



## **A G E N D A**

District 6 Idaho Transportation Investment Program (ITIP) Outreach Workshop  
and Regular Meeting of the Idaho Transportation Board

October 17 - 18, 2023

### **October 17, 2023**

District 6, SpringHill Suites  
1177 S. Yellowstone Hwy.  
Rexburg, Idaho

#### **District 6 Groundbreaking**

- 9:30 Meet at Hampton Inn, 2500 Channing Way, Idaho Falls, to join groundbreaking
- 10:15 Arrive at Rexburg Airport to pick up board members and staff
- 10:30 Depart to St. Anthony's Interchange groundbreaking event, Rexburg
- 11:00 St. Anthony's Interchange groundbreaking event
- 11:30 Depart event to St. Anthony Maintenance Shed for lunch
- 12:45 Depart shed to SpringHill Suites, Rexburg

#### **ITIP Outreach Workshop**

- 1:30 Welcome
- 1:45 Review Project Display Boards
  - Interact with Board and ITD Staff
- 2:15 ITD's District 6 Priorities
- 2:40 ITD Updates: DMV, Aeronautics and Public Transportation
- 3:05 Policy Directive Updates for Locals
- 3:15 LHTAC Updates
- 3:30 Transportation Partner Updates
  - Local Partners Update Board and Ask Questions
- 4:30 Adjourn (estimated time)

\*All listed times are local and are estimates only. The Board reserves the right to move agenda items and adjust the time schedule.  
The meeting is open to the public, except for the executive session.

-Attendance is mandatory and lunch cannot be claimed on per diem.



October 18, 2023  
Page 2 of 4

**October 18, 2023**  
District 6 Office  
206 North Yellowstone Hwy.  
Rigby, Idaho

**Business Meeting**

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2634 694 8397
- b. meeting password: 1234

KEY:

ADM = Administration    COM = Communications/Highway Safety    CIEO = Innovation/Experience  
DIR = Director            HWY = Highways

		Page #	Time*
<b>Action Item</b>	<b>1. CALL MEETING TO ORDER</b>		<b>8:30</b>
<b>Info Item</b>	<b>2. SAFETY SHARE:</b> Transportation Engineer Pettingill		
<b>Action Item</b>	<b>3. BOARD MINUTES – September 19 - 20, 2023 .....</b>	<b>5</b>	
<b>Info Item</b>	<b>4. BOARD MEETING DATES.....</b> Next meeting is November 15 in Boise	<b>23</b>	
<b>Action Item</b>	<b>5. CONSENT CALENDAR.....</b>	<b>24</b>	
HWY	___ Contract to award .....	<b>25</b>	
HWY	___ Contract to reject .....	<b>30</b>	
<b>Info Items</b>	<b>6. INFORMATIONAL CALENDAR</b>		
HWY	___ Contract award information and current advertisements.....	<b>35</b>	
HWY	___ Professional services agreements and term agreement work tasks report .....	<b>42</b>	
HWY	___ Non-construction professional services agreements.....	<b>48</b>	
HWY	___ Sponsorship of Department Programs update .....	<b>49</b>	
HWY	___ 80 MPH interstate speed limits 2023 update.....	<b>50</b>	
HWY	___ Monthly report of federal formula program funding through September 30 .	<b>69</b>	
ADM	___ FY24 financial statements .....	<b>71</b>	
<b>Information Items</b>	<b>7. ADOPT-A-HIGHWAY PRESENTATION</b>		<b>8:40</b>
	Member Hoff: Teacher's Tidy Up		

\*All listed times are local and are estimates only. The Board reserves the right to move agenda items and adjust the time schedule.  
The meeting is open to the public, except for the executive session.  
-Attendance is mandatory and lunch cannot be claimed on per diem.



**October 18, 2023**

Page #      **Time**

- 8. POLICIES SUBCOMMITTEE REPORT:** Member Hoff **8:50**
- 9. DIRECTOR'S MONTHLY REPORT:** Director Stokes **8:55**
- 10. DISTRICT ENGINEER REPORT:** District Engineer Minzghor **9:15**
- 11. AGENDA ITEMS**

**Information Item**

CIEO     \_\_\_\_\_ Best of the Best Innovate ITD! recognition..... 95      **9:30**  
Williams

**12. BREAK** **9:45**

**Action Item**

CIEO     \_\_\_\_\_ Workforce Development Program ..... 96      **10:00**  
Phillips  
(Resolution on page 97)

**Information Items**

ADM     \_\_\_\_\_ FY2025 Budget Revision #1 update..... 98      **10:05**  
Bray

COM     \_\_\_\_\_ Annual administrative rules proposed update ..... 101      **10:15**  
Floyd

COM     \_\_\_\_\_ ITD FY2023 Annual Report ..... 103      **10:25**  
Tomlinson

**Action Items**

HWY     \_\_\_\_\_ Agreement authority to exceed limit for US-20, Exit 343 Interchange project..... 108      **10:35**  
Crider  
(Resolution on page 110)

HWY     \_\_\_\_\_ Agreement authority to exceed limit for I-90, Wolf Lodge to Cedars ..... 111      **10:40**  
Crider  
Maintenance site      (Resolution on page 113)

HWY     \_\_\_\_\_ SH-55, Banks Lowman Road intersection..... 114      **10:45**  
McElhinney/Trimboli  
(Resolution on page 115)

HWY     \_\_\_\_\_ ITD Policies 4070 and 5070, Use of Off-highway Vehicles on Highways ..... 116      **11:00**  
Sablan  
deletion      (Resolution on page 124)

HWY     \_\_\_\_\_ ITD Policy 5012, Protecting and Maintaining State Highways revision ..... 125      **11:05**  
Spoor  
(Resolution on page 128)

\*All listed times are local and are estimates only. The Board reserves the right to move agenda items and adjust the time schedule.  
The meeting is open to the public, except for the executive session.  
-Attendance is mandatory and lunch cannot be claimed on per diem.



**October 18, 2023**  
Rigby, Idaho

Page #      Time

**13. AGENDA ITEMS (CON'T)**

**Information Items**

COM _____ Middleton	Office of Highway Safety - Safety Partners in District 6 .....	131	<b>11:15</b>
ADM _____ Collins	Capital facility funding options (State Street to Chinden Campus move).....	131A	<b>11:30</b>

- 14. EXECUTIVE SESSION** (District 6 Conference Room) **11:50**  
    PERSONNEL ISSUES [SECTION 74-206(a), (b)]  
    LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

- 15. ADJOURNMENT** (estimated time) **1:00**

\*All listed times are local and are estimates only. The Board reserves the right to move agenda items and adjust the time schedule.  
The meeting is open to the public, except for the executive session.  
-Attendance is mandatory and lunch cannot be claimed on per diem.



REGULAR MEETING  
IDAHO TRANSPORTATION BOARD

September 20 - 21, 2023

The Idaho Transportation Board met at 10:15 AM on Wednesday, September 20, 2023, in Lewiston, Idaho. The following principals were present:

William (Bill) H. Moad, Chairman  
James R. Thompson – District 1  
Gary Osborn - District 2  
Julie DeLorenzo, Vice Chair – District 3  
Jim Kempton, Member – District 4  
John Bulger, Member – District 5  
Bob Hoff, Member – District 6  
Scott Stokes, Director  
Chief Deputy/Chief Operations Officer Dan McElhinney  
Lorraine Dennis, Executive Assistant to the Board

District 2 Tour and Outreach Workshop. The Board toured the Clearwater Memorial Bridge (US-12) and the proposed Lewiston City Bypass Dike off US-12 projects. Staff provided project information onsite. Following the tour, the Board convened at the Hells Canyon Grand Hotel for the outreach workshop with local transportation officials.

Chairman Moad and Member Osborn welcomed participants of the Idaho Transportation Investment Program (ITIP) Outreach Workshop. Director Stokes gave opening remarks focusing on the Idaho Transportation Department's (ITD) vision and what it means to invest with purpose, the local grant program, and expectation for the afternoon. District 2 Engineer Doral Hoff facilitated the workshop. Participants had time to review several project displays arranged around the room and interact with staff and the Board. They reconvened to hear presentations from ITD staff. CD/COO McElhinney and DE-2 Hoff presented on TECM and local projects and district priorities. Commercial Services Program Manager Craig Roberts gave an update on DMV, Aeronautics Administrator Tom Mahoney presented information on aeronautics, and Transportation Planner Shauna Miller provided an overview on Public Transportation. Chief Administrative Officer Dave Tolman provided an update on policy directives for Locals, and Local Highway Technical Assistance Council (LHTAC) Administrator Laila Kral reviewed funding opportunities for Locals. The Workshop concluded with an open forum for local transportation officials to ask questions and share comments.

WHEREUPON, the Idaho Transportation Board's tour and workshop recessed at 3:50 PM.

September 21, 2023

The Idaho Transportation Board convened at 8:00 AM on Thursday, September 21, 2023, at the District 2 office in Lewiston, Idaho. Members and principals from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Engineer Jesse Webb reported the importance of vehicle equipment awareness and performing pre-check maintenance. He reviewed some key check points such as windshield wipers, tire pressure, fuel amounts and having an emergency kit.

Board Minutes. Member Bulger made a motion to approve the minutes of August 16 & 17, 2023, seconded by Member Thompson, and the motion passed unanimously.

Board Meeting Dates. The next meeting is October 17 & 18, 2023 in Rigby. The Board set the January through March 2024 meeting dates.

Consent Items. Vice Chair DeLorenzo made a motion, seconded by Member Kempton, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB23-90 explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the Scenic Byways grant award and contract to reject.

1) Scenic Byways grant award. Request to add the Scenic Byways Grant Program to FY24 of the approved FY2023 – 2029 ITIP. Idaho has 31 Scenic Byways which includes four National Scenic byways designated by FHWA. Idaho received a discretionary award for ITD's Interpretive Byway Signage grant application. The total award is for \$192,200 (\$153,760 Federal and \$38,440 state match). The award is to replace missing and worn scenic byways signs and map-boards throughout the State of Idaho.

2) Contract to reject. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate for key #23248SIA, FY24 mill and overlay, District 6. Contractor – H-K Contractors - \$632,489.00.

#### Informational Items.

In respect to the Federal Formula Program Report, Vice Chair DeLorenzo questioned why ITD is turning back \$9.5 million redistribution of obligation authority funds. Chief Engineer Blake Rindlisbacher explained those funds are for the Congestion Mitigation and Air Quality (CMAQ) category, however, Idaho does not have those attainment areas. They receive the funds, but do

not have a way to spend them. ITD initially worked with FHWA to submit a CMAQ project, but ultimately, it did not get approved.

1) Contract awards and advertisements. There were two ITD contracts awarded that did not require Board approval from August 1 – 31, 2023. From October 1, 2022 to August 31, 2023, 81 ITD and 17 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From July 24, 2023 to August 27, 2023, 30 new professional services agreements and work tasks were processed, totaling \$11,010,346. Seventeen supplemental agreements to existing professional services agreements were processed during this period for \$9,743,466.

3) Monthly report of federal formula program funding through August 31. Idaho received apportionments of \$446.2 million through September 30, 2023, via the consolidated appropriations act passed on December 29. Idaho received \$67.7 million redistribution of obligation authority on August 31; however, \$9.5 million cannot be obligated leaving a remaining balance of \$58.2 million. Total OA through September 30 is 101.7.7% of apportionments. Allotted program funding is \$487.9 million with \$145.4 million remaining.

4) FY24 financial statements. Revenues to the State Highway Account from all state sources as of July 31 is slightly above forecast by 5.5% and revenues in the HDA are up by 3.6%. State revenues to the State Aeronautics Fund were ahead of forecast by \$88.5K. The Department's expenditures were within planned budgets. Personnel costs savings of \$0.3M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$68.8M for the first month, and total construction expenditures from the five different funds sources total \$112.3M.

The balance of the long-term investments was \$178.6M as of the end of July. These funds are obligated against construction projects and encumbrances. The cash balance is \$122.6M. Expenditures in the Strategic Initiatives Program Fund is \$14M. Deposits into the Transportation Expansion and Congestion Mitigation Fund is \$11.4M. The Federal CARES Act provided \$27.3M for public transportation. FY24 expenditures are \$0.2M. Expenditures for the TECM bond program during this period is \$21.0M and \$4.7M for GARVEE.

Adopt-A-Highway. Member Osborn presented the AAH award to representatives of the Idaho Youth Challenge Academy. The Academy, for at-risk teens 15 ½ to 18 years old, adopted SH-11 from mile post 27 to 31 in Lewiston. They picked up about 4,130 pounds of trash in 2023.

Director's Monthly Report. Director Stokes spoke of the department's mission, five focus areas, and vision within the context of "This is Who We (ITD) Are." He reported he and the executive team continue to meet with district supervisors to learn about their needs and challenges. Some topics included more options for pay or comp time when working extra hours

and interest in training opportunities. A leadership conference is planning for October 3 and 4, and a first-time employee town hall for October 5.

Chief Deputy McElhinney gave an update on the US-95, 6-mile, Thorn Creek to Moscow project. He reported ITD received approval last week for the environmental wetland permits in coordination with the CORP of Engineers and FHWA. He thanked staff for their efforts on this flagship project. Next month they will work with the contractor, MA DeAtley, to map out a plan.

Director Stokes announced they are creating a new division administrator position that will lead the bonding office, among other planning functions, to continue to advance planning and project development. Amy Schroeder, who currently heads the TECM program, was selected as the new Planning and TECM Program Administrator. CD/COO McElhinney added the position will oversee the planning division (freight, rail, and pedestrian/bike), public transportation, and serve as the MPO liaison, along with the TECM bonding office.

Bonding Office Program Manager Amy Schroeder thanked staff and the Board for the opportunity and trust.

District Engineer Report: District 2 Engineer Doral Hoff presented his annual district update with an emphasis on performance, employees, innovation, and project delivery. Some highlights included although they had a below average winter – exceeding their mobility goals, they continue to look at ways to optimize road materials. DE-2 Hoff presented three of his staff letters of recognition, signed by the governor, for their lifesaving help of a woman who had fallen 250-feet when visiting the Weir Creek Hotspring last February. Other highlights reported included an innovation adding disks to their materials lab asphalt splitting table, partnerships with the City of Weippe on SH-11, Top of Greer Grade project, and updates on two board unallocated funded projects – SH-11 mill overlay and manhole cover and collar replacements in Riggins. In FY23, all projects were delivered. DE-2 provided updates on the following projects: US-95 Thorn Creek to Moscow, US-95 Aht'Wy Interchange, SH-64 paving, and SH-11 Top of Greer Grade to Weippe.

In response to Member Kempton's inquiry about road crews who respond to emergency calls and available training for them, DE-2 Hoff stated there is some provided such as CPR in addition to having emergency kits in every vehicle.

Strategic Safety Team update. District 4 Engineer Jesse Barrus reported on ITD's Strategic Safety Team's new focus areas and reviewed the current ITD Strategic Plan's safety goal on why it matters and what success looks like. Some highlights included the Team is implementing five new focus areas that adopts a "Safe System Idaho Approach" to safety. The focus areas emphasize safe people (shift behaviors), safe roads (modernize infrastructure), safe speeds (effective traffic operations), post crash care (incident response), and safe employees (critical thinking). DE-4 Barrus explained the shift of moving from auto – routine thinking to critical thought. In coordination with district staff, a monthly newsletter was created, along

with the formation of an employee safety committee. The Team also branded the phase “The Clutch Moment” in support of shifting behaviors from automatic to manual.

Workforce Development Program update. CD/COO McElhinney outlined the partnering efforts taken with industry to bridge the gap on workforce development and introduced the Idaho Department of Labor’s Director Jani Revier. IDOL Director Revier spoke of the federal funding available through the Infrastructure Investment and Jobs Act (IIJA) for workforce programs. Although there are more jobs available than job seekers, there is still an unmet need and shortage of skilled workers.

Chief Innovation Experience Officer Brenda Williams provided an overview on current ITD technical and external training programs. Some highlights included ITD hired 59 CDL drivers through its Equipment Operator Training Program, provides certifications for the inspector qualification program, offers safety courses in CPR, first-aid and for flaggers, and participates in vendor partnered training programs.

Program Manager Jessika Phillips outlined specific technical training avenues and how those programs work and a FY24 additional funding proposal. Some highlights included the Idaho Career Opportunities – Next in Construction (ICONIC) program offers a 5-week concrete cement masonry and heavy equipment operation certification that includes simulator and classroom instruction. ITD partners with the Department of Corrections to train incarcerated women in heavy equipment operation. Providing the women a marketable skill has shown they are less apt to re-offend. Potentially, there is \$50,000 available for the ITD engineering college stipend proposal to help pay for tuition and books. The program is to attract and retain engineers with a transportation focus for the future.

In response to Member Kempton’s question regarding how jobs are advertised and barriers to hire, PM Phillips replied the state has a new job website. Staff uses QR codes, job fairs and other means to advertise. Compensation is one for the biggest hiring challenges.

In regards to the engineering stipend program, Member Osborn inquired about the time commitment, PM Phillips stated that it has not been determined yet.

FY23 & FY24 State Infrastructure & Transportation Expansion & Congestion Mitigation project delivery status. Chief Engineer Blake Rindlisbacher provided an update on FY23 and FY24 State Infrastructure (SI) project delivery. Some highlights included, for FY23, 71% of the projects were delivered by the beginning of FY23 with the remaining by February 2023, and five TECM projects were also delivered. The construction budgets were \$400 million for SI and \$588 million for TECM. In FY24, 54 projects (100%) are projected to be delivered by October 2023. Including 12 TECM projects, that brings the totals projects to 66 with construction budgets of \$361 million for SI and \$1 billion for TECM.

Bonding Office Program Manager Amy Schroeder provided an overview of the 13 corridor TECM projects’ progress since 2021. Significant progress has been made with half of

the program anticipated to be delivered by the end of the year and the remaining by next year. Projects have been strategically advertised, and coordinated with bond sales, to help accelerated timelines.

FFY23 ITD redistribution end-of-year closeout and local agency plan. Program Control Manager Colleen Wonacott reviewed the FFY23 redistribution funds, shown as Exhibit 559, which is made a part hereof with like effect. On August 31, ITD received \$67.7 million of federal formula funds. Of that distribution, \$50.5 million brought existing obligation authority to 100% of FY23 apportionment, \$7.7 million exceeded apportionments by 2%, and \$9.5 million needs to be returned to FHWA because it cannot be obligated due to added restrictions for the CMAQ program. There were 17 projects obligated with ITD's share of redistribution, along with other federal aid funds, to closeout FY23, shown as Exhibit 560, which is made a part hereof with like effect. PCM Wonacott reviewed the FY23 local public agencies end of year plan, shown as Exhibit 561, which is made a part hereof with like effect. Based on priority, projects were obligated using the local share of obligation authority to closeout the year. Since June, there were 24 statewide project changes made to the draft FY24 – 30 ITIP, shown as Exhibit 562, which is made a part hereof with like effect.

In response to Vice Chair DeLorenzo's question about returning \$9.5 million to FHWA and potential consequences, PCM Wonacott replied there are no penalties incurred.

Vice Chair DeLorenzo made a motion, seconded by Member Hoff, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and  
ITB23-91 accomplish a current, realistic, and fiscally constrained Idaho Transportation  
Investment Program (ITIP); and

WHEREAS, Redistribution of Federal Formula Funds were received by ITD on  
August 31, 2023 and other Federal Formula Funds were available for the end of  
year obligation; and

WHEREAS, FY 2023 Federal Formula Funds have to be obligated and submitted  
to FHWA by September 22, 2023; and

WHEREAS, the attached Exhibits were executed to meet the required obligation  
dates; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize  
available federal, state, local, and private capital investment funding.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the allocation of  
obligation authority received through Redistribution of Federal Formula Funds,  
and the lists of projects presented for advancement, cost changes or advance  
construction conversion to FY2023 as shown in Exhibits #1 - #3.

*BE IT FURTHER RESOLVED*, that the Board approves the additions or changes to projects in the Recommended FY2024-2030 ITIP as shown on Exhibit #4.

Recommended FY24-30 Idaho Transportation Investment Program. Program Control Manager Colleen Wonacott reported on changes to the draft ITIP since the Board last reviewed it in June. Public comments were incorporated at the district level when appropriate – plus redistribution of obligation authority from August and resulting end of year actions. Additional changes by stakeholders were made and technical corrections. Next steps are to submit to FHWA and Federal Transit Administration (FTA) for approval in December.

Vice Chair DeLorenzo made a motion, seconded by Member Osborn, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and  
ITB23-92 accomplish a current, realistic, and fiscally constrained Idaho Transportation  
Investment Program (ITIP); and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, the Infrastructure Investments and Jobs Act (IIJA) requires that a fiscally constrained list of projects covering a 4-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, Highways, Public Transit, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2024 - 2030 ITIP; and

WHEREAS, the Recommended FY 2024 – 2030 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2024 - 2030 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained program; and

WHEREAS, it is understood that continued development and construction of improvements are entirely dependent upon the availability of future federal and state capital investment funding in comparison to the scope and costs of needed improvements.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the Recommended FY 2024 - 2030 Idaho Transportation Investment Program (ITIP).

*BE IT FURTHER RESOLVED*, that staff is authorized to submit the federal version of the ITIP (the Statewide Transportation Improvement Program, STIP) for federal approval in accordance with the provisions of IIA.

Initiating design on next highest-priority projects within the TECM corridors. Bonding Office Program Manager Amy Schroeder summarized key points presented at the August board meeting regarding the next highest-priority TECM projects. One notable change among the four recommended projects is in District 1 with the I-90 corridor. It includes either the I-90, Northwest Blvd. Interchange (as originally recommended) or the US-95 Interchange replacement project. A traffic analysis with or without the Huetter Bypass will determine which is the higher priority. The design (\$9-10 million), right-of-way (\$6-7 million) and construction (\$70-80 million) costs for either project, and over-all total costs for all, remains the same.

Member Thompson made a motion, seconded by Member Vice Chair DeLorenzo, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB23-93 timeframe and scope of improvements for the state transportation system; and

WHEREAS, Idaho Code § 40-310 directs the Idaho Transportation Board to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, House Bill 362 increased the sales tax distribution from 1% to 4.5% (not less than \$80 million annually), dedicated to ITD for large infrastructure projects on the state highway system; and

WHEREAS, various other funding sources are being dedicated to the delivery of projects developed by the bonding office; and

WHEREAS, the program-wide risk assessment shows the projects already programmed in the Idaho Transportation Investment Program (ITIP) are likely to fully consume the funds currently dedicated to the program; and

WHEREAS, there is a possibility that additional revenue could be available within the program or from external sources such as grants, surplus, or additional revenues; and

WHEREAS, a list of potential projects has been presented to the Board based on the traffic and safety needs within the approved corridors; and

WHEREAS, adding these projects to the ITIP is part of the department's strategy to advance project readiness.



*NOW THEREFORE BE IT RESOLVED*, that the Board approves adding the following projects to the ITIP, with the construction cost estimate being added to the Early Development Program.

<b>Project</b>	<b>Design (PE/PC)</b>	<b>Right-of-way (RW/LP)</b>	<b>Construction (UT/CE/CC/CN)</b>
(D1) I-90, NW Blvd OR US-95 Interchange	\$9-10 million	\$6-7 million	\$ 70-80 million
(D3) I-84, SH-44 Interchange (exit 25)	\$ 6-7 million	\$1-2 million	\$ 65-75 million
(D3) SH-55, Pear Lane to Farmway Road	<i>(fully funded)</i>	<i>(partially funded)</i>	\$ 70-80 million
(D5) I-15, Blackfoot widening (exit 89-93)	\$8-10 million	\$0	\$100-110 million

Request to advertise Burley and Heyburn Interchanges in advance of bond sale. TECM Engineering Manager Shawna King reported on the request to advertise the Burley and Heyburn Interchanges within the next two months. The anticipated contract amounts are \$75 - \$85 million for Burley IC and \$85 - \$95 million for Heyburn IC. Advertising now would allow for construction to begin early so critical embankments have ample time to settle. The Burley IC would advertise October 3 and Heyburn IC, October 17. The upcoming TECM bond sale process would begin in January 2024 with an anticipated closing early spring 2024. Three to four construction payments would be made prior to the bond sale.

In response to Member Bulger's question about market conditions for the spring bond sale, Chief Administrative Officer Dave Tolman stated they do not anticipate any concerns. If the timing was not favorable, they would pause for a few months to reevaluate before entering the market.

Member Kempton made a motion, seconded by Member Hoff, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB23-94 timeframe and scope of improvements for the state transportation system; and

WHEREAS, Idaho Code § 40-310 directs the Idaho Transportation Board to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, the I-84 Burley Interchange and the I-84 Heyburn Interchange projects are ready to advertise; and

WHEREAS, beginning construction on the I-84 Burley Interchange and the I-84 Heyburn Interchange projects in early 2024, prior to the next anticipated bond sale, is advantageous for optimizing construction duration; and

WHEREAS, a spring 2024 TECM bond sale is being planned and is anticipated to provide funding for construction of the I-84 Burley Interchange and the I-84 Heyburn Interchange projects; and

WHEREAS, various other funding sources are being dedicated to the delivery of projects developed by the Bonding Office, and there are sufficient funds available to pay for construction of the I-84 Burley Interchange and the I-84 Heyburn Interchange projects if it's decided not to sell TECM bonds in spring of 2024; and

WHEREAS, contracts may be awarded on approved projects in advance of bonds being issued based on an evaluation of market risk by the TECM finance team.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves advertising the I-84 Burley Interchange and the I-84 Heyburn Interchange in advance of the anticipated spring 2024 bond sale.

Contract authority to exceed \$2 million limit for I-84, Burley and Heyburn Interchange TECM projects. TECM Engineering Manager Shawna King presented the request to exceed the \$2 million threshold above the engineer's estimate (EE) for the I-84, Burley and Heyburn Interchange projects. Bids that exceed 110% of the EE will still be subject to Board approval.

Member Kempton made a motion, seconded by Member Hoff, and passed unopposed to approve the following resolution:

RES. NO.        WHEREAS, Board Policy 4001 indicates the Board shall approve the justification  
ITB23-95        for award or rejection of contracts when the bid exceeds the engineer's estimate  
by more than ten percent (10%) or for bids that exceed the engineer's estimate  
by more than \$2 million; and

WHEREAS, two Transportation Expansion and Congestion Mitigation (TECM) projects will be advertised for construction, with bids opened winter 2023; and

WHEREAS, the estimated cost of these two TECM projects are substantial, ranging between \$75 million and \$95 million; and

WHEREAS, it is in the interest of the Department to expedite award of these construction projects; and

WHEREAS, this requested exception to Board Policy 4001 allows flexibility to expedite the award process while providing adequate controls for presenting approve or reject justifications to the Board if the bids are greater than 110% of the engineer's construction estimate.

*NOW THEREFORE BE IT RESOLVED*, that the Board allows an exception to Board Policy 4001 to remove the \$2 million dollar justification threshold amount for the following two TECM funded projects:

I-84, Burley Interchange

I-84, Heyburn Interchange

Agreement authority to exceed limit for I-84, Burley and Heyburn Interchange TECM projects. State Design Engineer Monica Crider presented the request to exceed professional services agreement authority for the I-84, Burley and Heyburn Interchange projects for construction engineering and inspection services. It is anticipated that up to three yearly agreements will be negotiated for each project. The total agreement authority will be up to \$13 million for the project.

Member Kempton made a motion, seconded by Vice Chair DeLorenzo, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board to  
ITB23-96 approve professional services agreements that exceed \$1 million; and

WHEREAS, the TECM Bonding Office will administer this project; and

WHEREAS, the agreement will not be written until the funding has been obligated.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves Key Number 23344, I-84, Burley Interchange and Key Number 23345, I-84, Heyburn Interchange to exceed the \$1 million agreement authorization up to \$13,000,000.

Agreement authority to exceed limit for SH-55, Farmway Road to Middleton Road. State Design Engineer Crider provided the Board with a revised board agenda item and resolution. She presented the request to exceed professional services agreement authority for the SH-55, Farmway Road to Middleton Road project by Horrocks. The scope is to improve safety and mobility on SH-55. It includes multiple bridge replacements and right-of-way acquisition for over 140 parcels. Phase 1 and 2 agreement authority was approved on July 21 for \$10 million. Additional design services to include a pedestrian tunnel brings the total cost to \$10.8 million.

Vice Chair DeLorenzo made a motion, seconded by Member Hoff, and passed unopposed to approve the following revised resolution:

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve  
ITB23-97 professional services agreements that exceed \$1 million; and

WHEREAS, the TECM Bonding Office will administer this project; and

WHEREAS, the Board approved agreement authorization up to \$10,000,000 at its July 2021 meeting; and

WHEREAS, funding has been identified and will be obligated for this agreement.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves ~~Key Number 22715~~, Project No. A022(715), SH-55, Farmway Road to Middleton Road, Canyon Co to exceed the \$1 million agreement authorization for consultant services on up to ~~\$10,500,000~~ \$10,800,000.

Board Unallocated Funds request for Port of Entry (POE) tire condition indicators.  
CD/COO McElhinney prefaced staff's request by acknowledging the opportunity for truck safety and working with contractors so the safety indicators can be installed by next year.

Member Osborn expressed his support for the project.

DMV Commercial Services Program Manager Craig Roberts outlined the request for \$1 million of Board Unallocated Funds to install tire safety condition indicators at eight POE locations statewide. Indicators at the Delco POE proved to be very effective in identifying tire anomalies such as missing tires and flat tires. Loops and sensors are installed in the roadway before the Weigh-in-Motion scale and loops. The dual tire identification can detect if a tire is over or under inflated. CSPM Roberts stated citations are not issued – only warnings.

Chairman Moad asked if this information has been shared with the Trucking Advisory Council (TAC). CSPM Craig stated the TAC received information at their March meeting. He commented they received feedback that some companies do not allow their drivers to adjust tires.

In response to Member Bulger's question if the sensors can detect tread separation, CSPM Roberts replied the indicators show anomalies – bare or low spots and mismatch in the system, more so than separation. Staff also conducts a visual inspection.

Member Osborn made a motion, seconded by Member Thompson, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and  
ITB23-98 accomplish a current, realistic, and fiscally constrained seven-year Idaho  
Transportation Investment Program (ITIP); and

WHEREAS, the Idaho Transportation Board is charged with considering the safety and convenience of the highway users; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, ITD Port of Entry (POE) staff are tasked with commercial vehicle inspections and safety; and

WHEREAS, the Tire Condition Safety Indicator project has succeeded at the new Declo Port of Entry.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the POE Tire Condition Safety Indicator project be funded with \$1 million of FY24 Board Unallocated Funds.

Board Unallocated Funds request for guardrail on SH-34, District 5. District 5 Engineer Todd Hubbard outlined the request for \$750,000 of Board Unallocated funds to widen shoulders and replace about 3,000 feet of guardrail on SH-34 from Milepost 13.3 to 13.6. This section is about 5.5 miles northeast of Preston (between Preston and Soda Springs) and is heavily traveled by large, over-sized agricultural equipment. Coordination was done with the Franklin County Commission.

Member Bulger made a motion, seconded by Member Hoff, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,  
ITB23-99 mobility, and economic opportunity; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, ITD staff has identified options for widening the SH-34 roadway and replacing guardrail from Milepost 13.3 to 13.6 for increased mobility.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves FY24 Board Unallocated Funds for the SH-34 guardrail project at a cost of \$750,000 for advertisement and construction.

SFY24 Idaho Airport Aid Program. Aeronautics Administrator Tom Mahoney presented the Idaho Airport Aid Program (IAAP) funding request that included the Governor's Leading Idaho Initiative funded projects. Funding for the program is primarily through aviation and jet fuel taxes. SFY24 funding is established at \$1 million and provides funding for 14 general aviation, two community, and seven primary service airports. Pullman-Moscow airport is included and receives half the allocation received by the primary service airports. Projects are derived from grant applications and based on priority and project readiness. Funding for primary airports is \$130,000, general aviation \$638,859.22 (with match), and community airports \$65,200. Including Aeronautics' projects, the grand total for the IAAP is \$840,059.22. Leading Idaho funded airport projects totals \$22,948,600.

Member Hoff made a motion, seconded by Member Thompson, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, at the Idaho Transportation Board has the authority to design,  
ITB23-100 construct, reconstruct, alter, extend, repair and maintain state aeronautical facilities; and

WHEREAS, the Board has the authority to expend funds for the construction,

maintenance and improvement of public owned aeronautical facilities; and

WHEREAS, the Idaho State Legislature approved \$1 million for airport improvements and \$33 million through the Governor's Leading Idaho Initiative; and

WHEREAS, \$34 million is designated for Idaho public use airports using Idaho Airport Aid Program criteria; and

WHEREAS, the Idaho Aeronautics Advisory Board recommended approval of the proposed funding plan at their meeting on August 22, 2023.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the Idaho Airport Aid program for State Fiscal Year 2024 in the amount of \$22,948,600.

*BE IT FURTHER RESOLVED*, the Board directs the Division of Aeronautics to issue grant offers for SFY 2024.

Chairman Moad advanced three presentations on the agenda to accommodate presenters who were not present. The meeting was running ahead of schedule.

SH-55 Banks Lowman Road intersection. District 3 Engineer Caleb Lakey updated the Board on the intersection options for SH-55 and Banks to Lowman Road and next steps. Some highlights included the Banks to Lowman Road is under Boise County jurisdiction. SH-55 and Banks Lowman Road experience high seasonal traffic volumes, which ITD pays for flagging operations. In 2020, ITD received a grant to study the intersection and proposed 12 options that included a tunnel, roundabout and traffic signal. The grant was a cooperative effort with the Forest Service, Boise County and FHWA. DE-3 Lakey reviewed the pros and cons and concerns for some the proposals and alternative modifications. The study recommended a traffic signal as the best option noting consideration with advanced warning systems. Some design challenges are replacements of the two bridges over the North and South Fork of Payette River, and widening the roadway. Staff proposes to add the project to the Early Development Program or add a project to FY28/29 ITIP (\$20 - \$40 million). Preliminary scoping, interim work and public involvement could start in FY24 (\$4 million). DE-3 Lakey added a temporary signal could be used at the intersection as an interim option as well.

