



AGENDA

Regular Meeting of the
Idaho Transportation Board

November 15, 2023

Idaho Chinden Campus
11331 W. Chinden Blvd., Building 8
Boise, Idaho

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2630 618 9998
- b. meeting password: 1234

KEY:

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

		Page #	Time*
Action Item	1. CALL MEETING TO ORDER		8:30
	EAB called meeting to order & conducted election for a Chairman Pro Tem		
Info Item	2. SAFETY SHARE: Employee Safety & Risk Manager, Danner		
Action Item	3. BOARD MINUTES – October 17 - 18, 2023	4	
Info Item	4. BOARD MEETING DATES.....	16	
	Next meeting is December 13 in Boise		
	Proposed 2024: April 17 & 18 – District 5, May 15 & 16 – District 4, June 13 & 14 – District 3, July 23 & 24 – District 1, August 21 & 22 – District 6 September 18 & 19 – District 2		
Action Item	5. CONSENT CALENDAR.....	17	
COM	2023-24 ITD ZBR pending administrative rulemakings	18	
HWY	Board approval of contracts for award	20	
HWY	Modify the rail-highway crossing program in the approved ITIP	43	
COM	ITD FY23 annual report	44	
Info Items	6. INFORMATIONAL CALENDAR		
HWY	Contract awards & advertisements	49	
HWY	Monthly reporting of federal formula program funding through Oct 30th....	56	
HWY	Report on professional services agreements & term agreement work tasks..	58	
ADM	FY 2025 budget revision #1 Statewide Cost Allocation Plan Adjustment....	64	

*All listed times are in MDT 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.



November 15, 2023

Boise, Idaho

Page # Time

- 7. DIRECTOR'S MONTHLY REPORT:** Director Stokes **8:40**
- 8. INTRODUCTION AND UPDATE: Governor's Office Director of Operations and Transportation Advisor: Lori Wolff** **9:00**
- 9. AGENDA ITEMS**

Information Items

HWY ____ Schwendiman	Annual Report: Idaho's Rail-Highway crossing program	66	9:10
HWY ____ Parrish	Annual update on ITD's research program.....	78	9:20
	10. BREAK		9:40
HWY ____ Sablan	2023 Operations Review of 80 MPH Interstate Corridors.....	79	10:00
HWY ____ Walker/Cornett	Office of Highway Safety – Backseat Driver's Manual	80	10:15
DIR ____ McElhinney/Heuring	4 th Annual ITD/AGC Excellence in Construction Partnering Award Presentation	81	10:30
ADM ____ Collins	State FY24 Financial Statements	82	10:50
ADM ____ King/Collins	Spring 2024 bond sale & market update.....	106	11:00
HWY ____ Terlizzi	Highway historical markers.	109	11:30
HWY ____ McElhinney/Luekenga	The Strategic Initiatives Program Local Transportation Grant Program (LTGP) .	109A	11:45
	11. LUNCH: with Trucking Advisory Council (Salmon River Room)		12:00
DIR ____ Chairman Pocock	Trucking Advisory Council Annual Report.....	110	1:30

*All listed times are in MDT 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.



November 15, 2023
Boise, Idaho

Page # **Time**

9. AGENDA ITEMS (CON'T)

Action Items

HWY Wonacott	___	Add local advance wetland mitigation, Upper Snake River watershed project..... (Resolution on page 112A)	111	1:50
HWY Crider	___	Request approval for agreement authority to exceed \$1M, I-84 South Jerome..... Interchange, Jerome Co by Horrocks Engineers (Key 19338) (Resolution on page 115)	113	1:55
HWY Crider	___	Request approval for agreement authority to exceed \$1M, SH 55, North Fork of the Payette River, Rainbow Bridge by Delve Underground (Key 23187) (Resolution on page 118)	116	2:00
HWY Crider	___	Request approval for agreement authority to exceed \$1M, SH 55, North Fork of the Payette River, Rainbow Bridge by Modjeski and Masters (Key 23187) (Resolution on page 121)	119	2:05
HWY Crider	___	Request approval for agreement authority to exceed \$1M, I-84 Karcher IC,..... Karcher to Middleton Rd, Canyon Co by Horrocks (Key 23336) (Resolution on page 124)	122	2:10
HWY Crider	___	Request approval for agreement authority to exceed \$1M, SH 16, Ustick road.... to US 20/26, Ada and Canyon Counties by HMH, LLC (Key 23408) (Resolution on page 127)	125	2:15
HWY Crider	___	Request approval for agreement authority to exceed \$1M, SH 16, Franklin road to Ustick road, Ada and Canyon Counties by HMH, LLC (Key 23409) (Resolution on page 130)	128	2:20
HWY Crider	___	Request approval for agreement authority to exceed \$1M, SH 16, I-84 to Franklin road, Ada and Canyon Counties by HMH, LLC (Key 23410) (Resolution on page 133)	131	2:25
11. EXECUTIVE SESSION (Canyon Creek Conference Room)				2:30
PERSONNEL ISSUES [SECTION 74-206(a), (b)]				
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]				
12. ADJOURNMENT (estimated time)				3:30

*All listed times are in MDT 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

October 17 - 18, 2023

The Idaho Transportation Board met at 10:00 AM on Tuesday, October 17, 2023, in Rexburg, 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 6 Groundbreaking and Outreach Workshop. The Board attended the St. Anthony Interchange groundbreaking event. Following the groundbreaking, the Board convened at the St. Anthony ITD maintenance shed where they heard from staff about an innovation and had a hands-on tour of various maintenance trucking equipment. Next, the outreach workshop with local transportation officials was held at the SpringHill Suites in Rexburg.

Chairman Moad and Member Hoff 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 6 Engineer Jason Minzghor 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 presented statewide project construction and TECM bond program progress and DE-6 Minzghor presented on local highway projects and district priorities. Motor Vehicle Administrator Lisa McClellan gave an update on DMV, Aeronautics Administrator Tom Mahoney presented information on aeronautics, and Public Transportation Manager Ron Duran provided an overview on Public Transportation. Controller Justin Collins provided an update on ITD funding, 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 workshop recessed at 3:30 PM.

October 18, 2023

The Idaho Transportation Board convened at 8:30 AM on Wednesday, October 18, 2023, at the District 6 office in Rigby, Idaho. Members and principals from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Transportation Engineer Jeremie Pettingill reported on an innovation implemented to keep employees safe while doing roadway night work. Their office purchased light beacons that are attached to staff's reflective safety vest. Beacons increase the visibility so employees are easier to see and safer while conducting roadway night work.

Board Minutes. Member Bulger made a motion to approve the minutes of September 19 & 20, 2023, seconded by Member Thompson, and the motion passed unanimously.

Board Meeting Dates. The next meeting is November 15, 2023 in Boise. The Board will set its 2024 district board tour meeting dates next month.

Consent Items. Chairman Moad inquired about the contract award. District 6 Engineer Jason Minzghor clarified the contract is for centerline and transverse rumble strips for a SH-33 and SH-32 project in his district.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB23-105 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.

1) Contract to award. The low bid on the following project is more than ten percent over the engineer's estimate, requiring justification. On key #23988SIA, SH-33, centerline and SH-32 transverse rumble strips, District 6. The main difference between the low bid and engineer's estimate is for traffic control and sinusoidal rumble strips. The District does not believe re-advertising the project again would result in lower bids and recommends awarding the contract. Low bidder: Clear Zone Construction - \$520,557.00.

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 #21897, Smiley Creek Airport bridge. The \$1,132,386.00 bid on the following project is more than ten percent over the engineer's estimate, requiring justification. The District does not believe re-advertising the

project would result in lower bids and recommends rejecting the bid to review and rebid for construction at a later date.

Informational Items. Member Kempton requested the Board receive a presentation on the 80 MPH speed limit report. Clarifying it did not need to be annual. He stated the general number of crashes has increased, which are not necessarily contributed to speed, but interested in how the department is going to prevent increases. He also observed the general attitude of drivers is more aggressive.

CD/COO McElhinney stated the focus has been on work zone crashes in lowering the speed limits to 55 mph for crossover work zones. He intends to consult with Trucking Advisory Council, among other stakeholders, for input.

Vice Chair DeLorenzo shared she would not mind the report being annually so staff could explain the graph content on the 85th percentile and differential speeds and crash data.

Director Stokes reported staff will be prepared to present the report at next month's board meeting.

Member Bulger inquired about data on Idaho State Police's funding base for patrols that might lend to causation. Director Stokes stated ITD pays ISP to do auxiliary patrols that are mainly in work zones; however, it is at their discretion.

1) Contract awards and advertisements. There were four ITD contracts awarded that did not require Board approval from September 1 - 30, 2023. From October 1, 2022 to September 30, 2023, 87 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 August 28 to September 24, 2023, 20 new professional services agreements and work tasks were processed, totaling \$4,068,925. Five supplemental agreements to existing professional services agreements were processed during this period for \$737,862.

3) Non-Construction professional service contracts. Board Policy 4001 states, 'Each month the Chief Administrative Officer shall report to the Board all non-construction professional service agreements entered into by the Department.' Three agreements were executed: Browne, Bortz & Coddington for a DBE project tool - \$45,000 and Horrocks Engineering for the highway safety plan - \$45,000, and Wildlife Connectivity Institute for wildlife-vehicle conflicts identification - \$97,794.

4) Sponsorship of Department Programs update. Board Policy 4041 requires annual reports on sponsorship of department's programs. There were no agreements to report.

5) 80 MPH interstate speed limits 2023 update. In July 2014, ITD raised the speed limit on rural sections of Interstate Highways 15, 84, and 86 from 75 mph to 80 mph. Since implementation, ITD has been monitoring these corridors and tracking operating speeds and crashes. Operations have remained relatively the same and deemed the higher speed is appropriate and should remain unchanged.

6) Monthly report of federal formula program funding through September 30. 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, \$8 million could not be obligated leaving a remaining balance of \$59.7 million. Total OA through September 30 is 102.17% of apportionments. Allotted program funding is \$469.7 million with zero remaining.

7) FY24 financial statements. Revenues to the State Highway Account from all state sources as of August 31 are below forecast by 11.0% and revenues in the HDA are down by 15.0%. (Impacts are due to late transfers from the new statewide accounting system. Revenue is coming in as anticipated.) State revenues to the State Aeronautics Fund were ahead of forecast by \$6.62%. The Department's expenditures were within planned budgets. Personnel costs savings of \$841,400 is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$139.1M for the first two months, and total construction expenditures from the five different funds sources total \$215M.

The balance of the long-term investments was \$179.0M as of the end of August. These funds are obligated against construction projects and encumbrances. The cash balance is \$112.3M. Expenditures in the Strategic Initiatives Program Fund is \$28.9M. Deposits into the Transportation Expansion and Congestion Mitigation Fund is \$20.8M. The Federal CARES Act provided \$27.3M for public transportation. FY24 expenditures are \$0.3M. Expenditures for the TECM bond program during this period is \$34.9M and \$6.5M for GARVEE.

Adopt-A-Highway. Member Hoff presented the AAH award to representatives of Teacher's Tidy Up. For four years the group has picked up litter on US-20, MP 322-325 in the Rigby area. They picked up close to 1,500 pounds of trash since they adopted the highway.

Policies Subcommittee Report. Member Hoff, who chairs the Policies Subcommittee, reported the subcommittee met on September 27th to review two ITD policies – use of off-highway vehicles on highways and protecting and maintaining state highways. The former recommended for deletion and latter to revise. The subcommittee supported staff's recommendations for each.

Director's Monthly Report. Director Stokes reported on employee engagement highlighting various accomplishments and recently held meetings. Some highlights included ITD's team, comprised of four statewide employees, took first place at the National Snow and Ice Competition making it the third year in a row ITD held first place. Over 300 people competed. Four advisory board meetings were recently held – Dealer's Advisory Board, Traffic

Safety Commission, Aeronautics Advisory Board and the Public Transportation Advisory Council. This year's annual Leaders Workshop hosted over 200 supervisors and managers. Keynote speakers addressed topics on "moaching," which combines coaching and mentoring and self-leadership. The theme was the same as last year "This is Who We Are" to underscore the importance of people. Executive staff held the first ever all-employee town hall meeting that had over 700 virtual attendees. Plans are to conduct them twice a year. Recognizing employee's top annual innovations rounded out the Leaders Workshop.

District Engineer Report: District 6 Engineer Jason Minzghor presented his annual district update with an emphasis on project delivery, innovation, operations, and employees. Some highlights included project updates on the Environmental Impact Statement for I-15/US-20 that expected to be finished late spring 2024, options for the US-20/US-26 Connector and the Planning and Environmental Linkage study completion by May 2024, and alternatives for US-20 Ashton to Jct. SH-87. For FY24, the district delivered 12 projects totaling \$77.3 million. New technology was spearheaded for the Rexburg Exit 332 & 333 interchange using hydrogen fuel cells instead of batteries allowing for longer run time. Last year's winter had the highest storm hours for the district – SH-33 MP 107 to 131 was closed 13 times. DE-6 Minzghor stated partnering amongst the district offices to help complete projects represents the "No Boundaries" ideology. He concluded with showing a videoclip of one of his staff members wearing the Sasquatch costume at a partner Office of Highway Safety event.

Best of the Best Innovate ITD! recognition. Chief Innovation Experience Officer Brenda Williams recognized the FY23 Best of the Best innovations and winners in the categories for customer service, ideal workplace, mobility and economic opportunity, resource stewardship and safety. Some highlights included ITD employees have implemented 1,921 ideas since the inception of Innovate ITD! in 2014 representing 578,911 hours saved and 750 improvements. The innovations have resulted in a safer and more efficient way of doing business. Applications for employees to submit ideas were revised to make it easier. CIEO Williams shared a video recognizing this year's winners that received awards at the October Leaders Workshop and highlighted the winning innovations for heated windshield wiper blades, synthetic concrete, starlink services, a pavement condition dashboard, and DMV's online portal.

In response to Member Kempton's question if these innovations are shared with the transportation legislative committees, Director Stokes stated the challenge is ITD's limited presentation time during the session. They do mention innovations, however, they can explore it further. Member Kempton commented it would be beneficial to share with at least the committee chairs to help educate them on ITD's strides.

Chairman Moad stated he has asked CIEO Williams to include innovation as part of the Board's outreach workshop next year.

Vice Chair DeLorenzo commented about District 6's workforce being down 20% and the opportunity to communicate that to the legislature, along with success stories shared by DE-6 Minzghor.

In response to Chairman Moad's question about innovation cost savings, CIEO Williams responded ITD saved \$12 million – double from last year. Chairman Moad asked about employee compensation to which CIEO Williams stated there is none. Chairman Moad stated he would like to see more done to help compensate employees.

Workforce Development Program. In follow-up to last month's board meeting, Program Manager Jessika Phillips recapped the current and proposed FY24 workforce development initiatives. She shared testimonials from the Idaho Career Opportunities – Next in Construction (ICONIC) participants and from various employees in support of the program. The new program initiatives highlights included an engineering college stipend and expansion of the ICONIC external training program.

In response to Vice Chair DeLorenzo's question if the engineering stipend is one-time or annual, PM Phillips stated participants receive a one-time stipend every year they commit to the program.

In response to Member Osborn's inquiry about signing bonuses, Director Stokes replied ITD did implement retention (\$5,000) and sign-on (\$1,500) bonuses for some maintenance classifications back in February and they are exploring more options.

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

RES. NO. WHEREAS, Department staff presented the details of the FY24 Workforce
ITB23-106 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).

FY2025 budget revision #1 update. Financial Manager Chris Bray provided an update on the Department's FY25 budget request revisions. Some highlights included the FY24

supplemental for the facility headquarters relocation of \$38.5 million was moved to the the FY25 budget request headquarters' line items. With an additional \$6 million for the headquarters' relocation, the total facility cost request is \$56.3 million. There were no changes to Aeronautics' or the capital facilities line item requests. Highway's intelligent transportation system line item request of \$348,000 was removed and the workforce planning operations was reduced by \$100,000. The FY25 line items total \$203.8 million - an increase of \$48.2 million. Because the Statewide Cost Allocation Plan costs were not available yet, staff will provide that information to the Board next month. For now, \$150,000 is budgeted. With adjustments to personnel costs and line items the total appropriation request is \$1.03 billion (an increase of \$47.9 million). Total program funding with debt service and Idaho First funds is \$1.32 billion.

Annual administrative rules proposed update. Transportation Policy Specialist Brendan Floyd reviewed ITD's administrative proposed rule changes that are currently within the 21-day public comment period. Seven out of the 19 rules being reviewed are proposed for consolidation into other existing rules. Overall, 10,000 words have been eliminated. The changes remove redundant chapters and other edits making it more concise. The process for the commercial vehicle permits remained largely unchanged. The Board received handouts for ITD's commercial vehicle permit rule consolidation and the proposed administrative rule changes.

Vice Chair DeLorenzo requested a final unedited electronic copy of the commercial vehicle permit rule consolidation for review.

ITD FY2023 Annual Report. Communications Manager John Tomlinson reported on ITD's draft FY23 Annual Report. Highlights of the four-page report included historic information on eight TECM corridor capacity improvement projects. Governor Little's Leading Idaho initiative provided funding for infrastructure projects such as \$35 million for airport improvements and \$164 million for local bridges. This past winter had record levels of snow across Idaho receiving up to 380% of median snowpack compared to previous years. ITD staff kept pace ensuring roads were safe and clear. Performance measure goals were either met or exceeded. Moving forward 2024 to 2028, ITD will focus on investing the purpose to maximize the greatest return on investments and workforce planning and development to seek ways to retain employees.

Vice Chair DeLorenzo suggested adding more information regarding the demands on ITD's state highway system for the report's workforce planning section.

Member Kempton suggested adding reference to ITD's strategic plan to the investing with purpose section.

Agreement authority to exceed limit for US-20, Exit 343 Interchange project. State Design Engineer Monica Crider presented the request to exceed professional services agreement authority for the US-20, Exit 343 Interchange project for construction engineering and inspection services. The TECM project includes three new bridges. It is anticipated that one

agreement will be negotiated for the project. Currently, there is \$3.69 million scheduled for construction services by consultants.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-107 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. *23434, US-20, South St. Anthony Interchange, Fremont County to exceed the \$1 million agreement authorization for consultant services up to \$3.0 million.

*Note, after the meeting, staff recognized the key number was incorrect. It should be KN# 23474 as originally submitted.

Agreement authority to exceed limit for I-90, Wolf Lodge to Cedars Maintenance site.

Design Engineer Crider presented the request to exceed professional services agreement authority for the I-90, Wolf Lodge to Cedars Maintenance site by HDR. The scope is to extend the service life of the roadway between MP 24 and MP 32.4 on I-90. Currently, there is \$600,000 obligated. Final design services bring the total cost to approximately \$1.3 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-108 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.

SH-55 Banks Lowman Road intersection. In follow-up to last month's presentation, CD/COO McElhinney stated ITD was awarded a Federal Lands Access Program (FLAP) planning grant to study the intersection. The option and recommendation to put a signal light at the SH-55 Banks Lowman Road intersection addresses seasonal access.

Planning Program Manager Vince Trimboli reviewed staff's request for approval to add a project to the 2024 Early Development Program to develop interim and long-term safety improvements solutions. The average daily traffic counts have increased by 50% - citing in July 2023, ADT showed 13,640 cars through the intersection. Some background and recommendation highlights included SH-55 is a major north/south corridor. The Banks Lowman Road is in Boise County's jurisdiction. The intersection has high seasonal and directional traffic volumes, which ITD pays for flagging operations. The FLAP grant is a cooperative effort between the US Forest Service, Boise County and Western Federal Lands. As a result of the study, and consideration of design challenges, a traffic signal was identified as the best option with advance warning systems. Temporary signal trailers have been used on other ITD projects and is an interim option. Staff also intends to meet with all local partners and work with other ITD districts.

Vice Chair DeLorenzo expressed support for the project citing times when traffic has been backed up 1.5 miles on the Banks Lowman Road while waiting to turn left onto SH-55.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB23-109 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.

ITD Policies 4070 and 5070 Use of Off-Highway Vehicles on Highways. Traffic Engineer Kevin Sablan reported on staff's recommendation to delete Administrative Policy

5070 and Board Policy 4070. Because of statutory changes allowing ATVs to travel on all highways except for full access-controlled highways these policies are no longer needed. It also addresses the operation of off-highway vehicles within five miles outside city limits where the posted speed limit of 60 MPH was raised to 65 MPH.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB23-110 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; 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 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.

ITD Policy 5012 Protecting and Maintaining State Highways. Maintenance Operations Manager Steve Spoor reviewed the proposed changes to Administrative Policy 5012. Initially, the policy update was to update the Operations Manual reference; however, additional edits were made. The main revision was adding legal authority - citing the Idaho Code reference, and a new paragraph outlining ISP's authority to temporarily restrict use or close any highway necessary for the safety of the public. Because ISP is allowed to close a highway, the policy was updated to include that statutory authority.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB23-111 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.

Office of Highway Safety – Safety Partners in District 6. Highway Safety Manager Josephine Middleton reported there have been 208 fatalities for the year. She provided an update on National Seat Check Saturday held September 23rd. There are 36 permanent check stations run by certified volunteers to help assess or replace car seats, if needed, for free. Digital check lists are available and the OHS created posters to advertise for the event. She introduced Tyson Daniels whose company is being nominated for a National Lifesavers Award.

Grease Monkey Manager Tyson Daniels shared how his company became involved in providing free car seat checks and replacements for customers. Some highlights included the inception came six years ago when an employee noticed a customer's child car seat was not installed correctly. From there, it grew into training staff and hosting fundraisers to cover costs that included purchasing a trailer to transport car seats.

HSM Middleton gave an update on Teen Traffic Safety week currently in progress through October 21st. Some highlights included the OHS created a video to coincide with Taylor Swift's Eras tour that will be aired in movie theaters to promote teen safe driving. She also recognized Bonneville School District #93 who have not had any serious traffic accidents.

Capital facility funding options (State Street to Chinden Campus move). Controller Justin Collins reported on the State Street campus sale anticipated proceeds. The net sale proceeds are anticipated is \$49.2 million - less the expenses of sale of approximately \$2.6 million. Estimated costs to building a new Central Annex building is now \$50.3 million (an increase of \$17.8 million). With the estimates for furniture, fixtures, and IT of \$6 million for the Chinden Campus renovation, and planning and development for a new District 4 building, total expenditures are \$65.9 million bring a shortfall of \$16.7 million. Some of the proposed optional funding strategies to cover the shortfall included using funds from board unallocated, State Transportation (ST) program, capital facilities, or operating costs. Controller Collins stated contingency funds can also be used to help off set the difference.

In response to Chairman Moad's question about the amount in the ST Program reserve, Controller Collins stated there is \$20 million. He clarified \$10 million of those funds were released in January 2023 and \$15 million in May 2023.

Chairman Moad stated his preference to not use either board allocated or capital facilities funds.

Member Hoff asked for clarification on the District 4 building. Controller Collins explained the \$9.6 million is to prep the building site and is planned during the same time frame as the Chinden Campus renovation and new annex building in FY25.

In response to Member Bulger's inquiry about the certainty of receiving all the net proceeds from the State Street sale, Director Stokes stated that it is not secured yet and is an ongoing discussion. They will not know until the Joint Finance and Appropriate Committee takes action in March 2024.

Member Osborn stated he concurs with Chairman Moad's preference on which funding strategies to use.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 11:14 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Thompson 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.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 11:55 a.m.

WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Read and Approved
_____, 2023
Boise, 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 X 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 18 – 48

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB 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 that the
Board approves the 2023-24 ITD pending administrative rulemakings, contracts
to award and reject, modification of the rail-highway crossing program, and the
Idaho Transportation Department FY23 Annual Report.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 11/15/23

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

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

Subject

2023-24 ITD ZBR Pending Administrative Rulemakings		
Key Number	District	Route Number

Background Information

This consent item approves the department's administrative rules review under Governor Little's Zero-Based Regulation (Executive Order 2020-01) as pending rules to be presented during the 2024 legislative session, with the publication in the December Edition of the Idaho Administrative Bulletin.

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

- 39.02.04, Rules Governing Manufacturer & New Vehicle Dealer Hearing Fess
- 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

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

The rules were published as “Proposed” in the October Administrative Bulletin and were open for a second round of public comments, running October 4th through October 25th, 2023. No comments were received. The pending rule text is the same as the proposed rule text.

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.

Recommendations

Recommend the Board’s approval of the department’s proposed administrative rules as pending rules.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 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	

Subject

Board Approval of Contracts 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 10/01/23 to 10/30/23					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
9	5	4	3	0	0

ACTION

In accordance with board policy 4001, the construction contracts 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 contracts requiring Board approval to award since the last Board Agenda Report.

Contracts requiring Board Approval to Award - Justification received 10/01/22 to 10/30/23	
ITD	Local
4	3

Recommendations

In accordance with board policy 4001, the construction contracts 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 Received	Eng. Est.	Low Bid	Net +/- % of EE
4	19338	I-84	10/3/2023	2	\$39,713,150.85	\$54,397,271.35	\$14,684,120.50 137%
I-84, South Jerome Interchange					Federal		
Contractor: Western Construction Inc							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
3	20384	SH-55	10/3/2023	1	\$5,628,067.80	\$6,511,315.00	\$883,247.20 116%
SH-55, Fleming Creek Bridge					Federal		
Contractor: Knife River Corporation-Mountain West							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(4)	22882	SH-93	10/3/2023	1	\$970,510.30	\$1,199,958.73	\$229,448.43 124%
INT 3800 N & US-93, Filer Highway District					Federal		
Contractor: Summit Construction LLC							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
2	20462	OFF SYS	10/17/2023	3	\$1,033,137.50	\$1,253,384.00	\$220,246.50 121%
FY24 D2 Bridge Repair					Federal		
Contractor: N. A. Degerstrom Inc							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(1)	22874	OFF SYS	10/17/2023	2	\$698,596.10	\$880,772.00	\$182,175.90 126%
Rectangular Rapid Flashing Beacons, CDA					Federal		
Contractor: Selland Construction Inc							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
3	22746 SIA	I-84	10/24/2023	1	\$183,053.00	\$387,063.00	\$204,010.00 211%
I-84, Cole & Overland Lighting					State		
Contractor: Quality Electric Inc							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(5)	12098	OFF SYS	10/24/2023	2	\$4,496,470.37	\$6,370,323.90	\$1,873,853.53 142%
Center St. Railroad Bridge Underpass					Federal		
Contractor: Cannon Builders Inc							

DATE OF BID OPENING - OCTOBER 3, 2023

IDAHO FEDERAL AID FINANCED PROJECT
I-84, SOUTH JEROME INTERCHANGE
Jerome County
Key No. 19338

DESCRIPTION: The work on this project consists of replacing the interchange at I-84 Exit 168, MP 168

BIDDERS:

WESTERN CONSTRUCTION, INC.
BOISE, ID

\$54,397,271.35

1 BIDS ACCEPTED (1 Irregular- DBE)

ENGINEER'S ESTIMATE - \$39,713,150.85

LOW BID - 137% Percent of the Engineer's

Estimate NET +/- OF EE \$14,684,120.50

(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: 2023.10.11
14:12:08 -06'00'

Karen Hanna
Contracts Manager



DATE: October 24, 2023

Program Number(s) A019(338)

TO: Monica Crider, PE
State Design Engineer

Monica Crider
Digitally signed by Monica Crider
Date: 2023.10.25 08:53:45 -06'00'

Key Number(s) 19338

FROM: Jesse Barrus, PE
District 4 Engineer

Jesse Barrus
Digitally signed by Jesse Barrus
Date: 2023.10.25 08:39:10 -06'00'

Program ID, County, Etc. I-84, South Jerome Interchange, Jerome County

Michael Johnson, PE
State Bridge Engineer

Michael Johnson
Digitally signed by Michael Johnson
DN: C=US,
E=michael.johnson@itd.idaho.gov,
O=Idaho Transportation Department,
CN=Michael Johnson
Date: 2023.10.24 15:09:49 -06'00'

RE: Justification for Award of Bid

On October 3, 2023, 2 bids were opened for the above referenced project. The low bid of \$54,397,271.35 was 37% higher than the Engineer's estimate. The 2 bids were within 0.12% of each other.

