

The GARVEE Transportation Program has strengthened the state's economy through safer travel and greater highway capacity.

- The final three GARVEE projects will be completed in the fall of 2015.
- Repayment of GARVEE bonds is already underway and will be completed in 2031. Annual debt service will require approximately 21 percent of Idaho's federal transportation funding.
- GARVEE program innovations have been incorporated into ITD's regular business practices.

GARVEE stands for Grant Anticipation Revenue Vehicle, a type of bond that is repaid with future federal-aid highway dollars. It was designed to help states expedite highway improvements. The approach did not affect the state's credit rating or increase government staffing.



2005 where we were

Communities were growing, highway congestion was increasing and the funding options to improve Idaho's transportation system were limited.

- U.S. 30 and U.S.95 were straining to accommodate growing freight traffic in eastern and northern Idaho.
- Population in the Treasure Valley passed 500,000 in 2000 and is expected to surpass one million by 2030. Meanwhile, I-84 had not been expanded since its initial construction in the 1960s.
- Funding the necessary improvements would take 30 years under the existing pay-as-you-go method.
- The Idaho Legislature approved the use of a GARVEE program in 2005 and approved the first funding authorization of \$200 million in 2006. Projects broke ground in Districts 1, 3 and 5 the following year.
- Funding was focused on projects that would significantly improve safety, mobility and economic vitality.

The GARVEE transportation program resulted in one of the largest public works initiatives in Idaho history



2015 where we are

ITD has funded 59 major projects on six transportation corridors since the first GARVEE project began.

- The program resulted in 119 miles of highway expansion, 15 new bridges, 26 replaced or widened bridges, 5 new interchanges and 9 reconstructed or improved interchanges. The 248 miles of highway expansion will provide a total of 129 resurfaced lane miles on the State Highway System, with 119 new lane miles of capacity.
- Fifty-nine large projects involved nearly 300 contracts, allowing more Idaho companies to bid on work. Since 2005 over 156 companies have been involved with the program.
- The Department of Labor estimates GARVEE projects have created or sustained 15,000 jobs between 2005 and the end of 2015.
- ITD saved \$80 million through diligent management, efficiency and favorable market conditions between 2009 and 2011. These savings, supplemented with federal dollars, allowed ITD to add three high-priority I-84 interchange projects to the program in 2012.
- ITD has used several innovative practices to accelerate the projects, such as special federal allowances, specific completion incentives for contractors and prefabricated materials where practical.

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Projects include:

- 1 U.S. 95, Worley North** | Realigned, reconstructed and widened 4.2 miles north of Worley.
- 2 U.S. 95, Garwood to Sagle** | Received environmental approval for improving an important freight corridor in northern Idaho. Improvements to 14.8 miles of the corridor will be completed in 2015. The road has been expanded from two to four lanes with a center median, three new interchanges and 13 miles of new frontage roads.
- 3 S.H. 16** | Received environmental approval for a new four-lane divided roadway connecting I-84 to S.H.44 and completed the first section of highway between U.S. 20/26 and S.H. 44.
- 4 I-84, Caldwell to Meridian** | The interstate now has four lanes in both directions between the Garrity and Meridian interchanges and three lanes in both directions between Franklin Boulevard overpass and the Garrity Interchange in Nampa. The expansion included replacing four bridges, modifying four interchanges and constructing a new interchange at Ten Mile Road.
- 5 I-84, Orchard to Isaac's** | Widened three miles of I-84 from two to four lanes in both directions, and two miles from two to three lanes in both directions. ITD also replaced four interchanges and built noise barriers between the Cole/Overland and Broadway interchanges. The program also included rehabilitating four miles of aging pavement east of the Gown Interchange.
- 6 U.S. 30, McCammon to Lava Hot Springs** | Widened 9.5 miles of U.S.30 to a four-lane highway and replaced four bridges.