CD/COO McElhinney commented the intersection has an average daily traffic count exceeding 13,000. A temporary signal can provide an interim solution. They intend to bring this project back to the Board next month for consideration. He also commented that no where on the west coast do flagging operations get pre-scheduled. Flagging is a safety risk.

Chairman Moad suggested use of flashing yellow lights signal, like has been done on I-84 Exit 25 successfully. DE-3 Lakey stated having a full signal with a flash mode option and a good advance warning package can be very doable.

Vice Chair DeLorenzo expressed appreciation for making the project a priority stating many travelers are people commuting from Boise to work in communities up north. DE-3 Lakey shared there has been interest from the public to add a traffic camera to the intersection so travelers can see congestion prior to traveling.

Local Transportation Grant Program update. Planning Services Manager Scott Luekenga reviewed the grant program's funding, application criteria and scoring, and results. Some highlights included the LTGP is funded with \$1 million one-time state general funds intended to facilitate local transportation projects. Projects are based on competitive applications developed by ITD. The funding is split 50/50 between two categories – Category 1 for large urban (projects limited to \$10 million) and Category 2 for small urban (projects limited to \$2 million). The application process opened July 1 and closed September 1. Some scoring criteria included bid readiness and the basis for the project. Of the 128 applications submitted totaling \$293.4 million, 20 application were received for large urban areas (\$123.8 million) and 108 for small urban areas (\$169.6 million). The next steps are to score and prioritize applications, with participation from MPO directors and ITD staff, and seek Board approval at next month's meeting.

Draft carbon reduction strategy development. Project Manager Margaret Havey gave an overview of the provisions required for the Carbon Reduction Program as provided by the Infrastructure Investment and Jobs Act. States are required to develop a carbon reduction strategy (CRS) to reduce emissions and identify related projects. The CRS needs to be updated every four years. Idaho's estimated funding is about \$9.4 million per year up to 5-years. Suballocations are based on population (65%) with the remaining (35%) available for the state to designate. Some eligible CRS projects categories include traffic demand management, Intelligent Transportation Systems, trucking/freight and active mobility. A consultant team reviewed various transportation plans – including each MPO's who were a part of the evaluation and prioritization strategies process. ITD used the Transportation Carbon Reduction Tool (T-cart) to assist in identifying program investments and proposed strategies. Idaho specific data was available to provide a baseline inventory and forecast of GHG emissions. Next steps are to present the draft CRS to the Board for approval next month and submit to FHWA by November 15.

Chairman Moad commented on the potential to use Carbon Reduction Program funding for electric vehicle charging stations.

In response to Member Bulger's question about the process and who provided input to the CRS, PM Havey stated it is similar to the project selection process. Input was received from the MPOs and ITD district staff, and they plan to work with the Locals to identify projects.

Member Bulger requested the Board be provided with the draft CRS project list and rankings.

Office of Highway Safety report on STEM math project. Highway Safety Manager Josephine Middleton introduced Lewis-Clark State College Math Specialist Josh Watson who presented information on the “Do the Math. Save a Life.” STEM project created for 9<sup>th</sup> graders in high school. The project was curated to help students to be math literate while promoting safe driving. He shared a video, produced in coordination with the Office of Highway Safety, using math to illustrate safe driving. High schools are using real ITD crash data in their math curricular materials. Teachers are noting changing attitudes towards safe driving and seatbelt usage with students. LCSC Watson also spoke of various ways they engage students to become interested in STEM careers such as touring college facilities.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 11:50 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Hoff seconded the motion and it passed unanimously by roll call vote.

The executive session discussion on legal matters related to highway and department operations and personnel matters.

The Board ended executive session at 1:02 PM.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN20788, Project No. A020(788) SH-16, I-84 to US-20/26 & SH-44 Interchange, Ada & Canyon Counties, parcel 61.

Vice Chair DeLorenzo made a motion, seconded by Member Kempton, and passed unopposed to approve the following resolution:

RES. NO.        WHEREAS, the Idaho Transportation Department is acquiring right-of-way for  
ITB23-101        the SH-16, I-84 to US-20/26 & SH-44 Interchange, Ada & Canyon Counties, for  
Project No. A020(788); and

WHEREAS, the Idaho Transportation Department and the property owner have engaged in good faith negotiations; and

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcel 61.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an administrative settlement over \$200,000.00.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN20788, Project No. A020(788) SH-16, I-84 to US-20/26 & SH-44 Interchange, Ada & Canyon Counties, parcel 69.



Vice Chair DeLorenzo made a motion, seconded by Member Kempton, and passed unopposed to approve the following resolution:

RES. NO.        WHEREAS, the Idaho Transportation Department is acquiring right-of-way for  
ITB23-102        the SH-16, I-84 to US-20/26 & SH-44 Interchange, Ada & Canyon Counties, for  
Project No. A020(788); and

WHEREAS, the Idaho Transportation Department and the property owner have engaged in good faith negotiations; and

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcel 69.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an administrative settlement over \$200,000.00.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN20788, Project No. A020(788) SH-16, I-84 to US-20/26 & SH-44 Interchange, Ada & Canyon Counties, parcel 160.

Vice Chair DeLorenzo made a motion, seconded by Member Kempton, and passed unopposed to approve the following resolution:

RES. NO.        WHEREAS, the Idaho Transportation Department is acquiring right-of-way for  
ITB23-103        the SH-16, I-84 to US-20/26 & SH-44 Interchange, Ada & Canyon Counties, for  
Project No. A020(788); and

WHEREAS, the Idaho Transportation Department and the property owner have engaged in good faith negotiations; and

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcel 160.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an administrative settlement over \$200,000.00.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN21923, Project No. A021(923) US-26, Junction Hitt Road (25<sup>th</sup> E), Bonneville County, parcel 6.

Member Hoff made a motion, seconded by Member Osborn, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way for  
ITB23-104 the US-26, JCT Hitt Road (25<sup>th</sup>), for Project No. A021(923); and

WHEREAS, the Idaho Transportation Department and the property owner have engaged in good faith negotiations; and

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcel 6.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an administrative settlement over \$200,000.00.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 1:10 p.m.

---

WILLIAM H. MOAD, CHAIRMAN  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2023  
Lewiston, Idaho

# BOARD MEETING DATES

**2023**

**November 15 – Boise**

**December 13 - Boise**

2023

JANUARY	FEBRUARY	MARCH	APRIL
S M T W T F S 1 X 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
MAY	JUNE	JULY	AUGUST
S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W T F S 1 2 3 X 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
S M T W T F S 1 2 3 X 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W T F S 1 2 3 4 5 6 7 8 X 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

**2024**

January 24 – Boise

February 21 – Boise

March 20 - Boise

“X” = holiday

“-----” = conflicts such as AASHTO/WASHTO/TRB conferences (or Board/Director conflicts)

**Information:** Board meeting dates scheduled.



## IDAHO TRANSPORTATION BOARD

### RESOLUTION FOR CONSENT ITEMS

**Pages 25 – 34**

RES. NO.      WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB23            explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to  
remove items from the consent calendar for questions or discussion.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the contract to  
award and contract to reject.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials BR	Reviewed By
Preparer's Name Monica Crider, P.E.	Preparer's Title State Design Engineer	Initials MC	BR

## Subject

Board Approval of Contract for Award

Key Number	District	Route Number
------------	----------	--------------

## Background Information

### INFORMATION

The following table summarizes the projects bid since the start of the fiscal year by jurisdiction, along with those requiring Board approval to award and Board approval to reject.

Year to Date Bid Summary 10/01/22 to 09/30/23					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
87	17	12	3	6	2

### ACTION

In accordance with board policy 4001, the construction contract on the attached report exceeded the engineer's estimate by more than ten percent (10%) but are recommended for award with board approval.

The following table summarizes the contract requiring Board approval to award since the last Board Agenda Report.

Contract requiring Board Approval to Award -Justification received 09/01/23 to 09/30/23	
ITD	Local
1	0

## Recommendations

In accordance with board policy 4001, the construction contract on the attached report are recommended for award with board approval.

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
6	<b>23988 SIA</b>	SH-33	9/12/2023	1	\$212,599.20	\$520,557.00	\$307,957.80 245%
SH-33, Centerline and SH-32 Transverse Rumble Strips							
Contractor: Clear Zone Construction LLC					State		

DATE OF BID OPENING – SEPTEMBER 12, 2023

---

IDAHO STATE FINANCED PROJECT  
SH-33 Centerline and SH-32 Transverse Rumble Strips  
Teton County  
Key No. 23988

---

DESCRIPTION: The work on this project consists of installing centerline rumble strips on SH-33 from SH-32 to the Wyoming state line (MP 131.00 to MP 155.084) and installing transverse rumble strips on SH-32 at the intersection with SH-33.

BIDDERS: Clear Zone Construction LLC \$520,557.00  
Caldwell, ID

1 BIDS ACCEPTED

BUDGET or Engineer's Estimate - \$212,599.20

NET +/- OF EE +\$307,957.80

LOW BID 245%

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

Approval to award or reject this project is based on Bid Review and Evaluation.

Attached is the justification for Award or Rejection of the Bid. Highway Design concurs with the recommendation.

Karen  
Hanna

Digitally signed  
by Karen Hanna  
Date: 2023.09.13  
09:57:54 -06'00'

---

**Karen Hanna**  
Contracts Manager

# Department Memorandum

Idaho Transportation Department

**DATE:** 09.25.23**Program Number(s)** 23988
**TO:** Monica Crider, PE *MC*  
 State Design Engineer
**Key Number(s)** 23988
**FROM:** Jason Minzghor  
 District 6 Engineer *Karent Hall for*
**Program ID, County, Etc.** SH-33 CENTERLINE  
 AND SH-32  
 TRANSVERSE  
 RUMBLE STRIPS  
 Teton County
**RE:** Justification for Award of Bid

On September 12, 2023 1 bid was opened for the above referenced project. The one bid of \$520,557.00 was 245% higher than the Engineer's estimate.

The following item accounts for most of the difference (EE - Low Bid) between the low bid and the Engineer's Estimate:

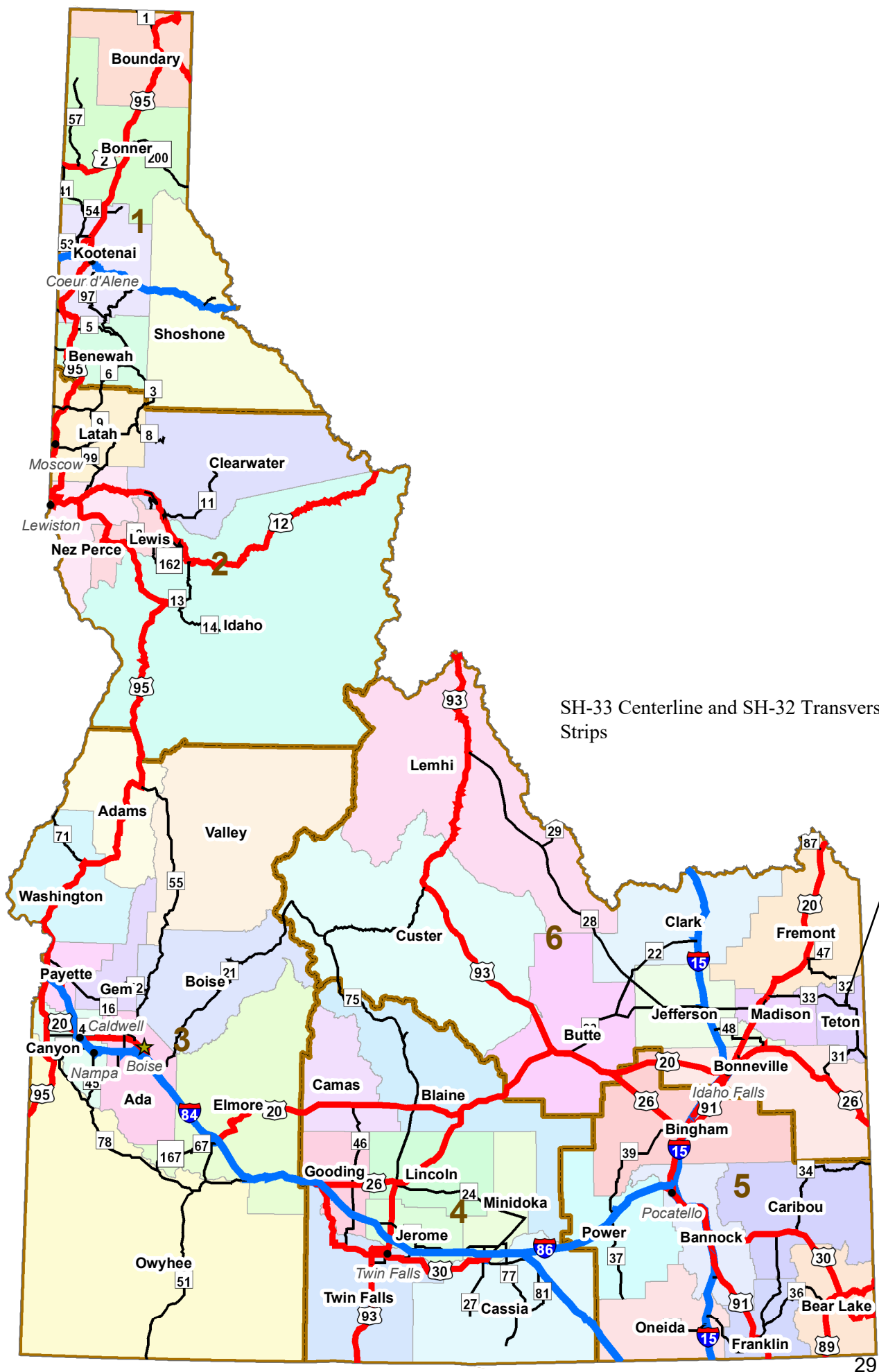
Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
Temporary Traffic Control	1 LS	\$32,212.00	\$210,000.00	\$177,788.00
Sinusoidal Centerline	17.68 Mile	\$106,080.00	\$185,640.00	\$79,560.00
Total Difference from these Items				\$257,348.00

The Engineer's estimate was created using the average unit price from similar projects for most of the construction items. Temporary Traffic Control was calculated at 15% of the total project cost based on recent centerline rumble strip construction in the District. The bid came in at 40% of total project cost.

In reference to the Engineer's estimate underestimation of these bid items; the Temporary Traffic Control cost is most likely due to the locations being scattered along SH 33 and not in one location. No bid history was available for sinusoidal rumble strips, so the engineer attempted to estimate the unit price based on available information from other states. With limited up-to-date information, the difference in this item is understandable.

This is the second time that this project bid. The district does not believe that re-advertisement will result in lower estimates. Awarding this contract will enable ITD to honor its previous commitment made to Teton County to improve safety and reduce vehicle collisions along SH 33 by installing centerline and transverse rumble strips. The district recommends award of this contract.







# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials BR	Reviewed By
Preparer's Name Monica Crider, P.E.	Preparer's Title State Design Engineer	Initials MC	BR

## Subject

Board Approval of Contracts to Reject

Key Number	District	Route Number
------------	----------	--------------

## Background Information

### INFORMATION

The following table summarizes the projects bid since the start of the fiscal year by jurisdiction, along with those requiring Board approval to award and Board approval to reject.

Year to Date Bid Summary 10/01/22 to 09/30/23					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
87	17	12	3	6	2

### ACTION

In accordance with board policy 4001, the construction contract on the attached report exceeded the engineer's estimate by more than ten percent (10%) but are recommended for award with board approval.

The following table summarizes the contract requiring Board approval to reject since the last Board Agenda Report.

Contract requiring Board Approval to Reject -Justification received 09/01/23 to 09/30/23	
ITD	Local
1	0

## Recommendations

In accordance with board policy 4001, the construction contract on the attached report are recommended to reject with board approval.

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD REJECTION

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	<b>21897</b>	OFF SYS	9/12/2023	1	\$821,530.00	\$1,132,386.00	\$310,856.00
Smiley Creek Airport Bridge							138%
Contractor: Compliance Solutions and Contracting					State		

DATE OF BID OPENING - **SEPTEMBER 12, 2023**

---

**IDAHO FINANCED PROJECT**  
**SMILEY CR AIRPORT BR**  
Blaine County  
Key No. 21897

---

DESCRIPTION: The work on this project consists of **installing a prefabricated bridge over the Salmon River at the Smiley Creek airport.**

**BIDDERS:**

<b>COMPLIANCE SOLUTIONS and CONTRACTING</b>	<b>\$1,132,386.00</b>
<b>BOISE, ID</b>	

**1 BIDS ACCEPTED**

ENGINEER'S ESTIMATE - **\$821,530.00**

LOW BID - **138%** Percent of the Engineer's Estimate

NET +/- OF EE **\$310,856.00**

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

Approval to award or reject this project is based on Bid Review and Evaluation.

Attached is the justification for Award or Rejection of the Bid. Highway Design concurs with the recommendation.

**Karen**  
**Hanna**  
Digitally signed  
by Karen Hanna  
Date: 2023.09.18  
10:08:08 -06'00'

---

**Karen Hanna**  
Contracts Manager



**DATE:** September 26, 2023

**Program Number(s)** A021(897)

**TO:** Monica Crider, PE *MC*  
State Design Engineer

**Key Number(s)** 21897

**FROM:** Jesse Barrus, PE *Jesse Barrus*  
District Engineer, D4

**Program ID, County, Etc.**  
Smiley Cr Airport Br, Blaine Co

**RE:** JUSTIFICATION FOR REJECTION OF BID

On September 12, 2023, 1 bid was opened for the above referenced project. This bid of \$1,132,386.00 was approximately 38% higher than the Engineer's Estimate.

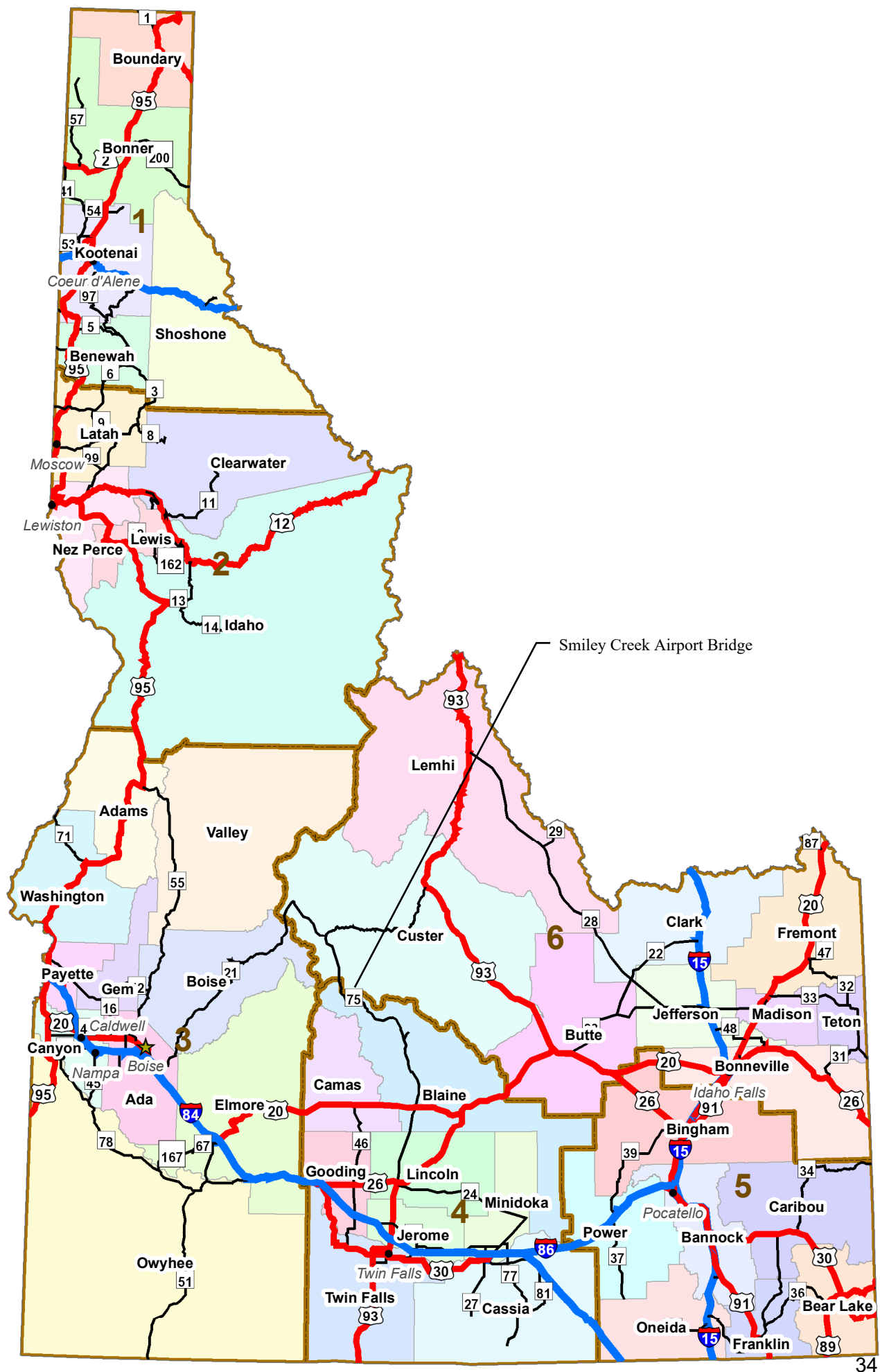
The following items account for most of the difference between the low bid and the Engineer's Estimate:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
210-005A	Str Excavation Sch No 1	207 CY	\$60.00	\$170.00	\$22,770.00
210-015A	Compacting Backfill	147 CY	\$35.00	\$305.00	\$39,690.00
301-010A	Granular Subbase	167 CY	\$20.00	\$266.00	\$41,082.00
303-022A	¾" Aggr TY B for Base	240 TONS	\$100.00	\$240.00	\$33,600.00
612-110A	Guardrail Anchor	4 EA	\$2,500.00	\$3,570.00	\$11,780.00
675-005A	Survey	1 LS	\$10,000.00	\$33,350.00	\$23,350.00
S501-25A	SP Bridge Precast Abut & Backwall	1 LS	\$64,000.00	\$99,297.00	\$35,297.00
<b>Total Difference from these Items</b>					<b>\$207,569.00</b>

The Engineer's Estimate was based on the average unit price index for similar projects and on observation of past experience with similar projects. We had considered the lack of sources near this project and the haul distance that would be required to construct this project. Consideration for small quantities and long haul distance was given when putting the Engineer's Estimate together, but the resulting bid came in anywhere from 2 to 10 times higher than what was estimated. The survey item, although a lump sum item, and often more difficult to estimate, was also estimated based on the estimated effort of survey that would be required on this project, as well as comparing it to other similar projects that have had the same level of effort, this probably could have been bumped up slightly as there would be more travel time to and from the project for the survey crew. The specialty items for the bridge itself typically don't have a broad history of bidding information to pull from and gather information, however for this Engineers Estimate many of the specialty items came in very close to the bid with the exception of the S501-25A Bridge Precast Abutment and Backwall.

This project addresses deficiencies present on a small airport bridge off system. While the needs of this bridge need to be addressed, District 4 would like to rebid the project next year with expectation of more bids and better pricing.

District 4 recommends rejecting the bid and will review, revise, and rebid the project for construction at a later date with consideration to providing a flexible construction window and time for bridge fabrication.





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials BR	Reviewed By
Preparer's Name Monica Crider, P.E.	Preparer's Title State Design Engineer	Initials MC	BR

## Subject

Contract Awards and Advertisements

Key Number	District	Route Number
------------	----------	--------------

## Background Information

### INFORMATION

The following table summarizes the contracts bid since the start of the fiscal year by jurisdiction, along with those requiring Board approval to award and Board approval to reject.

The attached chart only shows the ITD State Infrastructure Projects listed by Summary of Cost and Summary of Contract Count.

#### NOTE:

The table below shows year to date summaries for both ITD and Local contracts bid. These ITD Contracts and the ITD project numbers do not match as there are times that multiple projects are companioned and bid and awarded as one contract.

Year to Date Bid Summary 10/01/22 to 09/30/23					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
87	17	12	3	6	2

### RECENT ACTIONS

In accordance with board policy 4001, Staff has initiated or completed action to award the contracts listed on the attached report.

The following table summarizes the Contracts awarded (requiring no Board action) since the last Board Agenda Report.

Contracts Requiring no action from the Board 09/01/23 to 09/30/23	
ITD	Local
4	0

### FUTURE ACTIONS

The Current Advertisement Report is attached.

## Recommendations

For Information Only.

## Board Action

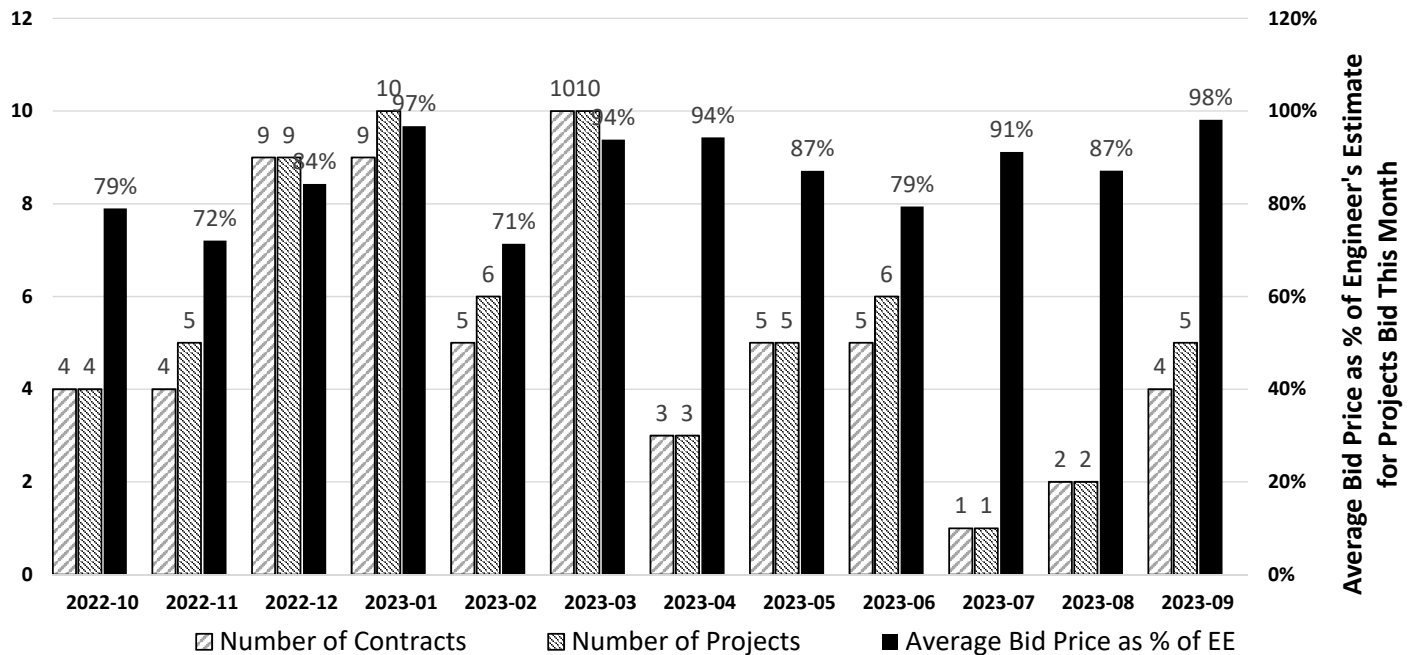
☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

## FFY23 State Infrastructure Project Bid Results: YTD Summary By Cost

66 Projects YTD through September 30, 2023

YTD Total for all 66 projects:

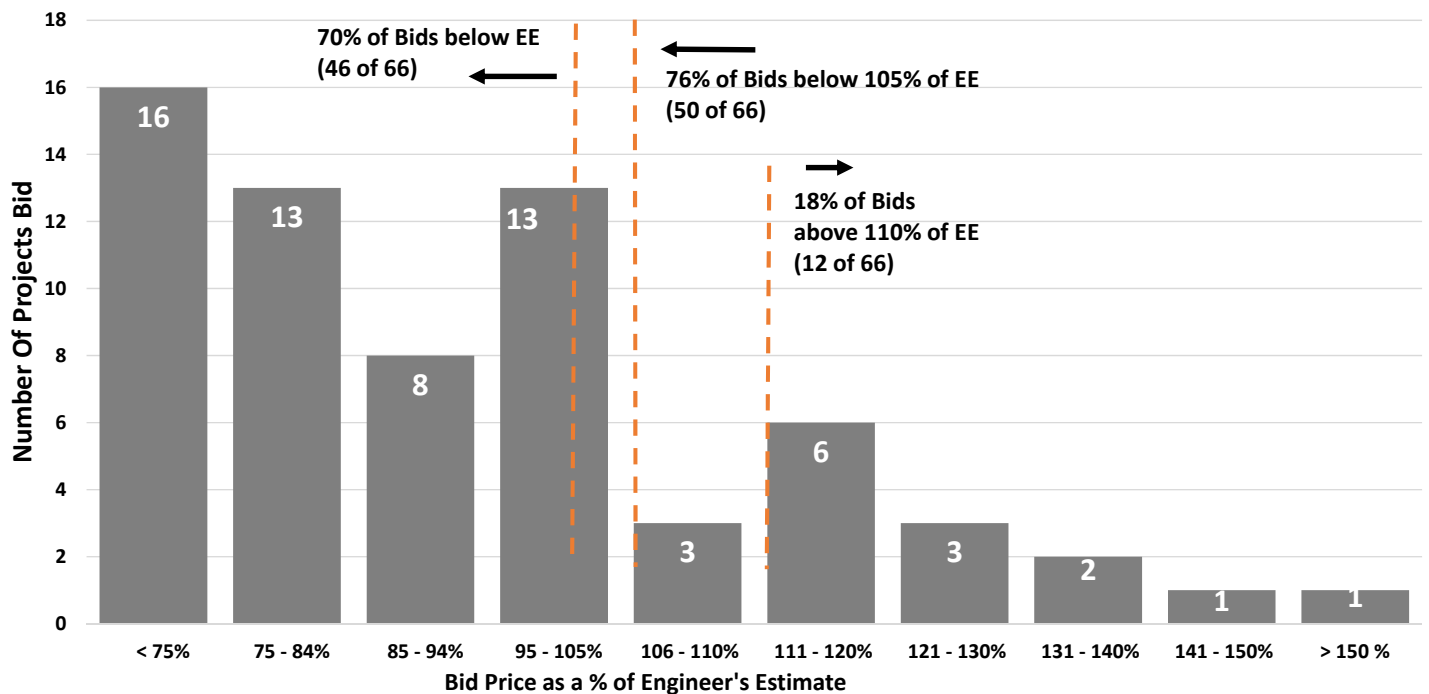
Ratio of Bid Costs / Engineer's Estimates = \$630.7 M / \$700.3 M = 90.0%



Notes: 1) Local and SIA Projects are not included 2) Contracts may have multiple Projects