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
205-010A	Excavation Schedule No. 1	144,009 CY	\$11.00	\$20.81	\$1,412,728.29
205-045A	Granular Borrow	373,611 Ton	\$8.00	\$22.18	\$5,297,803.98
502-140A	Conc CL 40-A Sch No. 1	308.10 CY	\$1,000	\$2,321.00	\$407,000.10
502-310A	Conc CL 40 AF Sch No. 2	646.60 CY	\$1,200	\$2,321.00	\$736,048.60
602-045A	24" Storm Sewer Pipe	1,346.0 FT	\$110.00	\$342.88	\$313,456.48
605-035A	18" Storm Sewer Pipe	1,998.0 FT	\$85.00	\$358.70	\$546,852.60
619-010A	Illumination TY2	1 LS	\$750,000	\$2,353,494	\$1,603,494.00
Z629-05A	Mobilization	1 LS	\$3,600,000.00	\$5,391,254.28	\$1,791,254.28
Total Difference from these Items					\$12,108,638.33

The Engineer's Estimate was based on the average unit price index for similar projects and on observations of past experience with similar projects. Had we considered that the closest source to the project was over 40 miles away. The low bidder is currently working in the area and knows the nature of the material and effort required to excavate schedule No.1. The sequencing of the pipe work could have contributed to the overage in 602-035A 18" Storm Sewer Pipe and 602-045A 24" Storm Sewer Pipe due to many construction phases on this project.

The district has obtained additional funds through State Wide Balancing. The district does not believe that re-advertisement will result in lower estimates. The low bidder is the same contractor that is currently building the I-84, Jerome IC to Twin Falls IC that is adjacent to the South Jerome IC. This contractor knows the local geology and already has a working relationship with local stakeholders. By approving this low bid, there will be less conflicts with coordination between the two overlapping projects.

This project needs to be built as soon as possible as this area is growing quickly and the existing structure needs to be replaced. If awarded, construction will commence Fall 2023/Winter 2024. The district recommends award of this contract.

DATE OF BID OPENING - OCTOBER 3, 2023

IDAHO FEDERAL AID FINANCED PROJECT
SH-55 FLEMING CR BR
Boise County
Key No. 20384

DESCRIPTION: The work on this project consists of replacing the existing bridge on SH-55 over Fleming Creek with a new voided slab bridge. Minor alignment modifications, Mechanically Stabilized Earth retaining walls and guardrails

BIDDERS:

KNIFE RIVER CORPORATION - MOUNTAIN WEST \$6,511,315.00
Boise, ID

1 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$5,628,067.80

LOW BID - 116% Percent of the Engineer's Estimate

NET +/- OF EE \$883,247.20

(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: 2023.10.04
16:15:41 -06'00'

Karen Hanna
Contracts Manager

Department Memorandum

Idaho Transportation Department

**DATE:** October 12, 2023**Program Number(s)** A020(384)
TO: Monica Crider, PE *MC*
 State Design Engineer
Key Number(s) 20384
FROM: Caleb Lakey, PE
 District 3 Engineer

 J. Caleb Lakey
Digitally signed by J. Caleb Lakey
 DN: CN=J. Caleb Lakey, E=jcalablakey@itd.idaho.gov,
 O=Idaho Transportation Department,
 OU=District 3, CN=J. Caleb Lakey,
 Reason: I am approving this document
 Contact Info: District Administrator
 Date: 2023.10.13 10:26:29-0700
Program ID, County, Etc. SH-55, Fleming Cr Br,
 Boise County
 W/A # P183170

 Michael Johnson, PE
 State Bridge Engineer

 Michael Johnson
Digitally signed by Michael Johnson
 DN: CN=Michael Johnson, E=michaeljohnson@itd.idaho.gov,
 O=Idaho Transportation Department, CN=Michael
 Johnson
 Date: 2023.10.13 08:16:45-0700
RE: Justification for Award of Bid

On October 3, 2023, 1 bid was opened for the above referenced project. The one bid of \$6,511,315.00 was 16% 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
S501-17A	MSE Retaining Wall Welded Wire	11,288.00 SF	\$150.00	\$180.00	\$338,640.00
S501-25A	SP Bridge Precast Abut Pile Cap and Wing Walls	1 LS	\$172,000.00	\$350,000.00	\$178,000.00
S904-05B	SP Temporary Shoring	1 LS	\$104,000.00	\$305,000.00	\$201,000.00
Total Difference from these Items					\$717,640.00

The Engineer's Estimate was based on the average unit price index for similar projects and on observation of past experience with similar projects. The narrow corridor and high traffic volumes will make construction staging and temporary traffic control challenging. We feel that these challenges are reflected in the bid unit prices for the above items, due to tight space constraints and construction difficulties anticipated. Also, there is limited Precast Abutment bid history, making estimating this item difficult, along with a significant amount of precast work currently happening in the valley that would influence the unit price bid on the precast materials, due to scheduling competition with other projects. Had we considered these constraints and challenges and adjusted estimated unit prices accordingly, it would have brought the Engineer's Estimate to within 103% of the single bid.

This project addresses replacement of an aging stiff-leg structure that has cracking and concrete disintegration throughout the structure. With the high traffic volumes it is important that we address this deficiency in the corridor to increase the safety of the public. Awarding the project now provides ample lead time for precast materials and associated approvals. It will also allow construction to proceed in the "off" system when there is a lower volume of recreational vehicles present.

The additional funds to cover this bid amount will come from FY24 funding. This project only received one bidder and the district does not believe that re-advertisement will result in lower bids or additional competition. The district recommends award of this contract.

DATE OF BID OPENING - OCTOBER 3, 2023

IDAHO FEDERAL AID FINANCED PROJECT
INT 3800 N & US-93, FILER HD
Twin Falls County
Key No. 22882

DESCRIPTION: The work on this project consists of roadway improvements on each side of SH-93 including Cement Recycled Asphalt Base Stabilization (CRABS), an HMA Superpave overlay, full lane rumble strips and thermoplastic "stop ahead" pavement markings

BIDDERS: Summit Construction LLC \$1,199,958.73
Shoshone, ID

1 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$970,510.30

LOW BID - 124% Percent of the Engineer's

Estimate NET +/- OF EE \$229,448.43

(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: 2023.10.10
10:41:02 -06'00'

Karen Hanna
Contracts Manager

Local Highway Technical Assistance Council

3330 Grace Street
Boise, Idaho 83703
Phone 208.344.0565
Fax 208.344.0789
www.lhtac.org



Phil Lampert
Chairman
Mac Pooler
Vice Chairman
Kevin Renfrow
Secretary/Treasurer
Laila Kral, P.E.
Administrator

Date: October 27, 2023

Project No.: A022(882)

To: Monica Crider, P.E. *MC*
State Design Engineer

Key No.: 22882

From: Laila Kral, PE
LHTAC Administrator *LK*

Project Identification, County
INT 3800 N & US93, FILER HD

RE: Justification of Bid for Award

Bids were opened on October 3, 2023 for the 22882 INT 3800 N & US93, FILER HD project. One bid was received for the project. The low bid is 23.6% over the Engineer's Estimate. This is the second time this project has been advertised. No bids were submitted the first advertisement.

The Engineer's Estimate (EE) was based on recent pricing for similar projects. The most significant differences between the EE and the low bid are shown in the table below.

ITEM	DESCRIPTION	QUANTITY	ESTIMATED PRICE	BID PRICE	DIFFERENCE
303-022A	3/4" AGGR TY B FOR BASE	3,370 TONS	\$35/TON	\$47.18/TON	\$41,046.60
308-015A	PULVERIZE EXISTING SURFACE	10,190 SY	\$2/SY	\$3.68/SY	\$17,119.20
405-245A	APPROACH (ASPHALT)	14 EACH	\$2,500/EACH	\$3,642.86/EACH	\$16,000.04
405-425A	SUPERPAVE HMA PAV INCL ASPH&ADD SP-2	2,390 TONS	\$140/TON	\$156.90/TON	\$40,391.00
Z629-05A	MOBILIZATION	1 LS	\$126,000	\$293,000	\$167,000.00
TOTAL					\$281,556.84

Identifying the availability of local materials and equipment when estimating unit prices can be challenging. The bid price received for Z629-05A, likely reflect the need for some materials and equipment to be brought in from farther away than originally anticipated. This may also account for the low number of bids submitted. Design team utilized recent bid prices in the area and ITD's current unit bid price data to come up with most up to date information for the engineering estimates. We did not fully consider the demand for contractors in this area and the more rural location of this small project. Construction of this local safety projects will benefit Filer HD and it is unlikely that alterations to the plans or specifications would provide savings to the project.

LHTAC recommends the contract be awarded to the low bidder. Funds to cover the additional cost have been designated.

Association of Idaho Cities

Mayor Mac Pooler
City of Kellogg
Mayor Robert (BJ) Berlin
City of Roberts
Councilmember Kari Peterson
City of Fruitland

Idaho Association of Highway Districts

Commissioner Kevin Renfrow
South Latah Highway District
Commissioner Neal Gier
Buhl Highway District
Commissioner Gilbert Hofmeister
Power County Highway District

Idaho Association of Counties

Commissioner Phil Lampert
Benewah County
Commissioner Mark Rekow
Gem County
Commissioner Todd Smith
Madison County

Ex-Officio Members

Kelley Packer, Executive Director
Association of Idaho Cities
Nick Veldhouse, Executive Director
Idaho Association of Highway Districts
Seth Grigg, Executive Director
Idaho Association of Counties

Filer Highway District

Will Meeks, Chairman

Ronny Lockwood, Commissioner

Dave Davidson, Commissioner

Travis Brewer, Director

220 Midway - P.O. Box 29 - Filer, Idaho 83328 Telephone: (208)326-4415 Fax: (208)326-4408 fhdclerk@filertel.com

November 1, 2023

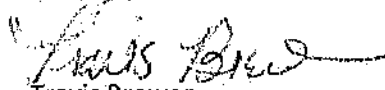
Monica Crider, P.E.
State Design Engineer
Idaho Transportation Department
PO Box 7129
Boise, ID 83707

Dear Ms. Crider,

Filer Highway District agrees with awarding project #A022(8882), Key #22882 INT3800 N and US-93, Filer Highway. We have reviewed the bid amounts and concur with LHTAC's assessment that the variation in cost is likely a reflection availability of materials and equipment. Proceeding toward construction will be in the best interest of the Highway District and our community.

Please let me know if you have any further questions. Filer Highway District greatly appreciates ITD's and LHTAC's partnership toward improving safety for our citizens.

Sincerely,



Travis Brewer
Road Foreman
Filer Highway District

DATE OF BID OPENING - OCTOBER 17, 2023

IDAHO FEDERAL AID PROJECT
FY24 D2 BRIDGE REPAIR
Idaho County
Key No. 20462

DESCRIPTION: The work on this project consists of bridge repairs, including epoxy overlay, on Deadman Creek Bridge and Crooked Fork Bridge, and for the work of bridge repairs, including PPC (Polyester) overlay, on Fish Creek Bridge

BIDDERS:

N. A. DEGERSTROM, INC. SPOKANE VALLEY, WA	\$1,253,384.00
BRAUN-JENSEN, INC. PAYETTE, ID	\$1,628,000.00

2 BIDS ACCEPTED (1- Irregular DBE)

ENGINEER'S ESTIMATE - \$1,033,137.50

LOW BID - 121% Percent of the Engineer's Estimate

NET +/- OF EE \$220,246.5

(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: 2023.10.24
15:14:10 -06'00'

Karen Hanna
Contracts Manager

Department Memorandum

Idaho Transportation Department

**DATE:** October 27, 2023**Program Number(s)** A020(462)
TO: Monica Crider, PE *MC*
 State Design Engineer
Key Number(s) 20462
FROM: Doral Hoff, PE
 District 2 Engineer

 Doral J. Hoff
Digitally signed by Doral J. Hoff
 DN: cn=Doral J. Hoff, o=Idaho Transportation Department, c=US
 Date: 2023.10.26 12:27:00-0700
Program ID, County, Etc.
 FY24, D2 Bridge
 Repair, US-12 MP
 106-170

 Michael Johnson, PE
 State Bridge Engineer

 Michael Johnson
Digitally signed by Michael Johnson
 DN: cn=Michael Johnson, o=Idaho Transportation Department, c=US
 Date: 2023.10.26 08:55:14-0700
RE: Justification for Award of Bid

On October 17, 2023, three bids were opened for the above-mentioned project and the low bidder for the project has a bid that is 121% of the Engineer's Estimate. The 2nd and 3rd lowest bidder is 157% and 183% of the Engineer's Estimate, respectively.

This project repairs three bridges on a section of US-12: Deadman Creek Bridge (MP 106.63), Fish Creek Bridge (MP 120.10), and Crooked Fork Bridge (MP 169.68). This section of US-12 is in a remote area of District 2. The three bridges are within the Nez Perce – Clearwater National Forest in the Wild and Scenic corridor along the Lochsa River which are highly visited recreational areas almost year round.

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
405-260A	Wedge Milling	3,445 SY	\$10.00	\$16.00	\$20,670.00
405-435A	Superpave HMA Pavement	481 TON	\$250.00	\$390.00	\$67,340.00
551-010A	Furnished PPC Overlay Material	14.2 CY	\$4,500.00	\$5,000.00	\$7,100.00
553-005A	Epoxy Overlay	10,500 SF	\$10.00	\$15.00	\$52,500.00
675-005A	Survey	1.0 LS	\$5,000.00	\$15,000.00	\$10,000.00
S901-05A	SP Portable Traffic Signal	1.0 EACH	\$10,000.00	\$25,000.00	\$15,000.00
Z629-05A	Mobilization	1.0 LS	\$295,182.00	\$420,000.00	\$124,818.00
Total Difference from these Items					\$297,428.00

The Engineer's Estimate was based on a combination of factors including the District's experience with similar projects within this vicinity, the average unit price report (historical bid tabulations), and recommendations from headquarters sections including Bridge and Program Management.

Increased costs due to primarily the remote location of this project were considered and accounted for in the Engineer's, however, the low bidder still came in higher than anticipated. The remoteness of this project causes the Mobilization pay item to be higher than typical projects. Furthermore, the remoteness of this project affects all other pay items included in the table above. The sheer travel time that it takes to get to and from the bridges on a daily and weekly basis is inefficient. Travel times could impact the following realistic examples: disposing the wedge millings from the bridge site to an approved disposal site; hauling HMA asphalt from a far hot plant to the bridge site; extra trips to the bridge sites to survey or deliver PPC

overlay materials or move traffic signals could be the cause that exceeds the estimated bid budget for these items.

Delaying the project would delay the preservation efforts and allow for continued deterioration of these bridges. It is anticipated that future bidding of this same project would result in equal or higher bids due to price escalation trends observed for the major items of work included in this project (e.g. concrete, HMA, building costs, etc.).

Additional funding to cover this bid will be provided by HQ Bridge Preservation program . The District recommends award of this contract.

DATE OF BID OPENING - OCTOBER 17, 2023

IDAHO FEDERAL AID PROJECT
RECTANGULAR RAPID FLASHING BEACONS, CDA
Kootenai County
Key No. 22874

DESCRIPTION: The work on this project consists of installing and improving rectangular rapid flashing beacon (RRFB) crossings, ADA compliant pedestrian ramps, sidewalks, drainage, and delineation near the new RRFB crossing locations

BIDDERS:

SELLAND CONSTRUCTION, INC.
WENATCHEE, WA

\$880,722.00

1 BIDS ACCEPTED (1 Irregular – DBE)

ENGINEER'S ESTIMATE - \$698,596.10

LOW BID - 126% Percent of the Engineer's Estimate

NET +/- OF EE \$182,125.90

(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: 2023.10.24
15:14:20 -06'00'

Karen Hanna
Contracts Manager

Local Highway Technical Assistance Council

3330 Grace Street
Boise, Idaho 83703
Phone 208.344.0565
Fax 208.344.0789
www.lhtac.org



Phil Lampert
Chairman
Mac Pooler
Vice Chairman
Kevin Renfrow
Secretary/Treasurer
Laila Kral, P.E.
Administrator

Date: October 27, 2023

Project No.: A022(874)

To: Monica Crider, P.E. *MC*
State Design Engineer

Key No.: 22874

From: Laila Kral, PE *LK*
LHTAC Administrator

Project Identification, County
RECTANGULAR RAPID FLASHING BEACONS, CDA

RE: Justification of Bid for Award

Bids were opened on October 3, 2023 for the 22874 RECTANGULAR RAPID FLASHING BEACONS, CDA project. Two bids were received for the project. The low bid is 28.2% over the Engineer's Estimate. The second bid was determined to be irregular.

The Engineer's Estimate (EE) was based on recent pricing for similar projects and use of the unit bid price history. The most significant differences between the EE and the low bid are shown in the table below.

ITEM	DESCRIPTION	QUANTITY	ESTIMATED PRICE	BID PRICE	DIFFERENCE
203-015A	REM OF BITUMINOUS SURFACE	479 SY	\$8.40/SY	\$80/SY	\$34,296.40
405-425A	SUPERPAVE HMA PAV INCL ASPH&ADD SP-2	93 TONS	\$200/TON	\$700/TON	\$46,500.00
614-025A	CURB RAMP	331 SY	\$100/SY	\$330/SY	\$76,130.00
Z629-05A	MOBILIZATION	1 LS	\$91,000	\$185,545	\$94,545.00
TOTAL					\$251,471.40

Bid prices received likely reflect the smaller size of this contract and the numerous locations proposed to receive improvements. Estimating bid prices for projects with smaller quantities, at different sites, is difficult utilizing average bid history. The bid received for Z629-05A likely accounts for the need to mobilize to different locations to complete the project. Construction of this local safety projects will benefit the City of Coeur d'Alene and it is unlikely that alterations to the plans or specifications would provide savings to the project.

LHTAC recommends the contract be awarded to the low bidder. Funds to cover the additional cost have been designated.

Association of Idaho Cities

Mayor Mac Pooler
City of Kellogg
Mayor Robert (BJ) Berlin
City of Roberts
Councilmember Kari Peterson
City of Fruitland

Idaho Association of Highway Districts

Commissioner Kevin Renfrow
South Latah Highway District
Commissioner Neal Gier
Buhl Highway District
Commissioner Gilbert Hofmeister
Power County Highway District

Idaho Association of Counties

Commissioner Phil Lampert
Benewah County
Commissioner Mark Rekow
Gem County
Commissioner Todd Smith
Madison County

Ex-Officio Members

Kelley Packer, Executive Director
Association of Idaho Cities
Nick Veldhouse, Executive Director
Idaho Association of Highway Districts
Seth Grigg, Executive Director
Idaho Association of Counties



CITY OF COEUR D'ALENE

STREETS & ENGINEERING DEPARTMENT

710 E. MULLAN AVENUE
COEUR D'ALENE, IDAHO 83814-3958
T 208-769-2216 | F 208-769-2284
cbosley@cdaid.org
www.cdaid.org

October 24, 2023

Monica Crider, P.E.
State Design Engineer
Idaho Transportation Department
PO Box 7129
Boise, ID 83707

Dear Ms. Cider,

The City of Coeur d'Alene agrees with awarding project #A022(874), Key #22874 Rectangular Rapid Flashing Beacons, Kootenai County. We have reviewed the bid amounts and concur with LHTAC's assessment that the variation in cost is likely a reflection of the low quantities of some work items. Proceeding toward construction will be in the best interest of the City and especially pedestrians in our community.

Please let me know if you have any further questions. The City of Coeur d'Alene greatly appreciates ITD's and LHTAC's partnership toward improving safety for our citizens.

Sincerely,

Chris Bosley, PE
City Engineer
City of Coeur d'Alene

DATE OF BID OPENING – OCTOBER 24, 2023

IDAHO STATE PROJECT
I-84 COLE & OVERLAND LIGHTING
Ada County
Key No. 22746

DESCRIPTION: The work on this project consists of updating the underdeck lighting at the I-84 Cole & Overland structure and WYE Interchange C-D structure.

BIDDERS: Quality Electric, Inc. \$387,063.00
 Boise, ID

1 BIDS ACCEPTED

Engineer's Estimate - \$183,053.00

NET +/- OF EE +\$204,010.00

LOW BID -211 %

(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: 2023.10.25
14:17:19 -06'00'

Karen Hanna
Contracts Manager



DATE: 11/3/2023

Program Number(s) E233230

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

Key Number(s) A022(746)

FROM: Jason Brinkman, PE
Acting District 3 Engineer

Program ID, County, Etc.
I-84 Cole & Overland Lighting,
Ada County

J. Brinkman
Jason D Brinkman
2023.11.03 16:33:01-06'00'

RE: Justification for Award of Bid

On October 24, 2023 one bid was opened for the above referenced project. The bid of \$387,063 was 111% higher than the Engineer's Estimate.

The following table summarizes the differences between the Engineer's Estimate and the low bid:

ITEM NO.	ITEM DESCRIPTION	QTY		ENGINEER'S ESTIMATE	LOW BID	DIFFERENCE (LB-EE)	PERCENT DIFFERENCE (D/EE)
619-010A	ILLUMINATION TY 2	1	LS	\$ 112,000.00	\$ 295,833.00	\$ 183,833.00	164%
Z629-05A	MOBILIZATION	1	LS	\$ 16,640.00	\$ 38,000.00	\$ 21,360.00	128%
CONTRACT TOTAL				\$ 183,053.00	\$ 387,063.00	\$ 204,010.00	111%

The Engineer's Estimate was created using the unit price of recent similar projects for the majority of the pay items, with the exception of the lump sum illumination item (619-010A) and mobilization (Z629-05A) item. The illumination pay item was estimated based on quoted materials costs for some of the major materials and estimated costs for minor materials, equipment, and labor costs. The mobilization item was estimated as a percentage of the sum of the rest of the items, so the underestimation of the largest pay item also resulted in underestimation of mobilization.

This project is unique in that it consists of removing existing fixtures, fabricating custom mounting brackets for new fixtures, and installing new ITD-supplied fixtures—no bid history exists for similar work. The primary difference between the estimate and the low bid is believed to be installation costs. Two sources of this difference are the amount of time required (i.e. the number of labor and equipment hours necessary) and the labor rates. The amount of time required was likely significantly underestimated based on the unique nature of the work and Engineer unfamiliarity with the work and inability to estimate it accurately. The labor rates were also likely underestimated due to not fully accounting for the labor premiums for overnight work (which this contract requires) and overtime premiums due to current labor shortages in the local electrician labor market.

This is the second time that this project bid. The District does not believe that re-advertisement will result in lower bids. Awarding this contract will enable ITD to perform necessary maintenance by installing lighting fixtures that have already been purchased and are in ITD's possession. The District recommends award of this contract. The District is requesting that the additional funds be covered by statewide balancing.

DATE OF BID OPENING - OCTOBER 24, 2023

IDAHO FEDERAL AID PROJECT
CENTER ST RAILROAD BRIDGE UNDERPASS
Bannock County
Key No. 12098

DESCRIPTION: The work on this project consists of replacing the pavement on the underpass of the Center Street Railroad Bridge and provide improvements to retaining walls including construction of a pedestrian bridge over W. Center Street

BIDDERS:

CANNON BUILDERS, INC. BLACKFOOT, ID	\$6,370,323.90
--	----------------

RALPH L. WADSWORTH CONST. CO., LLC SALT LAKE CTY, UT	\$10,388,727.98
---	-----------------

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$4,496,470.37

LOW BID - 142% Percent of the Engineer's Estimate

NET +/- OF EE \$1,873,853.53

(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: 2023.10.25
11:58:07 -06'00'

Karen Hanna
Contracts Manager

Local Highway Technical Assistance Council

3330 Grace Street
Boise, Idaho 83703
Phone 208.344.0565
Fax 208.344.0789
www.lhtac.org



Phil Lampert
Chairman
Mac Pooler
Vice Chairman
Kevin Renfrow
Secretary/Treasurer
Laila Kral, P.E.
Administrator

Date: October 27, 2023

Project No: A012(098)

To: Monica Crider, P.E. *MC*
State Design Engineer

Key No: 12098

From: Laila Kral, PE *LK*
LHTAC Administrator

Project Identifications; County
CENTER ST RR BR UPASS, POCA TELLO; BANNOCK

RE: Justification of Bid for Award

Two bids were opened for the Key No.12098 CENTER ST RR BR UPASS, POCA TELLO Project on October 24, 2023. The responsive low bid exceeds the Engineer's Estimate by (41.7%).

