idaho Transportation Department (ITD) and the Kootenai Metropolitan Planning Organization (KMPO), the Metropolitan Planning Organization for Kootenai County, jointly prepared the FASTLANE grant application for the U.S. 95 North Corridor Improvement Project in Kootenai County, Idaho between Interstate 90 and U.S. 95 intersection with Idaho State Highway 53.

This project, a multi-jurisdictional project approved by both the ITD Board and KMPO Board, will address existing and long term access and operational challenges to an essential commerce corridor providing freight and goods access in Northern Idaho, from the Port of Lewiston (Inland Seaport), in Lewiston, ID north into portions of western British Columbia and Alberta, Canada.

FASTLANE Award Summary

Project Name	Sponsor	Location	Total Project Cost	FASTLANE Request	TIGER FY16 Request	Web Link
U.S 95 North Corridor Access Improvement Project	Idaho Transportation Department	Interstate 90 To Idaho State Highway 53	\$8.5M	\$5.1	N/A	TBD

Current GNCC Initiatives

The following are three Phase II initiatives that have relevance to activities within Idaho.

Unified Corridor Investment Program

This initiative identified state and federal funding programs that should be evaluated for future project funding. The program included the development of a GNC project list and ranking methodology.

Grade Crossing Safety and Mobility Initiative

There is much public interest in Rail grade crossings safety. This initiative identifies an initial grade crossings evaluation criteria and methodology that is more expansive than the traditional FRA evaluation criteria. It is intended that this research be a first step in the evaluation process that a project sponsor uses in their review during an investment decision. States within the Corridor may want to use the enhanced criteria to compliment traditional FRA prioritization methodology to leverage funding opportunities under the new federal programs relating to safety and mobility.

Sustainability Assessment Tools

Through the use of sustainability tools, resource savings can be quantified and attributed to specific actions within a project and tracked to measure effectiveness. The assessment tools listed provide opportunities to evaluate project resource savings.

Summary

These sample statistics and projects demonstrate the importance of freight mobility to the economic vitality of Idaho. To date, GNCC has been a good source of information and is anticipated to remain an excellent resource and advocacy partner in the the coming years as more people and freight are moved within the Corridor along our northern tier.