## FFY23 State Infrastructure Project Bid Results: YTD Summary By Project Count

66 Projects YTD through September 30, 2023



Note: Local and SIA Projects are not included



## Monthly Status Report to the Board

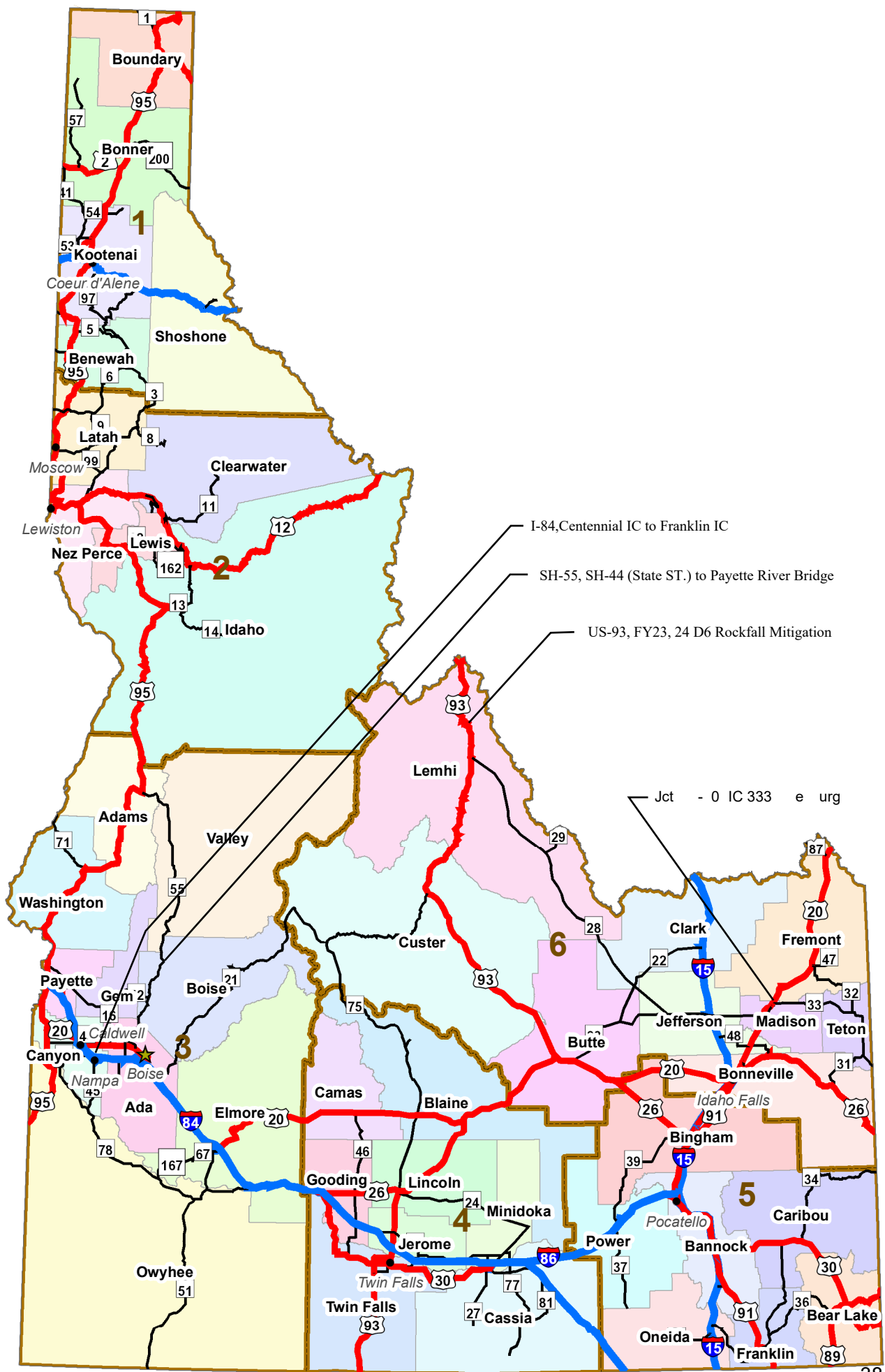
CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
22662/23249							
6	SIA	US-93	9/19/2023	2	\$306,000.00	\$307,285.00	\$1,285.00
US-93, FY23, 24 D6 Rockfall Mitigation							100%
Contractor: Drill Tech Drilling and Shoring Inc DBA					State		
Apex Rockfall Mitigation							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	<b>24347</b>	I-84	9/19/2023	1	\$91,993,078.57	\$92,562,233.11	\$569,154.54
I-84, Centennial IC to Franklin IC							101%
Contractor: Concrete Placing Company Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	<b>21798/21799</b>	US-20	9/19/2023	3	\$23,179,414.03	\$22,154,769.01	(\$1,024,645.02)
Jct US-20 (IC 333), Rexburg							96%
Contractor: H-K Contractors Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	<b>20506</b>	SH-55/SH-44	9/26/2023	4	\$19,006,555.94	\$16,597,637.54	(\$2,408,918.40)
SH-55, SH-44 (State St.) to Payette River Bridge							87%
Contractor: Central Paving Company Inc					Federal		



## Monthly Contract Advertisement As of 09-30-2023

District	Key No.	Route	Bid Opening Date
4	<b>19338</b>	I-84	10/3/2023
I-84, South Jerome Interchange			
Greater than \$25,000,000			

District	Key No.	Route	Bid Opening Date
3	<b>20384</b>	SH-55	10/3/2023
SH-55 Fleming Creek Bridge			
\$5,000,000 to \$10,000,000			

District	Key No.	Route	Bid Opening Date
4	<b>22882</b>	US-93	10/3/2023
INT 3800 N & US-93, Filer Highway District			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
4	<b>19943</b>	US-93	10/3/2023
US-93, 300 South Road			
\$15,000,000 to \$25,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	<b>18716</b>	OFF SYS	10/17/2023
Spokane Street River Bridge			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
2	<b>20462</b>	OFF SYS	10/17/2023
FY24 D2 Bridge Repair			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	<b>22874</b>	OFF SYS	10/17/2023
Rectangular Rapid Flashing Beacons, CDA			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
2	<b>21912</b>	US-12	10/17/2023
US-12, Syringa to Montana Seal Coat			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	<b>19513</b>	OFF SYS	10/17/2023
Wisconsin St.; High St. to US-2, Priest River			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
3	<b>22747 SIA</b>	US-20	10/17/2023
FY23 D3 Fence Repair			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(5)	<b>12098</b>	OFF SYS	10/24/2023
Center St. Railroad Bridge Underpass			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
5	<b>20447</b>	OFF SYS	10/24/2023
US-91 Blackfoot Canal			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
3	<b>22746 SIA</b>	I-84	10/24/2023
I-84, Cole & Overland Lighting			
\$100,000 to \$250,000			

District	Key No.	Route	Bid Opening Date
3	<b>22749 SIA</b>	I-84	10/24/2023
D3 Culvert Cleaning			
\$0 to \$100,000			

District	Key No.	Route	Bid Opening Date
4	<b>23344</b>	I-84	10/31/2023
I-84, Burley IC			
Greater than \$25,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(2)	<b>22877</b>	OFF SYS	10/31/2023
Signing and Guardrail			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(6)	<b>14058</b>	OFF SYS	10/31/2023
A2 Highway			
\$5,000,000 to \$10,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	<b>20207</b>	OFF SYS	10/31/2023
Rapid Lightning Creek Bridge #5			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(6)	<b>13964/22101</b>	OFF SYS	10/31/2023
Peckham Road & Peckham Road Intersections, Golden Gate Highway District			
\$5,000,000 to \$10,000,000			



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name	Presenter's Title	Initials	Reviewed By
Monica Crider, PE	State Design Engineer	MC	
Preparer's Name	Preparer's Title	Initials	BR
Mohsen Amirmojahedi, PE	Consultant Services Engineer	MA	

## Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

Key Number	District	Route Number

## Background Information

### For all of ITD:

Consultant Services processed 20 new professional services agreements and work tasks totaling **\$4,068,925** and 5 supplemental agreements to existing professional services agreements totaling **\$737,862** from August 28, 2023 to September 24, 2023.

### New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>									<i>Total</i>
	1	2	3	4	5	6	HQ	MGMT	AERO	
<b>Resources not Available</b>										
Roadway Design		1								1
Planning							1			1
Bridge Inspection							1			1
Bridge Design		1			1					2
Traffic Services		1								1
Surveying	1			1						2
Bridge Load Rating							1			1
Environmental			1							1
Hydraulics							1			1
Public Involvement	1		2		1					4
Right of Way Services						1				1
<b>Local Public Agency Projects</b>	1			1		2				4
<b>Total</b>	3	3	3	2	2	3	4			20

**For ITD Projects:**

16 new professional services agreements and work tasks were processed during this period totaling **\$3,429,439**. 4 supplemental agreements totaling **\$727,518** were processed.

**District 1**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Statewide Public Involvement Manual, NP108339	Resources not Available Public Involvement	Complete Statewide Public Involvement Manual.	Direct from Term Agreement	Horrocks Engineers, Inc.	\$10,000
SH 54, SH 41 TO N GREYSTONE RD, KOOTENAI CO	Resources not Available Surveying	Land surveying services.	RFI from Term Agreement	David Evans and Associates, Inc.	Prev: \$299,906 This: \$79,710 Agreement Total to Date: \$379,616

**District 2**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, THORN CR RD TO MOSCOW, PH 1	Resources not Available Bridge Design	Bridge Design Services.	RFI from Term Agreement	Forsgren Associates, Inc.	\$230,029
SH 128, DOWN RV RD INTERSECTION IMPROVEMENT, LEWISTON	Resources not Available Traffic Services	Planning and Traffic Design Services.	RFI from Term Agreement	Kittelson & Associates, Inc.	\$159,999
US 12, FY21 D2 HIGH PRI CULVERT REPLACEMENT, IDAHO CO	Resources not Available Roadway Design	Roadway Design Services.	Direct from Term Agreement	WHPacific, Inc. d/b/a NV5	\$67,272

**District 3**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 78, BROWNS CR BR, OWYHEE CO	Resources not Available Environmental	Environmental Services.	Direct from Term Agreement	Parametrix, Inc.	Prev: \$57,377 This: \$4,790 Agreement Total to Date: \$62,167
I 84, SIMCO RD IC, ELMORE CO	Resources not Available Public Involvement	Public Involvement Services.	Direct from Term Agreement	Kittelson & Associates, Inc.	\$77,947
STATE, GLENWOOD CORRIDOR PLAN	Resources not Available Roadway Design	Roadway and Traffic Design/Planning Services.	Direct from Term Agreement	Kimley-Horn and Associates, Inc.	\$88,823

**District 4**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, WILLOW CR TO MOONSTONE	Resources not Available Surveying	Surveying Services.	Direct from Term Agreement	J-U-B Engineers, Inc.	\$80,518

**District 5**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, D5 CONCRETE SLAB REPLACEMENT	Resources not Available Public Involvement	Public Involvement.	RFI from Term Agreement	Rosemary Brennan Curtin, Inc.	\$119,591
STATE, FY25 D5 BRIDGE REPAIR	Resources not Available Bridge Design	Bridge Design Services.	Individual Project Solicitation	Forsgren Associates, Inc.	\$300,982



**District 6**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, CHESTER TO ASHTON, FREMONT CO, LAND ACQUISITION	Resources not Available Roadway Design	Right of Way Services.	Individual Project Solicitation	HDR Engineering, Inc.	\$1,933,587 Board Approved: \$2,030,000 On: 6/15/2023

**Headquarters**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, FY24 STRATEGIC MGT AGREEMENT	Resources not Available Planning	Feasibility/Planning Services.	Individual Project Solicitation	Muller Engineering Company	\$78,652
STATE, FY23 SHS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspection Services.	Direct from Term Agreement	Wiss, Janney, Elstner Associates, Inc.	\$99,006
STATE, STWD BRIDGE HYDRAULICS SVCS	Resources not Available Hydraulics	Bridge Hydraulics Manual Revision/Update.	Direct from Term Agreement	Ayres Associates, Inc.	Prev: \$50,000 This: \$48,788 Agreement Total to Date: \$98,788
STATE, FY23 SHS BRIDGE INSPECTION	Resources not Available Bridge Load Rating	Bridge L/R and Software Test.	Direct from Term Agreement	Vander Boegh Engineering, PLLC	\$49,745

**Supplemental Agreements to Existing ITD Professional Service Agreements**

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	SMA-5719, PLEASANT VIEW RD & SH 53, GRADE SEPARATION	HDR Engineering, Inc.	11/4/2011, Complete design from existing preliminary design through PS&E	Update project plans and specs to the 2023 standard specifications	Prev: \$2,918,101 This: \$381,896 Agreement Total to Date: \$3,299,997 Board Approved: \$3,300,000 On: 08/17/2023
1	D1 STAFF AUGMENTATION	Strata, Inc.	5/5/2023, Sampling/testing and closeout services.	Provide sampling/testing and closeout services for D1.	Prev: \$720,936 This: \$29,926 Agreement Total to Date: \$750,862
5	I 86, UPRR BRIDGE, POCA TELLO	Atlas Technical Consultants LLC	1/4/2023, CE&I Services	CE&I Services.	Prev: \$398,832 This: \$305,713 Agreement Total to Date: \$704,545
HQ	OFFSYS, FY23 LOCAL/OFFSYS BRIDGE INSPECTION	Extreme Access, Inc.	2/21/2023, Bridge Inspections.	Supplemental bridge inspections.	Prev: \$229,589 This: \$9,983 Agreement Total to Date: \$239,572

**For Local Public Agency Projects:**

4 new professional services agreements totaling **\$639,486** were processed during this period. 1 supplemental agreement totaling **\$10,344** was processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
LOCAL, SOLDIER RD SIDEWALKS; SAGE TO PONDEROSA	CITY OF FAIRFIELD	Roadway Design.	RFI from Term Agreement	Forsgren Associates, Inc.	\$144,393
SMA-7218, LANCASTER & HUETTER ROUNDABOUT, LAKES HD	LAKES HIGHWAY DISTRICT	Roadway Design Services.	RFI from Term Agreement	Welch Comer and Associates, Inc.	Prev: \$183,590 This: \$55,530 Agreement Total to Date: \$239,120
LOCAL, MORGAN CREEK RD, SAFETY IMPROVEMENTS	Custer County	Roadway Design Services, part of the Local Highway Safety Improvement Program (LHSIP).	RFI from Term Agreement	Civil Science, Inc.	\$174,892
STC-7316, 5TH E (HOLMES AVE) & 49TH S SIGNAL	BONNEVILLE COUNTY	Roadway Design, Materials/Geotechnical, Environmental Services.	Individual Project Solicitation	Keller Associates, Inc.	\$264,671

**Supplemental Agreements to Existing Local Professional Services Agreements**

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	STC-5791, INT MEYER RD & BOEKEL RD, RATHDRUM	J-U-B Engineers, Inc.	CE&I Services	CE&I Services	Prev: \$235,131 This: \$10,344 Agreement Total to Date: \$245,475

**Recommendations**

For Information Only

**Board Action**

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed Information Only

Presenter's Name Kaylee Starman	Presenter's Title Grants/Contracts Officer	Initials KS	Reviewed By
Preparer's Name Kaylee Starman	Preparer's Title Grants/Contracts Officer	Initials KS	

### Subject

Non-Construction Professional Service Contracts issued by Business & Support Management		
Key Number N/A	District N/A	Route Number N/A

### Background Information

The purpose of this Board item is to comply with the reporting requirements established in Board Policy 4001 - 'Each month the Chief Administrative Officer shall report to the Board all non-construction professional service agreements entered into by the Department during the previous month.'

Business and Support Management section executed the following professional service agreement. (Please see Attachment 1)

### Recommendations

Information only

### Board Action

☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

ATTACHMENT 1

PSA #	Description	Contractor	Commodity Description	Service From	Service To	Contract Amount
K013295	Disadvantaged Business Enterprise - Project Goal Setting Tool and Training	Browne Bortz & Coddington Inc	Service, Consultant Not IT or Engineering	5/8/2023	12/31/2023	\$ 45,000.00
T003001	Office of Highway Safety Triennial Highway Safety Plan 2024-2026	Horrocks Engineering, Inc.	Service, Consultant Not IT or Engineering	5/13/2023	9/30/2023	\$ 45,000.00
T003028	Identification of Wildlife-Vehicle Conflict Priority Hotspots in Idaho	Patricia Cramer, Wildlife Connectivity Institute	Service, Consultant Not IT or Engineering	7/31/2023	7/30/2024	\$ 97,794.00



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023Consent Item ☐Information Item ☒Amount of Presentation Time Needed NA

Presenter's Name Steve Spoor	Presenter's Title Maintenance Operations Manager	Initials SS	Reviewed By
Preparer's Name Steve Spoor	Preparer's Title Maintenance Operations Manager	Initials SS	

### Subject

Board Policy 4041 - Sponsorship of Department Programs

Key Number	District	Route Number
------------	----------	--------------

### Background Information

In accordance with Board Policies 4041, Sponsorship of Department Programs staff reports there are no sponsorship agreements at this time.

### Recommendations

Information Only

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed N.A.

Presenter's Name Kevin Sablan	Presenter's Title Traffic Operations Engineer	Initials ks	Reviewed By
Preparer's Name Mona Hunt	Preparer's Title Traffic Resource Engineer	Initials mh	

## Subject

2023 80 MPH Interstate Speed Limits Update		
Key Number N.A.	District 3, 4, 5, & 6	Route Number I-15, I-84, & I-86

## Background Information

In July of 2014, the Idaho Transportation Department raised the speed limit on rural sections of Interstate Highways 15, 84, & 86 from 75 mph to 80 mph based on observed 85<sup>th</sup> percentile speeds of all vehicles. Since implementation, Traffic Operations (previously Design/Traffic Services) has been monitoring these 80 MPH corridors, keeping check on operating speeds and crashes. The following observations have been made since the speed limits were changed:

- During the period immediately following implementation of the 80 mph speed limits, 85<sup>th</sup> percentile speeds increased to around 82.5 mph, representing a 3 mph rise from the 79.5 mph conditions when posted at 75 mph. Since that initial transition period, the current observed 85<sup>th</sup> percentile speeds are around 85 mph on average on I-84 & I-15 and 84 mph on I-86.
- The before and after differential speeds between light and heavy vehicles has remained relatively unchanged with an average one mph increase differential since the 80 mph implementation. Differential speeds on the three routes now ranges between 10 to 12 mph.
- In the nine years since implementation of 80 mph speeds, fatal and serious injury crash rates have remained relatively constant and serious injury crashes per one hundred million vehicle-miles of travel, which matches the fatal and serious injury crash performance of the interstate prior to raising the speed limit from 75 to 80 mph.
- Compared to national rates, operations along these 80 mph corridors are comparable if not slightly better.

The observed vehicle speeds and crash experience, since raising the speed limit on these routes, indicate operations have remained relatively unchanged from prior conditions and that the higher 80 mph speed limit is appropriate and should remain unchanged at this time.

## Recommendations

Information only

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



**Your Safety • Your Mobility  
Your Economic Opportunity**

# Speed Limits on Idaho Interstate Highways

---

*Effects of the 80 mph Speed Limit Change on  
Interstates 15, 84, and 86*

---

*Updated 10/4/2023*



## Table of Contents

Executive Summary .....	1
Interstate Speed Zones and Monitored Locations .....	2
Interstate 15.....	2
Interstate 84.....	2
Interstate 86.....	3
Interstate 90.....	3
Eighty-fifth Percentile Speeds of All Vehicles .....	3
Differential Speeds Between Light and Heavy Vehicles .....	8
Crash Information .....	10
Number of Crashes.....	10
Crash Rates.....	13

## Executive Summary

In July of 2014, the Idaho Transportation Department raised the speed limit on rural sections of Interstate Highways 15, 84, & 86 from 75 mph to 80 mph based on observed 85<sup>th</sup> percentile speeds of all vehicles. Since implementation, Traffic Operations (previously Design/Traffic Services) has been monitoring these 80 MPH corridors, keeping check on operating speeds and crashes. The following observations have been made since the speed limits were changed:

- During the period immediately following implementation of the 80 mph speed limits, 85<sup>th</sup> percentile speeds increased to around 82.5 mph, representing a 3 mph rise from the 79.5 mph conditions when posted at 75 mph. Since that initial transition period, the current observed 85<sup>th</sup> percentile speeds are around 85 mph on average on I-84 & I-15 and 84 mph on I-86.
- The before and after differential speeds between light and heavy vehicles has remained relatively unchanged with an average one mph increase differential since the 80 mph implementation. Differential speeds on the three routes now ranges between 10 to 12 mph.
- In the nine years since implementation of 80 mph speeds, fatal and serious injury crash rates have remained relatively constant ranging between 1 and 6 fatal and serious injury crashes per one hundred million vehicle-miles of travel, which matches the fatal and serious injury crash performance of the interstate prior to raising the speed limit from 75 to 80 mph.
- Compared to national rates, operations along these 80 mph corridors are comparable if not slightly better.

The observed vehicle speeds and crash experience, since raising the speed limit on these routes, indicate operations has remained relatively unchanged from prior conditions and that the higher 80 mph speed limit is appropriate and should remain unchanged at this time.

## Interstate Speed Zones and Monitored Locations

In 2014, the Idaho Legislature modified state statute to allow the Idaho Transportation Board to raise Interstate speed limits up to 80 miles per hour (mph) and other highways to 70 mph. With the new legislation, the Idaho Transportation Department (ITD) initiated engineering studies to evaluate data collected on rural segments of Interstate highways. The results of the study indicated that an 80mph speed limit was appropriate for Interstate highways 15, 84, and 86. The speed limits were not changed on Interstate 90 and the data indicated that a speed limit increase on that highway was not necessary. In July 2014, with the approval of the Idaho Transportation Board, the posted speed limits on the rural sections of Interstate highways 15, 84, and 86 were raised to 80 mph with truck speed limits of 70 mph.

Since the change, vehicle speeds have been continuously monitored by automatic traffic recorder stations at seventeen locations covering sections of the Interstate Highways where the speed limit was raised. Speed data has been collected for all vehicles and has been further separated into speed data for passenger cars and heavy vehicles. Speed data for all vehicles on Interstate 90 has also been collected and monitored.

### Interstate 15

80 mph speed limit signs are posted from the Utah border to milepost 66.78 in Pocatello, from milepost 73.655 near Chubbuck to milepost 117.757 in Idaho Falls, and from milepost 119.69 in Idaho Falls to the Montana border at milepost 196.

Vehicle speeds in the sections signed with 80 mph speed limits are continuously being monitored by the following automatic traffic recorder stations along Interstate 15:

- Malad – Milepost 1.965, 0.6 miles south of Woodruff Interchange
- Marsh Valley – Milepost 24.37, 6.5 miles south of the junction with SH-40
- South Pocatello – Milepost 61.87, 1.2 miles southeast of Portneuf Interchange
- Rose Road – Milepost 96.06, 1.6 miles south of Rose-Firth Interchange
- New Sweden – Milepost 114.645, 0.15 miles north of New Sweden School Road underpass
- Roberts – Milepost 132.78, 1.8 miles south of the junction with SH-48
- Spencer – Milepost 176, 4.4 miles south of Spencer Interchange

### Interstate 84

80 mph speed limit signs are posted on Interstate 84 from the Oregon border to mileposts 25.5 near Caldwell and then from milepost 55 in southeast Boise to the Utah border at milepost 275.65.

Vehicle speeds in the sections signed with 80 mph speed limits are continuously being monitored by the following automatic traffic recorder stations along Interstate 84:

- Black Canyon – Milepost 15.1, 2.2 miles southeast of Black Canyon Interchange
- Sand Hollow – Milepost 19.1, 1.8 miles southeast of Sand Hollow Interchange
- Jerome – Milepost 159.23, 2.6 miles east of the junction with SH-46
- East Jerome – Milepost 170.88, 2.133 miles west of US-93 overpass

- Eden – Milepost 186.315, 0.02 miles E of Eden Road
- Yale Road – Milepost 227.58, 0.4 miles northwest of SH-81
- Sweetzer – Milepost 257.424, 3.6 miles southeast of Sweetzer Road Interchange

## Interstate 86

80 mph speed limit signs are posted for nearly the length of Interstate 86 from its interchange with Interstate 84 to milepost 61.288 in Chubbuck.

Vehicle speeds in the sections signed with 80 mph speed limits are continuously being monitored by the following automatic traffic recorder stations along Interstate 86:

- Raft River – Milepost 14.41, 0.4 miles east of Raft River Interchange
- Arbon Valley – Milepost 50.859, 1.63 miles west of Arbon Valley Interchange
- Pocatello Airport – Milepost 56.4, 1.7 miles west of US-30 Interchange

## Interstate 90

The speed limits on Interstate 90 have remained between 55 and 75 mph. Vehicle speeds are continuously being monitored by the following automatic traffic recorder stations along Interstate 90:

- Post Falls – Milepost 6.16, 1.0 mile west of the junction with SH-41
- Huetter – Milepost 8.62, 1.0 mile east of the junction with SH-41
- Dudley – Milepost 35.59, 1.6 miles east of the junction with SH-3
- Mullan – Milepost 69.31, 0.4 miles east of East Mullan Interchange

## Eighty-fifth Percentile Speeds of All Vehicles

The most commonly used method to set speed limits is to perform an engineering study where the eighty-fifth percentile speed is determined by observing free-flowing traffic speeds. The speed limit is then set at the eighty-fifth percentile speed. The eighty-fifth percentile speed means that eighty-five percent of all vehicles are traveling at that speed or slower. The speed limits on rural sections of Interstates 15, 84, and 86 were raised based on observations of the eighty-fifth percentile speeds.

Figures 1 through 3 show the observed monthly eighty-fifth percentile speeds for all vehicles on Interstates 15, 84, and 86 before and after the change in the posted speed limit. The before speeds were observed between January 2011 and June 2014. The after speeds were from the current 2023 year. The observed speeds have been averaged where more than one year of data are available. Figure 4 shows the observed monthly eighty-fifth percentile speeds for all vehicles observed on Interstate 90 in the current year.

The current average eighty-fifth percentile speeds in 2023 is 85 mph for I-15 and I-84 and 84 mph for I-86 for all vehicles.

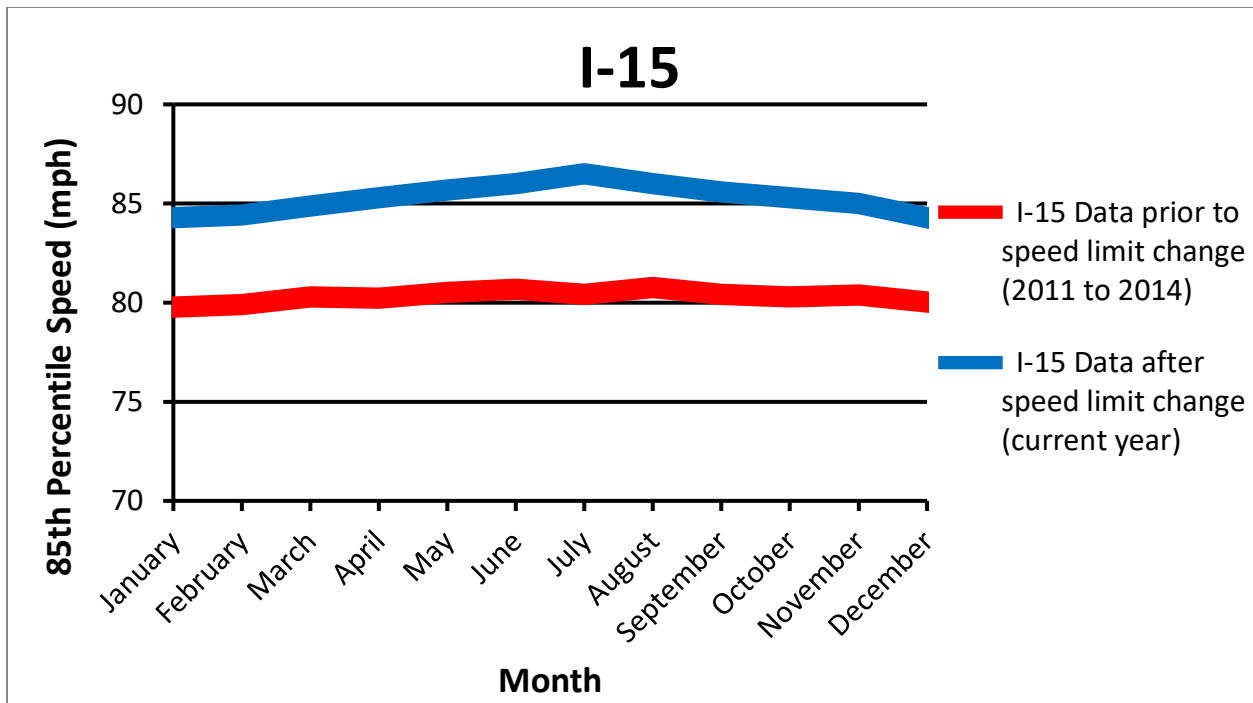


Figure 1 Interstate 15 Speeds

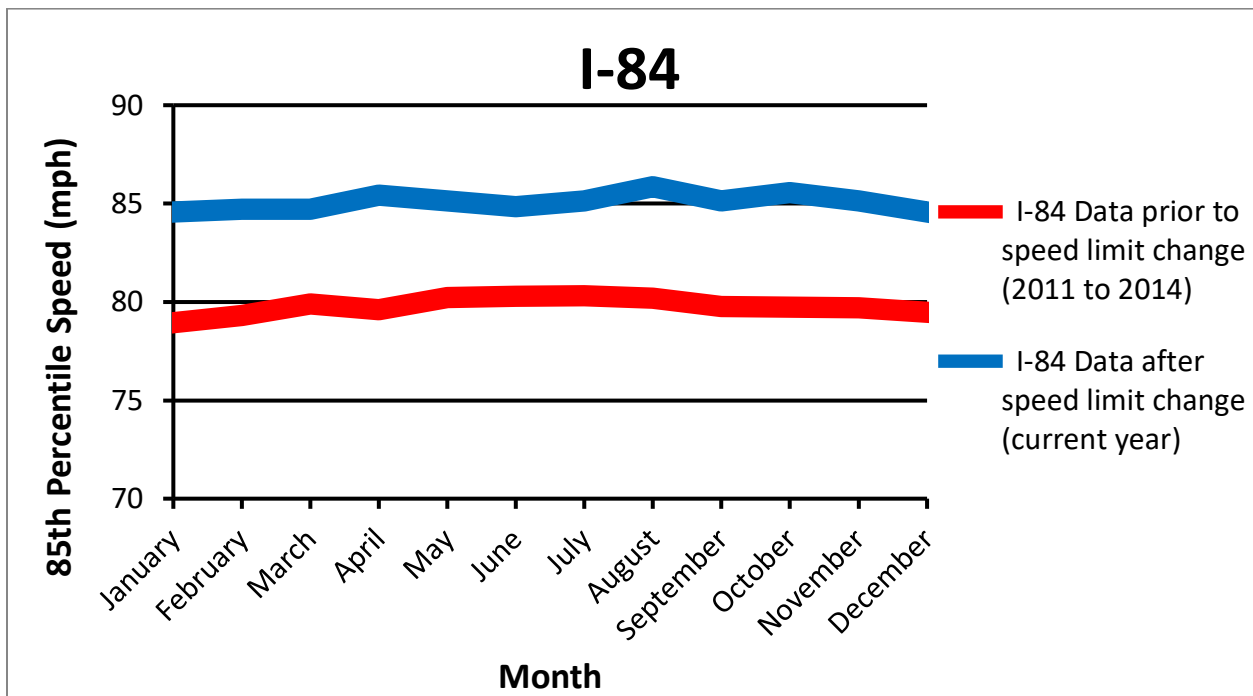


Figure 2 Interstate 84 Speeds

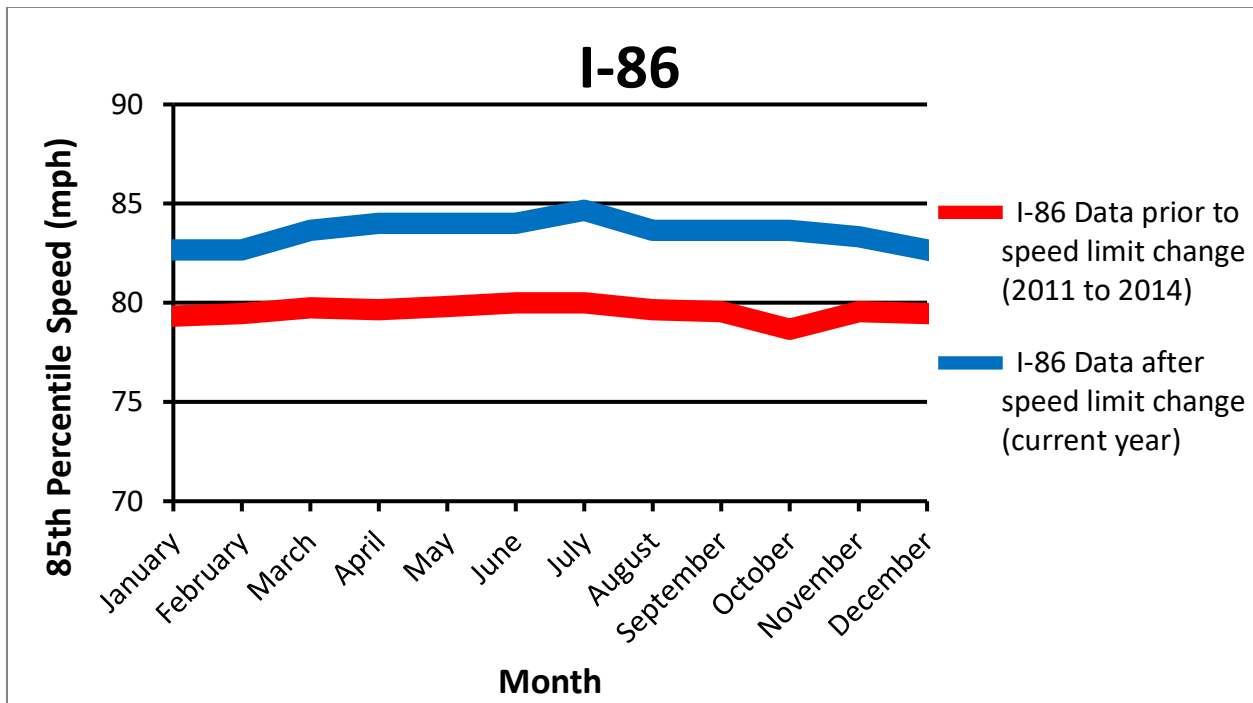


Figure 3 Interstate 86 Speeds

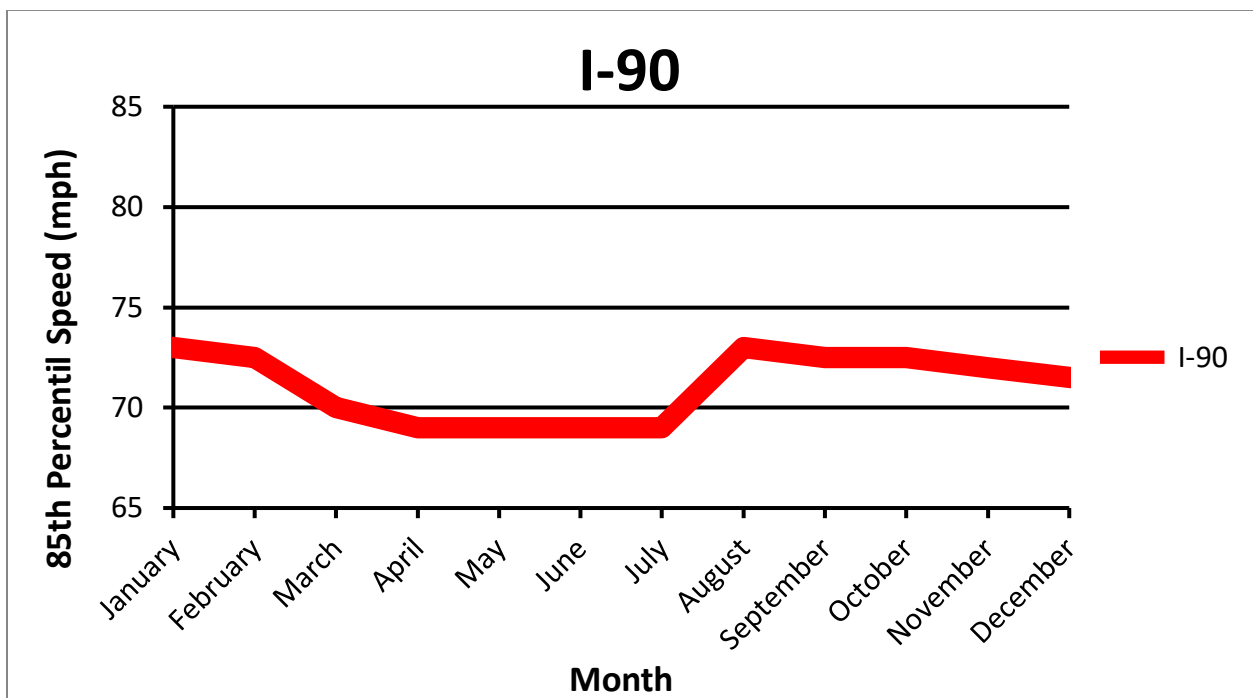


Figure 4 Interstate 90 Speeds

Figure 5 through 7 show a chronology of interstate speeds since January 2011. The break in the line at July 2014 indicates when the posted speed limit was changed. The statewide winter storms in December 2016 and January 2017 influenced a temporary drop in the eighty-fifth percentile speeds.