The majority of the bid overage comes from the LS bid items, including those shown in the table below:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	Estimate Cost	Bid Cost	\$ Difference
502-025A	CONC CL 40-A	1317 CY	\$650	\$850	\$856,050	\$1,119,450	\$263,400
504-005A	STL BRIDGE – 9800 LBS	1 LS	\$60,000	\$400,000	\$60,000	\$400,000	\$340,000
584-005A	TEMPORARY SHORING	1 LS	\$284,760	\$600,000	\$284,760	\$600,00	\$315,240
S904-05B	CONTROL & PUMP UPGRADES	1 LS	\$130,000	\$350,000	\$130,000	\$350,000	\$220,000
Total Difference from these Items						\$1,138,240	

Average unit bid prices were used when available for the engineer's estimate. In an effort to keep the EE up to date, the estimate was revisited frequently, always resulting in additional construction budget needs.

Association of Idaho Cities

Mayor Mac Pooler
City of Kellogg
Mayor Robert (BJ) Berlin
City of Roberts
Councilmember Kari Peterson
City of Fruitland

Idaho Association of Highway Districts

Commissioner Kevin Renfrow
South Latah Highway District
Commissioner Neal Gier
Buhl Highway District
Commissioner Gilbert Hofmeister
Power County Highway District

Idaho Association of Counties

Commissioner Phil Lampert
Benewah County
Commissioner Mark Rekow
Gem County
Commissioner Todd Smith
Madison County

Ex-Officio Members

Kelley Packer, Executive Director
Association of Idaho Cities
Nick Veldhouse, Executive Director
Idaho Association of Highway Districts
Seth Grigg, Executive Director
Idaho Association of Counties

Much of the project construction includes bridge rehabilitation items including many Specialty Lump Sum items which are generally not well represented by average unit bid pricing. Specialty Lump Sum items including temporary shoring, electrical, and control and pump house upgrade items accounted for much of the overage and were difficult to evaluate due to the risk and unknowns perceived by the contractor and the lack of adequate comparable items. The STL Pedestrian Bridge EE pricing was also significantly lower the contractor's bid and a miss on our part. These considerations as well as market conditions of contractor availability and materials costs likely contributed to the overage.

Additional funds will be obtained from the urban balancing committee as well as the City of Pocatello. It is unlikely that alterations to the plans or specifications would provide any savings to the project. LHTAC recommends the award of the contract.



Sent via E-mail

October 30, 2023

Monica Crider, P.E.
State Design Engineer
Idaho Transportation Department
PO Box 7129
Boise, ID 83707

Ms. Crider,

The City of Pocatello has received the bid results from the bidding for ITD KN12098, Center Street Railroad Bridge Underpass. The City acknowledges that the apparent low bid was Cannon Builders, Inc. at \$6,370,323.90, which is over the engineer's estimate.

The City of Pocatello has reviewed the documentation on the above referenced project and want to move forward with the project. We support the award of the project to Cannon Builders, Inc. and recognize that there will be an additional match requirement of \$150,995.

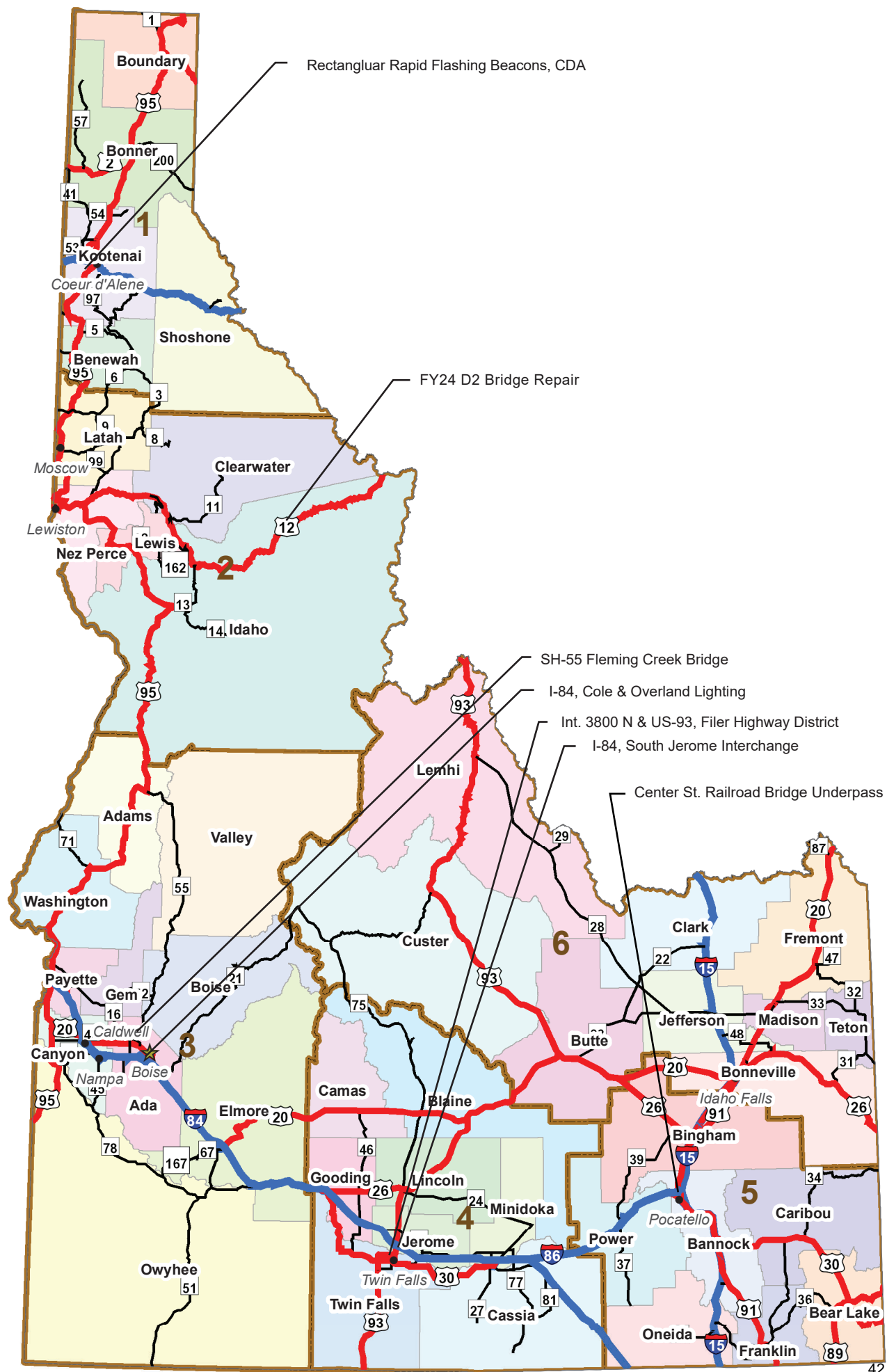
If you have any additional questions or concerns, please feel free to reach out to me at (208) 234-6212 or jmansfield@pocatello.us.

Regards,

Jeffrey L. Mansfield, P.E., C.F.M.
Public Works Director and City Engineer

Cc: Mayor Blad
Anne Nichols, Chief of Staff
Tom Kirkman, Deputy Public Works Director
Merril Quayle, PE, Public Works Engineers
Becky Babb, Project Manager







Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Blaine Schwendiman	Presenter's Title Planner, Transportation SR	Initials B.S.	Reviewed By
Preparer's Name Blaine Schwendiman	Preparer's Title Planner, Transportation SR	Initials B.S.	

Subject

Modify the Rail-Highway Crossing Program in the approved ITIP

Key Number 23971 / New	District 3 / 5	Route Number Off-System / SH-38
---------------------------	-------------------	------------------------------------

Background Information

The purpose of this consent item is to request approval to make adjustments to the Rail-Highway Crossing Program, per policy 5011 *Idaho Transportation Investment Program* (ITIP) and Administrative Policy 5085 *Rail-Highway Crossing Program* by prioritizing available funding on 1) project advancements, 2) unforeseen cost increases due to change in standards or conditions and/or 3) minor (or emergency) safety enhancements or experimental features at public rail highway crossings.

Delay and Add New: Delay and de-obligate funds of Project Key Number (KN) 23971, S. Cole Rd RRX, UPRR 819327P, Ada County; due to UPRR adding a new track at the roadway area. Move to program year FY2025. The additional \$105K funding will come from unprogrammed State Rail funding.

Request addition of a new project SH-38 RRX, 806610M, Malad City, Oneida County to FY2024. This project will utilize the funding released from KN 23971.

District	Key #	Project Name	Location/ Road Authority	Program Year	Previous Funding		Revised Funding		
					State Funded	Federal Funded	State Funded	Federal Funded	Federal Funded
3	23971	S. COLE RD	Ada County HD	FY23	FY23 695K		<-695K>	FY25 695K	
5	NEW	SH38, MALAD CITY	ITD	FY24			FY24 695K		
4	23016	N 800 E UPRR RRX	Minidoka HD	FY25		FY25 590		FY25 <-590>	FY30 590

The COMPASS Transportation Improvement Program (TIP) will be modified to reflect the District 3 changes.

Recommendations

Staff requests that the project modifications be made to the Rail-Highway Crossing Program in the approved ITIP.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Angie Heuring	Presenter's Title Senior Public Information Officer	Initials AH	Reviewed By
Preparer's Name Angie Heuring	Preparer's Title Senior Public Information Officer	Initials AH	

Subject

Idaho Transportation Department FY23 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 final Fiscal Year 2023 Annual Report. This is a consent item seeking approval from the Idaho Transportation Board at the November 15, 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.

Edits were made based on board comments last month.

Recommendations

Approved ITD FY23 Annual Report.

Board Action

☐ Approved ☐ Deferred _____

☐ 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

	 Idaho Population 3.9%	 Licensed Drivers 16.6%	 Annual Miles Driven¹ 8.4%
2023	1.86 Million	1.4 Million	19.16 Billion
2019	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
PERCENT OF PAVEMENT IN GOOD OR FAIR CONDITION <i>Goal: 80%</i>	92%	90%	89%	88%
PERCENT OF BRIDGES IN GOOD CONDITION <i>Goal: 80%</i>	75%	77%	79%	80%
SKIP THE TRIP TRANSACTIONS <i>Goal: 1.56 million</i>	582.4k	860.2k	1.12M	1.53M
FIVE-YEAR FATALITY RATE <i>(per 100 million miles driven)</i> <i>Goal: 1.36</i>	1.35	1.33	1.32	1.27¹
<i>1) This number is an estimate as of October 2023 and subject to change.</i>				
Fiscal Year	2020	2021	2022	2023
PERCENT OF TIME HIGHWAYS CLEAR OF SNOW/ICE DURING WINTER STORMS <i>Goal: 73%</i>	85%	84%	82%	80%



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 ¹
Local	\$ 22.3	\$ 8.5	\$ 8.8	\$ 7.5
Total Funds Received:	\$ 769.4	\$ 791.5	\$ 767.2	\$ 821.5

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
Operations Expenses				
Highways	\$ 189.0	\$ 211.2	\$ 209.1	\$ 227.5 ²
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 ³
Total Operations Expenses:	\$ 253.8	\$ 273.7	\$ 275.9	\$ 304.1
Total Const. & Oper. Exp.:	\$ 705.6	\$ 675.2	\$ 645.8	\$ 733.9
GARVEE Debt Service				
Federal	\$ 56.6	\$ 57.6	\$ 60.5	\$ 105.7
State	\$ 4.0	\$ 4.0	\$ 22.7	\$ 5.3
Total Debt Service:	\$ 60.6	\$ 61.6	\$ 83.2	\$ 111.0⁴
Total Expenditures:	\$ 766.2	\$ 736.8	\$ 729.0	\$ 844.9

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 ⁵
Construction Payout	\$ 25.4	\$ 16.7	\$ 8.1	\$ 58.8
Ending Balance	\$ 19.9	\$ 76.2	\$ 86.4	\$ 141.5

Excludes Local share of this fund

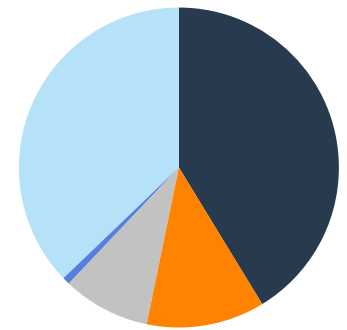
Transportation Expansion & Congestion Mitigation (TECM) Fund				
	FY20 Actual	FY21 Actual	FY22 Actual	FY23 Actual
Beginning Balance	\$ 41.4	\$ 42.0	\$ 30.4	\$ 183.7 ⁶
Receipts	\$ 22.4	\$ 24.4	\$ 180.6	\$ 90.2
Construction Payout	\$ 21.8	\$ 36.0	\$ 25.7	\$ 57.4
TECM Debt Service	\$ -	\$ -	\$ 1.6	\$ 20.0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

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".

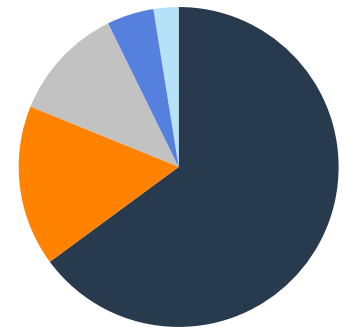
6) In FY22 \$80M was transferred into TECM from sales tax due to a law change. \$100M was provided by HB787 and transferred from the General Fund to TECM, to reduce the size of the 2022 TECM Bond Series.

TOTAL FUNDS RECEIVED \$1.035B



41.3% State Dedicated (SHA & Aero)
12% SIPF
8.7% TECM
0.7% Local
37.3% Federal Reimbursements

TOTAL EXPENDITURES \$991.0M



68.3% Contract Construction Includes Debt Service
14.2% Personnel
10.0% Operating
4.2% Capital Outlay
3.3% Sub Grantee

TECM Bond Program

(In millions as of June 30, 2023)

Total Authorized	\$ 623.6 ⁷
Total Bonded	\$ 614.6 ⁸
Total Expended	\$ 124.2

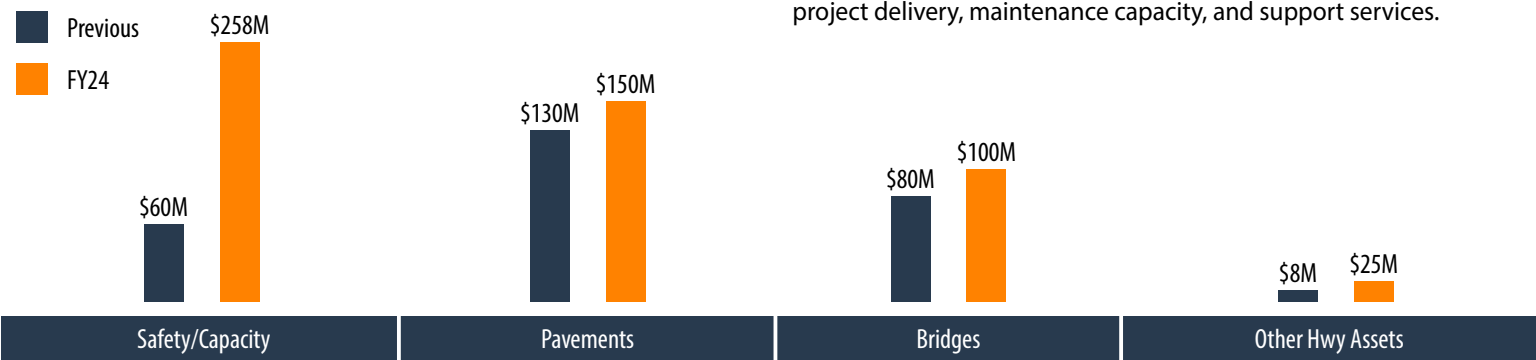
7) The Idaho Transportation Board authorized up to \$623.6M in TECM bonds.

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 aligns with our strategic plan to make purposeful investments in transportation that result in strong communities, attract new businesses, and ensure Idaho's economy remains strong. These are targeted investment decisions in specific categories that provide the greatest long- term value for future generations of Idahoans. With the increase in transportation funds in recent years, ITD has invested in 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.

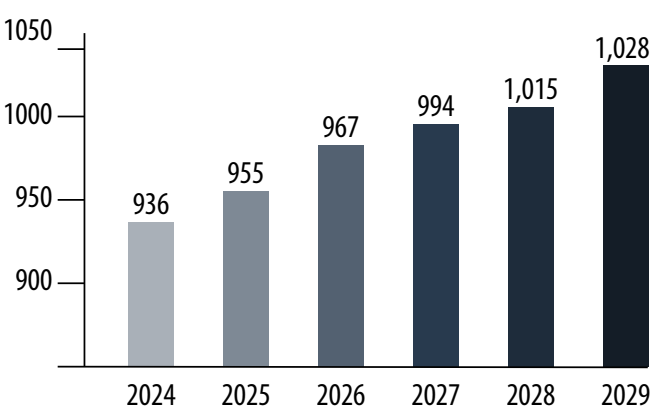
ADDRESSING AGING INFRASTRUCTURE

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.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 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	

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 10/01/23 to 10/30/23					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
9	5	4	3	0	0

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 10/01/23 to 10/30/23	
ITD	Local
5	2

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

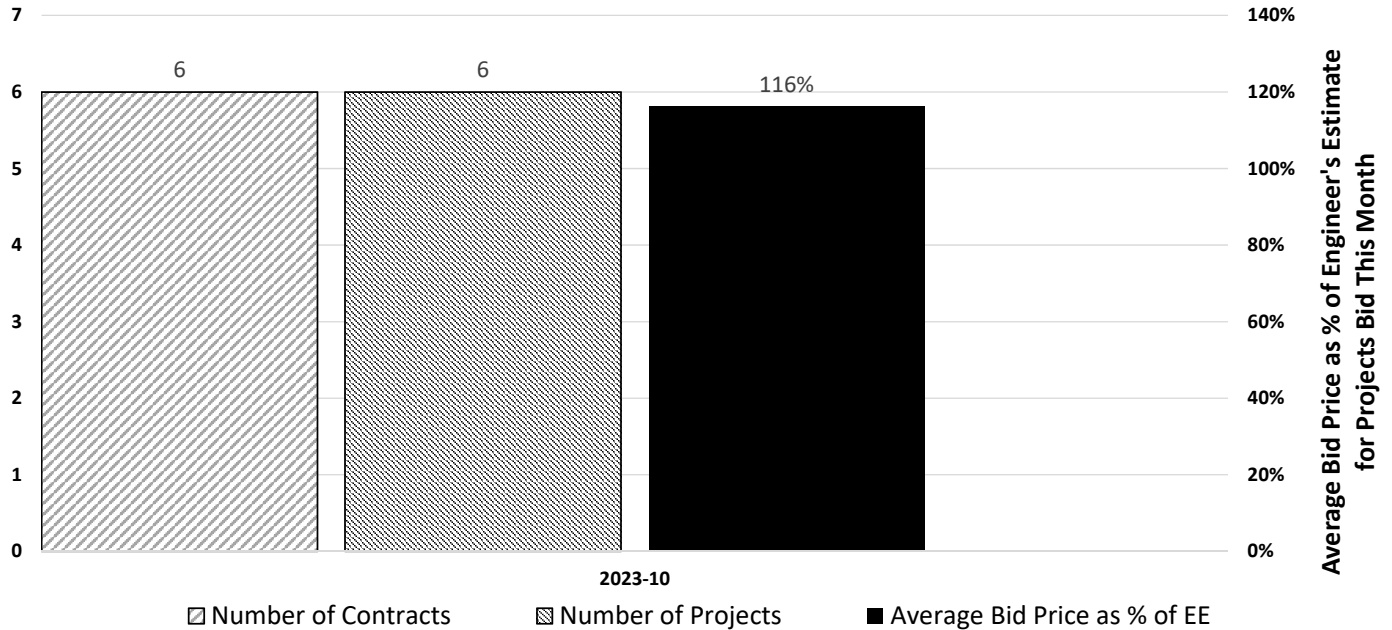
☐ Approved ☐ Deferred _____
☐ Other _____

FFY24 State Infrastructure Project Bid Results: YTD Summary By Cost

6 Projects YTD through October 30, 2023

YTD Total for all 6 projects:

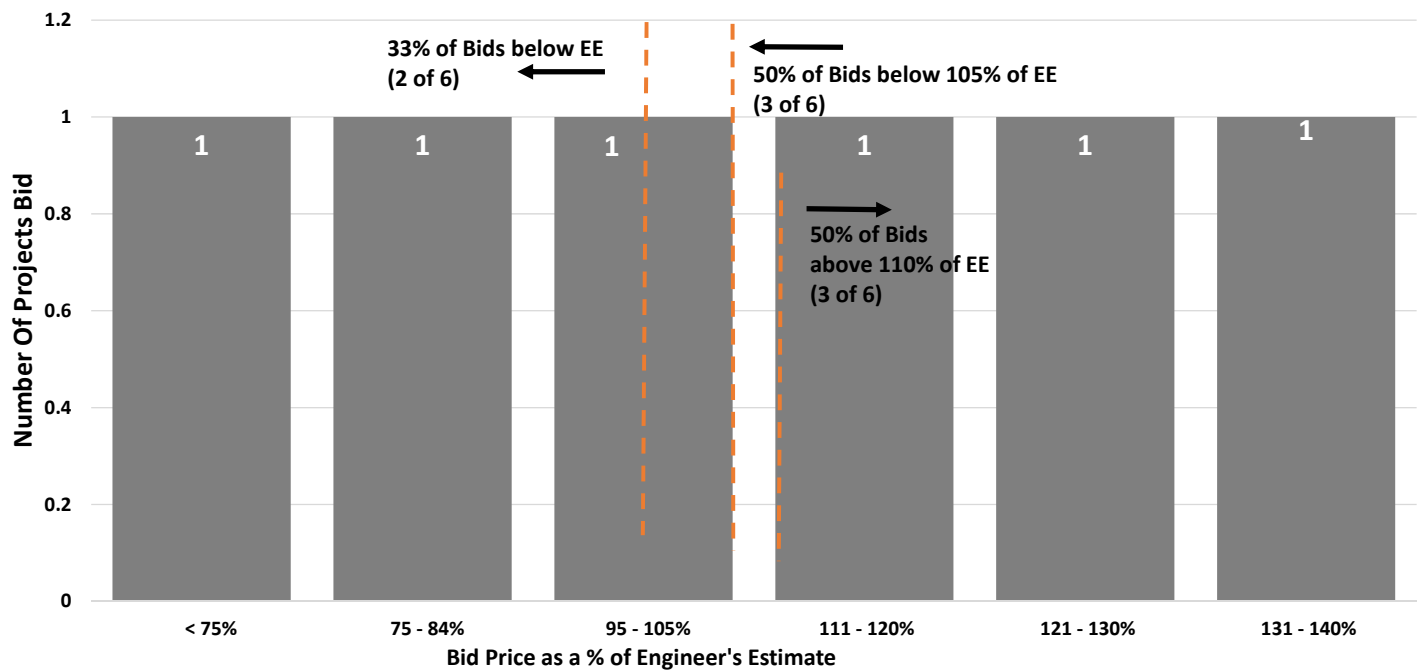
Ratio of Bid Costs / Engineer's Estimates = \$79.1 / \$68.1 M = 116.2%



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

FFY24 State Infrastructure Project Bid Results: YTD Summary By Project Count

6 Projects YTD through October 30, 2023



Note: Local and SIA Projects are not included

Monthly Status Report to the Board

PROJECTS BID BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
4	19943	US-93	10/3/2023	2	\$15,583,145.75	\$11,953,365.00	(\$3,629,780.75) 77%
US-93, 300 South Road Contractor: Staker & Parson Companies DBA Idaho Materials Construction							
State							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(1)	18716	OFF SYS	10/17/2023	3	\$3,458,199.40	\$2,967,836.25	(\$490,363.15) 86%
Spokane Street River Bridge Contractor: Hamilton Construction Company							
Federal							

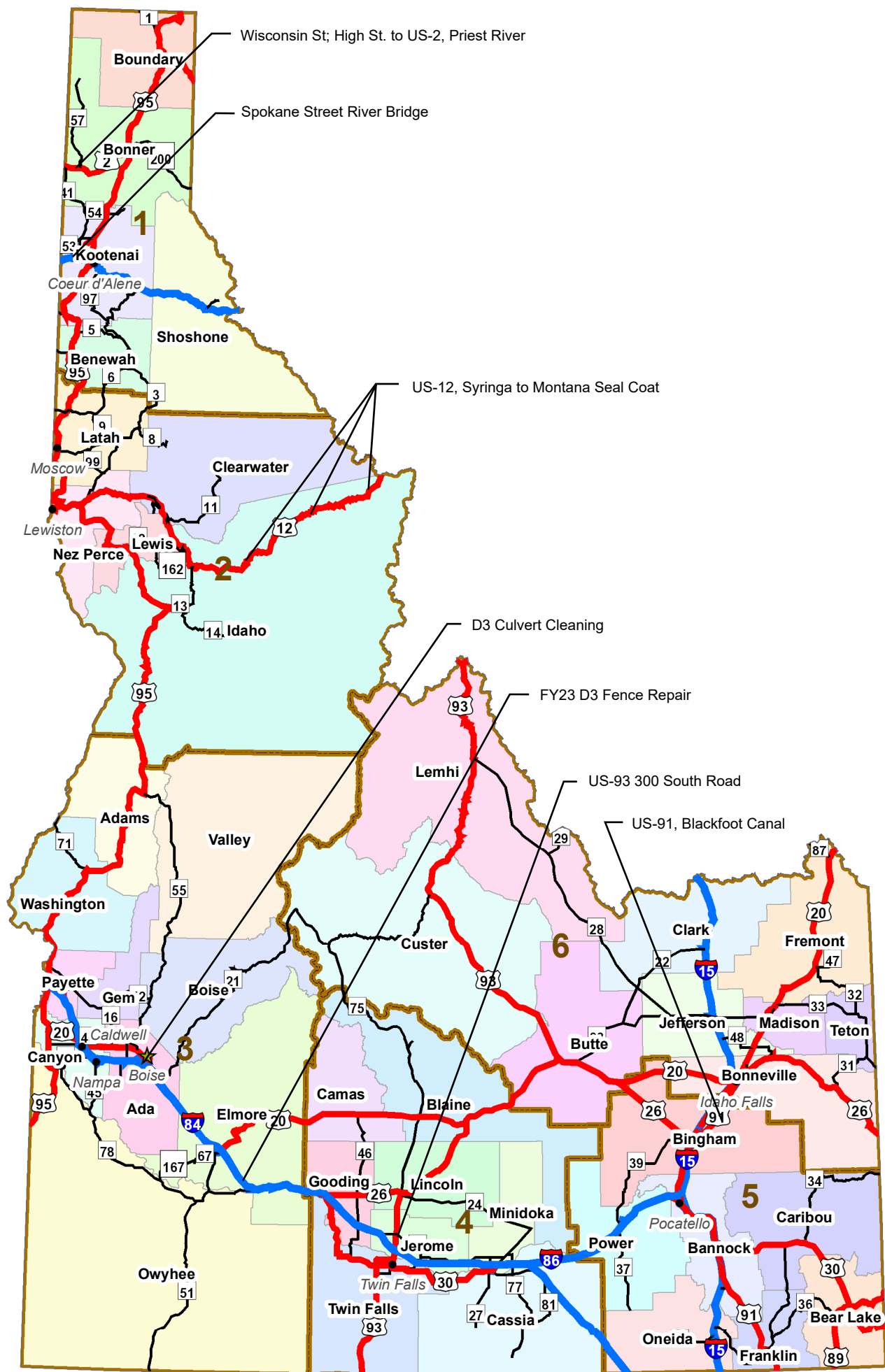
District	Key No.	Route	Opening Date	No. of Bids Received	Estimate Quantity	Fixed Price	Quantity Bid
2	21912 FPVQ	US-12	10/17/2023	1	1,848,876.00 SY	\$3,422,788.77	961,472 SY
US-12, Syringa to Montana Seal Coat Contractor: Knife River Corporation-Mountain West							
State							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(1)	19513	OFF SYS	10/17/2023	5	\$1,381,516.79	\$1,131,767.21	(\$249,749.58) 82%
Wisconsin St; High Street to US-2, Priest River Contractor: North Fork Enterprises							
Federal							

District	Key No.	Route	Opening Date	No. of Bids Received	Estimate Quantity	Fixed Price	Quantity Bid
3	22747 FPVQ	I-84	10/17/2023	3	73,920 FT	\$476,000.00	52,520 FT
FY23 D3 Fence Repair Contractor: Northwest Landscape LLC							
State							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
5	20447	US-91	10/24/2023	2	\$2,957,245.50	\$1,854,423.75	(\$1,102,821.75) 63%
US-91, Blackfoot Canal Contractor: Cannon Builders							
Federal							

District	Key No.	Route	Opening Date	No. of Bids Received	Estimate Quantity	Fixed Price	Quantity Bid
3	22749 FPVQ	I-84	10/24/2023	1	150 Tons	\$91,000.00	60 Tons
D3 Culvert Repair							
Contractor: Downstream Services Inc					State		



Monthly Contract Advertisement As of 10-30-2023

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

District	Key No.	Route	Bid Opening Date
LHTAC(2)	22877	OFF SYS	10/31/2023
Signing and Guardrail			
\$100,000 to \$500,000			

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

District	Key No.	Route	Bid Opening Date
LHTAC(6)	14058	A2	10/31/2023
A2 Highway			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(3)	13964/22101	US-95	10/31/2023
Peckham Road and Peckham Road Intersections			
\$5,000,000 to \$10,000,000			

District	Key No.	Route	Bid Opening Date
3	24245 SIA	I-84	11/7/2023
I-84, E Boise POE Overhead Sign Repair			
\$100,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(6)	19305	OFF SYS	11/14/2023
Annis Hwy; Rigby to Menan-Lorenzo Hwy			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
2	20434	Various	11/21/2023
FY24b D2 Bridge Repair			
\$1,000,000.00 to \$2,500,000.00			

District	Key No.	Route	Bid Opening Date
4	22217	SH-77	11/21/2023
SH-77, Nibbs CR to Rice CR			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
3	23336	I-84 & SH-55	11/21/2023
I-84, Karcher IC, Karcher to Middleton Road			
\$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
4	23345	I-84	12/12/2023
I-84, Heyburn IC			
Greater than \$25,000,000			



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023Consent 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	

Subject

Monthly Reporting of Federal Formula Program Funding Through October 30th.

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

Background Information

Idaho has received obligation authority through 11/17/23 via a continuing resolution passed on September 30, 2023.

Obligation authority through September 17th is \$127.8 million. This includes \$35.3 million of *Highway Infrastructure General Funds* carried over from FY21 through FY23, and \$45 million *IIJA Bridge formula* (General Fund) funds. These General Funds are also included in the apportionments detailed below.

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 \$458.4 million. FY24 obligation authority through 11/17/23 is 27.9% of apportionments.

Recommendations

For Information

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit 1: Formula Funding for FY2024

IIJA FY2024	
Apportionments + COVID + Hwy Infra.	
Federal Aid Only	\$458,365
Including Match	\$577,286
Obligation Limits through 11/17/2023	
Federal Aid Only	\$127,833
Including Match	\$160,993

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from Oct. 2023 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 10/30/23.

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

Program	Allotted Program Funding through 9/30/24	Program Funding Remaining as of 10/30/23
All Other SHS Program	\$507,049	\$108,774
GARVEE Formula Debt Service*	\$63,316	\$8,304
State Planning and Research*	\$9,249	\$1,213
Metropolitan Planning*	\$2,407	\$316
Freight	\$10,961	\$182
Railroad Crossings	\$2,210	\$16
Recreational Trails	\$1,711	\$22
STBG - Transportation Mgt. Area	\$12,416	\$194
Transportation Alternatives (TMA)*	\$1,127	\$148
Carbon - TMA	\$2,870	\$36
STBG - Local Large Urban	\$10,484	\$132
Carbon - Large Urban	\$2,103	\$27
STBG - Local Small Urban	\$4,893	\$62
STBG – Local Rural	\$18,010	\$1,184
Transportation Alternatives (Urban/Rural)*	\$7,437	\$1,069
Local Bridge*	\$13,107	\$11,455
Off System Bridge*	\$6,750	\$7,204
Local Safety	\$11,469	\$205
NEVI (Electric Vehicles)*	\$20,453	\$20,453
Total	\$708,022	\$160,993

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the Oct. 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 Oct 30th.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 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	
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 19 new professional services agreements and work tasks totaling **\$3,315,119** and 4 supplemental agreements to existing professional services agreements totaling **\$874,001** from September 25, 2023 to October 22, 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	
Resources not Available										
Construction Engineering, Inspection, Sampling & Testing			1	1						2
Roadway Design	1									1
Planning					1		1			2
Materials/Geotechnical				1	1					2
Engineer of Record Services			2							2
Surveying	1	1		1						3
Environmental		2	1							3
Local Public Agency Projects	1		1		1	1				4
Total	3	3	5	3	3	1	1			19

For ITD Projects:

15 new professional services agreements and work tasks were processed during this period totaling **\$2,843,407**. 4 supplemental agreements totaling **\$874,001** 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>
I 90, 4th JULY IC TO CEDARS MTC SITE, KOOTENAI CO	Resources not Available Roadway Design	Roadway Design, Traffic Control, Survey, Hydraulics, Geotechnical, and Environmental Services.	Individual Project Solicitation	HDR Engineering, Inc.	\$560,804
US 95, N CORRIDOR ACCESS IMPROVEMENTS, CDA	Resources not Available Surveying	Surveying Services.	Direct from Term Agreement	Parametrix, Inc.	\$13,311

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, WESTLAKE RD TURNBAYS, LEWIS CO	Resources not Available Surveying	Surveying Services.	Direct from Term Agreement	Welch Comer and Associates, Inc.	\$66,490
US 12, GREER TO KAMIAH, LEWIS CO	Resources not Available Environmental	Environmental Services.	RFI from Term Agreement	Parametrix, Inc.	\$134,139
STATE, FY24b D2 HIGH PRIORITY CULVERTS	Resources not Available Environmental	Environmental Services.	Direct from Term Agreement	Parametrix, Inc.	\$26,219

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	Resources not Available Engineer of Record Services	Engineer of Record Services. Original agreement included: 23408,23410	Individual Project Solicitation	J-U-B Engineers, Inc.	\$290,997
I 84, SIMCO RD IC, ELMORE CO	Resources not Available Environmental	Environmental Services.	Direct from Term Agreement	Tetra Tech, Inc.	Prev: \$28,600 This: \$26,763 Agreement Total to Date: \$55,363
I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	Resources not Available Engineer of Record Services	Engineer of Record Services.	Individual Project Solicitation	Jacobs Engineering Group, Inc.	Prev: \$3,258,663 This: \$232,359 Agreement Total to Date: \$3,491,022 Board Approved: \$3,500,000 On: 4/1/2022
I 84, FY23 D3 BRIDGE REPAIR	Resources not Available CE&I	CE&I Staff Augmentation.	RFI from Term Agreement	David Evans and Associates, Inc.	Prev: \$231,894 This: \$95,530 Agreement Total to Date: \$327,424

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 75, TORREY'S HOLE RV ACCESS TO SLATE CR, CUSTER CO	Resources not Available Materials / Geotechnical	Public Involvement, Materials/Geotech, Survey, Hydraulics, and Environmental Services.	Individual Project Solicitation	Jacobs Engineering Group, Inc.	\$750,638
SH 75, KETCHUM TO N FORK CAMPGROUND RD, BLAINE CO	Resources not Available Surveying	Land Surveying Services.	Direct from Term Agreement	David Evans and Associates, Inc.	Prev: \$14,581 This: \$47,460 Agreement Total to Date: \$62,041
SH 27, I 84 TO SH 25, MINIDOKA CO	Resources not Available CE&I	CE&I Services.	RFI from Term Agreement	Horrocks Engineers, Inc.	\$191,212

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, FY23 D5 PLANNING & SCOPING	Resources not Available Materials / Geotechnical	Materials/Geotechnical Services.	Direct from Term Agreement	Shannon & Wilson, Inc.	\$13,337
I 86, I 15 SYSTEM IC, POCATELLO	Resources not Available Planning	Schedule Analysis Services.	RFI from Term Agreement	Stanton Constructability Services, LLC	\$198,911

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
AERO, UPDATE STATEWIDE SYSTEM PLAN, PCI YR 3 NPIAS	Resources not Available Planning	Year Three of the Aeronautics Network Pavement Management System.	Individual Project Solicitation	Kimley-Horn and Associates, Inc.	\$195,237

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	D1 LAB AUGMENTATION	Strata, Inc.	5/5/2023, Sampling/testing and closeout services.	Materials sampling/testing services.	Prev: \$750,862 This: \$21,803 Agreement Total to Date: \$772,665
2	US 95, CULDESAC CANYON PASSING LN, PH 3, NEZ PERCE CO	Horrocks Engineers, Inc.	11/23/2021, Engineer of Record Services	Perform a biological assessment for the remaining phases	Prev: \$204,841 This: \$343,672 Agreement Total to Date: \$548,513
6	US 20, CHESTER TO ASHTON , FREMONT CO	WHPacific, Inc. d/b/a NV5	8/12/2021, Phase D - Survey, Right-of-Way Plans, Hydraulic Analysis.	Additional survey and geotechnical work	Prev: \$906,047 This: \$491,681 Agreement Total to Date: \$1,397,728 Board Approved: \$3,960,597 On: 8/17/2023
HQ	OFFSYS, FY23 LOCAL/OFFSYS BRIDGE INSPECTION	Extreme Access, Inc.	2/21/2023, Bridge Inspections 5/24/23	Bridge inspection services.	Prev: \$239,572 This: \$16,845 Agreement Total to Date: \$256,417

For Local Public Agency Projects:

4 new professional services agreements totaling **\$471,712** were processed during this period.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STC-5750, PINE CR RD BRIDGE, SHOSHONE CO	SHOSHONE COUNTY	Bridge Design, Phase III: Project Management, Roadway Design, Final Structural Design, Environmental, Survey Control.	Individual Project Solicitation	HMH, LLC	Prev: \$426,820 This: \$206,132 Agreement Total to Date: \$632,952
LOCAL, STRAND TRAIL PAVING AND PED/CYCLIST SAFETY PROJECT	City of Cascade	Roadway design services.	RFI from Term Agreement	Forsgren Associates, Inc.	\$157,954
SMA-7031, INT HAWTHORNE & W QUINN RDS, CHUBBUCK	CITY OF POCATELLO	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Atlas Technical Consultants LLC	Prev: \$308,162 This: \$54,329 Agreement Total to Date: \$362,491
OFFSYS, E 500 N RD SAFETY IMPRV, FREMONT CO	FREMONT COUNTY	Roadway Design Services.	RFI from Term Agreement	Civil Science, Inc.	\$53,297

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

FY2025 Budget Revision #1 Statewide Cost Allocation Plan Adjustment

Key Number	District	Route Number

Background Information

The FY2025 Revision #1 budget request now includes the statewide cost allocation plan (SWCAP). The summary of changes is listed below.

FTP's	Spending Authority	
1,645.0	\$1,031,231,700	FY25 Revision #1 Budget (10-20-23)
	2,494,900	Administration: Statewide Cost Allocation Plan*
	(300)	*Health and Variable Benefit - LUMA Calculation Cost Adjustments
0.0	\$2,494,600	Net Change
1,645.0	\$1,033,726,300	FY25 Revision #1 Appropriation Request (11-02-23)
*Admin SWCAP already contains a \$150,000 placeholder, total increase is \$2,644,900		

Summary values carried in the FY25 Appropriation Request

\$ 774,750,700	FY25 Base
55,172,900	Base Adjustments
\$ 829,923,600	Adjusted FY25 Base
203,802,700	Line Items
\$ 1,033,726,300	Total FY25 Spending Authority
100,974,800	Debt Service
\$ 1,134,701,100	FY25 Total Program Funding

Exhibits

Revision #1 Request Summary

Recommendations

Information Item for the Board

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

IDAHO TRANSPORTATION DEPARTMENT

October 2023 Board Meeting

Revision #1 Submission FY25 Appropriation

		<u>Funding</u>	<u>FTE's</u>
FY25 BASE		774,750,700	1,592.0
Adjustments			
Change in Employee Compensation (1.0%)	\$1,226,100		
Replacement Equipment	\$50,108,200		
Statewide Cost Allocation Program (SWCAP)	\$2,644,900		
Variable Benefits	\$1,137,700		
CGI Advantage Inflation	\$56,000		
		<hr/> \$55,172,900	
FY25 ADJUSTED BASE		829,923,600	1,592.0
Line Items (Grouped by Division)			
Administration	\$6,000,000		
Aeronautics	\$2,590,500		
Capital Facilities	\$75,400,000		
Contract Construction & Right of Way	\$90,708,000		
Highways	\$29,104,200		53.0
		<hr/> \$203,802,700	
FY25 TOTAL APPROPRIATION (Spending Authority)		1,033,726,300	1,645.0
GARVEE Bond Debt Service		\$63,434,500	
TECM Bond Debt Service		\$37,540,300	
FY25 TOTAL PROGRAM FUNDING (Rounded)		1,134,701,100	1,645.0



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 10 Minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Blaine Schwendiman	Planner, Transportation SR	BS	
Preparer's Name	Preparer's Title	Initials	
Blaine Schwendiman	Planner, Transportation SR	BS	

Subject

Annual Report: Idaho's Rail-Highway Crossing Program

Key Number	District	Route Number
n/a	n/a	n/a

Background Information

Idaho Transportation Board Policy 4085 specifies a report be made to the Idaho Transportation Board annually on the status of the State Railroad Grade Crossing Protection Fund (Fund), which receives an annual allotment of \$250,000 in accordance with Idaho Code 63-2412(c) and 62-304. This Fund provides money and match for projects in the *Rail-Highway Crossing Program*. Projects in this program are incorporated into the Idaho Transportation Improvement Program. The goal of this program is to reduce the number and severity of vehicle-train collisions at public rail-highway crossings, which is in alignment with the Idaho Transportation Department's Strategic Plan's mission element of "Your Safety" by providing the safest transportation system possible through reductions in serious injuries and fatalities. The Fund also provides \$25,000 to support public education and safety programs that promote awareness of public safety at railroad grade crossings.

Additional information is available in attached, "Idaho's Railway-Highway Crossing Program" dated October 2023.

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Idaho's 2023 RAIL-HIGHWAY CROSSING PROGRAM

November 2023



Table of Contents

Executive Summary	3
Program Structure	4
History	4
Project Selection	4
Summary of Crossings by Classification	4
Program Effectiveness	5
Incident Statistics	5
Project Metrics	7
Project obligated (Oct 1, 2022-Sept 30, 2023)	7
ITIP 2024-2030 RHCP projects	10
Leading Idaho Funding	11

Executive Summary

A comprehensive approach to safety of a transportation system, whether used by “vehicles and pedestrians” or “trains and freight,” including the 4Es has proven to be the best way to achieve significant reductions in fatalities and injuries. The elements of the 4Es are: Engineering, Education, Enforcement, and Emergency medical services (EMS).

The 4Es principle is used at locations where railroad systems and public road systems intersect one another, called public rail-highway crossings (Crossings). These Crossings are engineered with safety as a goal in accordance with AASHTO standards and delineated in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) as adopted by Idaho.

Twelve (12) railroad companies operate in Idaho with **1,225 public motorized** and **6 non-motorized**/ped/bike crossings of which **1,089** are at-grade. Over the years and when sufficient funding is available, grade separation structures have been constructed to eliminate vehicle-train collisions. The remaining at-grade crossings are made safer by installing signage and delineation in accordance with the MUTCD and in compliance with FHWA and Federal Railroad Administration (FRA) public crossing safety requirements. With use of Federal Section 130 funding (approximately \$2 million annually) and Idaho's State Rail Protection Account funding (\$250,000 dedicated annually), the number of active at-grade crossings throughout the state continues to increase. Federal funding is anticipated to stay consistent for the near future years at \$2 million annually and State funding for the program is set at \$250,000 per Idaho Statute.

In 2022 Idaho had received additional funding from Leading Idaho Initiatives, with a total of \$8 million as a one-time State funding increase for the specific purpose of growing safety at Rail-Highway crossings throughout the state. The Idaho Transportation Board (ITB) approved the advancement of nine projects, project budget increases and seven new projects with this funding in September and October 2022.

ITB Policy 4085 and ITD Administrative Policy 5085 provide the policy structure for Idaho's Rail-Highway Crossing Program. As shown in the Leading Idaho Funding portion of this report, several projects were initiated, and some completed this last year utilizing these one-time increased State funds in Rail-Highway crossing program. Projects utilizing these State funds were projected to go to construction during 2023 construction season. Due to the railroad companies review time frames and scheduling, some of the projects are being delayed for construction. Construction is planned to happen as early as possible, dependent on the railroad's reviews and acceptance.

A summary of projects is shown in the Project Metrics portion of this report for construction season “October 1, 2022 thru September 30, 2023” specifying the proposed safety device improvements.

Educating motorist, cyclists, and pedestrians in the safe use at Crossings is provided by various entities including Idaho Operation Lifesaver (IOL). Education provided by IOL stresses that trains cannot turn left or right to avoid an object on the track and emphasizes the long distances required to stop a train (typically a combination of locomotives and rail cars) can be a mile or more depending upon train speed and total train weight. ITD supports IOL's educational activities through an annual State funded education-focused grant, membership on the IOL Board of Directors and providing the annual salary for the IOL State Coordinator position.

IOL works with law enforcement and railroad owners on numerous activities, such as: the Officer On A Train program, railroad right-of-way trespass violations and awareness, Adopt a Crossing program, short-length television and radio Public Service Announcements, participation in community events, social media postings, etc. To share the safety message as far and wide as possible, IOL uses a priceless tool -- Volunteers, who:

- Make presentations to schools, school bus drivers, trucking firms, and other interested parties.
- Operate informational booths at regional fairs, city/county safety events, and other public events.
- Engage with young and old via community parades and local events.

Program Structure

Reporting period for railway-highway crossing program funding

For construction projects occurring in Federal Fiscal Year 2023 (October 1, 2022 – September 30, 2023).

The proposed projects have an emphasis on improving safety at higher priority public rail-highway crossings, with most of those projects located on off-system/local roadways.

In 2022 Idaho State Legislature, with the Governor's approval, provided an additional \$8 million for use towards safety enhancements at public rail-highway crossings. This provided a one-time quintupling of the monetary size of the Rail-Highway Crossing Safety Program, which was used to advance projects already in the program, accommodate project cost increases and the addition of several new projects statewide. These projects were funded through a one-time available State funding called "Leading Idaho Initiatives".

History

Several years ago, ITD established a team to nominate, prioritize and manage rail-highway crossing projects. This team, under the guidance of the ITD Rail-Highway Crossing Manager, is referred to as the ROaST - Rail Operations and Safety Team. Each of the six ITD districts are represented on the ROAST along with Idaho Operation Lifesaver State Coordinator, Idaho Public Utilities Commission representative(s) and an FHWA representative, with input and suggestions from local agencies, rail companies and subject matter experts from ITD's Planning and Development, Highway Design and Traffic Operations Sections. Meetings, conference calls and group emails are held to discuss, prioritize, and schedule rail-highway safety projects. Field diagnostic reviews are completed which include pertinent stakeholders, i.e. ROaST member(s), law enforcement, railroad personnel, road authority personnel, SMEs, etc.

Project Selection

The ROaST is responsible for nominating, analyzing, selecting and prioritizing grade crossing projects in the Rail-Highway Crossing Safety Program.

FRA's Web Accident Prediction System (WBAPS) and, when sufficient data is available, a computerized Benefit Cost Ratio analysis program are being used to assist the ROAST with setting project priorities for the Rail-Highway Crossing Safety programs.

ITD makes a concerted statewide team effort (via the ROAST) by meeting and/or conference calling quarterly to discuss programmed and proposed projects, address any potential project delay /advancement issues and make necessary adjustments to the programs. ITD includes outreach to the Local Highway Technical Assistance Council (LHTAC), cities, counties, highway districts, and MPOs for potential rail safety improvement projects on public off-system roadways. ITD frequently partners (cost sharing, labor donations, etc.) with railroad companies and local road authorities to maximize ITD's allotted Federal Section 130 and State Rail Protection Fund monies.

Summary of Idaho's Public Rail-Highway Crossings by classification

Crossing CLASSIFICATION TYPE	NUMBER OF CROSSINGS
At-Grade Active Warning Devices	336
At-Grade Passive Warning Devices	753
Grade-Separated RR Under Road	79
Grade-Separated RR Over Road	57
Non-Motorized Active Warning Devices	0
Non-Motorized Passive Warning Devices	6

Rail-Highway Crossing Program effectiveness

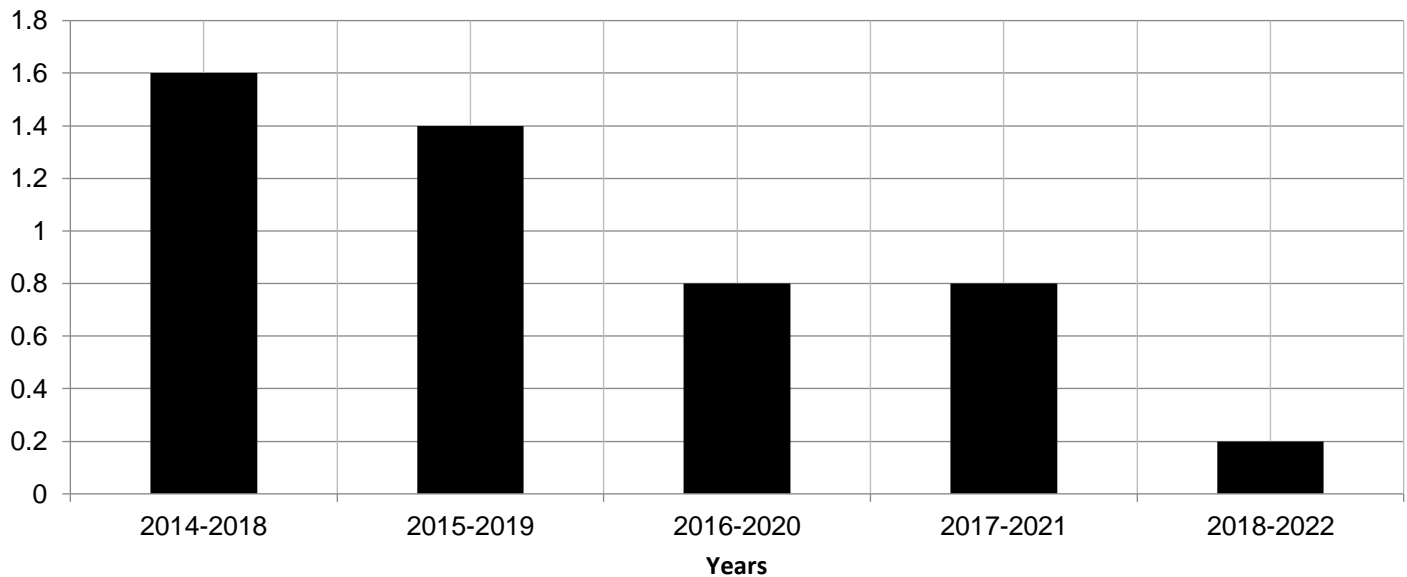
Closing public passive crossings especially where nearby alternative crossings exist has been a focus the last few years. The increase to the crossing closure allowance should prove beneficial to Idaho in the coming years.

Idaho is fortunate to have a low number of incidents and fatalities at rail-highway crossings. Combining Section 130 Program funds and Idaho's State Railroad Protection Fund, Idaho continues to see a decrease of incidents at the crossings where safety features have been installed.