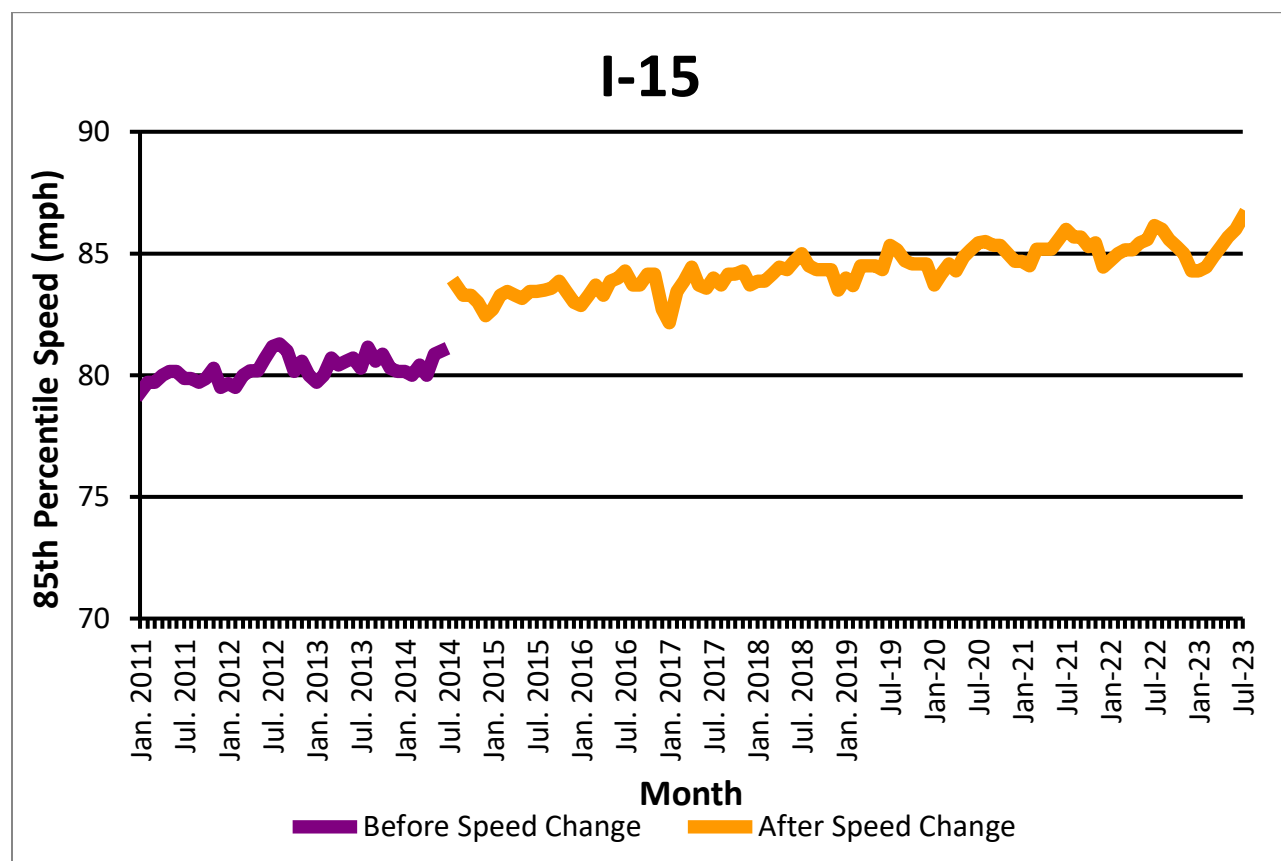


Figure 5 Chronology of Interstate 15 Speeds

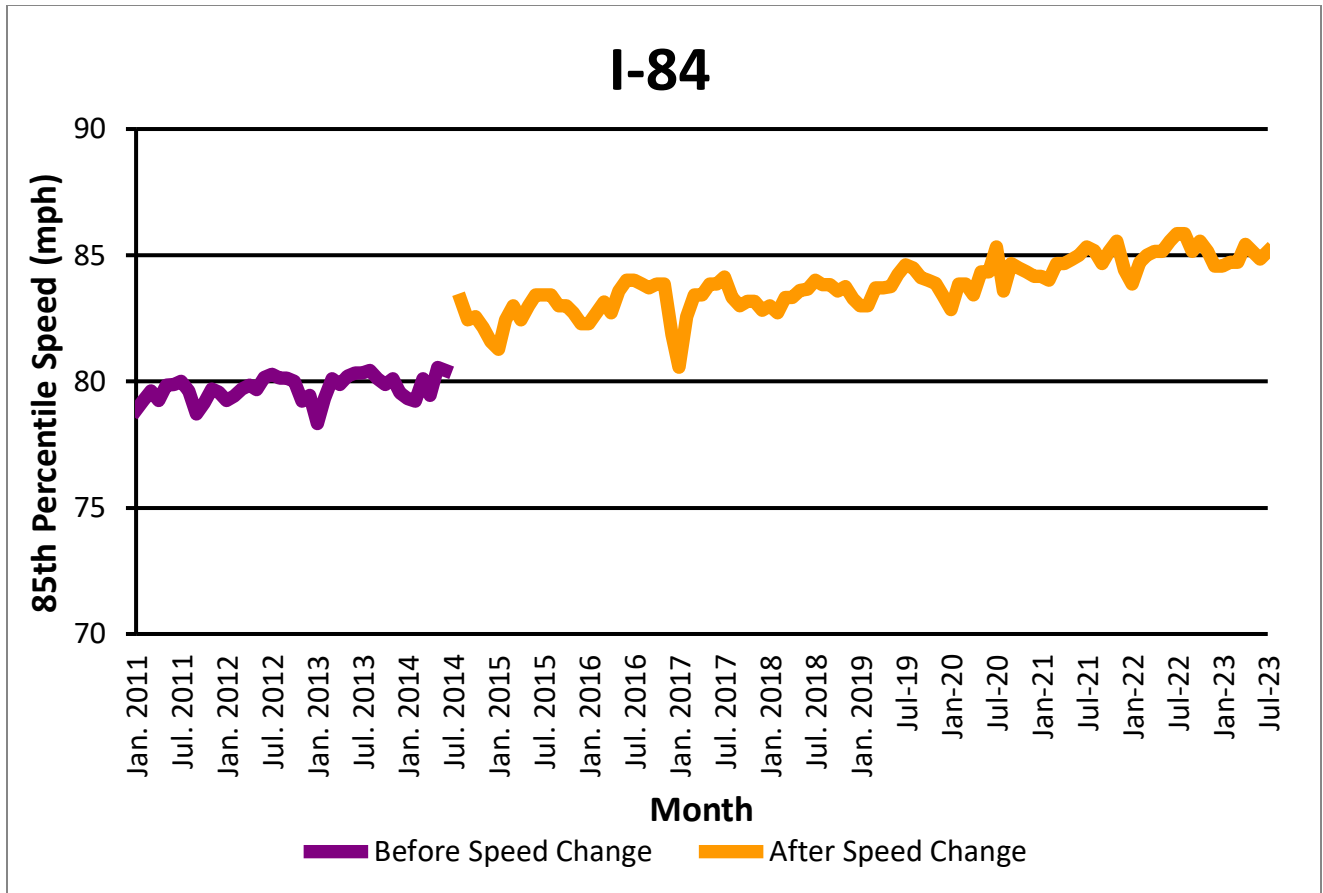
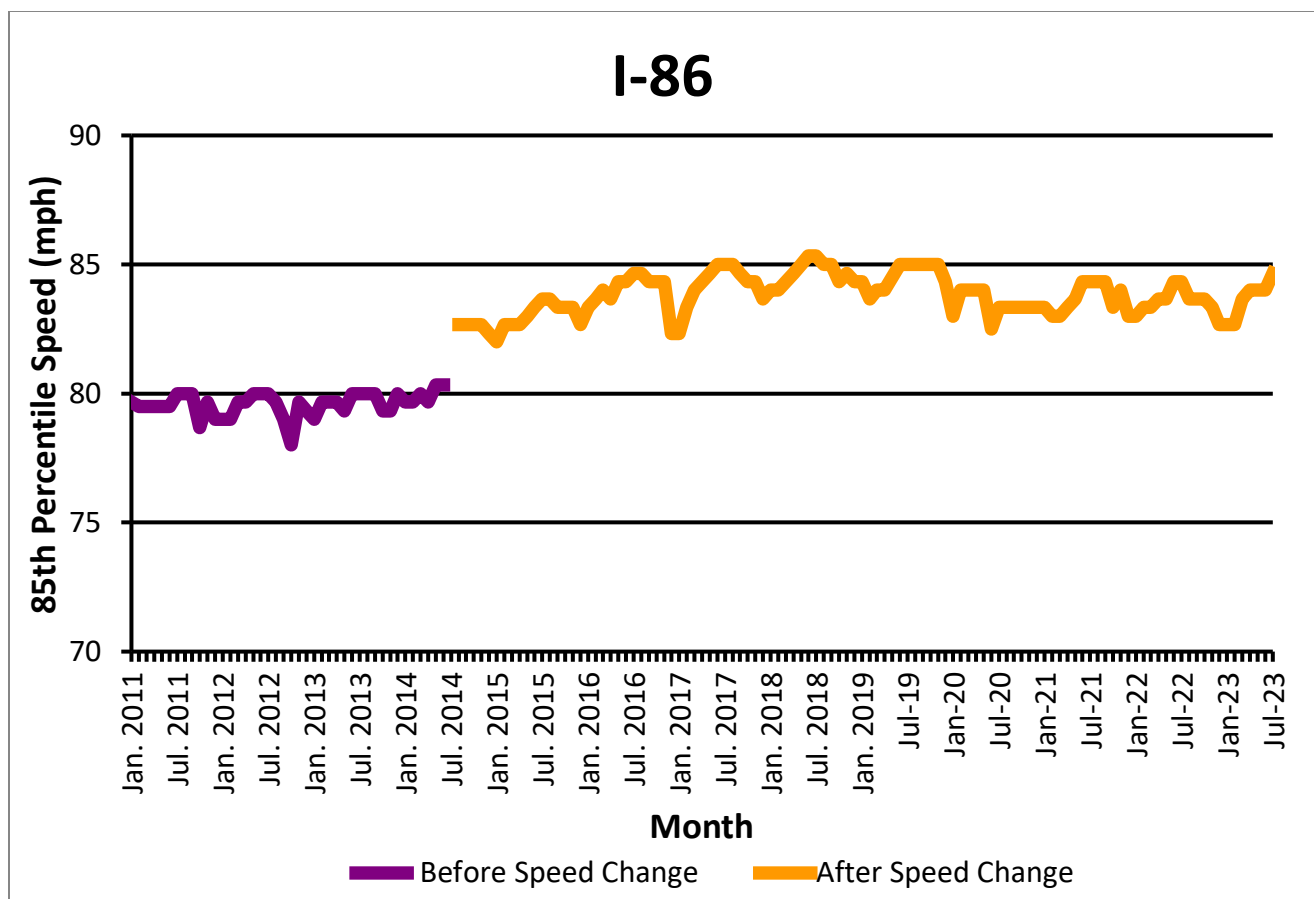


Figure 6 Chronology of Interstate 84 Speeds





**Figure 7 Chronology of Interstate 86 Speeds**

## Differential Speeds Between Light and Heavy Vehicles

By statute, different speed limits may be posted for heavy and light vehicles. The speed differential between these classifications of vehicles has been observed before and after the change to 80 mph posted speed limits for light vehicles and 70 mph for heavy vehicles. The data representing the before condition was collected from August 2013 through June 2014. The data representing after condition is from current year. The differentials in observed speeds have been averaged where more than one year of data are available.

The differential in average speeds between light and heavy vehicles has remained relatively unchanged. On average, a one mph increase in the differential since the 80 mph speed limits were implemented has been observed. See Figure 8 through Figure 10. On I-15 the differential has increased from 10 mph to 11 mph. On I-84 the differential is now 12 mph compared to 11 mph under 75 mph conditions. On I-86 the differential has increased from 9 mph to 10 mph.

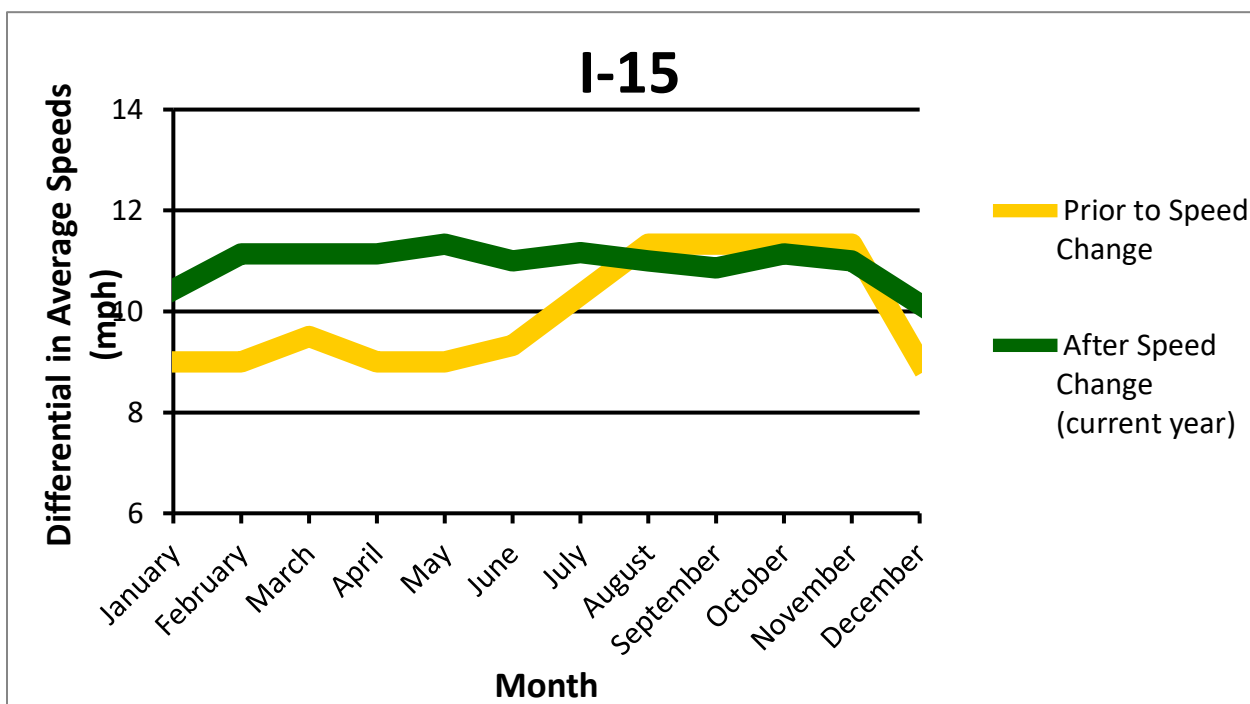


Figure 8 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 15

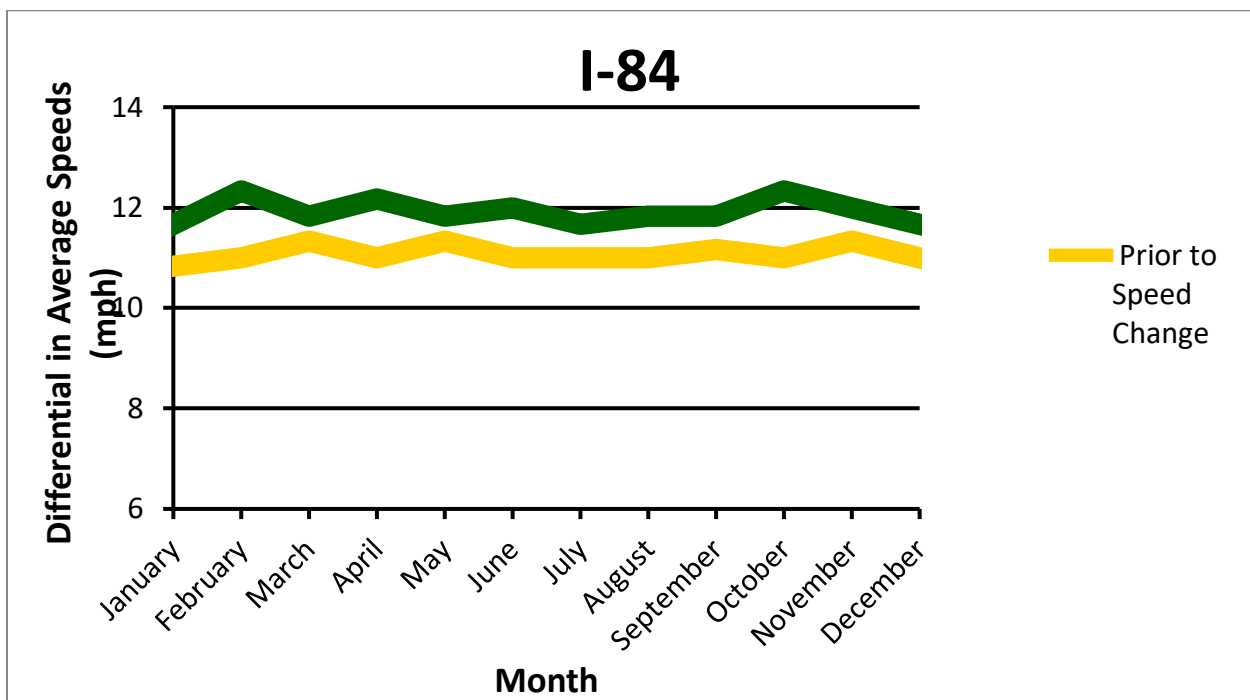


Figure 9 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 84

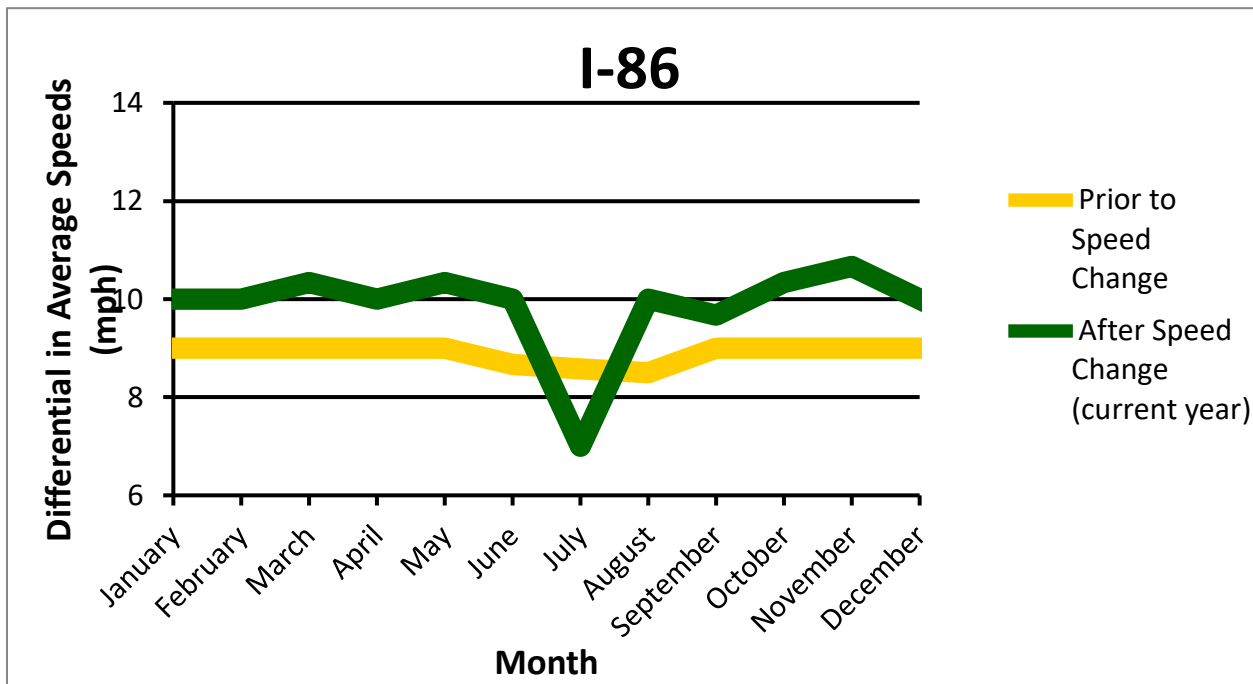


Figure 10 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 86

## Crash Information

### Number of Crashes

Some comparison can be made between the number of crashes reported before and after the speed limit change. Table 1 shows a comparison of the monthly average of crashes before and after the speed limit change. The data for the 75 mph speed limit period is from between January 1, 2011 and June 30, 2014. The data for the 80 mph speed limit period is from August 1, 2014 to December 31, 2022.

		Crash Comparison (Monthly Average)	
		Before	After
I-15 (187 mi.)	A Injury	1	2
	B Injury	3	4
	C Injury	3	5
	Fatal	0	1
	<i>Fat + Inj</i>		
	<i>Fat + Ser Inj</i>		
	Property Damage	19	25
	All	26	37
I-84 (246 mi.)	A Injury	4	4
	B Injury	5	7
	C Injury	8	11
	Fatal	1	1
	<i>Fat + Inj</i>		
	<i>Fat + Ser Inj</i>		
	Property Damage	23	27
	All	41	50
I-86 (61 mi.)	A Injury	0	1
	B Injury	1	1
	C Injury	1	2
	Fatal	0	0
	<i>Fat + Inj</i>		
	<i>Fat + Ser Inj</i>		
	Property Damage	4	5
	All	6	9

**Table 1 Before and After Crash Comparison**

Figure 11 shows the total of all crashes on Interstate Highways 15, 84, and 86 since 2011. Figure 12 shows the number of fatal and injury crashes and Figure 13 shows the number of fatal and serious injury (A injury) crashes on Interstate Highways 15, 84, and 86. Overall, there is an increase in total number of crashes on I-15, I-84 and I-86 since 2014. The decrease in total number of crashes in 2020 is likely due to

the decrease in travel during the pandemic.

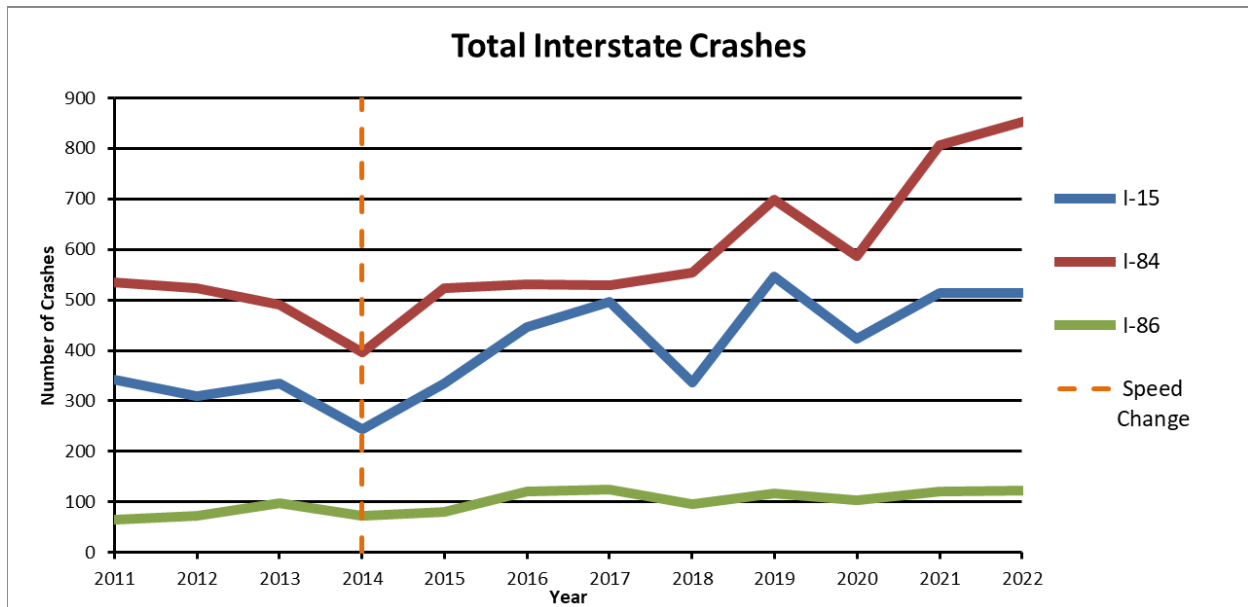


Figure 11 Total of All Crashes on Interstates 15, 84, and 86

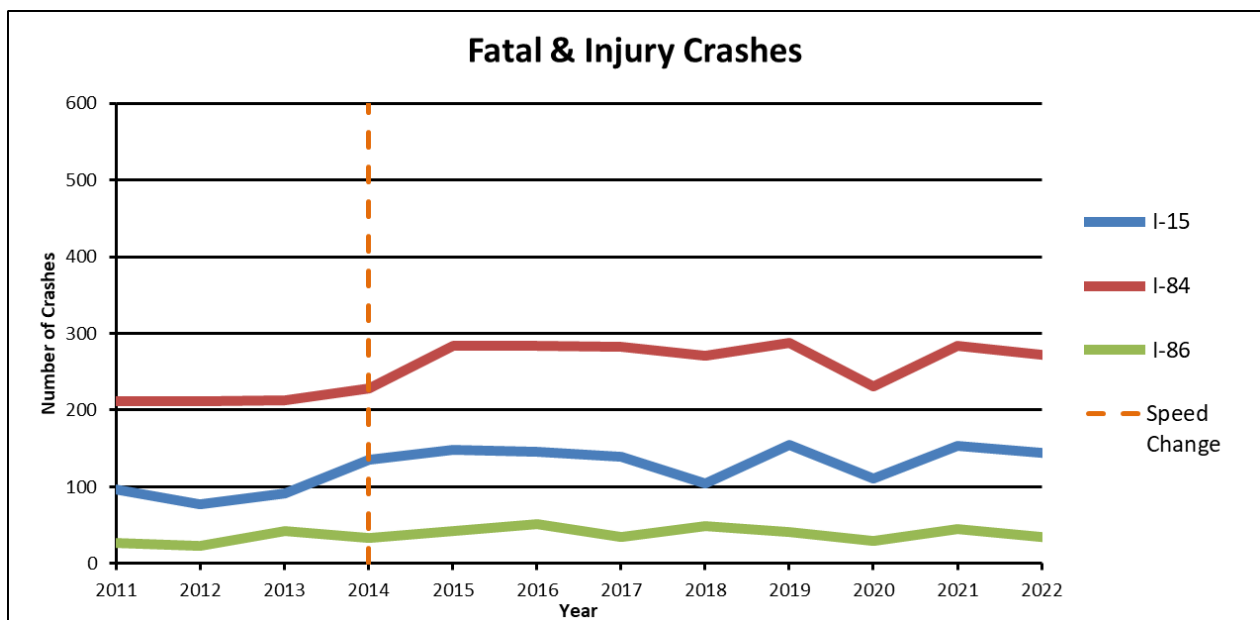
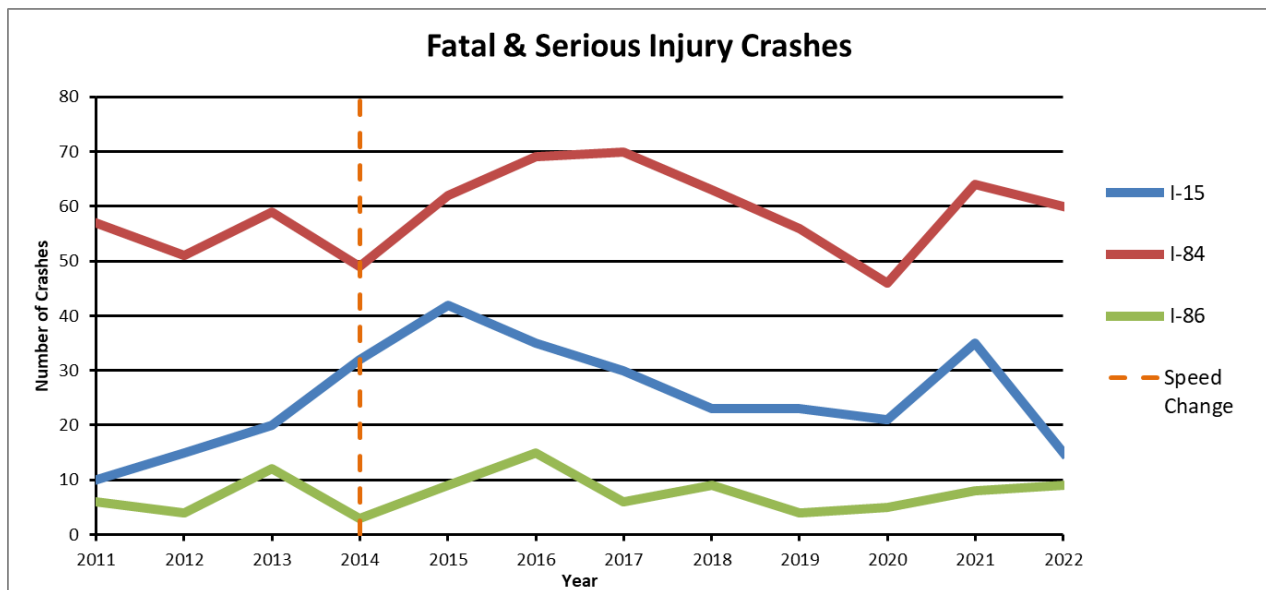


Figure 12 Total of Fatal and Injury Crashes on Interstates 15, 84, and 86



**Figure 13 Total of Fatal and Serious Injury Crashes on Interstates 15, 84, and 86**

In addition to the increase in crashes on rural I-15, I-84 and I-86, there has also been increasing traffic volumes along these routes since 2014. Although the number of crashes has increased, the frequency that they occur remains relatively flat, though increasing, as supported in the crash rates discussion below.

## Crash Rates

Crash rate is the number of crashes for each 100 million vehicle-miles of travel (VMT) and is calculated using the following equation where C is total number of crashes, V is traffic volumes in AADT, N is number of years and L is length of roadway segment in miles.

$$R = \frac{C \times 100,000,000}{V \times 365 \times N \times L}$$

By factoring in traffic volumes with number of crashes, the rate can tell us the probability of a crash occurring on that particular route. Figure 14 shows the crash rates for all crashes,

Figure 15 shows the crash rates for fatal and injury crashes and Figure 16 shows the crash rates for fatal and serious injury crashes on Interstate Highways 15, 84, and 86. Additionally, crash rates for rural I-90 are included in Figure 14, 15 and 16 as a comparison since it's the only interstate highway in Idaho without an 80 mph speed limit. The interstate crash rates for all crashes on I-15, I-84 and I-86 vary between 30 and 50 VMT before the speed limit change to between 30 and 54 VMT after the speed limit change. Crash rates for all crashes on rural I-90 vary between 74 and 113 VMT since 2011. The interstate crash rates on I-15, I-84 and I-86 for fatal and injuries vary between 10 and 20 VMT before the speed limit change to between 10 and 22 VMT after the speed limit change. Crash rates for fatal and injury crashes on rural I-90 vary between 20 and 31 VMT since 2011. The interstate crash rates on I-15, I-84 and I-86 for fatal and serious injury vary between 1 and 5.5 VMT before the speed limit change to between 1 and 6.3 VMT after the speed limit change. Crash rates for fatal and serious injury crashes on

rural I-90 vary between 2.5 and 6.3 VMT since 2011. Overall, the crash rates on I-15, I-84 and I-86 have not fluctuate much when comparing the before and after of the speed limit change. With exception to fatal and serious injury crashes, rates for all crashes and fatal & injury crashes on I-90 are happening at a higher level than rates for the other interstates along the 80 mph corridors.