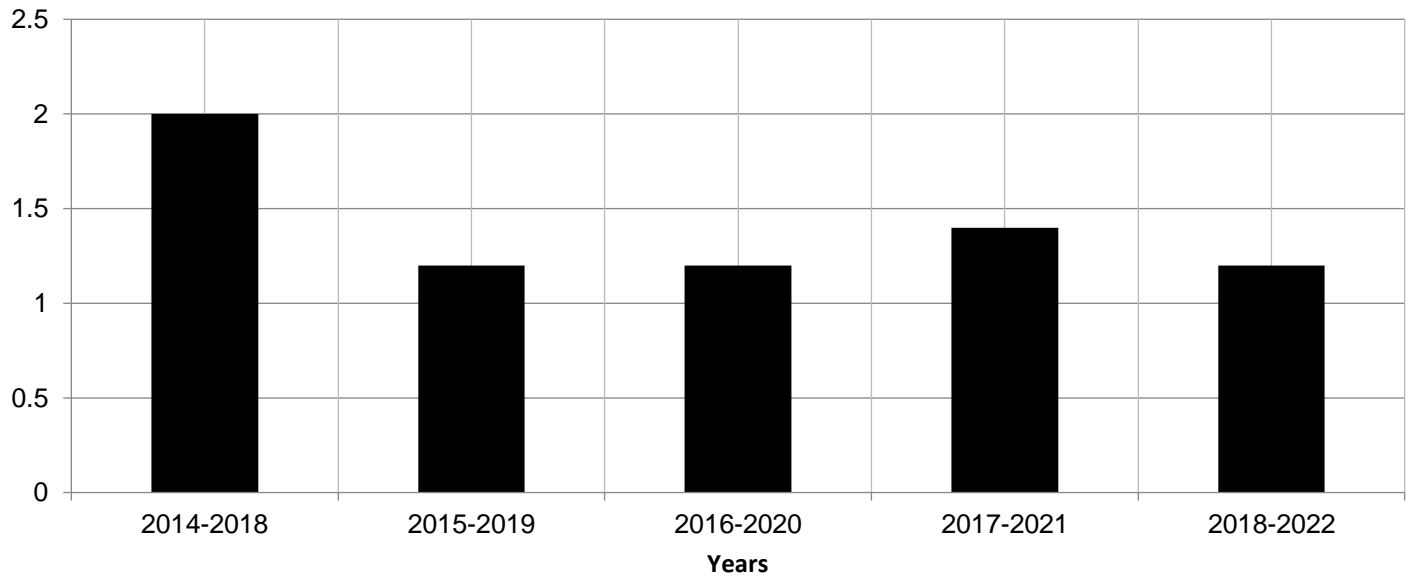
5-year Average Incident Statistics

PERFORMANCE MEASURE	2014-2018 (5-yr avg)	2015-2019 (5-yr avg)	2016-2020 (5-yr avg)	2017-2021 (5-yr avg)	2018-2022 (5-yr avg)
Fatalities	1.60; 8	1.40; 7	0.80; 4	1.0; 5	0.20; 1
Serious Injuries	2.00; 10	1.20; 6	1.20; 6	1.4; 7	1.20; 6

**Fatalities at Railway-Highway Crossings
5-yr avg. Performance Measure Data**



Serious Injuries at Railway-Highway Crossings **5-yr avg. Performance Measure Data**



As the graphs indicate incidents have generally been declining over the past years, with a slight uptick in the 2017-2021 average statistics. The addition of safety features at public rail-highway crossings enhances public awareness of crossings and provides an extra level of safety for the traveling public.

Project Metrics

Projects obligated (Oct 1, 2022 – Sept 30, 2023) using RHCP funds for the reporting period

PROJECT KEY NUMBER IDENTIFIER	LOCATION	USDOT CROSSING NUMBER	LAND USE/AREA TYPE	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	NON-SECTION 130 FUNDING TYPE	TOTAL PROJECT COST (\$)
19995	STC-5782, Selle Rd, UPRR RRX, Bonner Co	662559P	Rural	Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	445,000		445,000
20394	STC-5820, N Idaho ST, UPRR RRX, Kootenai Co	662603A		Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	320,000		320,000
20621	Offsys, Elmira Rd, UPRR RRX, Bonner	662656Y		Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	0	STATE	570,000
22035	STC-5815, Atlas Rd, UPRR RRX, Nr Hayden	662629C		Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	0	STATE	555,000
23828	Local, Iron Horse Rd, UPRR RRX, Eastport	662561R		Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	0	STATE	410,000
23949	STC-1698, N 10th ST, STMA RRX, St. Maries	396298J		Local Road or Street	Crossing Approach Improvements	At-Grade Passive Warning Devices	0	STATE	200,000
23378	NHS-8523, Cherry Lane, UPRR RRX, Nampa	818670F		Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	850,000	STATE	880,000
23370	US26, Near Iona Rd, EIRR RRX, Bonneville Co	812104A		Principal Arterial-Other	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	0	STATE	560,000
23378	STC-8223, Karcher Rd, UPRR RRX, Nampa	818662N		Major Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	0	STATE	780,000

PROJECT KEY NUMBER IDENTIFIER	LOCATION	USDOT CROSSING NUMBER	LAND USE/AREA TYPE	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	NON- SECTION 130 FUNDING TYPE	TOTAL PROJECT COST (\$)
23950	Offsys, Deb Lane, UPRR RRX, Nr Parma, Canyon Co	819307D		Local Road or Street	Grade Crossing Elimination	At-Grade Passive Warning Devices	0	STATE	450,000
23371	SH24, EIRR RRX, Acequia, Minidoka Co	819025M		Major Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	0	STATE	700,000
23952	SMA-7274, Hankins Rd/N 3200 E, EIRR RRX, Nr Twin Falls	819146K		Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	0	STATE	300,000
23952	Offsys, N 3400 E, EIRR RRX, Kimberly, Twin Falls Co	819143P		Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	0	STATE	500,000
23953	SMA-7241, New Day Parkway, UPRR RRX, Chubbuck, Bannock Co	811540K		Minor Arterial	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	0	STATE	1,400,000
23954	STP-7041, Chubbuck Rd, UPRR RRX, Chubbuck, Bannock Co	811539R		Principal Arterial-Other	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Active Warning Devices	0	STATE	450,000
23369	US20B & Birch St (811667Y) Overheight Detection, Idaho Falls	811671N		Principal Arterial-Other	Crossing Warning Sign and Pavement Marking Improvements	Grade-Separated RR Over Road	0	STATE	610,000

PROJECT KEY NUMBER IDENTIFIER	LOCATION	USDOT CROSSING NUMBER	LAND USE/AREA TYPE	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	NON- SECTION 130 FUNDING TYPE	TOTAL PROJECT COST (\$)
23971	Offsys, S Cole Rd UPRR RRX, Ada Co	819327P		Local Road or Street	Crossing Approach Improvements	At-Grade Passive Warning Devices	0	STATE	795,000

Idaho Transportation Improvement Program (ITIP)

Rail-Highway Crossing Program 2024 – 2030 Projects

Key No.	Dist	RR Co.	Project Name	Budget \$ (1,000)	Program Year
20359	1	BNSF	S Granite Lake Rd, Bonner County	320	2024
20656	1	BNSF	Woodland Drive, RRX #058725R, Sandpoint	320	2024
24292	1	BNSF	Wisconsin Street RRX, BNSF/POVA, 058753U, Priest River	285	2024
23020	3	INPR	West 1 st Street, RRX #819917L, Fruitland	430	2024
24293	3	UP	S 4TH Avenue RRX Closure, UPRR, 819382P, Caldwell	230	2024
23203	4	UP	I-84B Bliss Business Loop	260	2024
23390	4	EIRR	N 2500 E, Curry Xing, EIRR 819196N, Twin Falls Co	50	2024
24358	6	EIRR	145 N RRX, EIRR 811944F, Jefferson Co	150	2024
23391	6	EIRR	US20B, E Anderson & Holmes St, RRX #811927P, Idaho Falls	150	2024
20378	1	UP	N. Huetter Rd, RRX #662627N, Post Falls	240	2025
20504	1	UP	School House Rd, RRX #662665X, Boundary County	310	2025
23018	1	BNSF	Deep Creek Look Rd, S. of Bonners Ferry	600	2025
20723	3	UP	River Dock Rd, RRX #819406B, Washington County	360	2025
23016	4	UP	N 800 E, Minidoka Highway District	590	2025
23376	1	MRL	River Lake Drive, RRX #091167K, Near Clark Fork	450	2026
23377	1	MRL	Fish Hatchery Rd, RRX #091166D, Near Clark Fork	400	2026
20355	3	UP	Look Lane, RRX #819387Y, Caldwell	525	2026
20537	3	BVRR	Benjamin Lane, RRX #819604W, Ada County Highway District	350	2026
23375	4	UP	400 E, RRX #812796S, West of Minidoka	350	2026
23372	1	UP	SH200, RRX #662551K, Ponderay	700	2027
23380	1	UP	Blume Hill Rd, RRX #662674W, Bonner Ferry	600	2027
23787	1	BNSF	Selle Rd., RRX #058721N, Ponderay	550	2027
20358	3	UP	Lemp Lane, RRX #819302U, Notus-Parma Highway District	250	2027
23381	1	UP	Culburn Culver, RRX #662557B, North of Sandpoint	200	2028
23788	1	UP	Lions Den Rd, RRX #662646T, Bonners Ferry	500	2028
23374	4	UP	400 W, RRX #812803A, Minidoka County	400	2028
23383	4	EIRR	SH46 EIRR RRX #818893W, Wendell	400	2028
23373	6	UP	SH43 UPRR RRX #906443S, Ucon Connector	100	2028
23384	6	EIRR	25 th E, EIRR RRX #812105G, Bonneville County	100	2028
23385	6	UP	Cemetery Rd (5 th St), UPRR RRX #812386T, Dubois	150	2028
24294	3	UP	N Black Cat Rd RRX, UPRR/BVRR, 819582Y, Meridian	600	2029
24295	3	UP	N 7TH Avenue RRX, UPRR, 819455X, Payette	900	2029
19930	5	UP	Park Street, RRX #811315T, Inkom	405	2029

Leading Idaho Funding (\$8M)

Idaho's Rail-Highway Crossing Program more than quintupled in financial size for Fiscal Year 2023 with an additional \$8 million in State Leading Idaho Initiatives funding.

In 2022 the Idaho State Legislature, with the Governor's approval, provided an additional \$8 million for use towards safety enhancements at public rail-highway crossings. This provided funding for the Rail-Highway Crossing Safety Program, which was used to advance projects already in the program, accommodate project cost increases and the addition of several new projects statewide.

At the September 22, 2022 and October 20, 2022 ITB meetings the following projects were advanced, budgets adjusted, and seven new projects added received approval for inclusion in the FY2023-2029 Idaho Transportation Improvement Plan. Construction of these projects were funded by Governor Little's Leading Idaho Initiative, which dedicated \$8 Million in one-time funds to the Idaho Rail-Highway Crossing Program for State Fiscal Year 2023.

Status	Key No.	Dist.	RR Co.	Project Name	Budget \$(1,000)	Previous Program Year
3	20621	1	UP	Elmira Rd, Sandpoint, #662656Y	500	2027
3	22035	1	UP	Atlas Rd, Hayden, DOT#662629C	500	2027
4	23828	1	UP	Iron Horse Rd, Eastport, #662561R	400	2023
2	23949	1	STMA	N 10 th St, St. Maries, #396298J	200	NEW
5	23020	3	INPR	W 1 st St, Fruitland #819917L (Consultant Design Contract)	100	2024
4	23378	3	UP	Cherry Lane, Nampa, #818670F	550	2027
4	23379	3	UP	Karcher Rd, Nampa, #818662N	550	2027
1	23950	3	UP	Deb Lane Closure, Wilder, #819307D	450	NEW
4	23971	3	UP	Offsys, S Cole Rd, Kuna #819327P	477	NEW
1	23371	4	EIRR	SH24, Acequia, #819025M	700	2026
1	23951	4	EIRR	Hankins Rd/N3200E, Near Twin Falls #819146K	300	NEW
1	23952	4	EIRR	N 3400 E, Kimberly, #819143P	500	NEW
3	23953	5	UP	New Day Parkway, Chubbuck, #811540K	1,000	NEW
3	23954	5	UP	Chubbuck Rd, Chubbuck, #811539R	850	NEW
1	23369	6	UP	US20B & Birch St Over Height Detection, Idaho Falls	600	2024
4	23370	6	EIRR	US26, Near Iona Rd, #812104A	550	2026

PROJECT STATUS LEGEND

- 1 – In construction
- 2 – Agreement in place, waiting for construction by railroad
- 3 – Design completed - Agreement in process for signatures
- 4 – Design/Agreement in process of development
- 5 – Consultant Design, Agreement in place, Design progressing: Construction Fed Rail (FFY2024)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 15-20 minutes

Presenter's Name Ned Parrish	Presenter's Title Research Program Manager	Initials NP	Reviewed By
Preparer's Name Ned Parrish	Preparer's Title Research Program Manager	Initials NP	

Subject

Annual Update on ITD's Research Program

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

Background Information

The Research Program Manager Ned Parrish and Sr. Research Analyst Amanda Laib will give annual update on the department's Research Program. The Research Program is supported with federal State Planning and Research (SPR) funding and the associated state match (80/20). For FFY 2024, a total of \$2.35 million is budgeted for program costs. Research and pooled fund projects supported by the Research Program must have an ITD management sponsor and are prioritized for funding by ITD's Research Advisory Council, which reviews all research and pooled fund requests. Research Program staff develop a detailed annual work program, which is approved by the Highways division administrators and by FHWA's Idaho Division Office. The presentation will provide a brief overview of the program (funding, project selection process, etc.), highlight active research projects and projects completed in the past year, and outline new projects planned for FFY 2024. Program staff will also share information on other uses of SPR Research funds including support for the National Cooperative Highway Research Program (NCHRP), AASHTO technical service programs, and Idaho's T2 Center.

Recommendations

For information only

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 min.

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 Operations Review of 80 MPH Interstate Corridors

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 85th percentile speeds of all vehicles. Since implementation, Traffic Operations has been tracking operating speeds and crashes on these corridors.

During last month's ITD Board Meeting, the Traffic Operations Office provided an informational update of the performance these 80 mph corridors during which a more in-depth presentation of this year's review was requested.

In summary, this year's check on the 80 mph corridors found:

- Current observed 85th percentile speeds are around 85 mph on average on I-84 & I-15 and 84 mph on I-86.
- Differential speeds between light and heavy vehicles on these corridors now ranges between 10 to 12 mph.
- The before and after 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.
- Operations along these corridors are comparable to national rates if not slightly better.

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 85th 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, 85th 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 85th 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.

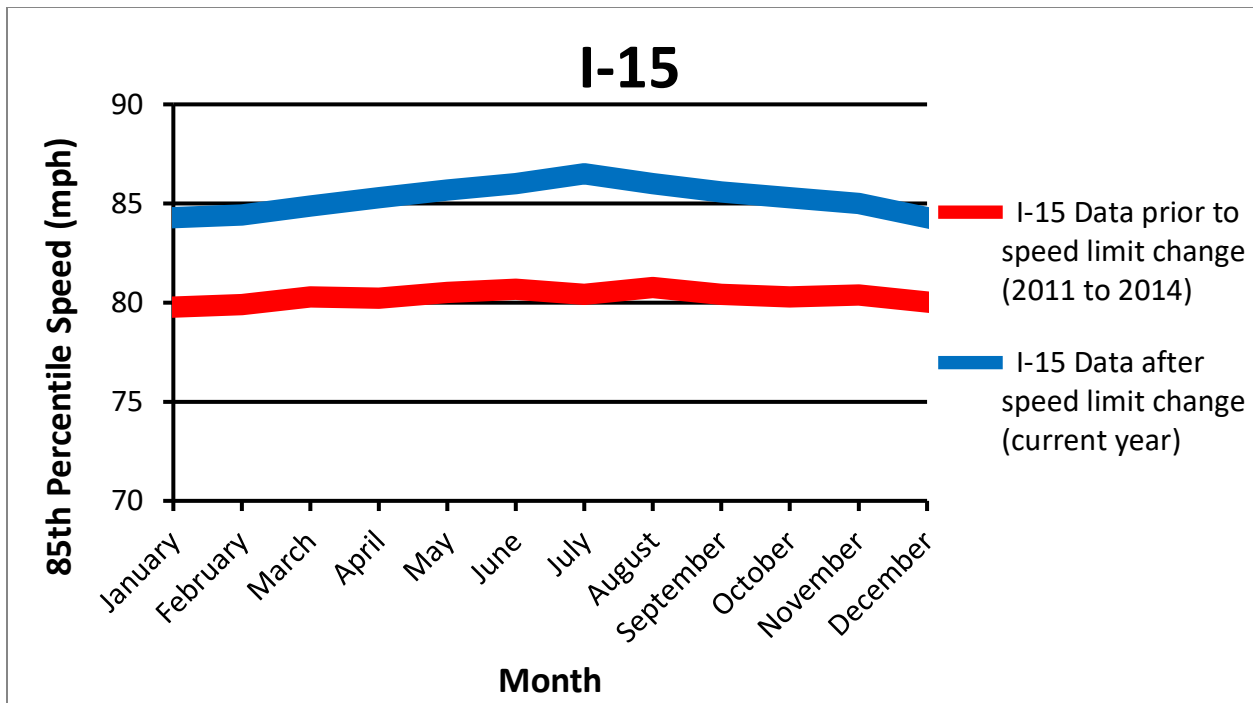


Figure 1 Interstate 15 Speeds

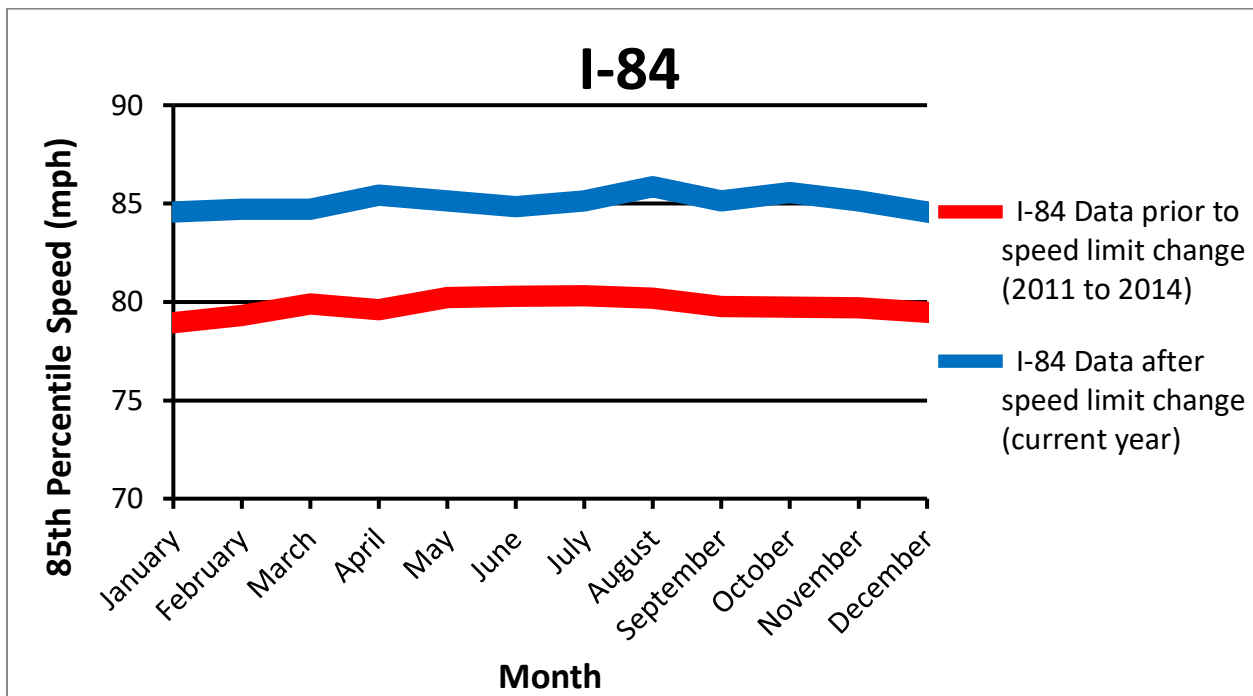


Figure 2 Interstate 84 Speeds

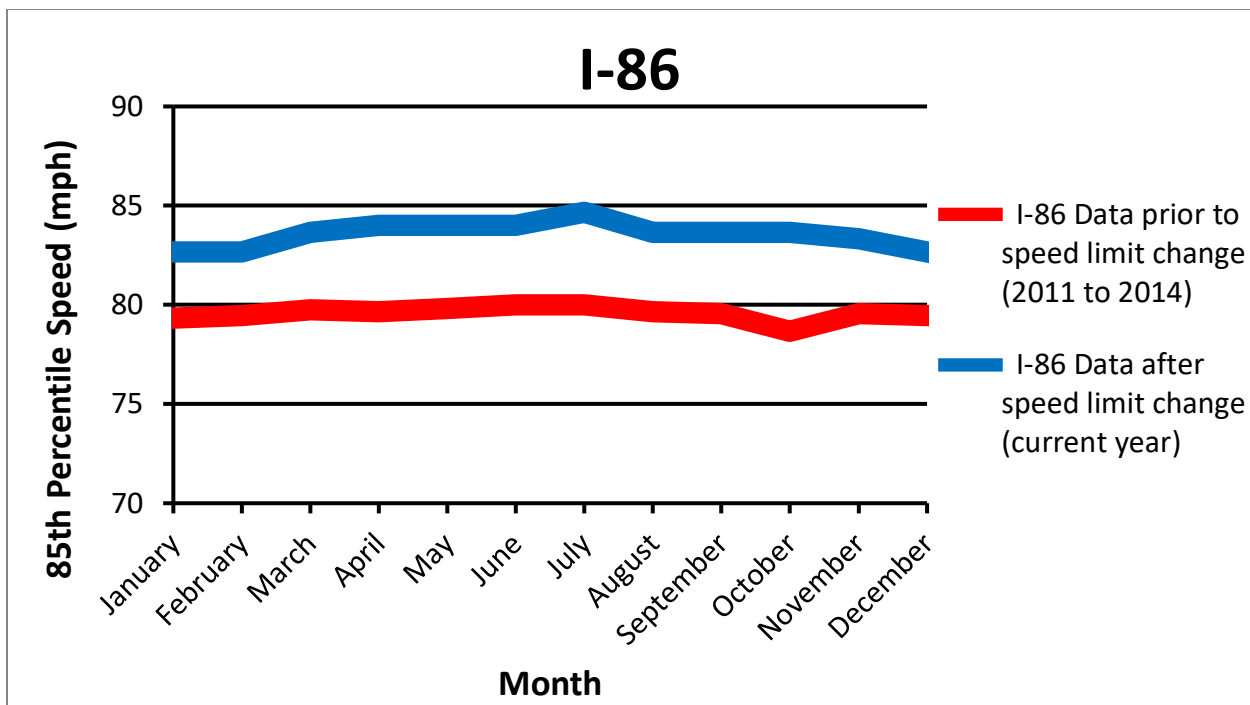


Figure 3 Interstate 86 Speeds

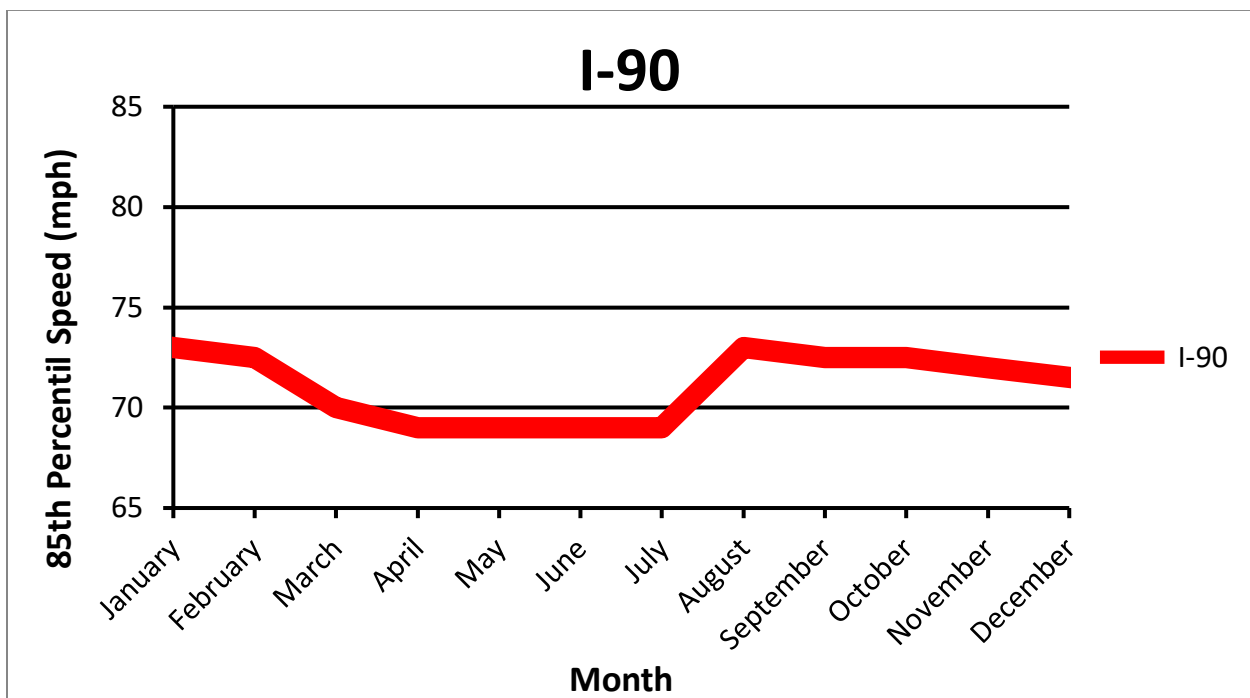


Figure 4 Interstate 90 Speeds

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.