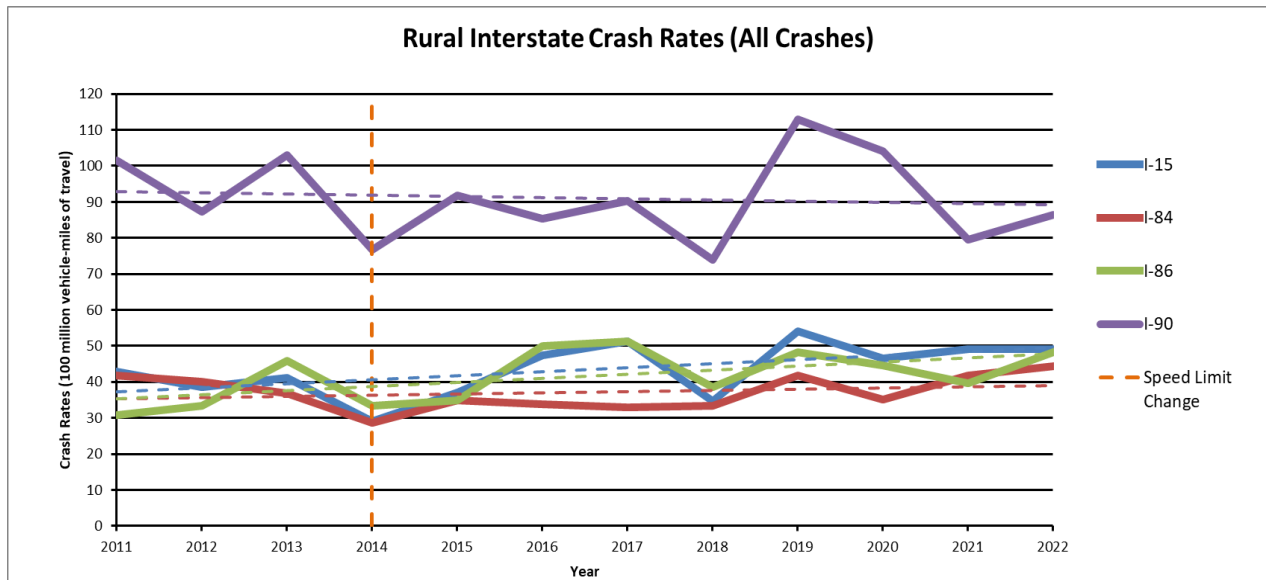


Figure 14 Crash Rates for All Crashes on Interstates 15, 84, 86 and 90

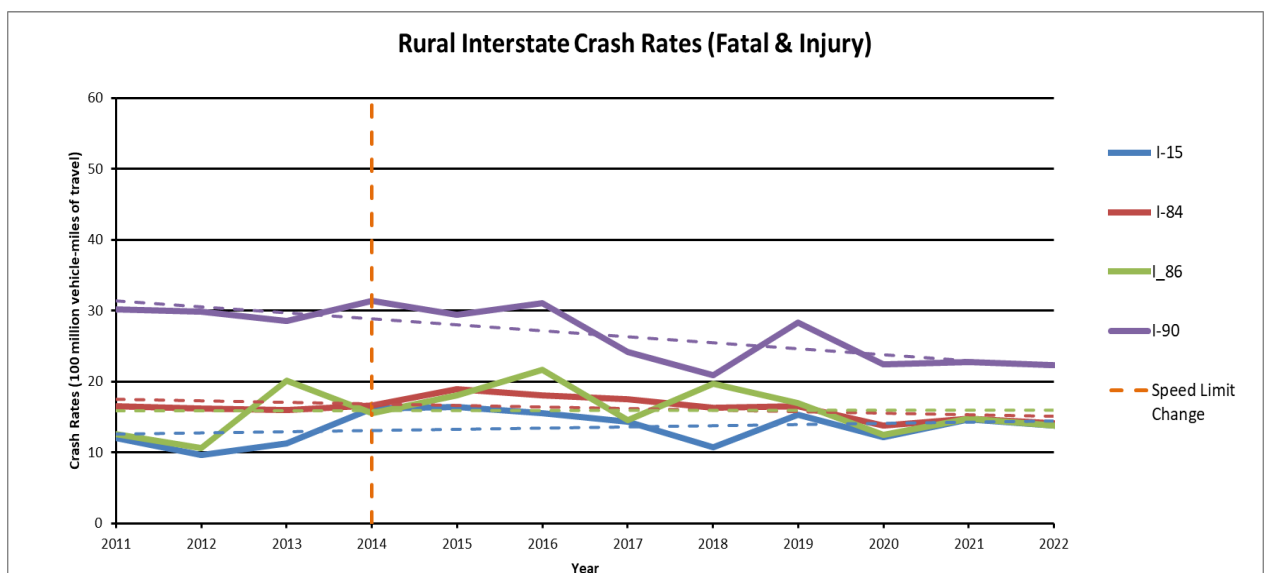
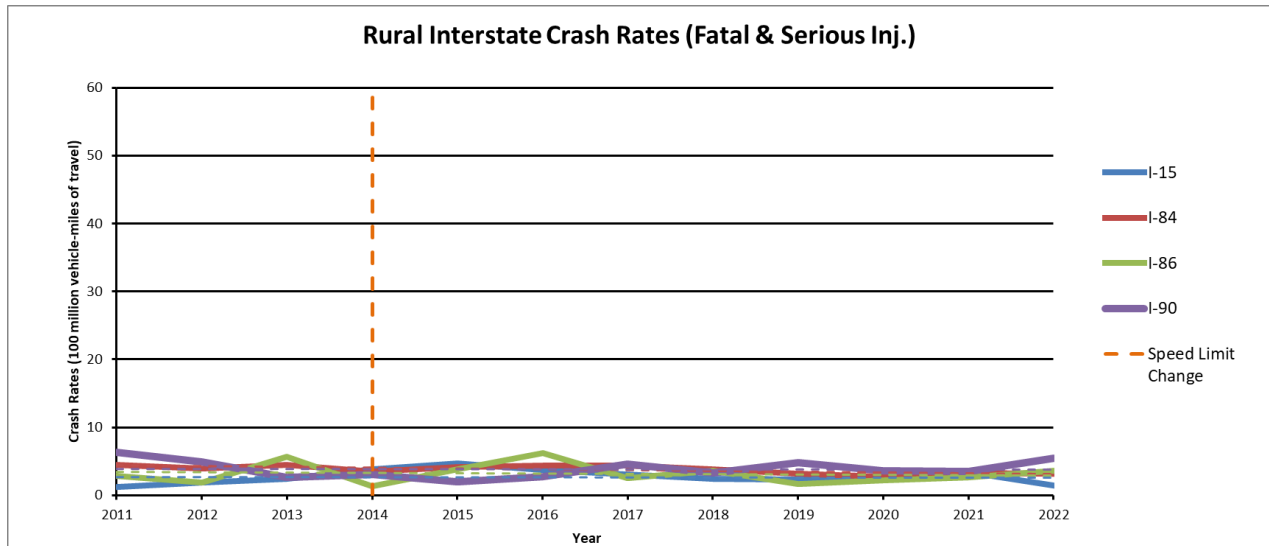
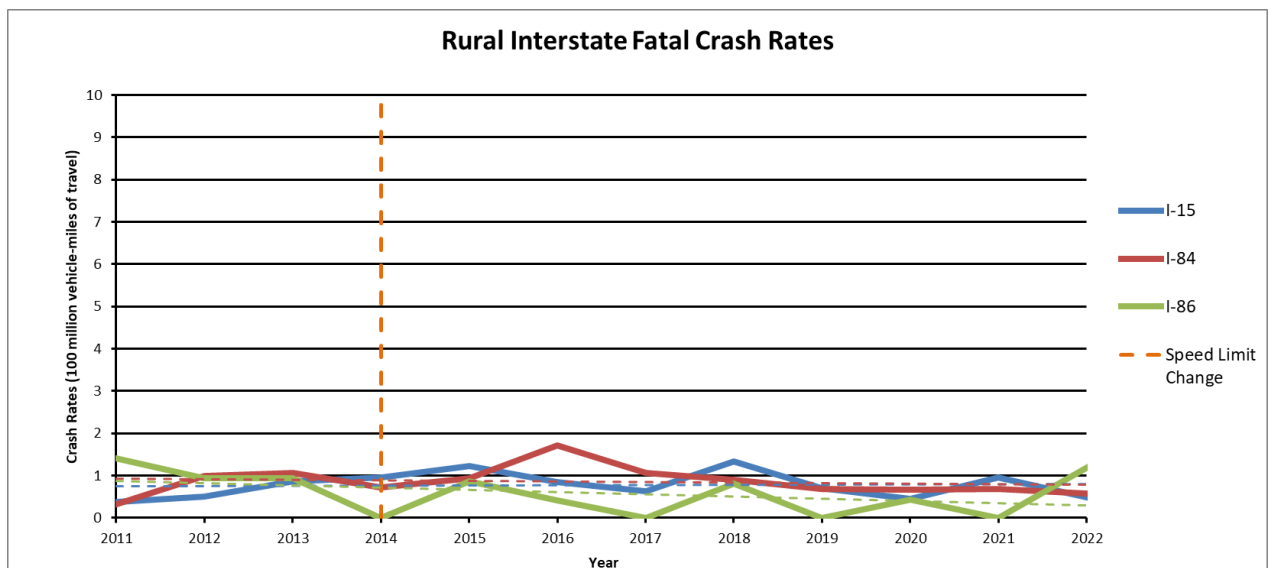


Figure 15 Crash Rates for Fatal & Injury Crashes on Interstates 15, 84, 86 and 90



**Figure 16 Crash Rates for Fatal & Serious Injury Crashes on Interstates 15, 84, 86 and 90**

Trend lines are included in Figures 14, 15 and 16 for better indication of the crash rates. Interstate crash rates for all crashes on rural I-15, I-84 and I-86 show an increasing trend. While crash rates for fatal & injury crashes on all rural interstates show a relatively flat and decreasing trend. Crash rates for fatal & serious injury crashes also show a relatively flat and decreasing trend for all rural interstates. As seen in Figure 17 below, fatal crash rates for I-15, I-84 and I-86 are within 0 and 1.7 VMT while the national fatal crash rates are between 1.1 and 1.34 VMT (Figure 18). On average, fatal crash rates along the 80 mph corridor are similar to, if not better than, national fatal crash rates.



**Figure 17 Crash Rates for Fatal Crashes on Interstates 15, 84, and 86**



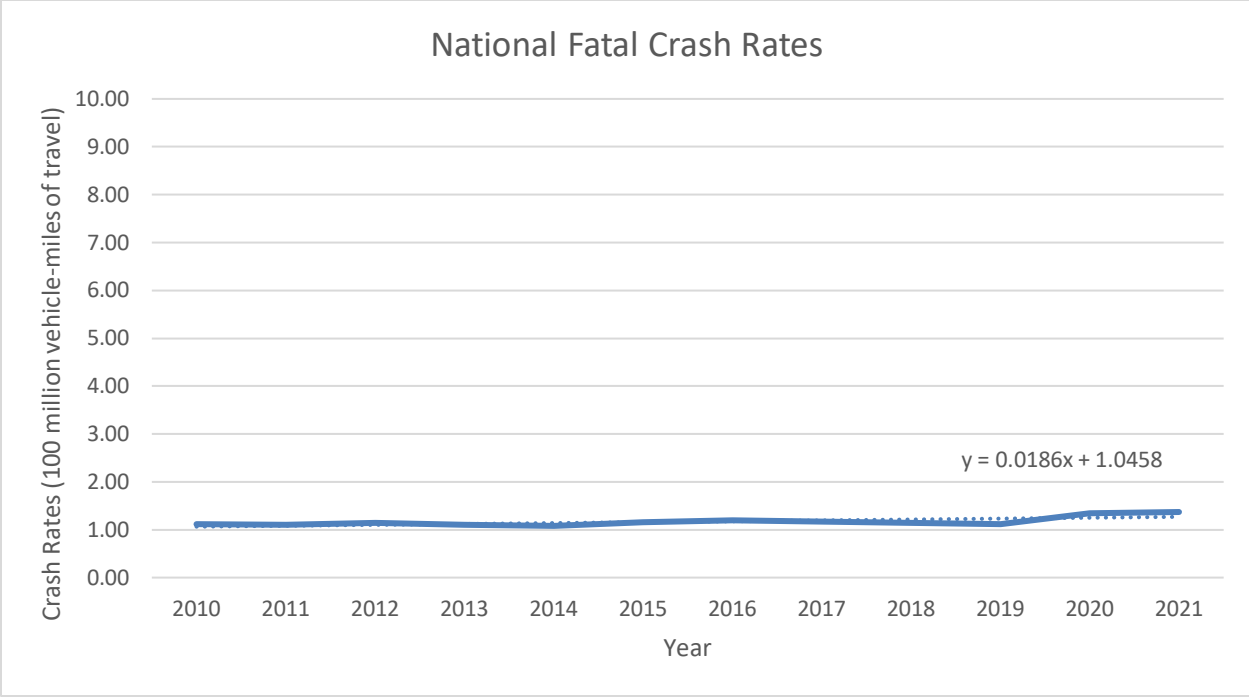


Figure 18 National Crash Rates (National Highway Traffic Safety Administration)



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager	Initials CW	Reviewed By
Preparer's Name Colleen Wonacott	Preparer's Title Program Control Manager	Initials CW	BR

## Subject

Monthly Reporting of Federal Formula Program Funding Through September 30<sup>th</sup>.

Key Number N/A	District N/A	Route Number N/A
-------------------	-----------------	---------------------

## Background Information

The Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$446.2 million.

Idaho received full-year FY23 obligation authority through 9/30/23 via the consolidated appropriations act, which passed on December 29<sup>th</sup>.

\$67.7 million *Redistribution of Obligation Authority Not Used by Other States* was received on August 31st. Eight million of the Redistribution could not be obligated, and was returned to FHWA leaving a remaining balance of \$59.7 million. Final FY23 obligation authority through 9/30/23 was 102.1% of apportionments.

We closed out the year ending September 30, 2023 at the levels shown in the exhibit on the following page.

## Recommendations

For Information

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Exhibit One Actual Formula Funding for FY2023

<b>IIJA FY2023</b>	
<b>Apportionments + COVID + Hwy Infra.</b>	
Federal Aid Only	\$446,173
Including Match	\$459,558
<b>Obligation Limits through 9/30/2023</b>	
Federal Aid Only	\$455,364
Including Match	\$469,665

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from the Aug. 2023 Highway Funding Plan.
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 9/30/23.

## Exhibit Two Allotments of Available Formula Funding w/Match and Amount Remaining

<b>Program</b>	<b>Allotted Program Funding through 9/30/23</b>	<b>Program Funding Remaining as of 9/30/23</b>
All Other SHS Program	\$307,821	\$0
GARVEE Formula Debt Service*	\$51,115	\$0
State Planning and Research*	\$8,511	\$0
Metropolitan Planning*	\$2,727	\$0
Railroad Crossings	\$2,672	\$0
Transportation Alternatives (Urban/Rural)	\$12,023	\$0
Recreational Trails	\$1,622	\$0
STBG - Local Urban+	\$15,278	\$0
STBG - Transportation Mgt. Area	\$13,650	\$0
Transportation Alternatives (TMA)	\$1,176	\$0
STBG – Local Rural	\$19,370	\$0
Local Bridge*	\$11,800	\$0
Off System Bridge*	\$11,947	\$0
Local Safety	\$11,214	\$0
Carbon Reduction	\$7,011	\$0
PROTECT	\$519	\$0
<b>Total</b>	<b>\$469,665</b>	<b>\$0</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the Aug. 2023 Highway Funding Plan.
  3. Funding amounts include match and reflect total formula funding available.
  4. Data reflects both obligation and de-obligation activity through September 30th.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Justin Collins	Presenter's Title Controller	Initials JC	Reviewed By
Preparer's Name Justin Collins	Preparer's Title Controller	Initials JC	

## Subject

State Fiscal Year 2024 Financial Statements		
Key Number	District	Route Number

## Background Information

### July 01, 2022 thru August 31, 2023, Fiscal Year 2024 Financial Statements

The financial operations of the Department as of August 31, 2023, two months through this fiscal year:

- Revenues to the State Highway Account from all state sources as shown on the financial statements are below forecast by -11.0% (this includes Misc. Revenues and Equipment Buy Back). Revenues in the Highway Distribution Account, Fuels/Registration Direct, and Ethanol are down (-15.0%).  
**NOTE:** *This is due to late transfers impacted by the new statewide accounting system. Revenue is coming in as anticipated, but not reflected in time to get in by month end for the Financial Statement Report.*
- State revenues to the State Aeronautics Fund are ahead of forecast by 6.62% or \$38.5K.
- Expenditures are within planned budgets YTD. The differences after two months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$841.4K or 3.7% is due to vacancies and timing between a position becoming vacant and filled. Management is working diligently to keep vacancies as low as possible.
- Contract construction cash expenditures in the State Highway Account for July - August of this fiscal year are \$139.1M. Compared to the last three fiscal years through the first two months of the year:
  - FY23= \$82.2M
  - FY22= \$107.8M
  - FY21= \$107.8M

It is important to note that contract construction projects are funded from a total of five different funds. The State Highway Account, Strategic Initiatives Program Fund, Transportation Expansion and Congestion Mitigation Fund (TECM), TECM Bond Proceeds and GARVEE Bond Proceeds. The total construction expenditures for the first two months from these funding sources was \$215.0M or \$61.0M higher than the highest point of the previous three years.

- FY23= \$154.0M
- FY22= \$114.8M
- FY21= \$129.8M

The balance of the long-term investments as of the end of August is \$179.0M. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$112.3M) totals \$291.3M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first two months, are \$28.9M. This is the fund where the Governor's "Leading Idaho" transfer of \$181.7M completed in July was deposited. There are no additional receipts other than interest earned to date of \$1.0M based on the cash balance.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$20.8M is the first two months of the sales tax of 4.5%. Receipts into this fund for FY24 of \$10.8M is committed to debt service on the TECM Series Bonds. Expenditures in this fund for construction expenses on projects were \$7.0M.

As part of the CARES Act in 2020, ITD received a federal grant from the Federal Transit Administration of \$27.3M. The first three years of expenditures for this was \$14.3M. The expenses during the first two months of FY24 was \$0.3M, for a total expenditure of \$14.6M since the beginning of the grant.

Expenditures from the two active bond programs were \$34.9M for the TECM Capital Projects fund and \$6.5M for the GARVEE Capital Projects fund. Both programs are very active and advancing as planned.

### Recommendations

For Information.

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

**OCTOBER  
ITD BOARD PACKET**

**AUGUST  
FY24  
FINANCIAL STATEMENTS**

User ID: ddecker  
 Report ID: AD-FN-GL-010  
 Run Date: 19 Sep 2023  
 % of Time  
 Remaining: 83.33

# Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS  
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 8/31/2023  
 (all amounts in '000)

Fiscal Year: 2024

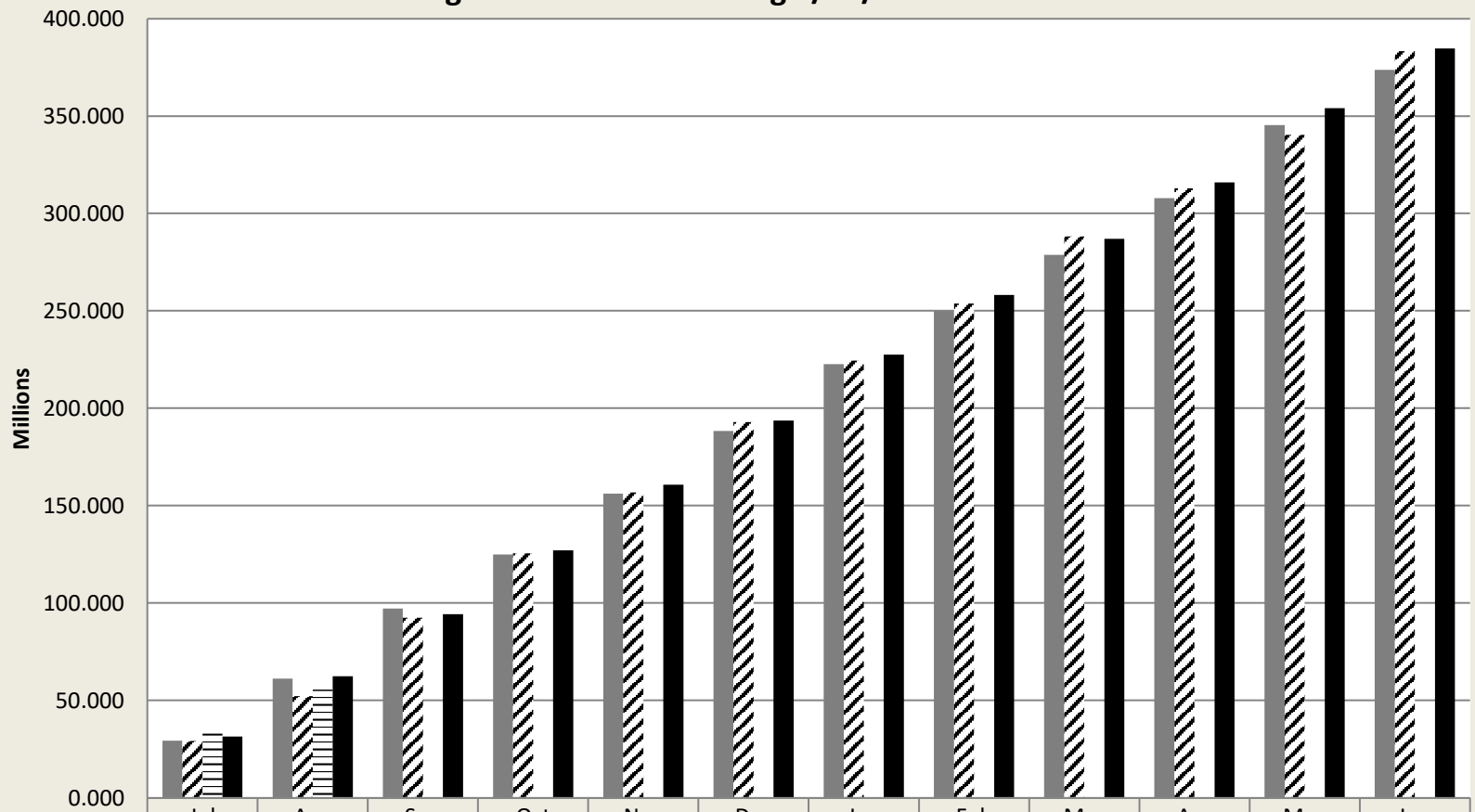
Funds Received					
	FY23 Actual YTD	FY24 Actual YTD	FY24 Forecast YTD	FY24 to FY23 Actual	FY 24 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	52,149	105,390	74,373	102.1%	41.7%
State (Inc. H.D.A.)	52,218	55,485	62,370	6.3%	-11.0%
Local	146	1,552	1,106	961.4%	40.3%
<b>Total State Highway Account:</b>	<b>104,512</b>	<b>162,427</b>	<b>137,849</b>	<b>55.4%</b>	<b>17.8%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	19	71	35	268.9%	103.7%
State	907	940	663	3.7%	41.9%
<b>Total State Aeronautics Fund:</b>	<b>926</b>	<b>1,012</b>	<b>698</b>	<b>9.2%</b>	<b>45.0%</b>
<b>Total Fund Received:</b>	<b>105,438</b>	<b>163,439</b>	<b>138,547</b>	<b>55.0%</b>	<b>18.0%</b>
Disbursements (includes Encumbrances)					
	FY23 Actual YTD	FY24 Actual YTD	FY24 Budget YTD	FY24 to FY23 Actual	FY 24 to Budget
Construction Payouts	83,694	141,621	108,785	69.2%	30.2%
<b><u>Operations Expenses</u></b>					
Highways	45,410	49,782	56,726	9.6%	-12.2%
DMV	5,380	8,124	8,412	51.0%	-3.4%
Administration	5,428	3,927	8,742	-27.7%	-55.1%
Facilities	5,127	24,502	20,029	377.9%	22.3%
Aeronautics	1,368	1,310	1,297	-4.2%	1.1%
<b>Total Operations Expenses:</b>	<b>62,714</b>	<b>87,645</b>	<b>95,205</b>	<b>39.8%</b>	<b>-7.9%</b>
<b><u>Transfers</u></b>					
Debt Service	0	0	0	0.0%	0.0%
<b>Total Transfers:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>
<b>Total Disbursements:</b>	<b>146,408</b>	<b>229,266</b>	<b>203,990</b>	<b>56.6%</b>	<b>12.4%</b>
	FY23 Actual YTD	FY24 Actual YTD	FY24 Budget YTD	FY24 to FY23 Actual	FY 24 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	21,361	21,657	22,499	1.4%	-3.7%
Operating	19,358	28,431	33,368	46.9%	-14.8%
Capital Outlay	19,013	27,316	35,062	43.7%	-22.1%
Sub-Grantee	2,982	10,241	4,276	243.4%	139.5%
<b>Totals Operations Expenses:</b>	<b>62,714</b>	<b>87,645</b>	<b>95,205</b>	<b>39.8%</b>	<b>-7.9%</b>
Contract Construction	83,694	141,621	108,785	69.2%	30.2%
<b>Totals (excluding Transfers):</b>	<b>146,408</b>	<b>229,266</b>	<b>203,990</b>	<b>56.6%</b>	<b>12.4%</b>

# State Highway Fund 0260

## Fiscal Year 2024

### State Revenue Source Forecast vs Actual

#### August - For Period Ending 8/31/2023



FY22 Actual Revenue	29.335	61.151	97.126	124.843	156.087	188.317	222.664	249.988	278.673	307.797	345.339	373.643
FY23 Actual Revenue	29.119	52.218	92.439	125.473	156.752	192.821	224.482	253.687	288.224	312.870	340.304	383.254
FY24 Current	33.121	55.485										
FY24 Forecast	31.400	62.370	94.214	127.082	160.650	193.581	227.467	258.195	286.975	315.932	354.024	384.745

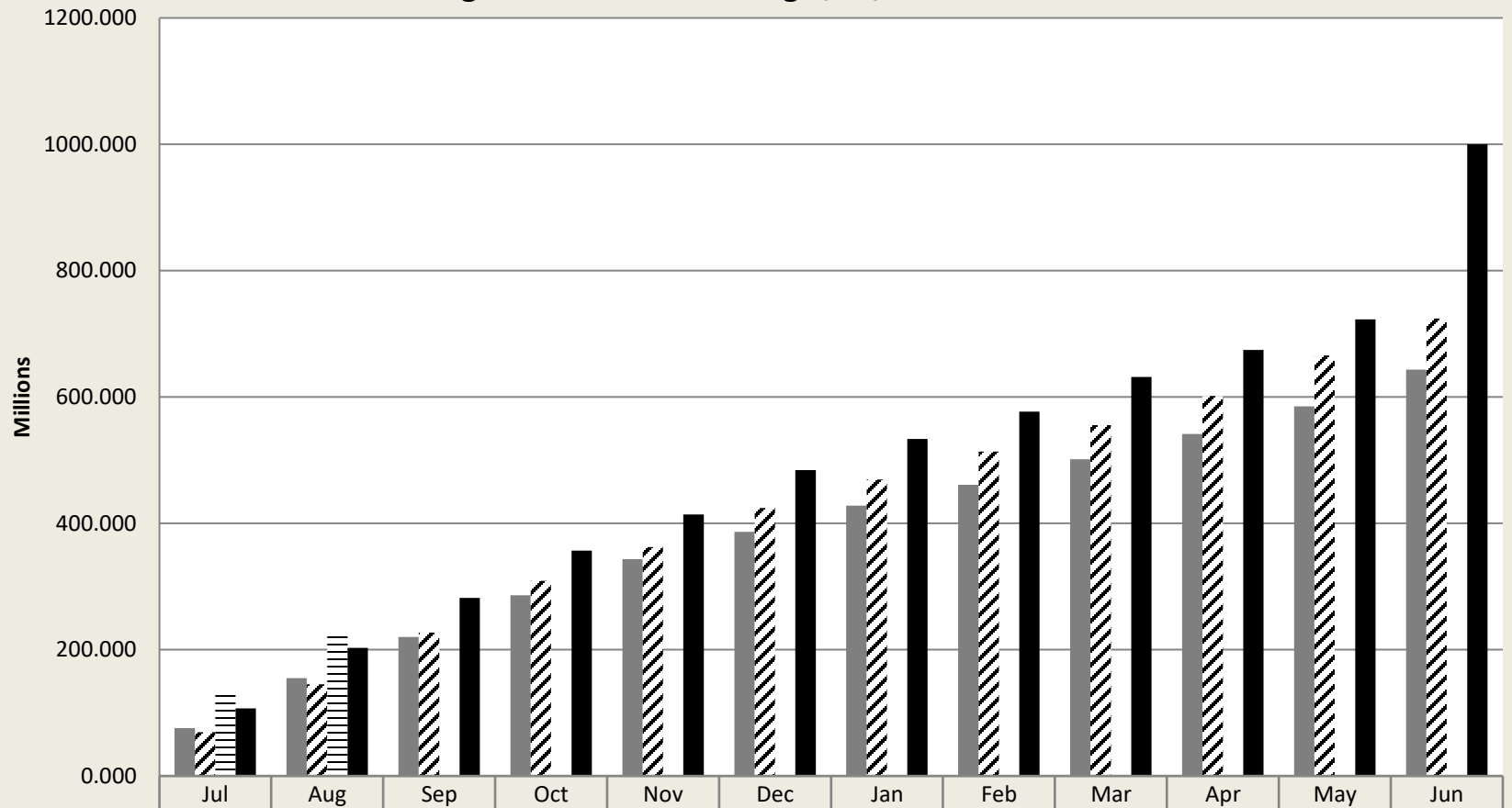


# State Highway Fund 0260

Fiscal Year 2024

Expenditures

August - For Period Ending 8/31/2023



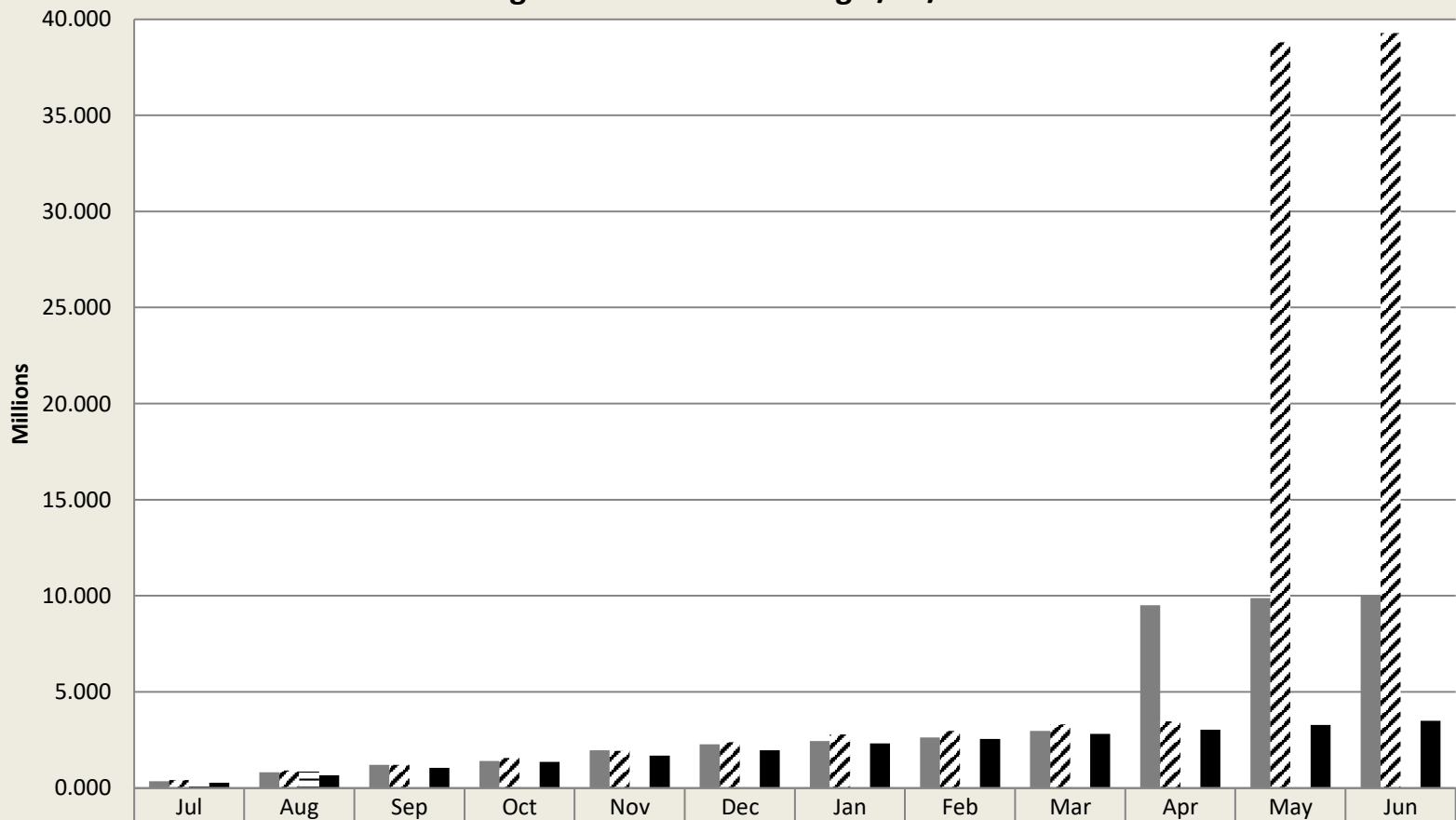
FY22 Actual Expenditures	75.916	154.865	219.859	286.037	343.275	386.479	427.652	460.866	501.191	541.203	584.948	643.081
FY23 Actual Expenditures	69.026	145.039	226.813	308.949	362.081	423.906	469.162	513.431	555.148	601.080	665.397	723.804
FY24 Current	130.751	227.956										
FY24 Forecast	107.114	202.889	281.584	356.618	413.879	484.233	533.183	576.428	631.408	674.249	722.455	999.578

# Aeronautics Fund 0221

Fiscal Year 2024

## State and Interagency Revenue Sources Forecast vs Actual

August - For Period Ending 8/31/2023



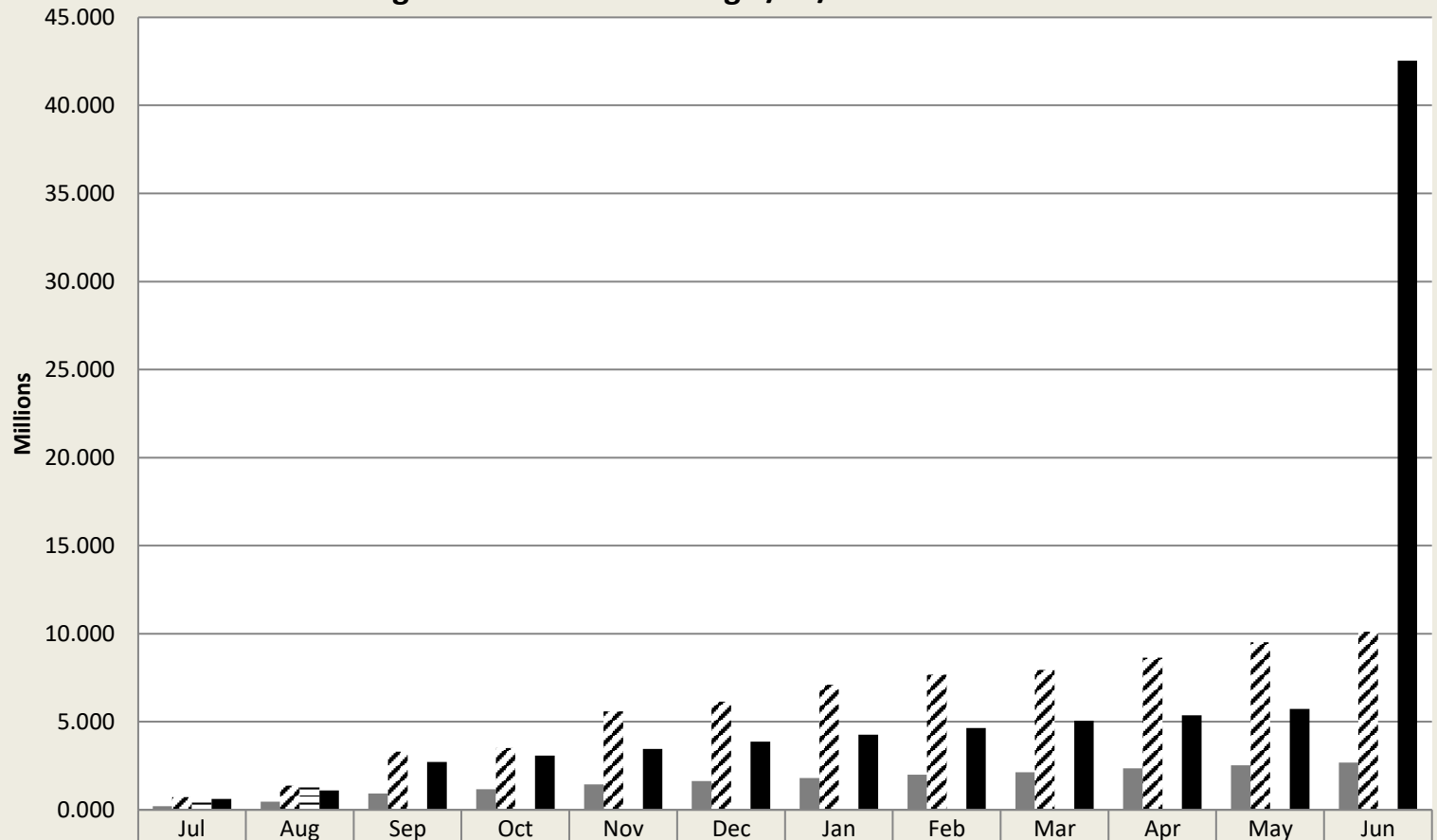
■ FY22 Actual Revenue	0.356	0.820	1.207	1.414	1.956	2.277	2.451	2.623	2.965	9.507	9.877	10.038
▨ FY23 Actual Revenue	0.409	0.907	1.209	1.567	1.930	2.382	2.787	2.967	3.306	3.474	38.795	39.285
▤ FY24 Current	0.371	0.940										
■ FY24 Forecast	0.282	0.663	1.046	1.360	1.687	1.971	2.318	2.550	2.818	3.041	3.276	3.502

# Aeronautics Fund 0221

Fiscal Year 2024

Expenditures

August - For Period Ending 8/31/2023



FY22 Actual Expenditures	0.198	0.461	0.932	1.163	1.438	1.633	1.810	1.990	2.129	2.353	2.532	2.679
FY23 Actual Expenditures	0.712	1.368	3.301	3.509	5.586	6.132	7.107	7.669	7.953	8.639	9.514	10.121
FY24 Current	0.483	1.310										
FY24 Forecast	0.622	1.101	2.713	3.080	3.462	3.866	4.258	4.639	5.049	5.359	5.724	42.543

UserID: ddecker  
Report ID: AD-FN-GL-002  
Run Date: 19 Sep 2023

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 8/31/2023

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Jul-23	Aug-23	Jul-23	Aug-23	Jul-23	Aug-23
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,195	5,195	0	0
Cash in Bank (Daily Operations)	43,171,974	42,879,639	122,564,237	112,319,835	203,761,749	200,705,670
Investments (Long Term: STO - Diversified Bond Fund)	1,940,961	1,945,820	178,567,006	179,016,629	0	0
Total Cash & Investments	45,112,935	44,825,459	301,136,438	291,341,659	203,761,749	200,705,670
Receivables - Other	0	0	1,133,891	1,076,511	0	0
- Due From Locals (Project Overruns)	0	0	868,472	712,100	0	0
- Inter Agency	21,067	57,918	31,201	39,343	0	0
Total Receivables	21,067	57,918	2,033,564	1,827,953	0	0
Inventory on Hand	0	0	20,598,040	23,221,781	0	0
<b>Total Assets:</b>	45,134,002	44,883,377	323,768,041	316,391,394	203,761,749	200,705,670
<b>LIABILITIES</b>						
Vouchers Payable	0	0	1,363	(606)	0	0
Sales Tax Payable	0	0	20,963	21,949	0	0
Deferred Revenue (Local Projects Match)	0	0	28,392,436	30,642,066	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	153,029	156,734	0	0
<b>Total Liabilities:</b>	0	0	28,583,809	30,836,160	0	0
<b>FUND BALANCE</b>						
Reserve for Encumbrance	961,625	922,198	76,224,935	76,055,267	0	0
Fund Balance	44,172,378	43,961,179	218,959,297	209,499,966	203,761,749	200,705,670
<b>Total Fund Balance:</b>	45,134,002	44,883,377	295,184,232	285,555,233	203,761,749	200,705,670
<b>Total Liabilities and Fund Balance</b>	45,134,002	44,883,377	323,768,041	316,391,394	203,761,749	200,705,670

UserID: ddecker  
Report ID: AD-FN-GL-002  
Run Date: 19 Sep 2023

# Idaho Transportation Department

OPERATING FUND BALANCE SHEET  
FOR THE PERIOD ENDED 8/31/2023

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Strategic Initiatives Fund (Grant Share) 0270.06		Total Strategic Initiatives Fund 0270	
	Jul-23	Aug-23	Jul-23	Aug-23	Jul-23	Aug-23	Jul-23	Aug-23
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	309,578,709	295,230,306	331,796,275	332,884,137	100,000,000	100,000,000	741,374,984	728,114,442
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	309,578,709	295,230,306	331,796,275	332,884,137	100,000,000	100,000,000	741,374,984	728,114,442
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	309,578,709	295,230,306	331,796,275	332,884,137	100,000,000	100,000,000	741,374,984	728,114,442
LIABILITIES								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0	0	0
FUND BALANCE								
Reserve for Encumbrance	0	0	0	0	0	0	0	0
Fund Balance	309,578,709	295,230,306	331,796,275	332,884,137	100,000,000	100,000,000	741,374,984	728,114,442
Total Fund Balance:	309,578,709	295,230,306	331,796,275	332,884,137	100,000,000	100,000,000	741,374,984	728,114,442
Total Liabilities and Fund Balance	309,578,709	295,230,306	331,796,275	332,884,137	100,000,000	100,000,000	741,374,984	728,114,442

UserID: ddecker  
Report ID: AD-FN-GL-002  
Run Date: 19 Sep 2023

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 8/31/2023

	CARES Act Covid-19 0345	
	Jul-23	Aug-23
<b>ASSETS</b>		
Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(295,464)	(116,713)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	(295,464)	(116,713)
Receivables - Other	0	0
- Due From Locals (Project Overruns)	0	0
- Inter Agency	0	0
Total Receivables	0	0
Inventory on Hand	0	0
<b>Total Assets:</b>	<b>(295,464)</b>	<b>(116,713)</b>
<b>LIABILITIES</b>		
Vouchers Payable	0	0
Sales Tax Payable	0	0
Deferred Revenue (Local Projects Match)	0	0
Accounts Receivable Overpayment	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>		
Reserve for Encumbrance	0	0
Fund Balance	(295,464)	(116,713)
<b>Total Fund Balance:</b>	<b>(295,464)</b>	<b>(116,713)</b>
<b>Total Liabilities and Fund Balance</b>	<b>(295,464)</b>	<b>(116,713)</b>

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 19 Sep 2023  
 % of Time  
 Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

#### FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0260 State Highway Fund

Fiscal Year: 2024  
 Budget Fiscal Year: 2024  
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
<b>Federal Sources</b>									
FHWA - Highway	71,358,400	93,963,681	53,613,402	0	22,605,281	31.68 %	453,716,900	359,753,219	79.29 %
FHWA - COVID Relief	0	4,051,425	1,381,374	0	4,051,425	0.00 %	0	(4,051,425)	0.00 %
FHWA - Indirect Cost	0	(14,331)	(6)	0	(14,331)	0.00 %	0	14,331	0.00 %
Federal Transit Authority	1,900,000	5,921,292	5,681,007	0	4,021,292	211.65 %	19,208,500	13,287,208	69.17 %
NHTSA - Highway Safety	650,000	1,233,747	534,449	0	583,747	89.81 %	6,430,400	5,196,653	80.81 %
Other Federal Aid	464,600	234,051	234,051	0	(230,549)	-49.62%	6,102,600	5,868,549	96.16 %
<b>Total Federal Sources:</b>	<b>74,373,000</b>	<b>105,389,866</b>	<b>61,444,277</b>	<b>0</b>	<b>31,016,865</b>	<b>41.70 %</b>	<b>485,458,400</b>	<b>380,068,535</b>	<b>78.29 %</b>
<b>State Sources</b>									
Equipment Buy Back	0	0	0	0	0	0.00 %	12,406,000	12,406,000	100.00 %
Miscellaneous Revenues	6,255,413	7,800,983	3,854,137	0	1,545,570	24.71 %	36,202,500	28,401,517	78.45 %
<b>Total State Sources:</b>	<b>6,255,413</b>	<b>7,800,983</b>	<b>3,854,137</b>	<b>0</b>	<b>1,545,570</b>	<b>24.71 %</b>	<b>48,608,500</b>	<b>40,807,517</b>	<b>83.95 %</b>
<b>Local Sources</b>									
Match For Local Projects	1,106,305	1,544,869	960,180	0	438,564	39.64 %	8,276,000	6,731,131	81.33 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
<b>Total Local Sources:</b>	<b>1,106,305</b>	<b>1,552,369</b>	<b>960,180</b>	<b>0</b>	<b>446,064</b>	<b>40.32 %</b>	<b>8,276,000</b>	<b>6,723,631</b>	<b>81.24 %</b>
<b>TOTAL REVENUES:</b>	<b>81,734,718</b>	<b>114,743,218</b>	<b>66,258,593</b>	<b>0</b>	<b>33,008,499</b>	<b>40.38 %</b>	<b>542,342,900</b>	<b>427,599,683</b>	<b>78.84 %</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	39,650,400	30,909,462	10,074,953	0	(8,740,938)	-22.05%	243,302,000	212,392,538	87.30 %
Fuel/Registration Direct	12,962,760	14,170,404	7,850,672	0	1,207,644	9.32 %	73,634,700	59,464,296	80.76 %
Ethanol Fuels Tax	3,501,200	2,604,219	584,564	0	(896,981)	-25.62%	19,200,000	16,595,781	86.44 %
<b>TOTAL TRANSFERS-IN:</b>	<b>56,114,360</b>	<b>47,684,085</b>	<b>18,510,189</b>	<b>0</b>	<b>(8,430,275)</b>	<b>-15.02%</b>	<b>336,136,700</b>	<b>288,452,615</b>	<b>85.81 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>137,849,078</b>	<b>162,427,303</b>	<b>84,768,782</b>	<b>0</b>	<b>24,578,224</b>	<b>17.83 %</b>	<b>878,479,600</b>	<b>716,052,298</b>	<b>81.51 %</b>

User ID: ddecker  
Report ID: AD-FN-GL-003  
Run Date: 19 Sep 2023  
% of Time  
Remaining: 83.3  
  
Fund: 0260 State Highway Fund

**Idaho Transportation Department**  
STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fiscal Year: 2024  
Budget Fiscal Year: 2024  
EXPENDITURES

Operations Expense

Permanent Staff Salaries	15,031,095	14,353,141	7,112,957	0	677,954	4.51 %	97,927,117	83,573,976	85.34 %
Board, Hourly, OT, Shift Diff	201,766	158,310	58,602	0	43,456	21.54 %	8,225,801	8,067,492	98.08 %
Fringe Benefits	7,028,667	6,911,802	3,412,613	0	116,866	1.66 %	43,980,182	37,068,380	84.28 %
Travel Expense	503,742	348,310	189,193	0	155,432	30.86 %	2,637,789	2,289,479	86.80 %
Operating Expense	32,428,555	8,286,593	5,843,342	19,664,917	4,477,045	13.81 %	123,391,130	95,439,620	77.35 %
Capital Equipment Expense	15,033,515	156,675	156,117	2,787,112	12,089,728	80.42 %	55,084,200	52,140,413	94.66 %
Capital Facilities Expense	20,000,000	3,422,205	1,586,798	20,893,555	(4,315,759)	-21.58%	42,051,793	17,736,034	42.18 %
Trustee & Benefit Payments	3,876,094	8,709,681	2,987,998	642,679	(5,476,266)	-141.28%	26,725,600	17,373,240	65.01 %
<b>Total Operations Expense:</b>	<b>94,103,434</b>	<b>42,346,716</b>	<b>21,347,622</b>	<b>43,988,263</b>	<b>7,768,456</b>	<b>8.26 %</b>	<b>400,023,613</b>	<b>313,688,634</b>	<b>78.42 %</b>

Contract Construction

Operating Expense	1,987,891	1,286,242	954,465	2,302,158	(1,600,508)	-80.51%	10,600,000	7,011,601	66.15 %
Capital Projects	106,609,412	137,642,273	69,227,489	195,052	(31,227,912)	-29.29%	586,853,979	449,016,654	76.51 %
Trustee & Benefit Payments	188,145	194,839	99,445	0	(6,694)	-3.56%	2,100,000	1,905,161	90.72 %

<b>Total Contract Construction:</b>	<b>108,785,448</b>	<b>139,123,354</b>	<b>70,281,399</b>	<b>2,497,209</b>	<b>(32,835,114)</b>	<b>-30.18%</b>	<b>599,553,979</b>	<b>457,933,416</b>	<b>76.38 %</b>
-------------------------------------	--------------------	--------------------	-------------------	------------------	---------------------	----------------	--------------------	--------------------	----------------

<b>TOTAL EXPENDITURES:</b>	<b>202,888,882</b>	<b>181,470,070</b>	<b>91,629,021</b>	<b>46,485,473</b>	<b>(25,066,658)</b>	<b>-12.35%</b>	<b>999,577,591</b>	<b>771,622,050</b>	<b>77.19 %</b>
----------------------------	--------------------	--------------------	-------------------	-------------------	---------------------	----------------	--------------------	--------------------	----------------

TRANSFERS OUT

Operating	0	0	0	0	0	0.00 %	58,423,782	58,423,782	100.00 %
-----------	---	---	---	---	---	--------	------------	------------	----------

<b>TOTAL TRANSFERS OUT:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>58,423,782</b>	<b>58,423,782</b>	<b>100.00 %</b>
-----------------------------	----------	----------	----------	----------	----------	---------------	-------------------	-------------------	-----------------

<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>202,888,882</b>	<b>181,470,070</b>	<b>91,629,021</b>	<b>46,485,473</b>	<b>(25,066,658)</b>	<b>-12.35%</b>	<b>1,058,001,373</b>	<b>830,045,832</b>	<b>78.45 %</b>
--------------------------------------	--------------------	--------------------	-------------------	-------------------	---------------------	----------------	----------------------	--------------------	----------------

<b>Net for Fiscal Year 2024:</b>	<b>(65,039,804)</b>	<b>(19,042,767)</b>	<b>(6,860,239)</b>		<b>(488,434)</b>		<b>(179,521,773)</b>	<b>(113,993,534)</b>	
----------------------------------	---------------------	---------------------	--------------------	--	------------------	--	----------------------	----------------------	--



User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 19 Sep 2023  
 % of Time  
 Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year:	2024									
Budget Fiscal Year:	2024									
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	183,930	371,010	263,083	885,404	(1,072,483)	-583.09%	2,500,000	1,243,587	49.74 %
Operating Expenditures	Federal	1,800,028	915,221	691,371	1,416,754	(531,947)	-29.55%	8,000,000	5,668,025	70.85 %
Operating Expenditures	Local	3,933	11	11	0	3,922	99.73 %	100,000	99,989	99.99 %
<b>Total Operating Expenditures</b>		<b>1,987,891</b>	<b>1,286,242</b>	<b>954,465</b>	<b>2,302,158</b>	<b>(1,600,508)</b>	<b>-80.51%</b>	<b>10,600,000</b>	<b>7,011,601</b>	<b>66.15 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	32,979,454	32,662,894	18,537,968	195,052	121,508	0.37 %	190,950,279	158,092,332	82.79 %
Capital Outlay	Federal	72,470,816	97,401,987	48,271,674	0	(24,931,171)	-34.40%	388,907,500	291,505,513	74.95 %
Capital Outlay	FICR	0	697,764	177,244	0	(697,764)	0.00 %	0	(697,764)	0.00 %
Capital Outlay	Local	1,159,142	2,623,016	1,561,712	0	(1,463,874)	-126.29%	6,996,200	4,373,184	62.51 %
Capital Outlay	COVID Relief	0	4,256,610	678,891	0	(4,256,610)	0.00 %	0	(4,256,610)	0.00 %
<b>Total Capital Outlay</b>		<b>106,609,412</b>	<b>137,642,273</b>	<b>69,227,489</b>	<b>195,052</b>	<b>(31,227,912)</b>	<b>-29.29%</b>	<b>586,853,979</b>	<b>449,016,654</b>	<b>76.51 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	29,928	0	0	0	29,928	100.00 %	500,000	500,000	100.00 %
Trustee & Benefit Payments	Federal	153,604	179,276	99,445	0	(25,672)	-16.71%	1,500,000	1,320,724	88.05 %
Trustee & Benefit Payments	Local	4,613	15,563	0	0	(10,950)	-237.37%	100,000	84,437	84.44 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>188,145</b>	<b>194,839</b>	<b>99,445</b>	<b>0</b>	<b>(6,694)</b>	<b>-3.56%</b>	<b>2,100,000</b>	<b>1,905,161</b>	<b>90.72 %</b>
<b>Total Contract Construction:</b>		<b>108,785,448</b>	<b>139,123,354</b>	<b>70,281,399</b>	<b>2,497,209</b>	<b>(32,835,115)</b>	<b>-30.18%</b>	<b>599,553,979</b>	<b>457,933,416</b>	<b>76.38 %</b>

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 19 Sep 2023  
 % of Time  
 Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	2024	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2024	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
Miscellaneous Revenues		583,334	1,148,684	591,289	0	565,350	96.92 %	3,500,000	2,351,316	67.18 %
<b>TOTAL REVENUES:</b>		<b>583,334</b>	<b>1,148,684</b>	<b>591,289</b>	<b>0</b>	<b>565,350</b>	<b>96.92 %</b>	<b>3,500,000</b>	<b>2,351,316</b>	<b>67.18 %</b>
<b>TRANSFERS-IN</b>										
Sales Tax		21,600,000	20,809,797	10,002,716	0	(790,203)	-3.66%	80,000,000	59,190,203	73.99 %
<b>TOTAL TRANSFERS-IN:</b>		<b>21,600,000</b>	<b>20,809,797</b>	<b>10,002,716</b>	<b>0</b>	<b>(790,203)</b>	<b>-3.66%</b>	<b>80,000,000</b>	<b>59,190,203</b>	<b>73.99 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>22,183,334</b>	<b>21,958,481</b>	<b>10,594,006</b>	<b>0</b>	<b>(224,853)</b>	<b>-1.01%</b>	<b>83,500,000</b>	<b>61,541,519</b>	<b>73.70 %</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		31,836,136	6,996,551	2,843,004	0	24,839,585	78.02 %	252,216,821	245,220,270	97.23 %
<b>TOTAL EXPENDITURES:</b>		<b>31,836,136</b>	<b>6,996,551</b>	<b>2,843,004</b>	<b>0</b>	<b>24,839,585</b>	<b>78.02 %</b>	<b>252,216,821</b>	<b>245,220,270</b>	<b>97.23 %</b>
<b>TRANSFERS OUT</b>										
Operating		0	10,807,081	10,807,081	0	(10,807,081)	0.00 %	0	(10,807,081)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>		<b>0</b>	<b>10,807,081</b>	<b>10,807,081</b>	<b>0</b>	<b>(10,807,081)</b>	<b>0.00 %</b>	<b>0</b>	<b>(10,807,081)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>31,836,136</b>	<b>17,803,632</b>	<b>13,650,085</b>	<b>0</b>	<b>14,032,504</b>	<b>44.08 %</b>	<b>252,216,821</b>	<b>234,413,189</b>	<b>92.94 %</b>
<b>Net for Fiscal Year 2024:</b>		<b>(9,652,802)</b>	<b>4,154,849</b>	<b>(3,056,079)</b>		<b>13,807,651</b>		<b>(168,716,821)</b>	<b>(172,871,670)</b>	

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 19 Sep 2023  
 % of Time  
 Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0270 Strategic Initiatives Program Fund (State 60%)

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2024</b>									
<b>Budget Fiscal Year: 2024</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	600,000	959,147	532,120	0	359,147	59.86 %	3,600,000	2,640,853	73.36 %
<b>TOTAL REVENUES:</b>	<b>600,000</b>	<b>959,147</b>	<b>532,120</b>	<b>0</b>	<b>359,147</b>	<b>59.86 %</b>	<b>3,600,000</b>	<b>2,640,853</b>	<b>73.36 %</b>
<b>TRANSFERS-IN</b>									
Statutory	181,680,000	181,680,000	0	0	0	0.00 %	181,680,000	0	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>181,680,000</b>	<b>181,680,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>181,680,000</b>	<b>0</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>182,280,000</b>	<b>182,639,147</b>	<b>532,120</b>	<b>0</b>	<b>359,147</b>	<b>0.20 %</b>	<b>185,280,000</b>	<b>2,640,853</b>	<b>1.43 %</b>
<b>EXPENDITURES</b>									
Contract Construction - Capital Projects	30,403,666	28,915,090	14,880,524	0	1,488,576	4.90 %	182,422,000	153,506,910	84.15 %
<b>TOTAL EXPENDITURES:</b>	<b>30,403,666</b>	<b>28,915,090</b>	<b>14,880,524</b>	<b>0</b>	<b>1,488,576</b>	<b>4.90 %</b>	<b>182,422,000</b>	<b>153,506,910</b>	<b>84.15 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>30,403,666</b>	<b>28,915,090</b>	<b>14,880,524</b>	<b>0</b>	<b>1,488,576</b>	<b>4.90 %</b>	<b>182,422,000</b>	<b>153,506,910</b>	<b>84.15 %</b>
<b>Net for Fiscal Year 2024:</b>	<b>151,876,334</b>	<b>153,724,058</b>	<b>(14,348,403)</b>		<b>1,847,723</b>		<b>2,858,000</b>	<b>(150,866,057)</b>	

User ID: ddecker  
Report ID: AD-FN-GL-003  
Run Date: 19 Sep 2023  
% of Time  
Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0270 Strategic Initiatives Program Fund (LHTAC-Local 40%)

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2024		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2024		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		400,000	2,143,973	1,087,862	0	1,743,973	435.99 %	2,400,000	256,027	10.67 %
TOTAL REVENUES:		400,000	2,143,973	1,087,862	0	1,743,973	435.99 %	2,400,000	256,027	10.67 %
TOTAL REV AND TRANSFERS-IN:		400,000	2,143,973	1,087,862	0	1,743,973	435.99 %	2,400,000	256,027	10.67 %
TRANSFERS OUT										
Contract Construction - Statutory		0	36,000,000	0	0	(36,000,000)	0.00 %	0	(36,000,000)	0.00 %
TOTAL TRANSFERS OUT:		0	36,000,000	0	0	(36,000,000)	0.00 %	0	(36,000,000)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		0	36,000,000	0	0	(36,000,000)	0.00 %	0	(36,000,000)	0.00 %
Net for Fiscal Year 2024:		400,000	(33,856,027)	1,087,862		(34,256,027)		2,400,000	36,256,027	

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 19 Sep 2023  
 % of Time  
 Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0270 Strategic Initiatives Grant Program

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2024</b>									
<b>Budget Fiscal Year: 2024</b>									
<b>TRANSFERS-IN</b>									
Statutory	0	136,000,000	0	0	136,000,000	0.00 %	0	(136,000,000)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>136,000,000</b>	<b>0</b>	<b>0</b>	<b>136,000,000</b>	<b>0.00 %</b>	<b>0</b>	<b>(136,000,000)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>136,000,000</b>	<b>0</b>	<b>0</b>	<b>136,000,000</b>	<b>0.00 %</b>	<b>0</b>	<b>(136,000,000)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Contract Construction - Trustee & Benefit Payments	22,666,666	36,000,000	0	0	(13,333,334)	-58.82%	136,000,000	100,000,000	73.53 %
<b>TOTAL EXPENDITURES:</b>	<b>22,666,666</b>	<b>36,000,000</b>	<b>0</b>	<b>0</b>	<b>(13,333,334)</b>	<b>-58.82%</b>	<b>136,000,000</b>	<b>100,000,000</b>	<b>73.53 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>22,666,666</b>	<b>36,000,000</b>	<b>0</b>	<b>0</b>	<b>(13,333,334)</b>	<b>-58.82%</b>	<b>136,000,000</b>	<b>100,000,000</b>	<b>73.53 %</b>
<b>Net for Fiscal Year 2024:</b>	<b>(22,666,666)</b>	<b>100,000,000</b>	<b>0</b>		<b>122,666,666</b>		<b>(136,000,000)</b>	<b>(236,000,000)</b>	

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 19 Sep 2023  
 % of Time  
 Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0345 CARES Act Covid-19

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2024</b>									
<b>Budget Fiscal Year: 2024</b>									
<b>REVENUES</b>									
Federal Sources - Federal Transit Authority	30,000	236,934	231,531	0	206,934	689.78 %	7,857,300	7,620,366	96.98 %
<b>TOTAL REVENUES:</b>	<b>30,000</b>	<b>236,934</b>	<b>231,531</b>	<b>0</b>	<b>206,934</b>	<b>689.78 %</b>	<b>7,857,300</b>	<b>7,620,366</b>	<b>96.98 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>30,000</b>	<b>236,934</b>	<b>231,531</b>	<b>0</b>	<b>206,934</b>	<b>689.78 %</b>	<b>7,857,300</b>	<b>7,620,366</b>	<b>96.98 %</b>
<b>EXPENDITURES</b>									
Trustee & Benefit Payments	1,309,546	273,271	52,780	0	1,036,275	79.13 %	7,857,300	7,584,029	96.52 %
<b>TOTAL EXPENDITURES:</b>	<b>1,309,546</b>	<b>273,271</b>	<b>52,780</b>	<b>0</b>	<b>1,036,275</b>	<b>79.13 %</b>	<b>7,857,300</b>	<b>7,584,029</b>	<b>96.52 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>1,309,546</b>	<b>273,271</b>	<b>52,780</b>	<b>0</b>	<b>1,036,275</b>	<b>79.13 %</b>	<b>7,857,300</b>	<b>7,584,029</b>	<b>96.52 %</b>
<b>Net for Fiscal Year 2024:</b>	<b>(1,279,546)</b>	<b>(36,337)</b>	<b>178,751</b>		<b>1,243,209</b>		<b>0</b>	<b>36,337</b>	

User ID: ddecker  
Report ID: AD-FN-GL-003  
Run Date: 19 Sep 2023  
% of Time  
Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0372   TECM Debt Service Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2024		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2024		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		0	10,863	557	0	10,863	0.00 %	0	(10,863)	0.00 %
TOTAL REVENUES:		0	10,863	557	0	10,863	0.00 %	0	(10,863)	0.00 %
TRANSFERS-IN										
Operating		0	10,807,081	10,807,081	0	10,807,081	0.00 %	0	(10,807,081)	0.00 %
TOTAL TRANSFERS-IN:		0	10,807,081	10,807,081	0	10,807,081	0.00 %	0	(10,807,081)	0.00 %
TOTAL REV AND TRANSFERS-IN:		0	10,817,944	10,807,638	0	10,817,944	0.00 %	0	(10,817,944)	0.00 %
Net for Fiscal Year 2024:		0	10,817,944	10,807,638		10,817,944		0	(10,817,944)	

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 19 Sep 2023  
 % of Time  
 Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0373 TECM Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2024</b>									
<b>Budget Fiscal Year: 2024</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	35,137,820	11,301,342	0	35,137,820	0.00 %	0	(35,137,820)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>35,137,820</b>	<b>11,301,342</b>	<b>0</b>	<b>35,137,820</b>	<b>0.00 %</b>	<b>0</b>	<b>(35,137,820)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>35,137,820</b>	<b>11,301,342</b>	<b>0</b>	<b>35,137,820</b>	<b>0.00 %</b>	<b>0</b>	<b>(35,137,820)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Capital Projects	0	34,875,731	13,877,829	0	(34,875,731)	0.00 %	0	(34,875,731)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>34,875,731</b>	<b>13,877,829</b>	<b>0</b>	<b>(34,875,731)</b>	<b>0.00 %</b>	<b>0</b>	<b>(34,875,731)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>34,875,731</b>	<b>13,877,829</b>	<b>0</b>	<b>(34,875,731)</b>	<b>0.00 %</b>	<b>0</b>	<b>(34,875,731)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2024:</b>	<b>0</b>	<b>262,089</b>	<b>(2,576,487)</b>		<b>262,089</b>		<b>0</b>	<b>(262,089)</b>	



User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 19 Sep 2023  
 % of Time  
 Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2024</b>									
<b>Budget Fiscal Year: 2024</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	6,552,187	179,160	0	6,552,187	0.00 %	0	(6,552,187)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>6,552,187</b>	<b>179,160</b>	<b>0</b>	<b>6,552,187</b>	<b>0.00 %</b>	<b>0</b>	<b>(6,552,187)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>6,552,187</b>	<b>179,160</b>	<b>0</b>	<b>6,552,187</b>	<b>0.00 %</b>	<b>0</b>	<b>(6,552,187)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Capital Projects	0	6,548,774	1,805,801	0	(6,548,774)	0.00 %	0	(6,548,774)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>6,548,774</b>	<b>1,805,801</b>	<b>0</b>	<b>(6,548,774)</b>	<b>0.00 %</b>	<b>0</b>	<b>(6,548,774)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>6,548,774</b>	<b>1,805,801</b>	<b>0</b>	<b>(6,548,774)</b>	<b>0.00 %</b>	<b>0</b>	<b>(6,548,774)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2024:</b>	<b>0</b>	<b>3,412</b>	<b>(1,626,641)</b>		<b>3,413</b>		<b>0</b>	<b>(3,413)</b>	

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 19 Sep 2023  
 % of Time  
 Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2024</b>									
<b>Budget Fiscal Year: 2024</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	48,823	7,090	0	48,823	0.00 %	0	(48,823)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>48,823</b>	<b>7,090</b>	<b>0</b>	<b>48,823</b>	<b>0.00 %</b>	<b>0</b>	<b>(48,823)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating	0	4,463,300	3,020,053	0	4,463,300	0.00 %	0	(4,463,300)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>4,463,300</b>	<b>3,020,053</b>	<b>0</b>	<b>4,463,300</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,463,300)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>4,512,122</b>	<b>3,027,143</b>	<b>0</b>	<b>4,512,123</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,512,123)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	407,176	407,176	0	(407,176)	0.00 %	0	(407,176)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>407,176</b>	<b>407,176</b>	<b>0</b>	<b>(407,176)</b>	<b>0.00 %</b>	<b>0</b>	<b>(407,176)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>407,176</b>	<b>407,176</b>	<b>0</b>	<b>(407,176)</b>	<b>0.00 %</b>	<b>0</b>	<b>(407,176)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2024:</b>	<b>0</b>	<b>4,104,946</b>	<b>2,619,967</b>		<b>4,104,947</b>		<b>0</b>	<b>(4,104,947)</b>	

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 19 Sep 2023  
 % of Time  
 Remaining: 83.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2023

Fund: 0221 State Aeronautics Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2024</b>									
<b>Budget Fiscal Year: 2024</b>									
<b>REVENUES</b>									
Federal Sources - FAA	35,000	71,304	46,021	0	36,304	103.73 %	668,500	597,196	89.33 %
State Sources - Miscellaneous	13,120	280,717	142,122	0	267,597	2039.61 %	347,000	66,283	19.10 %
Interagency Sources -	67,000	38,586	38,586	0	(28,414)	-42.41%	254,900	216,314	84.86 %
<b>TOTAL REVENUES:</b>	<b>115,120</b>	<b>390,607</b>	<b>226,729</b>	<b>0</b>	<b>275,487</b>	<b>239.30 %</b>	<b>1,270,400</b>	<b>879,793</b>	<b>69.25 %</b>
<b>TRANSFERS-IN</b>									
Operating	582,614	621,158	389,223	0	38,544	6.62 %	2,900,000	2,278,842	78.58 %
<b>TOTAL TRANSFERS-IN:</b>	<b>582,614</b>	<b>621,158</b>	<b>389,223</b>	<b>0</b>	<b>38,544</b>	<b>6.62 %</b>	<b>2,900,000</b>	<b>2,278,842</b>	<b>78.58 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>697,734</b>	<b>1,011,765</b>	<b>615,952</b>	<b>0</b>	<b>314,031</b>	<b>45.01 %</b>	<b>4,170,400</b>	<b>3,158,635</b>	<b>75.74 %</b>
<b>EXPENDITURES</b>									
Permanent Staff Salaries	142,771	136,730	67,646	0	6,041	4.23 %	928,013	791,283	85.27 %
Board, Hourly, OT, Shift Diff	33,652	32,647	14,136	0	1,005	2.99 %	161,780	129,132	79.82 %
Fringe Benefits	60,740	64,677	31,460	0	(3,938)	-6.48%	379,508	314,830	82.96 %
Travel Expense	9,770	8,142	4,430	0	1,628	16.66 %	69,042	60,900	88.21 %
Operating Expense	426,041	122,556	78,387	380	303,105	71.14 %	1,349,258	1,226,322	90.89 %
Capital Equipment Expense	0	0	0	0	0	0.00 %	107,000	107,000	100.00 %
Capital Facilities Expense	28,500	5,829	4,562	50,714	(28,042)	-98.39%	160,556	104,014	64.78 %
Trustee & Benefit Payments	400,000	888,791	606,107	0	(488,791)	-122.20%	39,388,338	38,499,548	97.74 %
<b>TOTAL EXPENDITURES:</b>	<b>1,101,474</b>	<b>1,259,373</b>	<b>806,728</b>	<b>51,093</b>	<b>(208,992)</b>	<b>-18.97%</b>	<b>42,543,495</b>	<b>41,233,029</b>	<b>96.92 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>1,101,474</b>	<b>1,259,373</b>	<b>806,728</b>	<b>51,093</b>	<b>(208,992)</b>	<b>-18.97%</b>	<b>42,543,495</b>	<b>41,233,029</b>	<b>96.92 %</b>
<b>Net for Fiscal Year 2024:</b>	<b>(403,740)</b>	<b>(247,607)</b>	<b>(190,775)</b>		<b>105,039</b>		<b>(38,373,095)</b>	<b>(38,074,394)</b>	



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 Minutes

Presenter's Name Brenda Williams	Presenter's Title Chief Innovation Experience Officer	Initials BW	Reviewed By
Preparer's Name Brenda Williams	Preparer's Title Chief Innovation Experience Officer	Initials BW	

## Subject

Best of the Best Innovate ITD! Recognition		
Key Number	District	Route Number

## Background Information

This will include:

1. A brief update on the work of the Innovative Business Practices Team over the last year.
2. Recognition of the Best of the Best Innovation FY23 winners from the following five categories:
  - Customer Service
  - Ideal Workplace
  - Mobility and Economic Opportunity
  - Resource Stewardship
  - Safety

Staff who contributed to the innovations will be recognized.