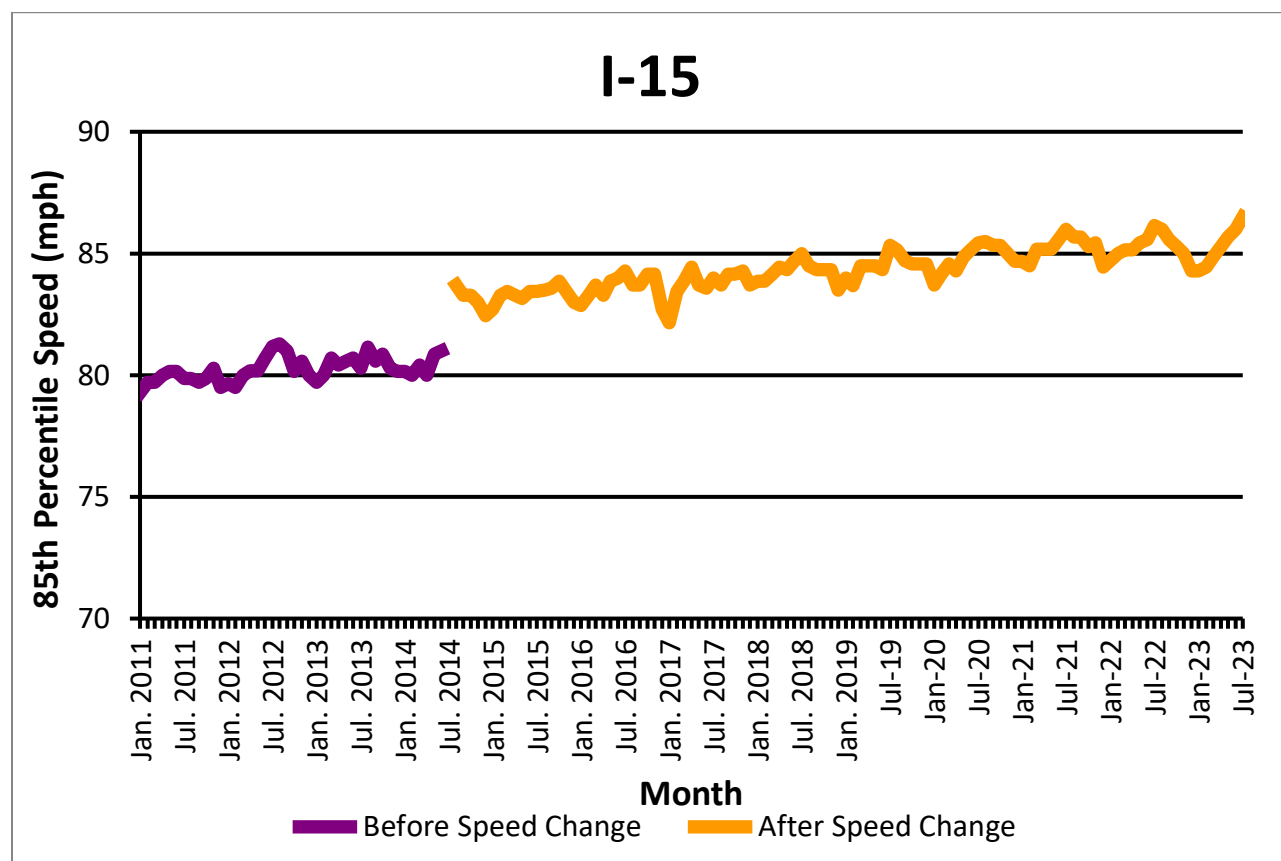


Figure 5 Chronology of Interstate 15 Speeds

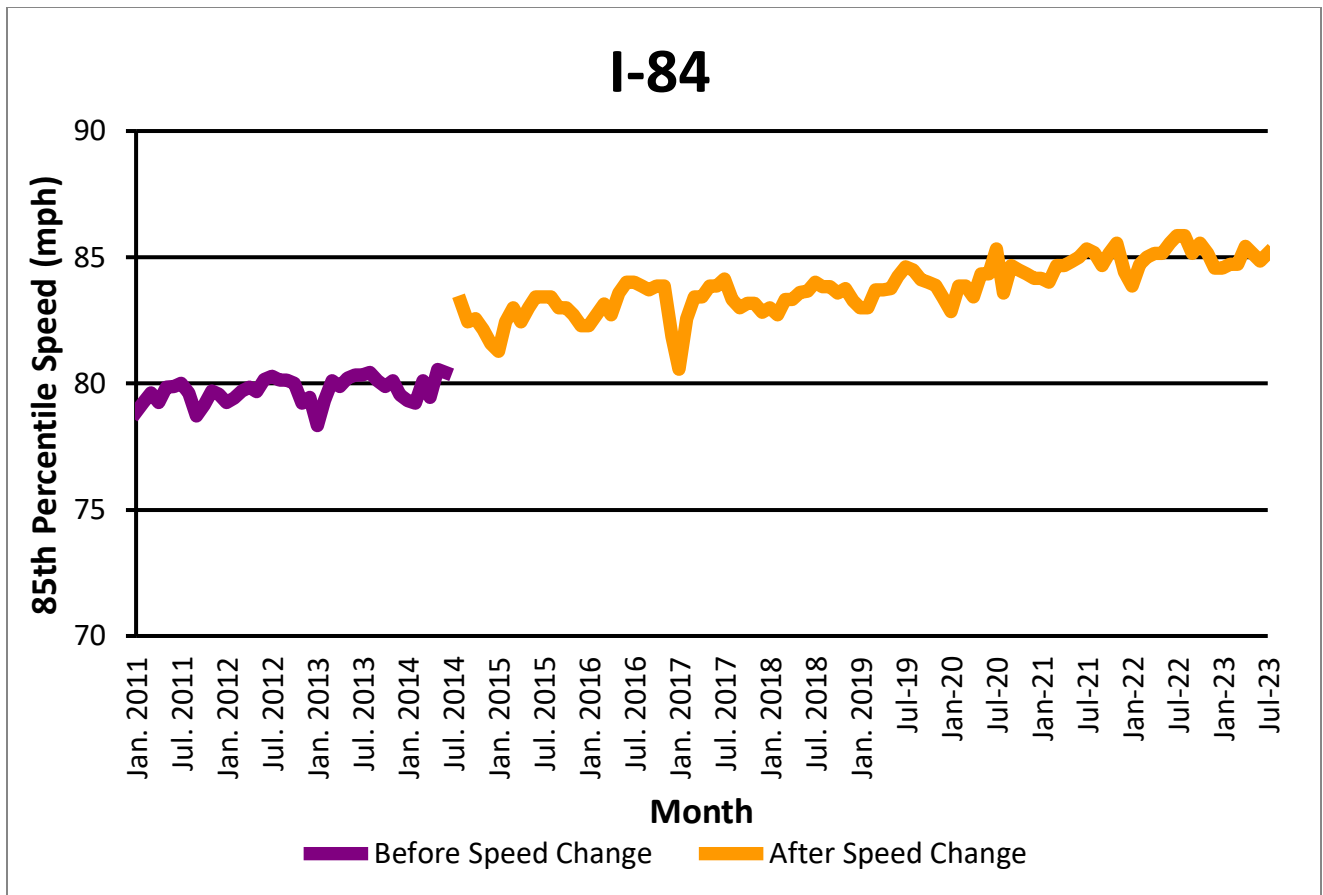


Figure 6 Chronology of Interstate 84 Speeds

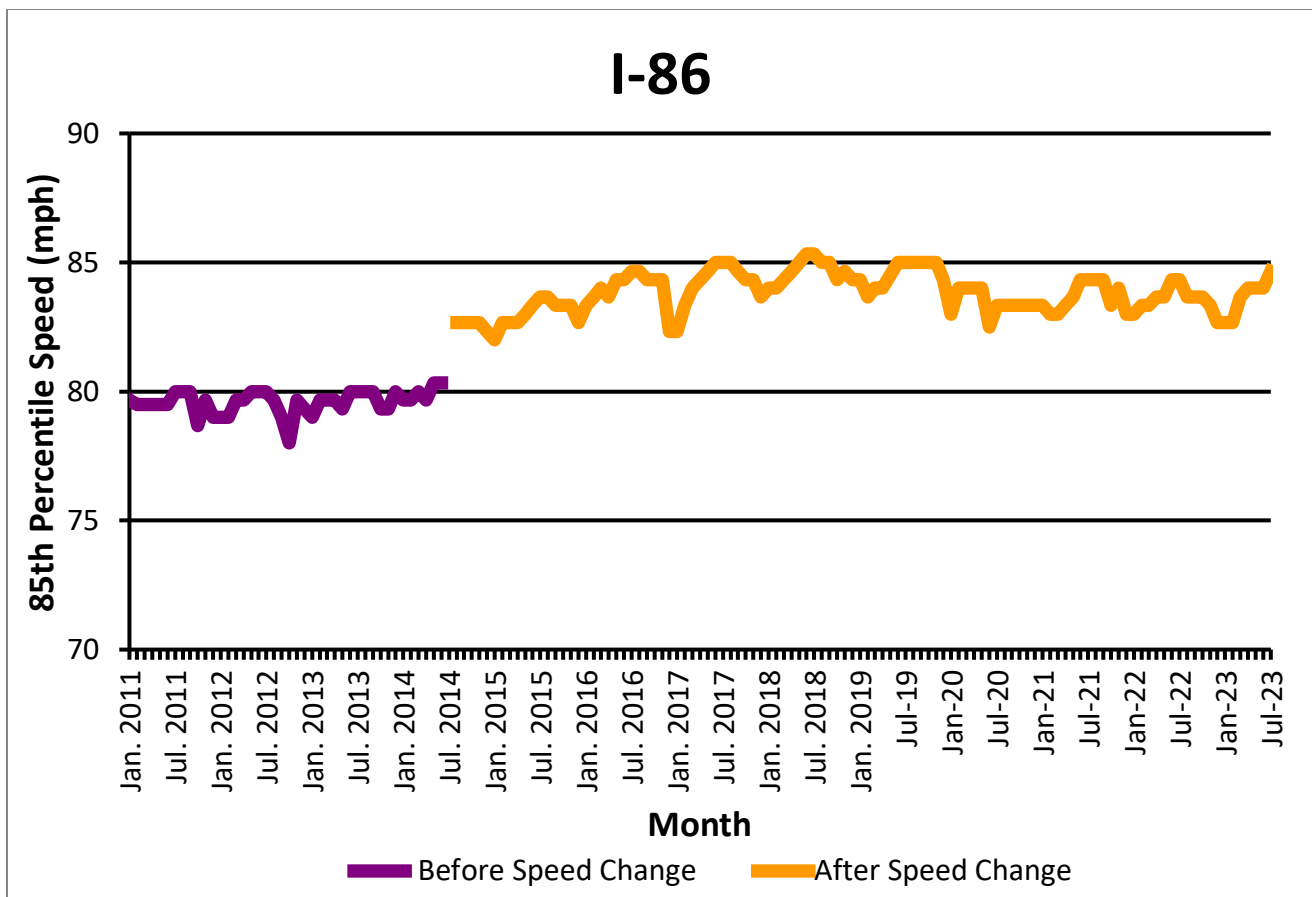


Figure 7 Chronology of Interstate 86 Speeds

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.

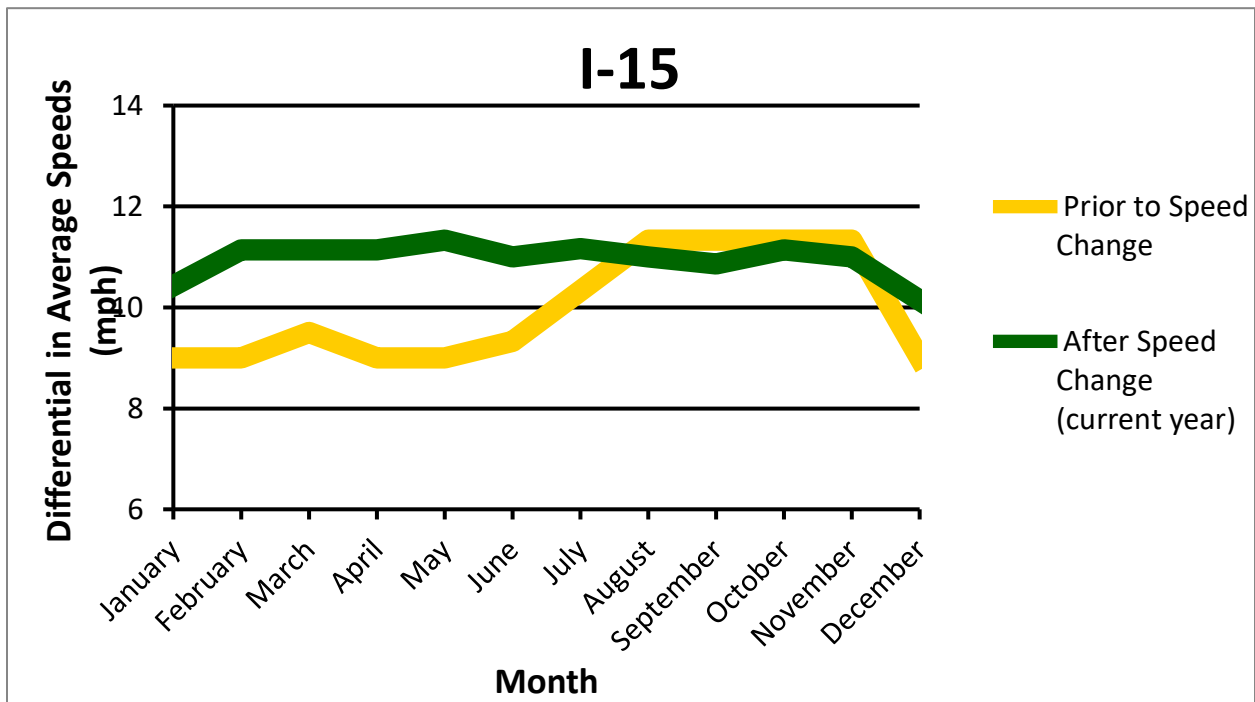


Figure 8 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 15

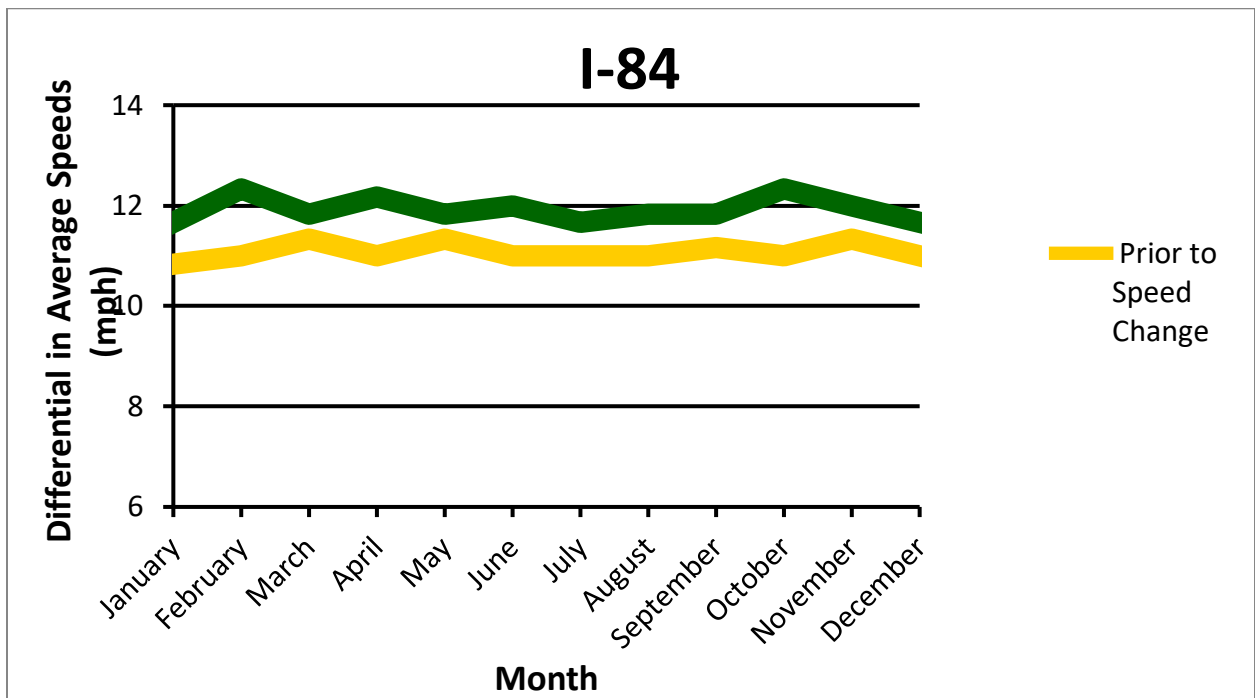


Figure 9 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 84

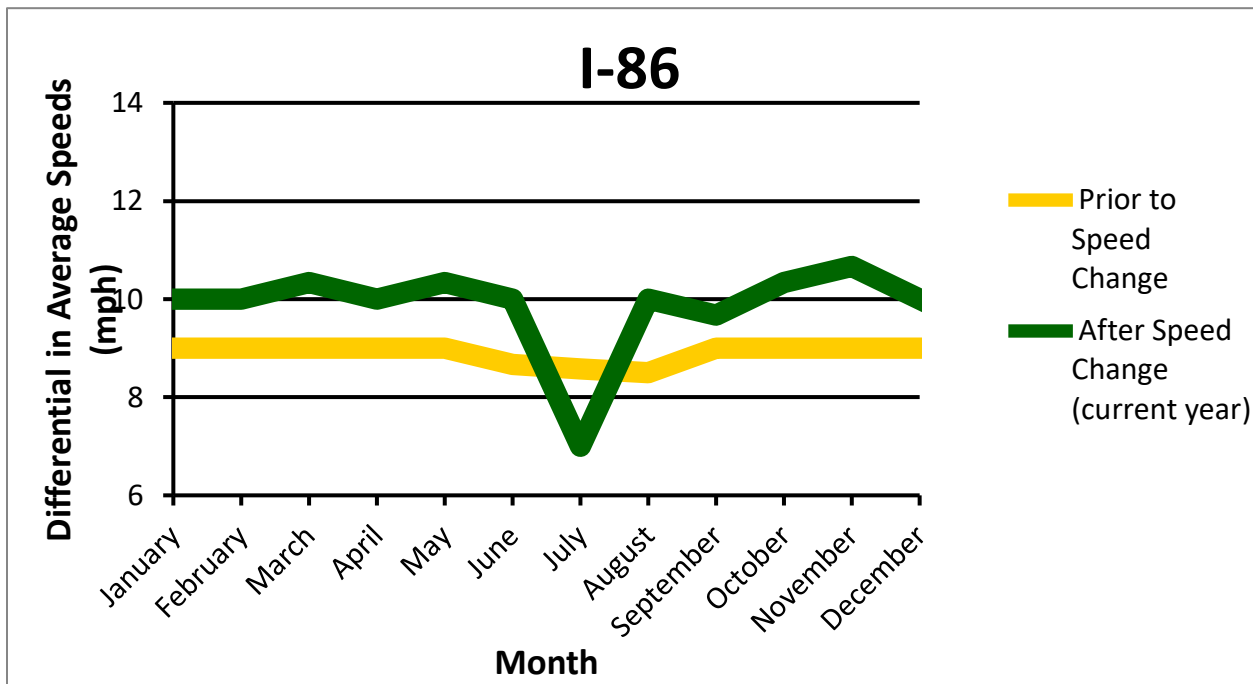


Figure 10 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 86

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.

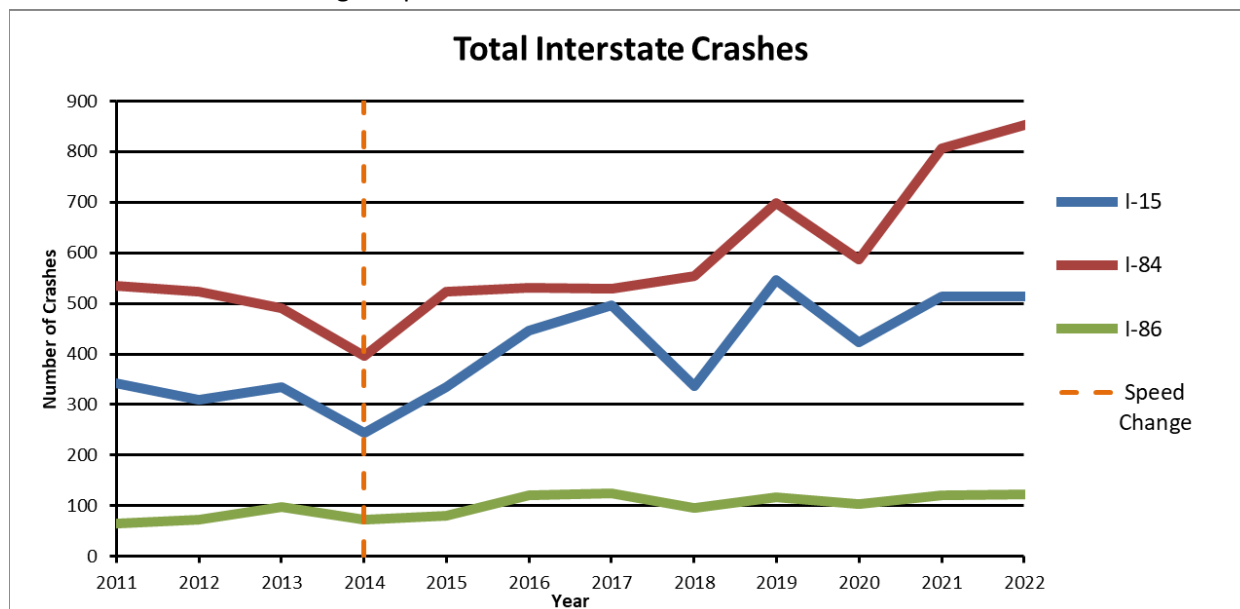


Figure 11 Total of All Crashes on Interstates 15, 84, and 86

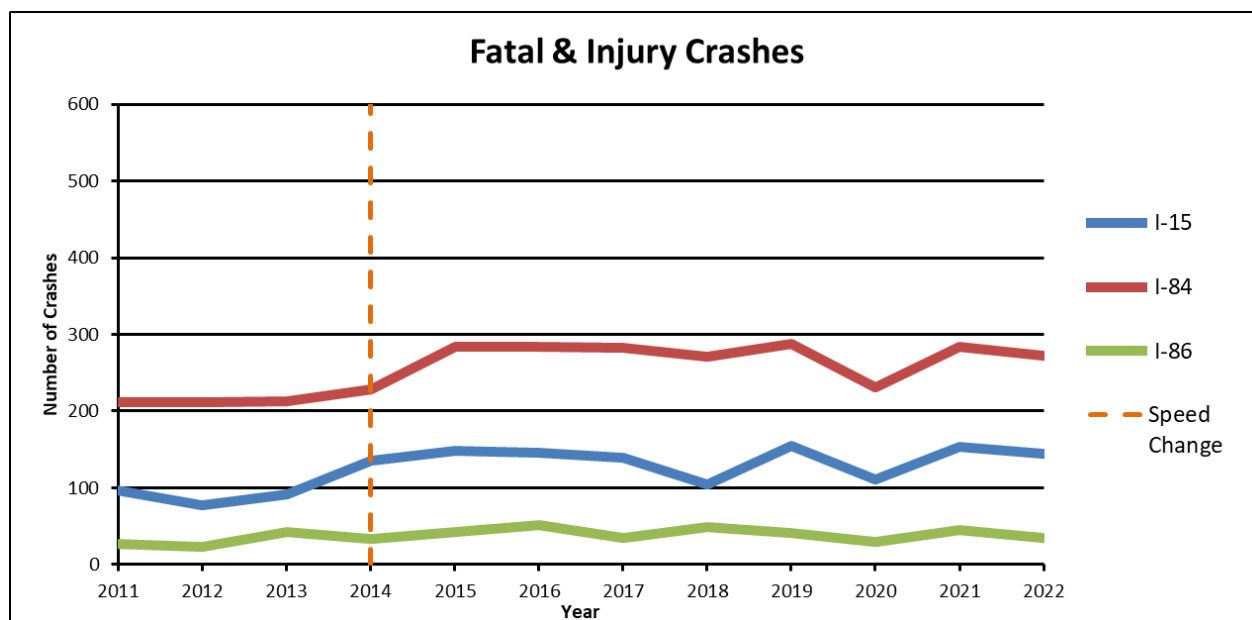


Figure 12 Total of Fatal and Injury Crashes on Interstates 15, 84, and 86

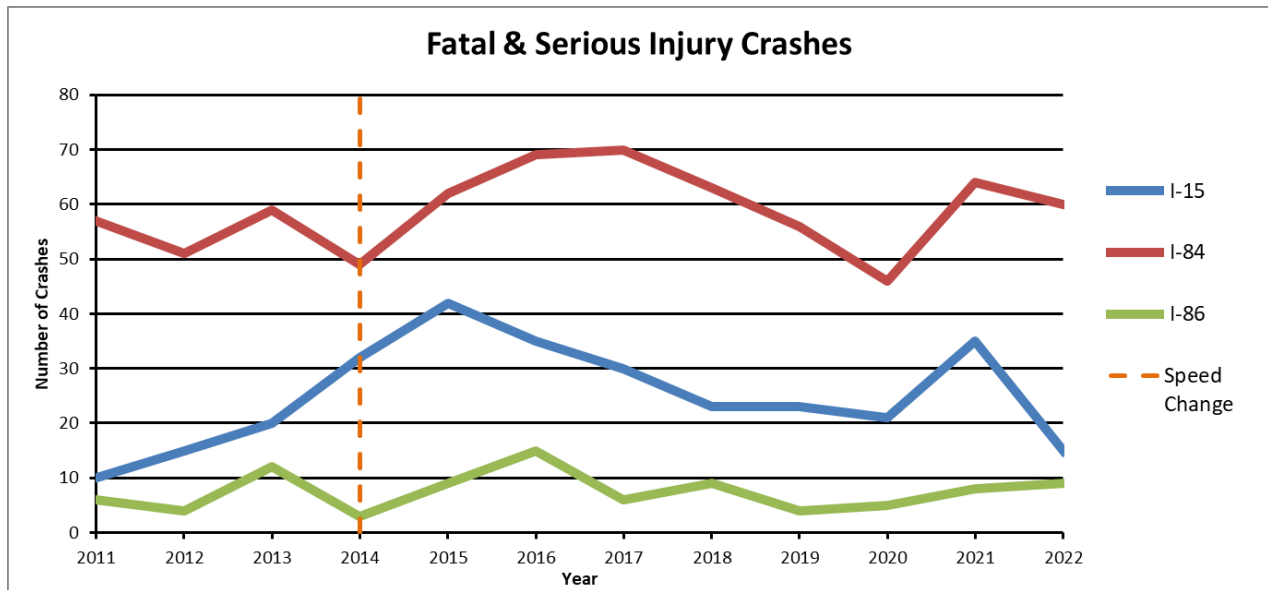


Figure 13 Total of Fatal and Serious Injury Crashes on Interstates 15, 84, and 86

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.