## Recommendations

Information only.

## Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 Minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Jessika Phillips	Workforce Development Program Manager	JP	
Preparer's Name	Preparer's Title	Initials	
Brenda Williams	Chief Innovation Experience Officer	BW	

## Subject

Workforce Development Program		
Key Number	District	Route Number

## Background Information

In a follow-up to the September Board presentation from the working group with the Federal Highway Administration (FHWA), Idaho Workforce Development Council, Idaho Department of Labor, and the Associated General Contractors, ITD's Office of Workforce Development has developed a plan to address the needs of the transportation workforce for FY24.

The Office of Workforce Development is seeking approval for funding under the workforce development goals of the Infrastructure Investment and Jobs Act (IIJA). FHWA has confirmed IIJA funding is available for workforce development activities. Therefore, we are seeking approval to fund additional training opportunities for FY24 as outlined below:

Current Workforce Development Program Continuance:

1. \$200,000 Federal Program Funds
  - a. National Highway Institute courses, specialized heavy equipment training courses, and other safety training courses as required for ITD employees
2. \$93,452 On The Job/Supportive Services Federal Funding
  - a. \$43,452 ICONIC (Idaho Career Opportunities – Next In Construction)
  - b. \$50,000 National Flight Academy (NFA)
3. \$125,000 State Transportation Innovation Council (STIC) Funding
  - a. ICONIC Program for Female Correctional Residents

Proposed FY24 Workforce Development Program New Initiatives:

1. \$450,000 Federal Program Funds
  - a. \$387,000 to expand ICONIC External Training Program
  - b. \$63,000 to implement Engineer College Educational Reimbursement Program ITD employees (12 students at 5,250 annually)

This is a single-year approval to be assessed annually for Board consideration each fiscal year.

**Recommendations:** Approval of resolution on page 97.

## RESOLUTION

WHEREAS, Department staff presented the details of the FY24 Workforce Development training plan to the Idaho Transportation Board at its September 21, 2023 meeting.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the Recommended FY 2024 Workforce Development training plan as follows:

- \$450,000 Federal Program Funds
  - \$387,000 to expand ICONIC External Training Program
  - \$63,000 to implement the Engineer College Stipend Program Internal Training Program

*BE IT FURTHER RESOLVED*, that the Board approves the Department to implement the Workforce Development plan.

*BE IT FURTHER RESOLVED*, that staff is authorized to submit for federal funding in accordance with the provisions of the Infrastructure Investments and Jobs Act (IIJA).



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 10 Minutes

Presenter's Name Chris Bray	Presenter's Title Financial Manager - FP&A	Initials CB	Reviewed By
Preparer's Name Chris Bray	Preparer's Title Financial Manager - FP&A	Initials CB	

## Subject

Status: FY2025 Budget Revision #1

Key Number	District	Route Number
------------	----------	--------------

## Background Information

The Department's FY2025 Budget Request Revision #1 will be submitted to the Division of Financial Management and the Legislative Services Office on October 20, 2023.

The FY2025 Revision #1 Budget Request carries these proposed changes from the Original Budget Submission.

FTP's	Spending Authority	
<b>1,645.0</b>	<b>\$983,303,600</b>	<b>FY25 Original Budget (9-1-23)</b>
	TBD	Administration: Statewide Cost Allocation Plan
	6,000,000	Administration: Headquarter Relocation - Furniture/Fixtures/Technology Costs
	(166,700)	*Health and Variable Benefit - LUMA Calculation Cost Adjustments
	10,000,000	Contract Construction and Right of Way Acquisition: SH-53 Pleasant View Grade Separation Grant Award
	50,300,000	Capital Facilities: Headquarters Relocation - FY24 Supplemental to FY25 Line Item, Cost Reevaluation
	(130,800)	*Highways: Workforce Planning - Position Refinement
	(348,000)	Highways: iNet Maintenance - Removing Request, Maintenance to be Funded With Existing Resources
<b>0.0</b>	<b>\$65,654,500</b>	<b>Net Change</b>
<b>1,645.0</b>	<b>\$1,048,958,100</b>	<b>FY25 Revision #1 Appropriation Request (10-18-23)</b>

\*These numbers are subject to change slightly based on the LUMA system calculations

## Summary values carried in the FY25 Appropriation Request

\$ 774,750,700	FY25 Base
52,675,000	Base Adjustments
\$ 827,425,700	Adjusted FY25 Base
221,532,400	Line Items
\$ 1,048,958,100	Total FY25 Spending Authority
100,974,800	Debt Service
\$ 1,149,932,900	FY25 Total Program Funding

## Exhibits

- Line Item Summary
- Appropriation Request Summary

**Recommendations:** Information Item for the Board

## FY25 Program Enhancements - By Division

	One-Time Ongoing	FTP	Personnel Costs	Operating Expenses	Capital Outlay	Trustee & Benefits	Total
<b><u>Administration</u></b>							
12.15 Headquarters Relocation	1x	0.0		6,000,000			6,000,000
<b>Division Totals:</b>		0.0	<b>0</b>	<b>6,000,000</b>	<b>0</b>	<b>0</b>	<b>6,000,000</b>
<b><u>Aeronautics</u></b>							
12.03 Targeted Compensation Increases	OG	0.0	92,400				92,400
12.04 Airfield Improvements	1x	0.0		880,600	1,604,500		2,485,100
12.07 New Equipment	1x	0.0			13,000		13,000
<b>Division Totals:</b>		0.0	<b>92,400</b>	<b>880,600</b>	<b>1,617,500</b>	<b>0</b>	<b>2,590,500</b>
<b><u>Capital Facilities</u></b>							
12.05 General Projects	1x	0.0			15,500,000		15,500,000
12.08 District 4 Projects	1x	0.0			9,600,000		9,600,000
12.14 Headquarters Relocation	1x	0.0			50,300,000		50,300,000
<b>Division Totals:</b>		0.0	<b>0</b>	<b>0</b>	<b>25,100,000</b>	<b>0</b>	<b>75,400,000</b>
<b><u>Contract Construction ROW</u></b>							
12.01 Contract Construction Funds	1x	0.0			108,306,900		108,306,900
12.91 Roads and Bridge Maintenance (Idaho First) ITD 60%*	1x	0.0			127,308,000		127,308,000
Roads and Bridge Maintenance (Idaho First) Local 40%*						84,872,000	84,872,000
<b>Roads and Bridge Maintenance Subtotal</b>					<b>127,308,000</b>	<b>84,872,000</b>	<b>212,180,000</b>
12.91 Transportation Capacity & Safety (Idaho First) ITD 60%*	1x	0.0			59,822,400		59,822,400
Transportation Capacity & Safety (Idaho First) Local 40%*						39,881,600	39,881,600
<b>Transportation Safety Subtotal</b>					<b>59,822,400</b>	<b>39,881,600</b>	<b>99,704,000</b>
<b>Division Totals:</b>		0.0	<b>0</b>	<b>0</b>	<b>108,306,900</b>	<b>0</b>	<b>108,306,900</b>
<b><u>Highways</u></b>							
12.02 Workforce Planning	OG/1x	53.0	4,781,400	174,500	946,800		5,902,700
12.06 New Equipment Statewide	1x	0.0		127,800	6,472,500		6,600,300
12.09 Federal Spending Authority	1x	0.0		697,000		5,000,000	5,697,000
12.11 TAMS Re-Solicitation	1x	0.0		11,035,000			11,035,000
<b>Division Totals:</b>		53.0	<b>4,781,400</b>	<b>12,034,300</b>	<b>7,419,300</b>	<b>5,000,000</b>	<b>29,235,000</b>
<b>REPORT TOTALS:</b>		0.0	<b>4,757,500</b>	<b>18,914,900</b>	<b>93,959,200</b>	<b>129,753,600</b>	<b>221,532,400</b>



# IDAHO TRANSPORTATION DEPARTMENT

October 2023 Board Meeting

## Revision #1 Submission FY25 Appropriation

	<u>Funding</u>	<u>FTE's</u>
<b>FY25 BASE</b>	<b>774,750,700</b>	<b>1,592.0</b>
<b>Adjustments</b>		
Change in Employee Compensation (1.0%)	\$1,226,100	
Replacement Equipment	\$50,104,300	
Statewide Cost Allocation Program (SWCAP)	\$150,000	
Variable Benefits	\$1,138,600	
CGI Advantage Inflation	\$56,000	
	<hr/> \$52,675,000	
<b>FY25 ADJUSTED BASE</b>	<b>827,425,700</b>	<b>1,592.0</b>
<b>Line Items</b> (Grouped by Division)		
Administration	\$6,000,000	
Aeronautics	\$2,590,500	
Capital Facilities	\$75,400,000	
Contract Construction & Right of Way	\$108,306,900	
Highways	\$29,235,000	53.0
	<hr/> \$221,532,400	
<b>FY25 TOTAL APPROPRIATION</b> (Spending Authority)	<b>1,048,958,100</b>	<b>1,645.0</b>
<b>GARVEE Bond Debt Service</b>	<b>\$63,434,500</b>	
<b>TECM Bond Debt Service</b>	<b>\$37,540,300</b>	
<b>FY25 TOTAL PROGRAM FUNDING</b> (Rounded)	<b>1,149,932,900</b>	<b>1,645.0</b>



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 10/18/23

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 10 minutes

Presenter's Name Brendan Floyd	Presenter's Title Transportation Policy Specialist	Initials B.F.	Reviewed By
Preparer's Name Brendan Floyd	Preparer's Title Transportation Policy Specialist	Initials B.F.	

## Subject

Annual Administrative Rules Proposed Language		
Key Number	District	Route Number

## Background Information

This agenda item covers the department's administrative rules review under Governor Little's Zero-Based Regulation Executive Order, which compels agencies to review all of their rules over the course of a five-year period. By consolidating rules and eliminating outdated information, the department continues to support the governor's Red Tape Reduction.

The rules scheduled for review this year and presentation to the 2024 Legislature include:

- 39.02.04, Rules Governing Manufacturer & New Vehicle Dealer Hearing Fees
- 39.02.22, Rules Governing Registration and Permit Fee Administration and Temporary Vehicle Clearance for Carriers
- 39.02.42, Rules Governing Conditional Vehicle Registration When Proof of Ownership is Insufficient
- 39.02.46, Rules Governing Temporary Motor Vehicle Registration Permit License Plates
- 39.02.60, Rules Governing License Plate Provisions Driver's Licenses
- 39.02.76, Rules Governing Driver's License and Identification Card Renewal-by-Mail and Electronic Renewal and Replacement Processes
- 39.03.01, Rules Governing Definitions Regarding Special Permits
- 39.03.02, Rules Governing Movement of Disabled Vehicles
- 39.03.03, Rules Governing Special Permits –General Conditions and Requirements
- 39.03.04, Rules Governing Special Permits – Overweight Non-Reducible
- 39.03.05, Rules Governing Special Permits – Oversize Non-Reducible
- 39.03.06, Rules Governing Special Permits for Extra-Length/Excess Weight, Up to 129,000 Pound Vehicle Combinations
- 39.03.07, Rules Governing Special Permits for Reducible Loads
- 39.03.08, Rules Governing Self-Propelled Snowplows
- 39.03.40, Rules Governing Junkyards and Dumps
- 39.03.42, Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way
- 39.03.48, Rules Governing Routes Exempt From Local Plans and Ordinances
- 39.03.50, Rules Governing Safety Rest Areas
- 39.04.01, Rules Governing Aeronautics and Aviation

Proposed consolidation into 39.02.42

Proposed consolidation into 39.03.01



## Board Agenda Item

ITD 2210 (Rev. 10-13)

The department held three separate negotiated rulemaking meetings covering modifications to these rules. No comments or suggested modifications were given.

The rules were published as "Proposed" in the October Administrative Bulletin and are currently open for a second round of public comments, running October 4th through October 25th, 2023.

The changes reflected in the rule drafts are also strongly supported by the Division of Financial Management (DFM) within the Governor's Office. Modifications are predominantly focused on non-substantive changes, consolidations, and removing restrictions and redundancies with Idaho Code.

The department will seek the Board's adoption of these rules as pending for the 2024 legislative session in November's board meeting.

Separate handouts:

1. 2024 ITD Commercial Vehicle Permit Rule Consolidation
2. 2024 ITD Proposed Administrative Rule Changes

### Recommendations

For information only.

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

Presenter's Name John Tomlinson	Presenter's Title Communication Manager	Initials JT	Reviewed By
Preparer's Name Angie Heuring	Preparer's Title Sr. Public Information Officer	Initials AH	

## Subject

Idaho Transportation Department FY2023 Annual Report		
Key Number	District	Route Number

## Background Information

Section 40-316, Idaho Code, requires the Idaho Transportation Board to submit, in writing to the Governor, an annual report on the financial condition and management of the Idaho Transportation Department.

Attached you will find this year's draft of the Fiscal Year 2023 Annual Report. Staff will solicit your feedback during this meeting (October 18, 2023) and present a final draft for Board Approval at the November 2023 meeting.

The attached report is simplified into four pages:

Page 1: Highlights major infrastructure advancements underway across the state and provides a five-year comparison of Idaho growth rates.

Page 2: Reports on ITD's customer service and partnership efforts, performance measures and employee-driven innovations.

Page 3: Details financial information from FY23, including expenditures, strategic initiatives funds and the GARVEE and TECM program.

Page 4: Provides an outlook on what ITD is focusing on for the next five years (2024–2028) and aging infrastructure needs.

## Recommendations

For information.

## Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	



# IDAHO TRANSPORTATION DEPARTMENT FISCAL YEAR 2023 ANNUAL REPORT

## HISTORIC INFRASTRUCTURE ADVANCEMENTS UNDERWAY

In the past five years, through the leadership of Governor Little and action taken by the Idaho legislature, contract construction funding has increased significantly and historic infrastructure advancements are currently underway across the state of Idaho.

In 2023, the Idaho Transportation Department (ITD) and the Idaho Transportation Board accelerated investments of new funding dedicated to transportation towards major capacity improvement projects that enhance safety and mobility throughout Idaho such as:

- Extending new State Highway 16 from State Highway 44 to I-84 in the Treasure Valley
- Rebuilding the I-86/I-15 Interchange in Pocatello
- Reconstructing the I-90 and State Highway 41 Interchange in north Idaho
- Improvements to I-84, from Centennial Interchange to Franklin Interchange in Nampa
- Widening US-20/26, from I-84 to Middleton Road in the Treasure Valley
- Adding new alignment on US-95, Thorn Creek Road to Moscow
- Widening I-84 between South Jerome Interchange and Twin Falls Interchange
- Building a new interchange on US-20, south of St. Anthony in eastern Idaho



I-90/SH-41 Interchange, Post Falls

## DELIVERING ON OUR MISSION

In addition, Governor Little's Leading Idaho initiative provided further enhancements to the quality of life in Idaho by making record investments in transportation infrastructure in 2023 including:




- \$35 million for airport improvements
- \$8 million for rail safety
- \$10 million for pedestrian safety improvements
- \$164 million for local bridges

These important improvements to transportation infrastructure will have long-lasting impacts on Idaho for many generations to come. As we move forward, ITD will continue to use all available funding to prioritize projects that help continue delivering on our mission of **Your Safety, Your Mobility, and Your Economic Opportunity**.



I-86/I-15 Interchange, Pocatello

## FIVE-YEAR IDAHO GROWTH RATES

	 <b>Idaho Population</b> 3.9%	 <b>Licensed Drivers</b> 16.6%	 <b>Annual Miles Driven<sup>1</sup></b> 8.4%
<b>2023</b>	1.86 Million	1.4 Million	19.16 Billion
<b>2019</b>	1.79 Million	1.2 Million	17.71 Billion

1) Traffic reflects prior year traffic volumes on entire system, local and state.



SH-16, Treasure Valley



# CUSTOMER & STAKEHOLDER ENGAGEMENT

**5M**  
Dollars

The Division of Motor Vehicles (DMV) continued to expand online services and save Idahoans time and money with Skip the Trip. It is estimated that the DMV online services and portal are saving Idaho taxpayers \$5 million dollars a year.

**380**  
Percent

This past winter was marked by record levels of snow across Idaho, with some eastern Idaho regional basins receiving up to 380 percent of median snowpack levels compared to previous years. ITD kept pace with the increase and staff worked around the clock to ensure Idaho roads were safe and clear.

**400**  
People

The Idaho Transportation Board led an expanded outreach effort throughout FY23, meeting with an estimated 400+ community members and stakeholders to collect feedback and listen to their concerns and suggestions for improving transportation in their area.



Galena Summit, March 2023

## PERFORMANCE MEASURES

Calendar Year	2019	2020	2021	2022
<b>PERCENT OF PAVEMENT IN GOOD OR FAIR CONDITION</b> <i>Goal: 80%</i>	<b>92%</b>	<b>90%</b>	<b>89%</b>	<b>88%</b>
<b>PERCENT OF BRIDGES IN GOOD CONDITION</b> <i>Goal: 80%</i>	<b>75%</b>	<b>77%</b>	<b>79%</b>	<b>80%</b>
<b>SKIP THE TRIP TRANSACTIONS</b> <i>Goal: 1.56 million</i>	<b>582.4k</b>	<b>860.2k</b>	<b>1.12M</b>	<b>1.53M</b>
<b>FIVE-YEAR FATALITY RATE</b> <i>(per 100 million miles driven)</i> <i>Goal: 1.36</i>	<b>1.35</b>	<b>1.33</b>	<b>1.32</b>	<b>1.27<sup>1</sup></b>

1) This number is an estimate as of October 2023 and subject to change.

Fiscal Year	2020	2021	2022	2023
<b>PERCENT OF TIME HIGHWAYS CLEAR OF SNOW/ICE DURING WINTER STORMS</b> <i>Goal: 73%</i>	<b>85%</b>	<b>84%</b>	<b>82%</b>	<b>80%</b>



ITIP Outreach Meeting, Summer 2023



SH-3 St. Maries, Idaho

## EMPLOYEE-DRIVEN INNOVATION

Innovate ITD! is an award-winning, employee-driven innovation program launched in 2014 to harness the creative thinking of employees at every level with solutions that save time and money and streamline processes. Examples in FY23 include:

A long-awaited project to widen a three-mile section of Highway 3, north of St. Maries, faced environmental challenges due to the river highway area containing soft soils. Extra weight from traditional embankment materials may have collapsed the soft soils and caused settlement problems for the highway. ITD got innovative and used an untraditional material to widen lanes built on soft soils, a lightweight fill solution called Geofoam, which adds stability without adding significant weight.

New technology at the Declo port of entry increased safety not only in real-time but also at highway speeds. The new tire safety indicator system detects missing and flat tires while trucks pass over in-road sensors, allowing ITD to notify drivers so they can pull into the port to address the safety concern before heading back out on Idaho roads.



### Innovation Scorecard

- Employee Ideas: 1,921
- Implemented Innovations: 1,400
- Savings/efficiencies: \$52.5 million
- Hours Saved: 578,911

From 2014 inception thru June 30, 2023

# FINANCIAL INFORMATION

Includes the State Highway Account, State Aeronautics Fund, & GARVEE Debt Service  
(Disbursements from bond proceeds not shown)

Funds Received	FY20 Actual	FY21 Actual	FY22 Actual	FY23 Actual
Federal Reimbursements	\$ 397.1	\$ 399.1	\$ 370.0	\$ 386.7
State (SHA & Aero)	\$ 350.0	\$ 383.9	\$ 388.4	\$ 427.3 <sup>1</sup>
Local	\$ 22.3	\$ 8.5	\$ 8.8	\$ 7.5
<b>Total Funds Received:</b>	<b>\$ 769.4</b>	<b>\$ 791.5</b>	<b>\$ 767.2</b>	<b>\$ 821.5</b>

1) FY23 \$35M transfer for additional Aeronautics appropriation outlined in HB 354

Expenditures	FY20 Actual	FY21 Actual	FY22 Actual	FY23 Actual
Construction Payouts	\$ 451.8	\$ 401.5	\$ 369.9	\$ 429.8
<b>Operations Expenses</b>				
Highways	\$ 189.0	\$ 211.2	\$ 209.1	\$ 227.5 <sup>2</sup>
DMV	\$ 29.9	\$ 30.2	\$ 29.7	\$ 30.7
Administration	\$ 28.4	\$ 26.8	\$ 29.1	\$ 28.1
Facilities	\$ 3.2	\$ 2.5	\$ 5.3	\$ 7.8
Aeronautics	\$ 3.3	\$ 3.0	\$ 2.7	\$ 10.0 <sup>3</sup>
<b>Total Operations Expenses:</b>	<b>\$ 253.8</b>	<b>\$ 273.7</b>	<b>\$ 275.9</b>	<b>\$ 304.1</b>
<b>Total Const. &amp; Oper. Exp.:</b>	<b>\$ 705.6</b>	<b>\$ 675.2</b>	<b>\$ 645.8</b>	<b>\$ 733.9</b>
<b>GARVEE Debt Service</b>				
Federal	\$ 56.6	\$ 57.6	\$ 60.5	\$ 105.7
State	\$ 4.0	\$ 4.0	\$ 22.7	\$ 5.3
<b>Total Debt Service:</b>	<b>\$ 60.6</b>	<b>\$ 61.6</b>	<b>\$ 83.2</b>	<b>\$ 111.0<sup>4</sup></b>
<b>Total Expenditures:</b>	<b>\$ 766.2</b>	<b>\$ 736.8</b>	<b>\$ 729.0</b>	<b>\$ 844.9</b>

2) Increased payouts in sub-grantee payments, road equipment purchases, personnel costs due to lower vacancies, and increased road material usage and fuel costs.

3) Increase in sub grantee expenditures due to Leading Idaho Funding increase.

4) The July 2023 debt service payment was paid in June 2023.

## ADDITIONAL STATE FUNDS

Strategic Initiatives Program Fund (SIPF)				
	FY20 Actual	FY21 Actual	FY22 Actual	FY23 Actual
Beginning Balance	\$ 44.6	\$ 19.9	\$ 76.2	\$ 86.4
Receipts	\$ 0.7	\$ 73.1	\$ 18.3	\$ 123.9 <sup>5</sup>
Construction Payout	\$ 25.4	\$ 16.7	\$ 8.1	\$ 58.8
<b>Ending Balance</b>	<b>\$ 19.9</b>	<b>\$ 76.2</b>	<b>\$ 86.4</b>	<b>\$ 141.5</b>

Excludes Local share of this fund

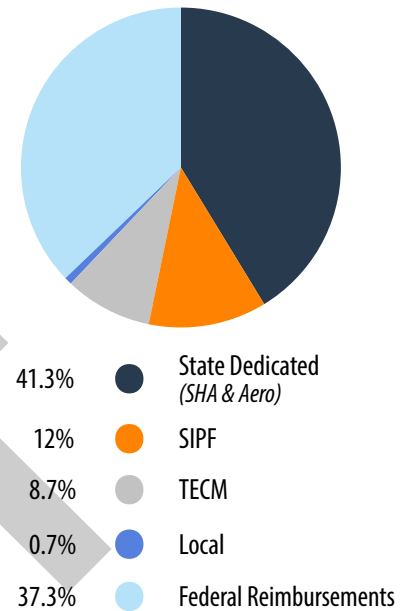
Transportation Expansion & Congestion Mitigation (TECM) Fund				
	FY20 Actual	FY21 Actual	FY22 Actual	FY23 Actual
Beginning Balance	\$ 41.4	\$ 42.0	\$ 30.4	\$ 183.7 <sup>6</sup>
Receipts	\$ 22.4	\$ 24.4	\$ 180.6	\$ 90.2
Construction Payout	\$ 21.8	\$ 36.0	\$ 25.7	\$ 57.4
TECM Debt Service	\$ -	\$ -	\$ 1.6	\$ 20.0
<b>Ending Balance</b>	<b>\$ 42.0</b>	<b>\$ 30.4</b>	<b>\$ 183.7</b>	<b>\$ 196.6</b>

5) In FY22 \$228M was transferred into the Strategic Initiatives Program (SIP) Fund for FY22 from the Governor's "Leading Idaho".

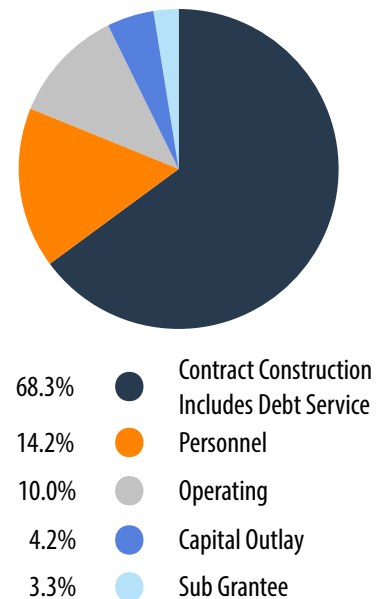
\$330M was transferred into the SIP Fund for FY23 from the Governor's "Idaho First".

6) In FY22 \$80M was transferred into TECM from sales tax due to a law change. \$100M was provided by HB787 and transferred from the General Fund to TECM, to reduce the size of the 2022 TECM Bond Series.

### TOTAL FUNDS RECEIVED \$1.035B



### TOTAL EXPENDITURES \$991.0M



### TECM Bond Program

(In millions as of June 30, 2023)

Total Authorized	\$ 623.6 <sup>7</sup>
Total Bonded	\$ 614.6 <sup>8</sup>
Total Expended	\$ 124.2

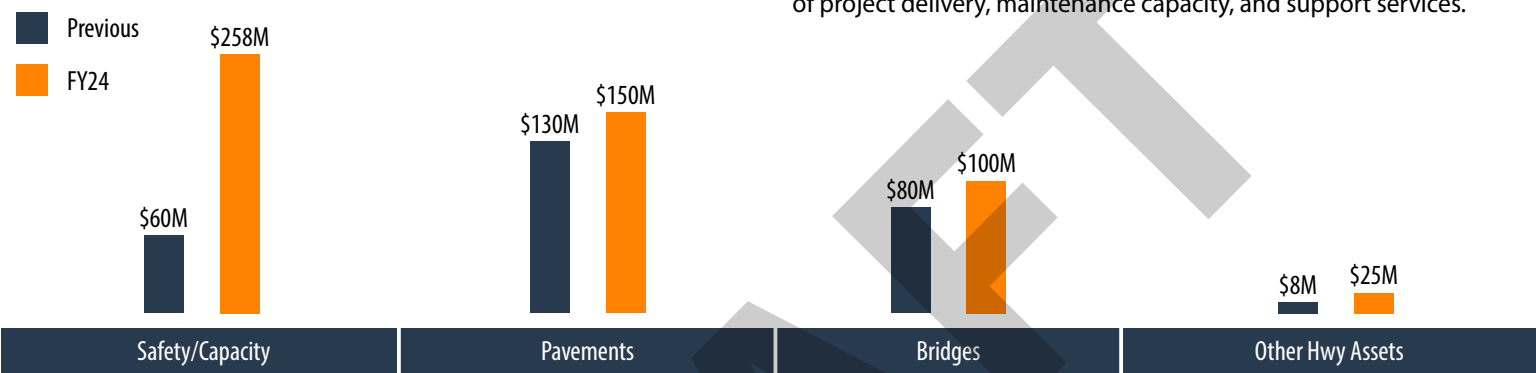
7) The Idaho Transportation Board authorized up to \$623.6M in TECM bonds.

8) In April 2023 ITD & ID Housing & Finance Authority issued the 2023 TECM Bond Series with total construction proceeds of \$398.6M.

# MOVING FORWARD: 2024 TO 2028

## INVESTING WITH PURPOSE

In order to ensure we are making responsible and strategic use of new funding, ITD has adopted a philosophy we call "invest with purpose" which describes the intentional, targeted investment decisions in specific categories in order to provide the greatest long-term value for future generations of Idahoans. With the increase in transportation funds in recent years, ITD has invested in infrastructure categories including safety/capacity, pavement, bridges, and other highway assets (see bar chart below) in order to maximize the greatest return on investment.



Does not include \$80M/yr Existing TECM Funds for Bonding/Pay as you go.

## WORKFORCE PLANNING

ITD's employees are at the center of what we do and in a challenging labor market, ITD has placed a renewed emphasis on workforce development, continually seeking ways to retain our employees for the long term future.

The record levels of project output have increased employee responsibilities and project complexity. Coupled with recent traffic growth, the demands on our system can be felt most by our maintenance crews and project delivery teams.

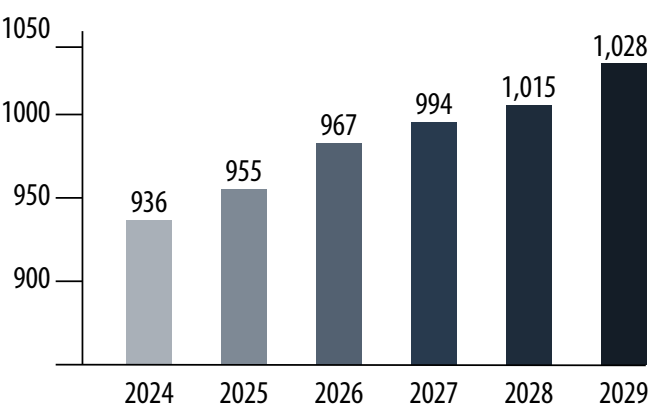
ITD is taking a proactive approach by initiating a multi-year, phased proposal to onboard new positions in order to meet current needs of project delivery, maintenance capacity, and support services.

## ADDRESSING AGING INFRASTRUCTURE

Much of Idaho's transportation infrastructure was built in the 1960's and is reaching the over 50-year mark, with historic bridges such as the Rainbow Bridge on State Highway 55 needing replacement. Investments in transportation have long-lasting value and benefits to Idahoans, and modernization of our current infrastructure will be necessary to continue to sustain Idaho's economic momentum.

### State-System Bridges 50 Years and Older

(Reflects bridges scheduled for replacement at current funding levels)



These numbers reflect totals out of Idaho's 1,840 bridges on the state system.

We want to hear from you! Visit [itd.idaho.gov](https://itd.idaho.gov) for information and email us at [PublicComments@itd.idaho.gov](mailto:PublicComments@itd.idaho.gov)





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 mins.

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By MA
Preparer's Name Jeff Nettleton	Preparer's Title Project Manager (Bonding Office)	Initials JN	

### Subject

Request Board approval for agreement authority to exceed \$1,000,000 on a new Professional Services Agreement on US-20, Exit 343 Interchange, Fremont Co. for Construction Engineering and Inspection services (CEI)

Key Number 23474	District 6	Route Number US-20
---------------------	---------------	-----------------------

### Background Information

#### General Background

Professional service agreements through ITD HQ Consultant Services Group within Highway Design Section follow three different processes based on the size of agreement. Small professional services agreements less than \$100,000 are procured through a Direct Selection process. Professional services agreements between \$100,000 and \$500,000 are secured through a Request for Information (RFI) process which short lists consultants from a prequalified consultant registry referred to as the Term Agreement list. Professional service agreements greater than \$500,000 are solicited through a formal Request for Proposal. In all cases, professional services agreements are secured using a qualification-based system rather than a competitive low bid basis used for typical construction contracts.

Board Policy 4001 delegates authority to approve routine engineering agreements of up to \$1 million to the Director or another designee. Any agreements that exceed this amount must be authorized by the Board. The purpose of this Board item is to request additional agreement authorization.

The size of the agreements listed are often anticipated and necessary due to the complexity and magnitude of the associated construction projects. In many instances, the original intent is to solicit the consultant service in phases allowing for greater flexibility for the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over \$1 million may be issued allowing for continuity of the inspector.

#### Project Specific Details

The purpose of this agenda item, per Board Policy 4001, is to seek Board approval authority to exceed \$1 million agreement threshold for CEI services on the US-20, Exit 343 (South St. Anthony) Interchange project during construction.

This TECM project constructs a new interchange at milepost (MP) 343.64 in St. Anthony, Idaho. Work includes construction of three new bridges, two to carry US-20 traffic over E 400 N and one to carry the westbound on-ramp traffic over the irrigation canal. All roadways within the project limits will be reconstructed with new pavement and base materials. The project will also include the relocation of an existing emergency vehicle turnaround in the median.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

A Request for Proposals has been posted for CEI services to assist District 6 in the administration of the construction of this interchange. It is anticipated that one agreement will be negotiated for the project. The expected cost for these services is \$3,000,000, which is approximately 11% of the programmed construction funding.

Currently, there is \$3.69 million scheduled for all construction services by consultants (construction inspection, testing, and staff augmentation; engineer of record, and public involvement).

TYPE	FUNDS EXIST	FUNDS NEEDED
Initial Agreement	X	
Supplemental Agreement- Phased Approach		
Supplemental Agreement- Change of Scope		

### Recommendations

Board approval to exceed the \$1 million agreement threshold on Project No. A023(474), US 20, South St. Anthony Interchange, Fremont Co up to \$3.0 million and authorize up to \$3.0 million for Construction Engineering and Inspection services (CEI). Resolution on page 110.

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



## RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, TECM Bonding Office will administer this project; and

WHEREAS, funding has been scheduled and will be obligated for this agreement.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves Key No. 23473, US-20, South St. Anthony Interchange, Fremont County to exceed the \$1 million agreement authorization for consultant services up to \$3.0 millions.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_ mins

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By MA
Preparer's Name Damon Allen, PE	Preparer's Title District Engineer	Initials DA	

## Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on a New Professional Services Agreement on I-90, Wolf Lodge to Cedars Mtce Site, Kootenai Co. by HDR.

Key Number 23243	District 1	Route Number I-90
---------------------	---------------	----------------------

## Background Information

### General Background

Professional service agreements through ITD HQ Consultant Services Group within Highway Design Section follow three different processes based on the size of agreement. Small professional services agreements less than \$100,000 are procured through a Direct Selection process. Professional services agreements between \$100,000 and \$500,000 are secured through a Request for Information (RFI) process which short lists consultants from a prequalified consultant registry referred to as the Term Agreement list. Professional service agreements greater than \$500,000 are solicited through a formal Request for Proposal. In all cases, professional services agreements are secured using a qualification based system rather than a competitive low bid basis used for typical construction contracts.

Board Policy 4001 delegates authority to approve routine engineering agreements of up to \$1M to the Director or another designee. Any agreements larger than this amount must be approved by the Board. The purpose of this Board item is to request approval for agreements larger than \$1M.

The large size of the agreements listed are often anticipated and necessary due to the complexity and magnitude of the associated construction projects. In many instances, the original intent is to solicit the consultant service in phases allowing for greater flexibility for the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over \$1M may be issued allowing for continuity of the inspector.

### Project Specific Details

The purpose of this agenda item, per Board Policy 4001, is to seek Board approval for additional agreement authority to exceed \$1M on the HDR professional services agreement for the I-90, Wolf Lodge to Cedars Maintenance Site, Kootenai County project.

The project will extend the service life of the roadway on Interstate 90 between the Wolf Lodge maintenance site at milepost 24.0 and the Cedars maintenance site at milepost 32.4. The project will improve the roadway surface by constructing a deep mill and asphalt pavement inlay on all the travel lanes and interchange ramps. The project will also improve safety by installing illumination at the 4<sup>th</sup> of July Interchange ramps, replacing all the substandard guardrail terminal ends and 40 year old concrete barrier, and adding additional median catch basins to improve the stormwater drainage on the 4<sup>th</sup> of July mountain pass that is currently insufficient.

In October 2023, through Request for Proposal (RFP), HDR was selected to provide design services. The project design services include the survey and geotechnical work, hydraulic drainage design,



## Board Agenda Item

ITD 2210 (Rev. 10-13)

illumination, safety rail upgrade/replacement, final design plans, bid purposal, and construction estimate. These services will bring the total cost of services to be approximately \$1.3M. This is approximately 4.3% of the programmed construction funding.

Currently, there is \$600,000 obligated. District 1 is able to rebalance current projects to make these funds available and obligating them for this request. No agreement will be written without enough obligated funding.

TYPE	FUNDS EXIST	FUNDS NEEDED
Initial Agreement		X
Supplemental Agreement- Phased Approach		
Supplemental Agreement- Change of Scope		

### Recommendations

Board approval to exceed the \$1 million agreement threshold on Project No. A023(243), I-90, Wolf Lodge to Cedars Mtc Site, Kootenai Co by HDR up to \$1.3 million. Resolution on page 113.

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



## RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, District 1 will administer this project; and

WHEREAS, the agreement will not be written until the funding has been scheduled and obligated.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves Key No. 23243, I-90, Wolf Lodge to Cedars Maintenance Site to exceed the \$1 million agreement authorization for consultant services up to \$1.3 million.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 min

Presenter's Name	Presenter's Title	Initials	Reviewed By
Dan McElhinney/Vincent Trimboli	CD/COO, P & D Program Mngr.	DM/VT	
Preparer's Name	Preparer's Title	Initials	
Aaron S. Bauges	District 3 Planning Manager	ASB	BR

### Subject

SH-55 Banks Lowman Road Intersection		
Key Number	District	Route Number
NA	D3	SH-55

### Background Information

District 3 seeks Board approval to add, SH-55 BANKS LOWMAN RD INTERSECTION, BOISE to the Idaho Transportation Investment Program (ITIP) in the Early Development Program. This item is a follow-up to an informational presentation on intersection study results to the Idaho Transportation Board last month. Adding this project to the ITIP will allow staff to develop interim and final project scope of work, engage in public involvement activities, environmentally clear the project areas, perform agency consultation and begin ITD and consultant design work in FY24.

The current SH-55 intersection at Banks Lowman Road has been a traffic operations priority to address traffic safety and summer congestion issues. Currently, the Department uses maintenance employees and funds contract flagging at the intersection of SH-55 and Banks Lowman Rd for 8–10 high volume weekends every summer to address the seasonal traffic peaks associated with recreation in Valley County and Boise County. Traffic on the Banks Lowman Road is unable to find sufficient gaps in the steady southbound traffic on SH-55, resulting in excess queue lengths and wait times for travelers.

Given the work zone safety concerns and the increasing traffic volumes on these routes, ITD has determined a viable, long-term solution. With significant stakeholder interest in the intersection, District 3 was awarded a Federal Lands Access Program (FLAP) Planning Grant to study the intersection and make recommendations on possible improvements. This spring the FLAP study concluded signalization of the intersection was the recommended alternative to improve safety and operations.

This project will review interim and final signals at the intersection, replace and widen the SH-55 bridge over the South Fork Payette River, replace and widen the Boise County bridge over the North Fork Payette River and improve vehicle sight distance. This project also will install an adaptive advanced warning system approaching the intersection in both directions of SH-55. The estimated project construction cost is estimated to be \$40-\$50 million. This request is for Early Development activities only. Construction is not funded.

### Recommendations

Approve adding this project to the ITIP in the FY2024-FY2030 Early Development Program and provide \$50,000 FY2024 Preliminary Engineering (PE) and \$4,000,000 FY2024 PE by consultant (PC) funding for design. Resolution on page 115.

RES. NO. ITB23      WHEREAS, the Idaho Transportation Board supports the Idaho Transportation Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, Board Policy 4031 allows, upon request, the addition of projects into the Early Development Program of the Idaho Transportation Investment Program (ITIP); and

WHEREAS, the Idaho Transportation Department has recognized a need for coordination, plans, specifications and estimate development, environmental analysis and public outreach; and

WHEREAS, having a project in the ITIP provides maximum flexibility to work with other agencies, the local communities and stakeholders in the area and reduces the schedule and timing risks associated with a complex project; and

WHEREAS, having a completed design and environmental clearance allows for right-of-way acquisition for the construction of the project.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the FY2024-2030 Idaho Transportation Investment Program (ITIP) include the SH-55 Banks Lowman Road Intersection, Boise project in the Early Development Program, and that \$4.05 million in available FY2024 funds be allocated for the development of this project.





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 5 mins

Presenter's Name Kevin Sablan	Presenter's Title Design/Traffic Engineer	Initials ks	Reviewed By
Preparer's Name Kevin Sablan	Preparer's Title Design/Traffic Engineer	Initials ks	

## Subject

Deletion of Board Policy 4070 & Administrative Policy 5070 on use of off-highway vehicles on highways		
Key Number	District	Route Number

## Background Information

During the 2021 legislative session, the Idaho legislature revised Idaho Code 49-426 EXEMPTIONS FROM OPERATING FEES allowing off-highway vehicles (OHV) to operate on sections of non-full-access controlled state highways within and up to five miles outside city limits where the posted speed limit is 60 mph or less. The revision removes the requirement for the Transportation Board approval to allow these vehicle types to operate on the highway outside city limits. Past the five-mile allowance, OHVs are only allowed to cross the highway at public road intersections and designated OHV trail crossing points.

Subsequently during the 2022 legislative session with the approval of HB700, the 60 mph upper limit was raised to 65 mph.

These changes to the law eliminate the need for the following policies:

- **Board Policy 4070** All-Terrain Vehicles, Utility Type Vehicles, Specialty Off-Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways
- **Administrative Policy 5070** All-Terrain Vehicles, Utility Type Vehicles, Specialty Off-Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways

The Transportation Board's Subcommittee on Policies concurred with staff's recommendation at its September 27, 2023 meeting.

## Recommendations

Approve deletion of Board Policy 4070 and Administrative Policy 5070. Resolution on page 124.

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_

IN THE HOUSE OF REPRESENTATIVES

HOUSE BILL NO. 700

BY WAYS AND MEANS COMMITTEE

AN ACT

RELATING TO MOTOR VEHICLE REGISTRATION; AMENDING SECTION 49-426, IDAHO CODE, TO REVISE A PROVISION REGARDING A CERTAIN SPEED LIMIT FOR OFF-HIGHWAY VEHICLES AND TO MAKE A TECHNICAL CORRECTION; AND DECLARING AN EMERGENCY AND PROVIDING AN EFFECTIVE DATE.

Be It Enacted by the Legislature of the State of Idaho:

SECTION 1. That Section 49-426, Idaho Code, be, and the same is hereby amended to read as follows:

49-426. EXEMPTIONS FROM OPERATING FEES. The provisions of this chapter with respect to operating fees must not apply to:

(1) Motor vehicles owned or leased by the United States, the state, a city, a county, any department thereof, any political subdivision or municipal corporation of the state, any taxing district of the state, any state-registered nonprofit subscription fire protection unit, or any organization, whether incorporated or unincorporated, organized for the operation, maintenance, or management of an irrigation project or irrigation works or system or for the purpose of furnishing water to its members or shareholders, but in other respects the provisions of this chapter are applicable.

(2) Farm tractors, implements of husbandry, manufactured homes that qualify for an exemption under the provisions of section 49-422, Idaho Code, road rollers, wheel-mounted tar buckets, portable concrete or mortar mixers, wheel-mounted compressors, tow dollies, portable toilet trailers, street sweepers, other construction equipment, forestry equipment, lawn and grounds equipment, and similar devices as determined by the department that are temporarily operated or moved upon the highways need not be registered under the provisions of this chapter, nor will implements of husbandry be considered towed units under registration of vehicle combinations as defined in section 49-108(2), Idaho Code. In addition, self-propelled wheelchairs, three-wheeled bicycles, wheelchair conveyances, golf carts, lawn mowers, and scooters operated by persons who by reason of physical disability are otherwise unable to move about as pedestrians are exempt from registration requirements under the provisions of this chapter. Motorcycles and off-highway vehicles need not be licensed under the provisions of this chapter or numbered pursuant to the provisions of sections 67-7122 and 67-7124, Idaho Code, if they are being used exclusively in connection with agricultural, horticultural, dairy and livestock growing and feeding operations, or used exclusively for snow removal purposes. Travel upon the public highways must be limited to travel between farm or ranch locations. Motorcycles and off-highway vehicles used for this purpose must meet the emblem requirements of section 49-619, Idaho Code.

1 (3) Off-highway vehicles licensed pursuant to this chapter and num-  
 2 bered pursuant to section 67-7122 or 67-7124, Idaho Code, and those vehicles  
 3 exempt from licensing and numbering pursuant to subsection (2) of this sec-  
 4 tion are permitted to operate on:

5 (a) All highways that are not state highways and that are not interstate  
 6 highways;

7 (b) Any non-full access-controlled state highway within the boundaries  
 8 of a municipality and extending one (1) mile from such boundary lines  
 9 where the posted speed limit is sixty (60) miles per hour or less; and

10 (c) Any non-full access-controlled state highway outside of municipal-  
 11 ities where the posted speed limit is sixty-five (60~~5~~) miles per hour or  
 12 less for continuous distances of no more than five (5) miles for the lim-  
 13 ited purpose of connecting between OHV trails, obtaining access to or  
 14 from an OHV trail, or to access necessary services such as fuel, lodg-  
 15 ing, food and beverage, and maintenance.

16 (4) Off-highway vehicles licensed pursuant to this chapter and num-  
 17 bered pursuant to section 67-7122 or 67-7124, Idaho Code, and those vehicles  
 18 exempt from licensing and numbering pursuant to subsection (2) of this sec-  
 19 tion must be permitted to cross a highway, except interstate highways and  
 20 full access-controlled state highways, at a public road intersection and  
 21 at any point where an OHV trail intersects, provided the vehicle comes to a  
 22 full and complete stop before making the crossing and yields to any highway  
 23 traffic.

24 (5) The operation of off-highway vehicles licensed pursuant to this  
 25 chapter and numbered pursuant to section 67-7122 or 67-7124, Idaho Code,  
 26 and those vehicles exempt from licensing and numbering pursuant to subsec-  
 27 tion (2) of this section are not permitted on interstate highways and full  
 28 access-controlled state highways, provided that the Idaho transportation  
 29 board may designate sections of such state highways upon which off-highway  
 30 vehicles may travel.

31 (6) The Idaho transportation board may, after sufficient public notice  
 32 is given and a public hearing held, designate sections of state highways that  
 33 are closed or limited to off-highway vehicle use. The Idaho transportation  
 34 board must deliver written notice to the director of the Idaho department of  
 35 parks and recreation at least thirty (30) days before the public hearing and  
 36 must accept and consider any comment from the director of the Idaho depart-  
 37 ment of parks and recreation received within the thirty (30) day period or at  
 38 the public hearing.

39 (7) Any political subdivision of the state of Idaho may, but only after  
 40 sufficient public notice is given and a public hearing held, adopt local or-  
 41 dinances or resolutions designating highways or sections of highways under  
 42 its jurisdiction that are closed or limited to off-highway vehicle use. No-  
 43 tice of any such public hearing must be delivered in writing at least thirty  
 44 (30) days in advance to the director of the Idaho department of parks and  
 45 recreation. A political subdivision must accept and consider any comment  
 46 from the director of the Idaho department of parks and recreation received  
 47 within the thirty (30) day period or at the public hearing.

48 (8) When operating an off-highway vehicle upon highways, off-highway  
 49 vehicles must not travel at speeds greater than the posted speed limit or  
 50 forty-five (45) miles per hour, whichever is less.

1       (9) The requirements of title 18 and chapters 2, 3, 6, 8, 12, 13, and  
2 14, title 49, Idaho Code, apply to the operation of off-highway vehicles upon  
3 highways.

4       (10) Off-highway vehicles may be used on highways located on state lands  
5 or federal lands that are not part of the highway system of the state of  
6 Idaho, provided the numbering requirements of section 67-7122 or 67-7124,  
7 Idaho Code, are met.

8       SECTION 2. An emergency existing therefor, which emergency is hereby  
9 declared to exist, this act shall be in full force and effect on and after  
10 July 1, 2022.



# Idaho Statutes

## TITLE 49 MOTOR VEHICLES CHAPTER 4

### MOTOR VEHICLE REGISTRATION

49-426. EXEMPTIONS FROM OPERATING FEES. The provisions of this chapter with respect to operating fees shall not apply to:

(1) Motor vehicles owned or leased by the United States, the state, a city, a county, any department thereof, any political subdivision or municipal corporation of the state, any taxing district of the state, any state registered nonprofit subscription fire protection unit, or any organization, whether incorporated or unincorporated, organized for the operation, maintenance, or management of an irrigation project or irrigation works or system or for the purpose of furnishing water to its members or shareholders, but in other respects shall be applicable.

(2) Farm tractors, implements of husbandry, those manufactured homes which qualify for an exemption under the provisions of section 49-422, Idaho Code, road rollers, wheel mounted tar buckets, portable concrete and/or mortar mixers, wheel mounted compressors, tow dollies, portable toilet trailers, street sweepers, other construction equipment, forestry equipment, lawn and grounds equipment and similar devices as determined by the department which are temporarily operated or moved upon the highways need not be registered under the provisions of this chapter, nor shall implements of husbandry be considered towed units under registration of vehicle combinations as defined in section 49-108(2), Idaho Code. In addition, self-propelled wheelchairs, three-wheeled bicycles, wheelchair conveyances, golf carts, lawn mowers, and scooters operated by persons who by reason of physical disability are otherwise unable to move about as pedestrians shall be exempt from registration requirements under the provisions of this chapter. Motorcycles, motorbikes, utility type vehicles and all-terrain vehicles need not be licensed under the provisions of this chapter or numbered pursuant to the provisions of section 67-7122, Idaho Code, if they are being used exclusively in connection with agricultural, horticultural, dairy and livestock growing and feeding operations or used exclusively for snow removal purposes. Travel upon the public highways shall be limited to travel between farm or ranch locations. Motorcycles, motorbikes, utility type vehicles and all-terrain vehicles used for this purpose shall meet the emblem requirements of section 49-619, Idaho Code.

(3) Any political subdivision of the state of Idaho may, but only after sufficient public notice is given and a public hearing held, adopt local ordinances or resolutions designating highways or sections of highways under its jurisdiction which are closed to all-terrain vehicles, utility type vehicles, specialty off-highway vehicles and motorbikes licensed pursuant to this chapter and numbered pursuant to section 67-7122, Idaho Code. The operation of licensed and numbered all-terrain vehicles, utility type vehicles and motorbikes and those vehicles exempt from licensing and numbering pursuant to subsection (2) of this section shall not be permitted on controlled access highways, except as provided in subsection (4) of this section. The requirements of title 18 and chapters 2, 3, 6, 8, 12, 13 and 14, title 49, Idaho Code, shall apply to the operation of any all-terrain vehicle, utility type vehicle or motorbike upon highways. Costs related to the posting of signs on highways or sections of highways that are closed to such vehicles,

indicating the ordinance, are eligible for reimbursement through the motorbike recreation account created in section 67-7126, Idaho Code.

(4) The Idaho transportation board may designate sections of state highways upon which all-terrain vehicles, utility type vehicles, specialty off-highway vehicles and motorbikes may travel. All-terrain vehicles, utility type vehicles, specialty off-highway vehicles and motorbikes shall be permitted to cross a non-full access-controlled highway at a public road intersection. All-terrain vehicles, utility type vehicles, specialty off-highway vehicles and motorbikes shall be permitted to travel upon that portion of any non-full access-controlled state highway with a speed limit of forty-five (45) miles per hour or less lying within and extending one (1) mile beyond the boundaries of a municipality unless restricted by the Idaho transportation board or closed as provided in subsection (3) of this section. The requirements of title 18 and chapters 2, 3, 6, 8, 12, 13 and 14, title 49, Idaho Code, shall apply to the operation of all-terrain vehicles, utility type vehicles, specialty off-highway vehicles and motorbikes when upon state highways.

(5) All-terrain vehicles, utility type vehicles, specialty off-highway vehicles and motorbikes may be used on highways located on state lands or federal lands which are not part of the highway system of the state of Idaho, provided the numbering requirements of section 67-7122, Idaho Code, are met.

History:

[49-426, added 1988, ch. 265, sec. 88, p. 619; am. 1989, ch. 310, sec. 16, p. 791; am. 1992, ch. 35, sec. 17, p. 120; am. 1992, ch. 238, sec. 2, p. 709; am. 1992, ch. 268, sec. 2, p. 829; am. 1998, ch. 104, sec. 1, p. 361; am. 1998, ch. 272, sec. 1, p. 902; am. 1999, ch. 170, sec. 2, p. 460; am. 2000, ch. 315, sec. 3, p. 1062; am. 2005, ch. 70, sec. 2, p. 245; am. 2008, ch. 409, sec. 4, p. 1130; am. 2009, ch. 157, sec. 8, p. 468; am. 2012, ch. 86, sec. 1, p. 243; am. 2014, ch. 338, sec. 1, p. 838; am. 2015, ch. 180, sec. 1, p. 582; am. 2016, ch. 237, sec. 1, p. 632.]

How current is this law?

**Search the Idaho Statutes and Constitution**



~~ALL TERRAIN VEHICLES, UTILITY TYPE VEHICLES, SPECIALTY OFF-HIGHWAY VEHICLES,  
MOTORBIKE AND SNOWMOBILE TRAVEL AND CROSSING ON THE STATE HIGHWAYS~~

~~Purpose~~

~~The purpose of this policy is to implement Board Policy 4070 authorizing the Director to designate sections of state highways upon which certain vehicles may travel and cross.~~

~~Legal Authority~~

~~— Idaho Code 49-426(4) — The Board has the authority to regulate travel upon and crossings of state highways by certain types of vehicles registered under Idaho Code.~~

~~Idaho Code 67-7109(1) — Snowmobiles are prohibited from crossing controlled access highways.~~

~~Idaho Code 67-7109(4) — Snowmobiles may be operated on that portion of a highway system or roadway not maintained or utilized for operation of conventional motor vehicles.~~

~~Idaho Code assigns authority to the Idaho Transportation Board to designate sections of highways where all-terrain vehicles (ATVs), utility type vehicles (UTVs), specialty off-highway vehicles (SOHVs), and motorbikes may travel upon and cross. The decision-making authority has been assigned to the Director by Board Policy 4070.~~

~~Title 49 provides the following:~~

~~1) Within city limits, and within one mile of city limits, ATVs, UTVs, SOHVs, and motorbikes can travel on non-full access controlled state highways if the speed limit is 45 mph or less, unless restricted by the Idaho Transportation Board.~~

~~Outside city limits (except for one mile beyond city limits), the Idaho Transportation Board may designate sections of state highways to allow ATV, UTV, SOHV, and motorbike use.~~

~~ATVs, UTVs, SOHVs, and motorbikes are permitted to cross non-full access controlled highways at public road intersections within and outside of city limits and other locations permitted by the Idaho Transportation Board.~~

~~Any designation to allow travel upon non-full access controlled state highways and crossing at non-public road intersections, such as designated trail crossings, shall be supported by an engineering investigation and evaluation. The Division of Highways shall manage and track approved ATV, UTV, SOHV, and motorbike crossing points at non-public road intersections on non-full access controlled highways as an encroachment permit in accordance with DAPA 39.03.42 — Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way.~~

~~The Division of Highways shall establish guidelines and considerations when evaluating areas on the State Highway system to allow crossings by ATVs, UTVs, SOHVs, and motorbikes. Responsibility to administer the approval, management, and tracking of these areas is hereby assigned to the Chief Operations Officer.~~

Date 3/13/2019

Brian W. Ness  
Director



BOARD POLICY 4070

Page 1 of 1

~~ALL TERRAIN VEHICLES, UTILITY TYPE VEHICLES, SPECIALTY OFF-HIGHWAY  
VEHICLES, MOTORBIKE AND SNOWMOBILE TRAVEL AND CROSSING ON THE  
STATE HIGHWAYS~~

Purpose

~~This policy authorizes the Director to designate sections of state highways over which certain vehicles may  
be allowed or prohibited to travel upon and cross.~~

Legal Authority

~~Idaho Code 49-426(4) – The Board has the authority to regulate travelling upon and crossing of state  
highways by certain types of vehicles registered under Title 67, rather than Title 49.~~

~~Idaho Code 67-7109(1) – Snowmobiles prohibited from crossing controlled access highways.~~

~~Idaho Code 67-7109(4) – Snowmobiles may be operated on that portion of a highway or public roadway  
right-of-way not maintained or utilized for operation of conventional motor vehicles.~~

~~The Board directs the Department to create and publish a policy regarding travelling upon and crossing of  
state highways by all-terrain vehicles, utility type vehicles, specialty off-highway vehicles, motorbikes and  
snowmobiles.~~

Jerry Whitehead  
Board Chairman

Approved by the Board on:

Date 02/18/16



WHEREAS, the Idaho Transportation Board is charged with setting policies for the Idaho Transportation Department; and

WHEREAS, Idaho Code 49-426 EXEMPTIONS FROM OPERATING FEES was revised allowing off-highway vehicles to travel on the State Highway System within and up to five miles outside of city limit boundaries; and

WHEREAS, the change in Idaho Code removes any action from the Idaho Transportation Department to allow such travel, eliminating the need for Board Policy 4070 and Administrative Policy 5070 All Terrain Vehicles, Utility Type Vehicles, Specialty Off Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways, such that both may be deleted.

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations at its September 27, 2023 meeting.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves with the deletion of Board Policy 4070 and Administrative Policy 5070 All Terrain Vehicles, Utility Type Vehicles, Specialty Off Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10min

Presenter's Name Steve Spoor	Presenter's Title Maintenance Operations Manager	Initials SS	Reviewed By
Preparer's Name Steven Spoor	Preparer's Title Maintenance Operations Manager	Initials SS	

## Subject

Revision to Administrative Policy 5012, Protecting and Maintaining State Highways

Key Number	District	Route Number
------------	----------	--------------

## Background Information

This is a revision of Administrative Policy 5012, Protecting and Maintaining State Highways, with edits to address the Idaho State Police's authority to close or restrict the use of highways and reference to the current chapter within ITD's Operations Manual.

The first document is the full document in legislative format showing proposed revisions as shown on the following page.

The second document is the final version of the revised policy.

The Transportation Board's Subcommittee on Policies has reviewed the revisions and concurred with staff's recommendation at its September 27, 2023 meeting.

## Recommendations

Approve policy for adoption. Resolution on page 128.

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



## PROTECTING AND MAINTAINING STATE HIGHWAYS

### **Purpose**

This policy implements Board policy 4012 delegating the responsibility for closing or restricting state highway use and for notifying the media of closures or restrictions.

### **Legal Authority**

- Idaho Code Section 40-310(10) - The Board is authorized to close or restrict the use of state highways when necessary to protect the public or to protect the highway from damage.
- Idaho Code Section 67-2901(5) – Idaho State Police authority to temporarily restrict use or close any highway.

The District Engineer is responsible for closing or restricting the use of state highways when such action is necessary to protect the public or to prevent damage to the roadway. The Idaho State Police (ISP), local law enforcement officers, the State Emergency Medical Services (EMS) Communications Center, and other responsible agencies shall be advised of the closure and when necessary their assistance may be requested.

ISP has the statutory authority to regulate traffic on all highways and roads in the state, including the authority to temporarily close or restrict the use of any highway or roadway whenever the closure or restriction of the use is deemed necessary for the safety of the public.

Law enforcement personnel are empowered at their discretion, to block the highway and enforce temporary delays, inform the news media of road and weather conditions, and issue travelers warnings through State EMS Communications Center whenever conditions warrant such action.

During regular business hours, the Office of Communications, in coordination with the appropriate District Engineer or a designee, shall notify the media of roadway closures, openings, etc. During non-business hours, the State EMS Communications Center, in coordination with the Office of Communications and the appropriate District Engineer or a designee, shall make the necessary notifications.

Procedures for implementing this policy are in the ITD Maintenance Operations Manual, Section 322 Chapter 2.

Date: \_\_\_\_\_

\_\_\_\_\_  
**Brian W. Ness L. Scott Stokes**  
Director



## PROTECTING AND MAINTAINING STATE HIGHWAYS

### **Purpose**

This policy implements Board policy 4012 delegating the responsibility for closing or restricting state highway use and for notifying the media of closures or restrictions.

### **Legal Authority**

- Idaho Code Section 40-310(10) - The Board is authorized to close or restrict the use of state highways when necessary to protect the public or to protect the highway from damage.
- Idaho Code Section 67-2901(5) – Idaho State Police authority to temporarily restrict use or close any highway.

The District Engineer is responsible for closing or restricting the use of state highways when such action is necessary to protect the public or to prevent damage to the roadway. The Idaho State Police (ISP), local law enforcement officers, the State Emergency Medical Services (EMS) Communications Center, and other responsible agencies shall be advised of the closure and when necessary their assistance may be requested.

ISP has the statutory authority to regulate traffic on all highways and roads in the state, including the authority to temporarily close or restrict the use of any highway or roadway whenever the closure or restriction of the use is deemed necessary for the safety of the public.

Law enforcement personnel are empowered at their discretion, to block the highway and enforce temporary delays, inform the news media of road and weather conditions, and issue travelers warnings through State EMS Communications Center whenever conditions warrant such action.

During regular business hours the Office of Communications, in coordination with the appropriate District Engineer or a designee, shall notify the media of roadway closures, openings, etc. During non-business hours the State EMS Communications Center, in coordination with the Office of Communications and the appropriate District Engineer or a designee, shall make the necessary notifications.

Procedures for implementing this policy are in the ITD Operations Manual, Chapter 2.

Date: \_\_\_\_\_

---

L. Scott Stokes  
Director

WHEREAS, the Idaho Transportation Board is charged with setting policies for the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5012 Protecting and Maintaining State Highways, was revised to add reference to the Legal Authority, Idaho Code Section 67-2901(5), and the policy was revised to include reference to the Idaho State Police's authority to close or restrict the use of highways; and

WHEREAS, Administrative Policy 5012 was revised to reference Chapter 2 of the Operations Manual; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations at its September 27, 2023 meeting.

*NOW THEREFORE BE IT RESOLVED*, that the Board adopts the revisions to Administrative Policy 5012 Protecting and Maintaining State Highways.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 10/18/2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 15 minutes

Presenter's Name Josephine Middleton	Presenter's Title Highway Safety Manager	Initials JM	Reviewed By
Preparer's Name Josephine Middleton	Preparer's Title HSM	Initials JM	

## Subject

Office of Highway Safety (OHS) - Safety Partners in District 6		
Key Number	District	Route Number

## Background Information

This will be a presentation about the safety partners in District 6. September 17-23 was Child Passenger Safety Week. The Office of Highway Safety (OHS) will provide an update on the statewide child safety seat events that took place, including Grease Monkey in Pocatello and Idaho Falls, where they offer child passenger seats and installation checks for free. The OHS has nominated Grease Monkey for a national award at Lifesavers Conference in 2024. October 15-21 is Teen Driver Safety Week, the OHS will present what is happening statewide and Bonneville School District 93 will highlight the work they are doing to promote teen traffic safety within that school district.

**Recommendations:** This presentation is for informational purposes only.

## Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 18, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 Mins

Presenter's Name Justin Collins	Presenter's Title Controller	Initials JC	Reviewed By
Preparer's Name Justin Collins	Preparer's Title Controller	Initials JC	

## Subject

Capital Facility Funding Options (State Street to Chinden Campus Move)		
Key Number	District	Route Number

## Background Information

The planning and design to move the ITD Headquarters operations from the State Street Campus to the Chinden Campus is an on-going effort. With the sale price of the State Street Campus now public, and the continued refinement of the cost to build replacement facilities, this item is to seek Board direction on various options to fund the estimated difference in cost.

## Recommendations

For Information.

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_