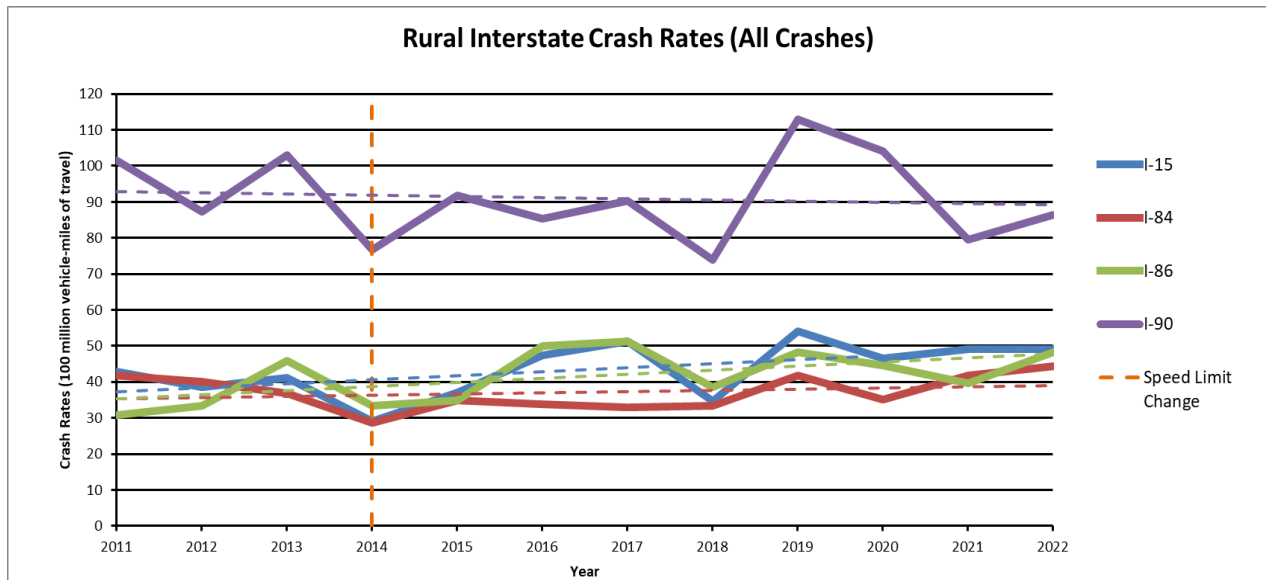


Figure 14 Crash Rates for All Crashes on Interstates 15, 84, 86 and 90

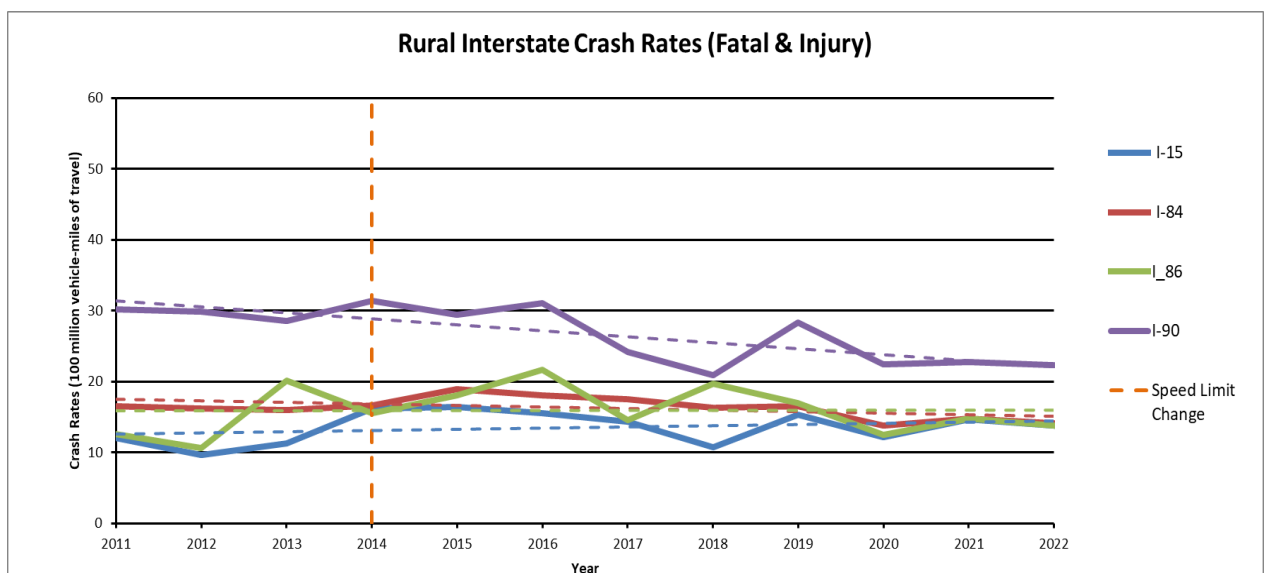


Figure 15 Crash Rates for Fatal & Injury Crashes on Interstates 15, 84, 86 and 90

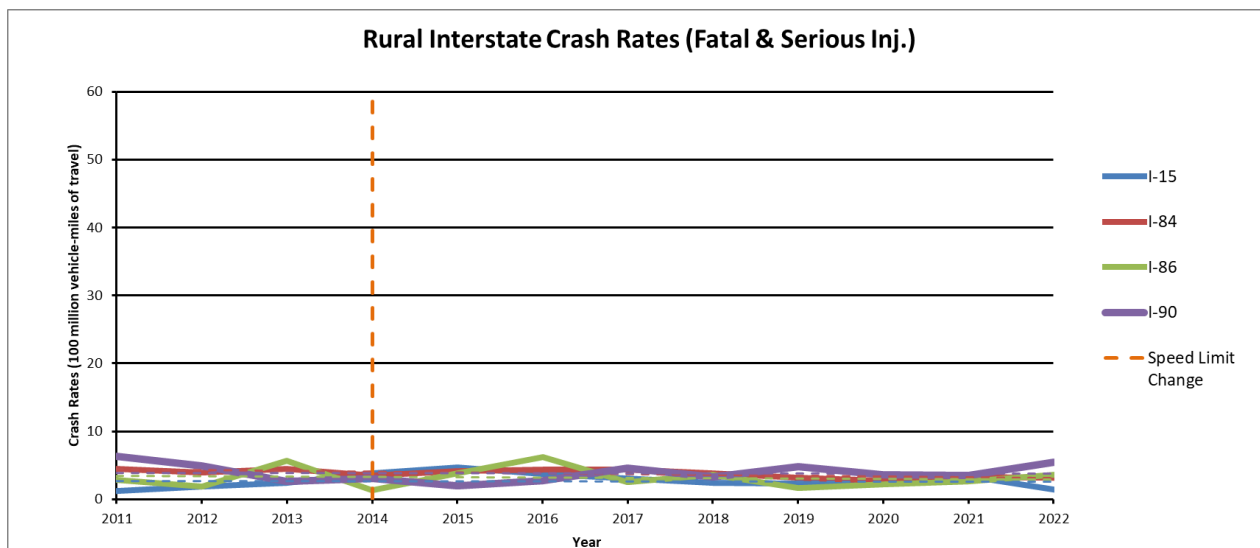


Figure 16 Crash Rates for Fatal & Serious Injury Crashes on Interstates 15, 84, 86 and 90

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.

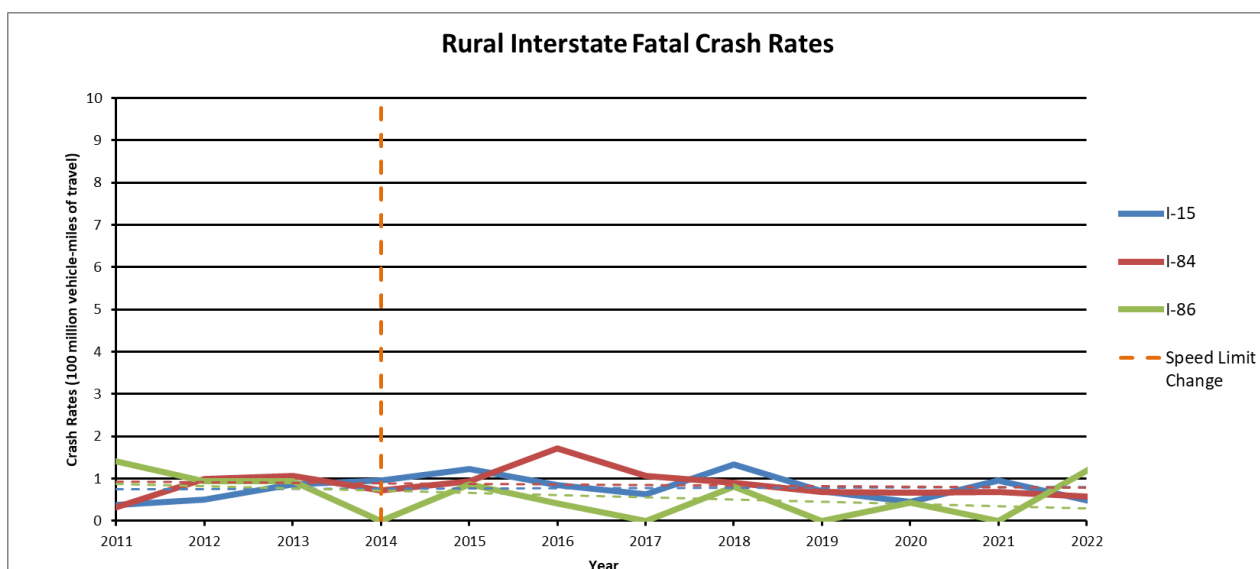


Figure 17 Crash Rates for Fatal Crashes on Interstates 15, 84, and 86

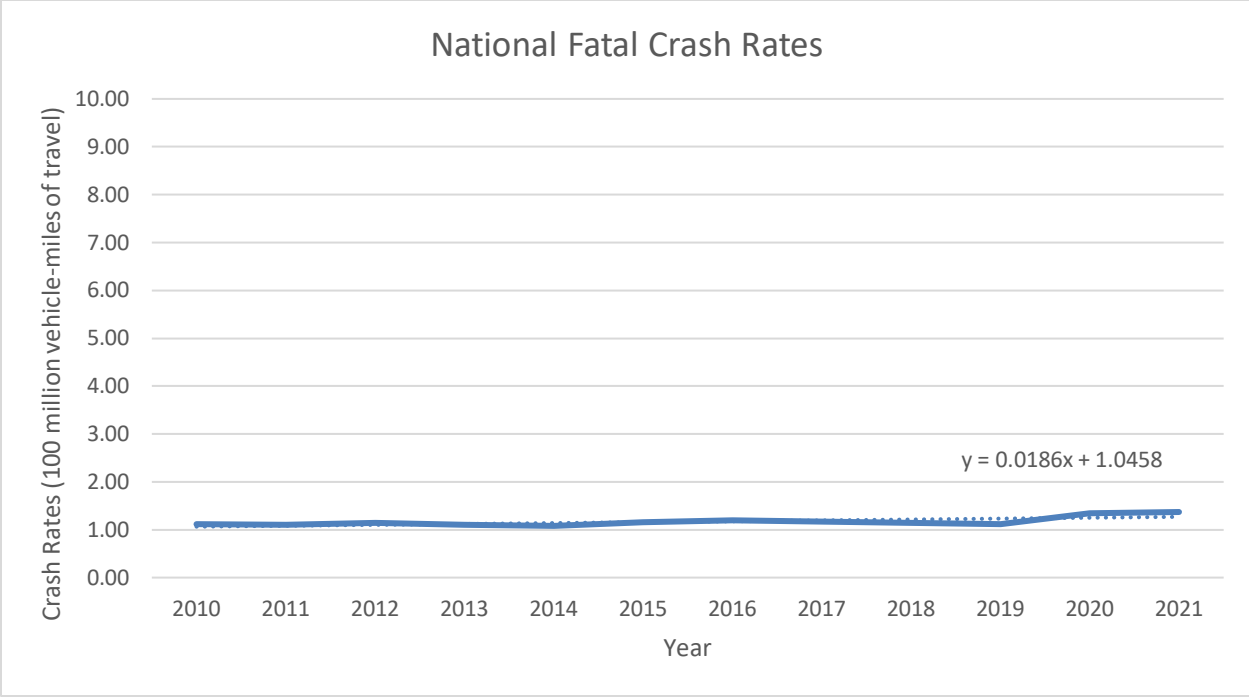


Figure 18 National Crash Rates (National Highway Traffic Safety Administration)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023Consent Item ☐Information Item ☒Amount of Presentation Time Needed 15 minutes

Presenter's Name Sam Walker/Ella Cornett	Presenter's Title One Stone Students	Initials SW/EC	Reviewed By
Preparer's Name Tabitha Smith	Preparer's Title Grants/Contracts Officer	Initials TKS	

Subject

Office of Highway Safety - Backseat Driver's Manual		
Key Number	District	Route Number

Background Information

The Office of Highway Safety has worked with two students from One Stone High School to search for a solution to distracted driving on Idaho's roadways. In this presentation, the students will demonstrate what they learned, the solution at which they arrived, and how they arrived at their end result: The Backseat Driver's Manual.

Recommendations

--

Board Action

☐ Approved ☐ Deferred _____☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 20 minutes

Presenter's Name Dan McElhinney & Angie Heuring	Presenter's Title Chief Deputy/COO	Initials DM	Reviewed By
Preparer's Name Angie Heuring	Preparer's Title Senior Public Information Officer	Initials AH	

Subject

Fourth Annual ITD/AGC Excellence in Construction Partnering Awards Presentation		
Key Number	District	Route Number

Background Information

The Idaho Transportation Department and the Idaho Associated General Contractors (AGC) value project partnering to help complete transportation projects across Idaho in a timely, professional, and responsive manner. Together, ITD and Idaho AGC have put on the fourth annual Excellence in Construction Partnering Awards, a celebration of great partnering.

This item is to recognize the Gold winners of this year's award competition and highlight their incredible efforts in front of the Idaho Transportation Board and other local stakeholders.

Recommendations

Information only.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 10

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, 2023 thru September 30, 2023, Fiscal Year 2024 Financial Statements

The financial operations of the Department as of September 30, 2023, three months through this fiscal year:

- Revenues to the State Highway Account from all state sources as shown on the financial statements are ahead of forecast by 6.0% (this includes Misc. Revenues and Equipment Buy Back). Revenues in the Highway Distribution Account, Fuels/Registration Direct, and Ethanol are up (4.9%).
- State revenues to the State Aeronautics Fund are slightly below forecast by -3.9% or \$-37.1K. The revenue for both the State Highway Account, and the State Aeronautics Fund will continue to be monitored closely.
- Expenditures are within planned budgets YTD. The differences after three months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$1.7M or 4.3% 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 - September of this fiscal year are \$202.4M. Compared to the last three fiscal years through the first three months of the year:
 - FY23= \$134.2M
 - FY22= \$131.1M
 - FY21= \$148.9M

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 three months from these funding sources was \$308.1M or \$64.4M higher than the highest point of the previous three years.

- FY23= \$243.7M
- FY22= \$168.4M
- FY21= \$179.1M

The balance of the long-term investments as of the end of September is \$179.5M. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$119.0M) totals \$298.5M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first three months, are \$43.2M. 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.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$30.1M is the first three months of the sales tax of 4.5%. Initial receipts into this fund for FY24 of \$20.8M is committed to debt service on the TECM Bonds. Expenditures in this fund for construction expenses on projects were \$10.4M.



Board Agenda Item

ITD 2210 (Rev. 10-13)

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 three months of FY24 was \$0.4M, for a total expenditure of \$14.7M since the beginning of the grant.

Expenditures from the two active bond programs were \$46.5M for the TECM Capital Projects fund and \$7.4M for the GARVEE Capital Projects fund. Both programs are very active and advancing as planned.

Recommendations

For Information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

**NOVEMBER
ITD BOARD PACKET**

**SEPTEMBER
FY24
FINANCIAL STATEMENTS**

User ID: ddecker
 Report ID: AD-FN-GL-010
 Run Date: 24 Oct 2023
 % of Time
 Remaining: 75

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 9/30/2023
 (all amounts in '000)

Fiscal Year: 2024

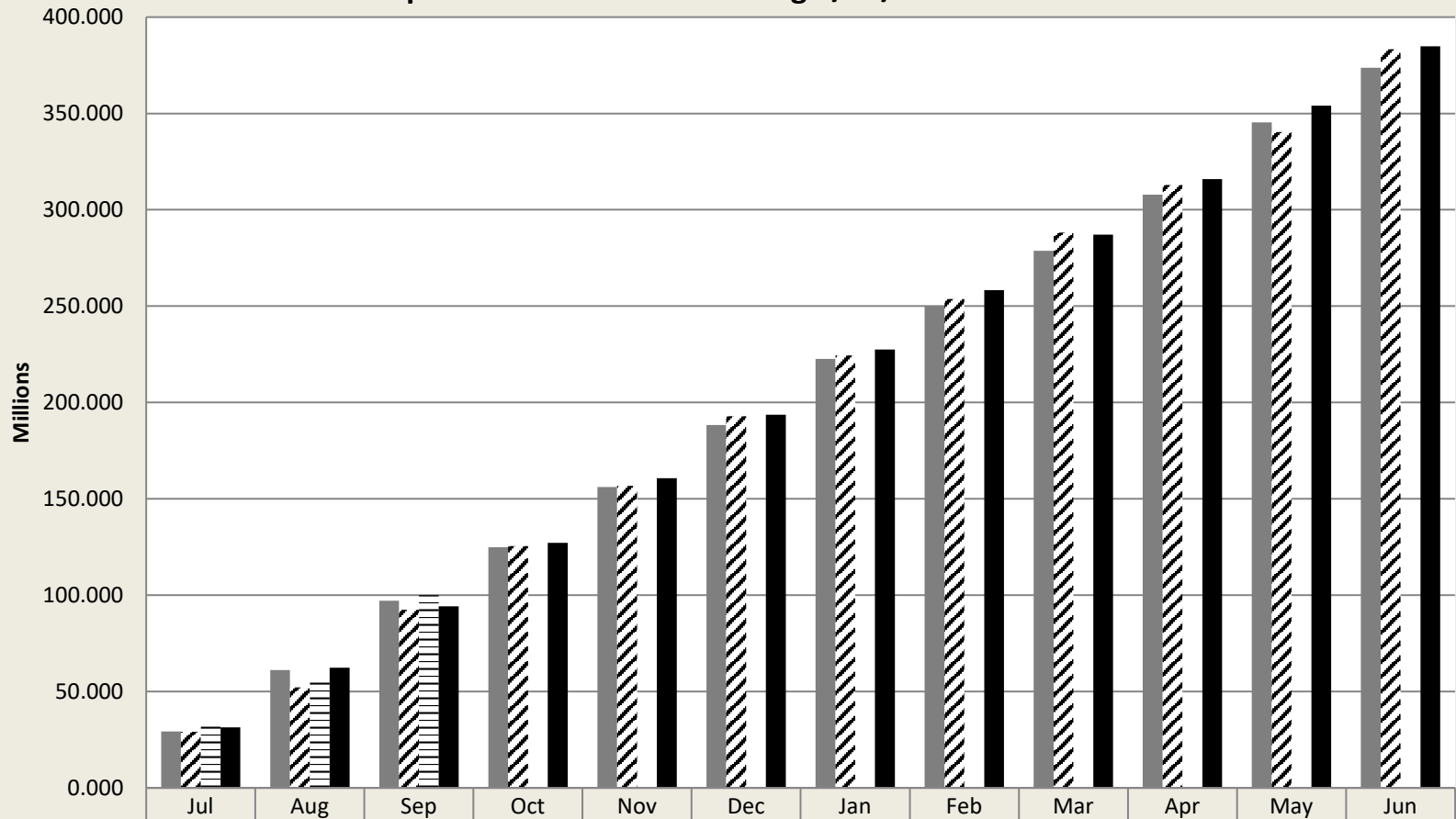
Funds Received					
	FY23 Actual YTD	FY24 Actual YTD	FY24 Forecast YTD	FY24 to FY23 Actual	FY 24 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	85,046	158,718	113,761	86.6%	39.5%
State (Inc. H.D.A.)	92,439	99,979	94,280	8.2%	6.0%
Local	474	3,102	1,682	554.4%	84.4%
Total State Highway Account:	177,959	261,799	209,724	47.1%	24.8%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	27	78	65	188.2%	19.3%
State	1,209	1,280	1,046	5.9%	22.4%
Total State Aeronautics Fund:	1,236	1,358	1,111	9.8%	22.2%
Total Fund Received:	179,195	263,157	210,835	46.9%	24.8%
Disbursements (includes Encumbrances)					
	FY23 Actual YTD	FY24 Actual YTD	FY24 Budget YTD	FY24 to FY23 Actual	FY 24 to Budget
Construction Payouts	135,648	204,725	150,749	50.9%	35.8%
<u>Operations Expenses</u>					
Highways	64,607	77,301	81,655	19.6%	-5.3%
DMV	9,905	10,617	11,462	7.2%	-7.4%
Administration	11,235	6,252	11,451	-44.4%	-45.4%
Facilities	5,418	24,916	24,531	359.9%	1.6%
Aeronautics	3,301	2,117	2,894	-35.9%	-26.8%
Total Operations Expenses:	94,466	121,203	131,993	28.3%	-8.2%
<u>Transfers</u>					
Debt Service	0	0	0	0.0%	0.0%
Total Transfers:	0	0	0	0.0%	0.0%
Total Disbursements:	230,113	325,928	282,742	41.6%	15.3%
	FY23 Actual YTD	FY24 Actual YTD	FY24 Budget YTD	FY24 to FY23 Actual	FY 24 to Budget
<u>Expenditures by Type</u>					
Personnel	36,475	36,763	38,417	0.8%	-4.3%
Operating	31,522	34,014	40,217	7.9%	-15.4%
Capital Outlay	20,411	38,418	45,457	88.2%	-15.5%
Sub-Grantee	6,058	12,009	7,902	98.2%	52.0%
Totals Operations Expenses:	94,466	121,203	131,993	28.3%	-8.2%
Contract Construction	135,648	204,725	150,749	50.9%	35.8%
Totals (excluding Transfers):	230,113	325,928	282,742	41.6%	15.3%

State Highway Fund 0260

Fiscal Year 2024

State Revenue Source Forecast vs Actual

September - For Period Ending 9/30/2023



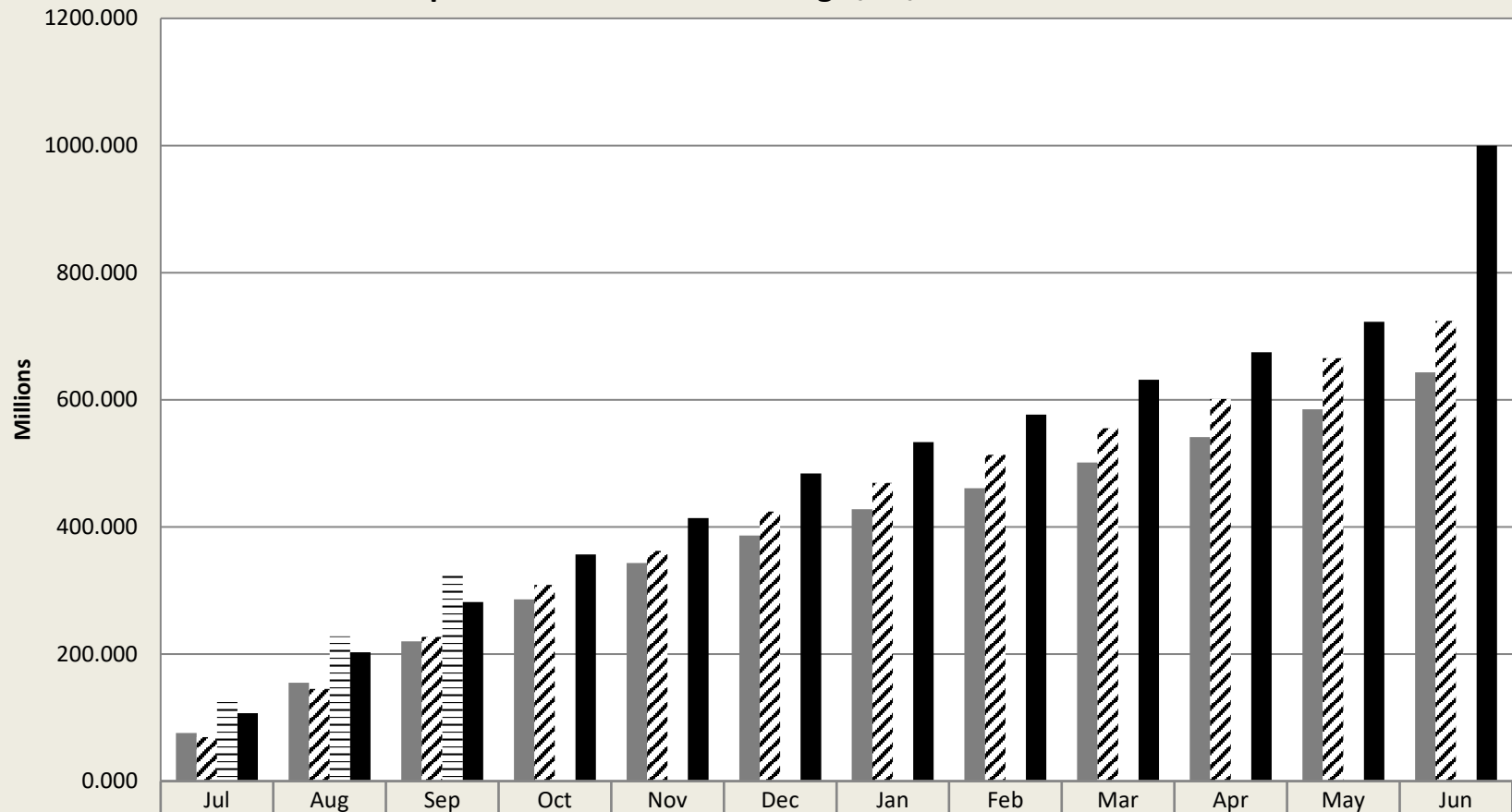
FY22 Actual Revenue	29.335	61.151	97.126	124.843	156.087	188.317	222.664	249.988	278.673	307.797	345.339	373.643
FY23 Actual Revenue	29.119	52.218	92.439	125.473	156.752	192.821	224.482	253.687	288.224	312.870	340.304	383.254
FY24 Current	33.121	55.489	99.979									
FY24 Forecast	31.400	62.370	94.280	127.149	160.717	193.648	227.534	258.262	287.042	315.999	354.091	384.812

State Highway Fund 0260

Fiscal Year 2024

Expenditures

September - For Period Ending 9/30/2023



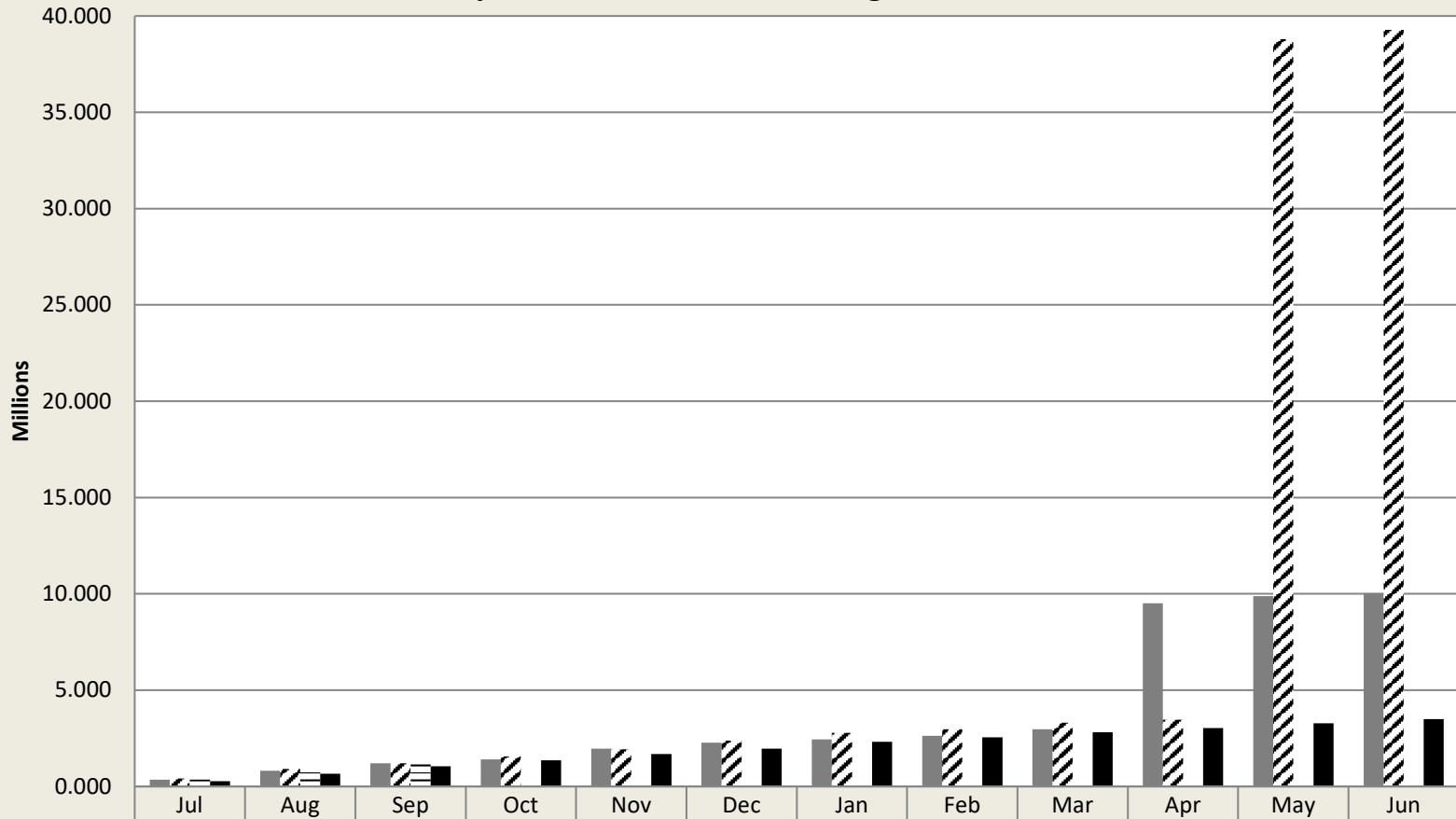
FY22 Actual Expenditures	75.916	154.865	219.859	286.037	343.275	386.479	427.652	460.866	501.191	541.203	584.948	643.081
FY23 Actual Expenditures	69.026	145.039	226.813	308.949	362.081	423.906	469.162	513.431	555.148	601.080	665.397	723.804
FY24 Current	130.751	227.956	323.812									
FY24 Forecast	107.114	202.889	281.673	356.446	413.730	484.143	533.324	576.624	631.663	674.595	722.853	999.644

Aeronautics Fund 0221

Fiscal Year 2024

State and Interagency Revenue Sources Forecast vs Actual

September - For Period Ending 9/30/2023



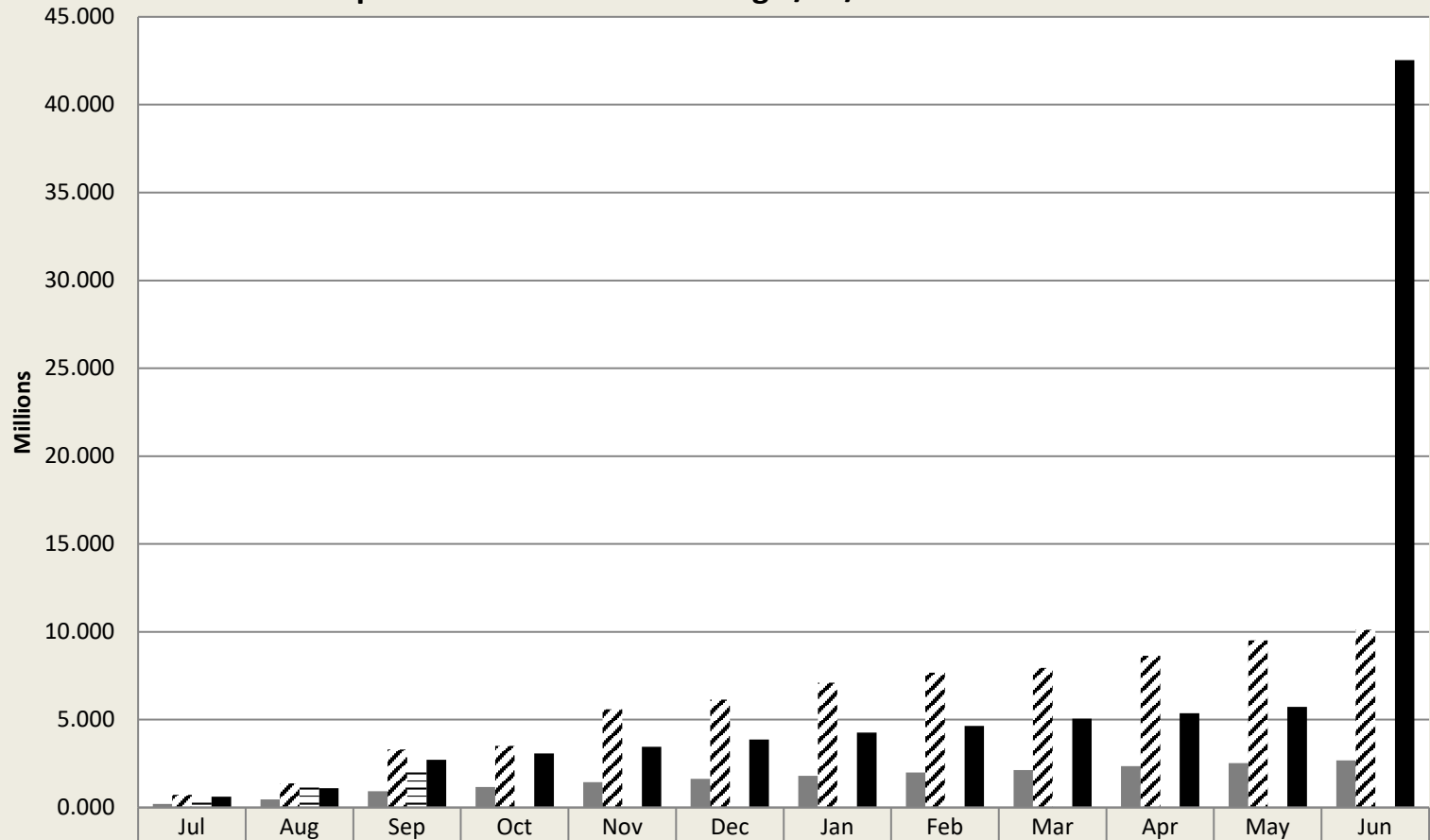
FY22 Actual Revenue	0.356	0.820	1.207	1.414	1.956	2.277	2.451	2.623	2.965	9.507	9.877	10.038
FY23 Actual Revenue	0.409	0.907	1.209	1.567	1.930	2.382	2.787	2.967	3.306	3.474	38.795	39.285
FY24 Current	0.371	0.940	1.279									
FY24 Forecast	0.282	0.663	1.046	1.360	1.687	1.971	2.318	2.550	2.818	3.041	3.276	3.502

Aeronautics Fund 0221

Fiscal Year 2024

Expenditures

September - For Period Ending 9/30/2023



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	2.117									
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: 24 Oct 2023

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2023

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Aug-23	Sep-23	Aug-23	Sep-23	Aug-23	Sep-23
ASSETS						
Cash on Hand (Change Fund)	0	0	5,195	5,195	0	0
Cash in Bank (Daily Operations)	42,880,861	42,147,921	112,323,833	119,005,400	200,711,202	197,453,682
Investments (Long Term: STO - Diversified Bond Fund)	1,945,820	1,950,833	179,016,629	179,480,398	0	0
Total Cash & Investments	44,826,681	44,098,754	291,345,657	298,490,993	200,711,202	197,453,682
Receivables - Other	0	0	1,076,511	1,040,579	0	0
- Due From Locals (Project Overruns)	0	6,251	712,100	741,472	0	0
- Inter Agency	57,918	81,081	39,343	61,248	0	0
Total Receivables	57,918	87,332	1,827,953	1,843,299	0	0
Inventory on Hand	0	0	23,221,781	23,832,575	0	0
Total Assets:	44,884,599	44,186,087	316,395,392	324,166,866	200,711,202	197,453,682
LIABILITIES						
Vouchers Payable	0	0	(606)	(1,958)	0	0
Sales Tax Payable	0	0	21,949	17,751	0	0
Deferred Revenue (Local Projects Match)	0	0	30,642,066	27,724,851	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	156,734	167,150	0	0
Total Liabilities:	0	0	30,836,160	27,923,813	0	0
FUND BALANCE						
Reserve for Encumbrance	922,198	685,378	76,055,267	82,270,998	0	0
Fund Balance	43,962,401	43,500,708	209,503,964	213,972,055	200,711,202	197,453,682
Total Fund Balance:	44,884,599	44,186,086	285,559,232	296,243,053	200,711,202	197,453,682
Total Liabilities and Fund Balance	44,884,599	44,186,086	316,395,392	324,166,866	200,711,202	197,453,682

UserID: ddecker
 Report ID: AD-FN-GL-002
 Run Date: 24 Oct 2023

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2023

	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	
	Aug-23	Sep-23	Aug-23	Sep-23	Aug-23	Sep-23	Aug-23	Sep-23
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	295,235,284	280,924,170	332,894,314	332,894,314	100,000,614	100,000,614	728,130,212	713,819,098
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	295,235,284	280,924,170	332,894,314	332,894,314	100,000,614	100,000,614	728,130,212	713,819,098
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:	295,235,284	280,924,170	332,894,314	332,894,314	100,000,614	100,000,614	728,130,212	713,819,098
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	295,235,284	280,924,170	332,894,314	332,894,314	100,000,614	100,000,614	728,130,212	713,819,098
Total Fund Balance:	295,235,284	280,924,170	332,894,314	332,894,314	100,000,614	100,000,614	728,130,212	713,819,098
Total Liabilities and Fund Balance	295,235,284	280,924,170	332,894,314	332,894,314	100,000,614	100,000,614	728,130,212	713,819,098

UserID: ddecker
Report ID: AD-FN-GL-002
Run Date: 24 Oct 2023

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2023

	CARES Act Covid-19 0345	
	Aug-23	Sep-23
ASSETS		
Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(116,713)	(74,893)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	(116,713)	(74,893)
Receivables - Other	0	0
- Due From Locals (Project Overruns)	0	0
- Inter Agency	0	0
Total Receivables	0	0
Inventory on Hand	0	0
Total Assets:	(116,713)	(74,893)
LIABILITIES		
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
Total Liabilities:	0	0
FUND BALANCE		
Reserve for Encumbrance	0	0
Fund Balance	(116,713)	(74,893)
Total Fund Balance:	(116,713)	(74,893)
Total Liabilities and Fund Balance	(116,713)	(74,893)

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 24 Oct 2023
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

Fund: 0260 State Highway Fund

Fiscal Year: 2024
 Budget Fiscal Year: 2024
 REVENUES

	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)
Federal Sources									
FHWA - Highway	109,394,100	141,851,957	47,888,276	0	32,457,857	29.67 %	453,716,900	311,864,943	68.74 %
FHWA - COVID Relief	0	7,015,534	2,964,109	0	7,015,534	0.00 %	0	(7,015,534)	0.00 %
FHWA - Indirect Cost	0	(14,331)	0	0	(14,331)	0.00 %	0	14,331	0.00 %
Federal Transit Authority	2,900,000	7,528,434	1,607,142	0	4,628,434	159.60 %	19,208,500	11,680,066	60.81 %
NHTSA - Highway Safety	750,000	2,101,952	868,205	0	1,351,952	180.26 %	6,430,400	4,328,448	67.31 %
Other Federal Aid	716,900	234,051	0	0	(482,849)	-67.35 %	6,102,600	5,868,549	96.16 %
Total Federal Sources:	113,761,000	158,717,597	53,327,731	0	44,956,597	39.52 %	485,458,400	326,740,803	67.31 %
State Sources									
Equipment Buy Back	0	0	0	0	0	0.00 %	12,406,000	12,406,000	100.00 %
Miscellaneous Revenues	9,404,131	10,936,623	3,131,642	0	1,532,492	16.30 %	36,269,216	25,332,593	69.85 %
Total State Sources:	9,404,131	10,936,623	3,131,642	0	1,532,492	16.30 %	48,675,216	37,738,593	77.53 %
Local Sources									
Match For Local Projects	1,682,442	3,094,294	1,549,425	0	1,411,852	83.92 %	8,276,000	5,181,706	62.61 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	1,682,442	3,101,794	1,549,425	0	1,419,352	84.36 %	8,276,000	5,174,206	62.52 %
TOTAL REVENUES:	124,847,573	172,756,014	58,008,798	0	47,908,441	38.37 %	542,409,616	369,653,602	68.15 %
TRANSFERS-IN									
Highway Distribution Account	59,941,200	62,819,891	31,910,428	0	2,878,691	4.80 %	243,302,000	180,482,109	74.18 %
Fuel/Registration Direct	19,544,593	20,615,397	6,444,993	0	1,070,804	5.48 %	73,634,700	53,019,303	72.00 %
Ethanol Fuels Tax	5,390,300	5,607,539	3,003,321	0	217,239	4.03 %	19,200,000	13,592,461	70.79 %
TOTAL TRANSFERS-IN:	84,876,093	89,042,827	41,358,742	0	4,166,734	4.91 %	336,136,700	247,093,873	73.51 %
TOTAL REV AND TRANSFERS-IN:	209,723,666	261,798,841	99,367,539	0	52,075,175	24.83 %	878,546,316	616,747,475	70.20 %

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 24 Oct 2023
% of Time
Remaining: 75.0

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 9/30/2023

Fiscal Year: 2024
Budget Fiscal Year: 2024
EXPENDITURES

Operations Expense

	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)
Permanent Staff Salaries	26,304,416	24,996,109	10,642,968	0	1,308,307	4.97 %	98,152,117	73,156,008	74.53 %
Board, Hourly, OT, Shift Diff	317,876	249,637	91,327	0	68,239	21.47 %	7,925,801	7,676,165	96.85 %
Fringe Benefits	11,412,544	11,120,457	4,208,655	0	292,087	2.56 %	44,055,182	32,934,725	74.76 %
Travel Expense	760,933	535,218	186,908	0	225,715	29.66 %	2,639,319	2,104,101	79.72 %
Operating Expense	38,971,365	11,866,610	3,580,017	21,441,830	5,662,924	14.53 %	121,141,099	87,832,659	72.50 %
Capital Equipment Expense	19,345,333	355,579	198,904	13,275,892	5,713,862	29.54 %	55,209,719	41,578,248	75.31 %
Capital Facilities Expense	25,995,922	6,348,294	2,926,089	18,381,349	1,266,280	4.87 %	44,188,093	19,458,451	44.04 %
Trustee & Benefit Payments	6,171,641	9,925,027	1,215,346	590,411	(4,343,797)	-70.38%	26,725,600	16,210,162	60.65 %
Total Operations Expense:	129,280,031	65,396,932	23,050,215	53,689,482	10,193,617	7.88 %	400,036,931	280,950,519	70.23 %

Contract Construction

Operating Expense	2,161,319	1,604,106	317,865	2,074,960	(1,517,748)	-70.22%	10,600,000	6,920,933	65.29 %
Capital Projects	148,292,568	200,627,416	62,985,143	204,493	(52,539,341)	-35.43%	586,853,979	386,022,070	65.78 %
Trustee & Benefit Payments	295,312	214,128	19,289	0	81,184	27.49 %	2,100,000	1,885,872	89.80 %
Total Contract Construction:	150,749,199	202,445,650	63,322,297	2,279,454	(53,975,905)	-35.81%	599,553,979	394,828,875	65.85 %
TOTAL EXPENDITURES:	280,029,230	267,842,582	86,372,512	55,968,936	(43,782,288)	-15.63%	999,590,910	675,779,394	67.61 %

TRANSFERS OUT

Operating	0	0	0	0	0	0.00 %	58,423,782	58,423,782	100.00 %
TOTAL TRANSFERS OUT:	0	0	0	0	0	0.00 %	58,423,782	58,423,782	100.00 %
TOTAL EXPD AND TRANSFERS OUT:	280,029,230	267,842,582	86,372,512	55,968,936	(43,782,288)	-15.63%	1,058,014,692	734,203,176	69.39 %

Net for Fiscal Year 2024:	(70,305,563)	(6,043,741)	12,995,027		8,292,887		(179,468,375)	(117,455,701)	
----------------------------------	---------------------	--------------------	-------------------	--	------------------	--	----------------------	----------------------	--

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 24 Oct 2023
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

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									
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	212,491	476,292	105,282	824,892	(1,088,693)	-512.35%	2,500,000	1,198,816	47.95 %
Operating Expenditures	Federal	1,937,677	1,127,804	212,583	1,250,068	(440,195)	-22.72%	8,000,000	5,622,128	70.28 %
Operating Expenditures	Local	11,151	11	0	0	11,140	99.90 %	100,000	99,989	99.99 %
Total Operating Expenditures		2,161,319	1,604,106	317,865	2,074,960	(1,517,748)	-70.22%	10,600,000	6,920,933	65.29 %
Capital Outlay										
Capital Outlay	Dedicated	45,855,384	45,433,106	12,770,211	202,833	219,445	0.48 %	190,950,279	145,314,339	76.10 %
Capital Outlay	Federal	100,881,984	143,328,097	45,926,109	1,660	(42,447,773)	-42.08%	388,907,500	245,577,743	63.15 %
Capital Outlay	FICR	0	1,419,742	721,978	0	(1,419,742)	0.00 %	0	(1,419,742)	0.00 %
Capital Outlay	Local	1,555,200	3,412,573	789,557	0	(1,857,373)	-119.43%	6,996,200	3,583,627	51.22 %
Capital Outlay	COVID Relief	0	7,033,897	2,777,287	0	(7,033,897)	0.00 %	0	(7,033,897)	0.00 %
Total Capital Outlay		148,292,568	200,627,416	62,985,143	204,493	(52,539,341)	-35.43%	586,853,979	386,022,070	65.78 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	63,750	0	0	0	63,750	100.00 %	500,000	500,000	100.00 %
Trustee & Benefit Payments	Federal	225,665	214,128	34,852	0	11,537	5.11 %	1,500,000	1,285,872	85.72 %
Trustee & Benefit Payments	Local	5,897	0	(15,563)	0	5,897	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		295,312	214,128	19,289	0	81,184	27.49 %	2,100,000	1,885,872	89.80 %
Total Contract Construction:		150,749,199	202,445,650	63,322,297	2,279,454	(53,975,905)	-35.81%	599,553,979	394,828,875	65.85 %

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 24 Oct 2023
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

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)
REVENUES										
Miscellaneous Revenues		875,001	1,154,216	0	0	279,215	31.91 %	3,500,000	2,345,784	67.02 %
TOTAL REVENUES:		875,001	1,154,216	0	0	279,215	31.91 %	3,500,000	2,345,784	67.02 %
TRANSFERS-IN										
Sales Tax		31,404,171	30,927,776	10,117,980	0	(476,395)	-1.52%	80,000,000	49,072,224	61.34 %
TOTAL TRANSFERS-IN:		31,404,171	30,927,776	10,117,980	0	(476,395)	-1.52%	80,000,000	49,072,224	61.34 %
TOTAL REV AND TRANSFERS-IN:		32,279,172	32,081,992	10,117,980	0	(197,180)	-0.61%	83,500,000	51,418,008	61.58 %
EXPENDITURES										
Contract Construction - Capital Projects		47,754,204	10,369,832	3,373,280	0	37,384,372	78.28 %	252,216,821	241,846,989	95.89 %
TOTAL EXPENDITURES:		47,754,204	10,369,832	3,373,280	0	37,384,372	78.28 %	252,216,821	241,846,989	95.89 %
TRANSFERS OUT										
Operating		0	20,809,300	10,002,219	0	(20,809,300)	0.00 %	0	(20,809,300)	0.00 %
TOTAL TRANSFERS OUT:		0	20,809,300	10,002,219	0	(20,809,300)	0.00 %	0	(20,809,300)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		47,754,204	31,179,131	13,375,499	0	16,575,072	34.71 %	252,216,821	221,037,689	87.64 %
Net for Fiscal Year 2024:		(15,475,032)	902,861	(3,257,520)		16,377,892		(168,716,821)	(169,619,681)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 24 Oct 2023
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

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)
Fiscal Year: 2024									
Budget Fiscal Year: 2024									
REVENUES									
State Sources - Miscellaneous Revenues	900,000	964,125	0	0	64,125	7.13 %	3,600,000	2,635,875	73.22 %
TOTAL REVENUES:	900,000	964,125	0	0	64,125	7.13 %	3,600,000	2,635,875	73.22 %
TRANSFERS-IN									
Statutory	181,680,000	181,680,000	0	0	0	0.00 %	181,680,000	0	0.00 %
TOTAL TRANSFERS-IN:	181,680,000	181,680,000	0	0	0	0.00 %	181,680,000	0	0.00 %
TOTAL REV AND TRANSFERS-IN:	182,580,000	182,644,125	0	0	64,125	0.04 %	185,280,000	2,635,875	1.42 %
EXPENDITURES									
Contract Construction - Capital Projects	45,605,499	43,226,203	14,311,114	0	2,379,296	5.22 %	182,422,000	139,195,797	76.30 %
TOTAL EXPENDITURES:	45,605,499	43,226,203	14,311,114	0	2,379,296	5.22 %	182,422,000	139,195,797	76.30 %
TOTAL EXPD AND TRANSFERS OUT:	45,605,499	43,226,203	14,311,114	0	2,379,296	5.22 %	182,422,000	139,195,797	76.30 %
Net for Fiscal Year 2024:	136,974,501	139,417,922	(14,311,114)		2,443,421		2,858,000	(136,559,922)	

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 24 Oct 2023
% of Time
Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

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		600,000	2,154,151	0	0	1,554,151	259.03 %	2,400,000	245,849	10.24 %
TOTAL REVENUES:		600,000	2,154,151	0	0	1,554,151	259.03 %	2,400,000	245,849	10.24 %
TOTAL REV AND TRANSFERS-IN:		600,000	2,154,151	0	0	1,554,151	259.03 %	2,400,000	245,849	10.24 %
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:		600,000	(33,845,849)	0		(34,445,849)		2,400,000	36,245,849	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 24 Oct 2023
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

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)
Fiscal Year: 2024									
Budget Fiscal Year: 2024									
REVENUES									
State Sources - Miscellaneous Revenues	0	614	0	0	614	0.00 %	0	(614)	0.00 %
TOTAL REVENUES:	0	614	0	0	614	0.00 %	0	(614)	0.00 %
TRANSFERS-IN									
Statutory	0	136,000,000	0	0	136,000,000	0.00 %	0	(136,000,000)	0.00 %
TOTAL TRANSFERS-IN:	0	136,000,000	0	0	136,000,000	0.00 %	0	(136,000,000)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	136,000,614	0	0	136,000,614	0.00 %	0	(136,000,614)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	33,999,999	36,000,000	0	0	(2,000,001)	-5.88%	136,000,000	100,000,000	73.53 %
TOTAL EXPENDITURES:	33,999,999	36,000,000	0	0	(2,000,001)	-5.88%	136,000,000	100,000,000	73.53 %
TOTAL EXPD AND TRANSFERS OUT:	33,999,999	36,000,000	0	0	(2,000,001)	-5.88%	136,000,000	100,000,000	73.53 %
Net for Fiscal Year 2024:	(33,999,999)	100,000,614	0		134,000,613		(136,000,000)	(236,000,614)	

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 24 Oct 2023
% of Time
Remaining: 75.0

Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

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)
Fiscal Year: 2024									
Budget Fiscal Year: 2024									
REVENUES									
Federal Sources - Federal Transit Authority	45,000	410,694	173,760	0	365,694	812.65 %	7,857,300	7,446,606	94.77 %
TOTAL REVENUES:	45,000	410,694	173,760	0	365,694	812.65 %	7,857,300	7,446,606	94.77 %
TOTAL REV AND TRANSFERS-IN:	45,000	410,694	173,760	0	365,694	812.65 %	7,857,300	7,446,606	94.77 %
EXPENDITURES									
Trustee & Benefit Payments	1,964,319	405,211	131,940	0	1,559,108	79.37 %	7,857,300	7,452,089	94.84 %
TOTAL EXPENDITURES:	1,964,319	405,211	131,940	0	1,559,108	79.37 %	7,857,300	7,452,089	94.84 %
TOTAL EXPD AND TRANSFERS OUT:	1,964,319	405,211	131,940	0	1,559,108	79.37 %	7,857,300	7,452,089	94.84 %
Net for Fiscal Year 2024:	(1,919,319)	5,483	41,820		1,924,802		0	(5,483)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 24 Oct 2023
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

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
	(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									
REVENUES									
State Sources - Miscellaneous Revenues	0	10,868	0	0	10,868	0.00 %	0	(10,868)	0.00 %
TOTAL REVENUES:	0	10,868	0	0	10,868	0.00 %	0	(10,868)	0.00 %
TRANSFERS-IN									
Operating	0	20,809,300	10,002,219	0	20,809,300	0.00 %	0	(20,809,300)	0.00 %
TOTAL TRANSFERS-IN:	0	20,809,300	10,002,219	0	20,809,300	0.00 %	0	(20,809,300)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	20,820,168	10,002,219	0	20,820,168	0.00 %	0	(20,820,168)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	3,119,984	3,119,984	0	(3,119,984)	0.00 %	0	(3,119,984)	0.00 %
TOTAL EXPENDITURES:	0	3,119,984	3,119,984	0	(3,119,984)	0.00 %	0	(3,119,984)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	3,119,984	3,119,984	0	(3,119,984)	0.00 %	0	(3,119,984)	0.00 %
Net for Fiscal Year 2024:	0	17,700,184	6,882,235		17,700,184		0	(17,700,184)	

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 24 Oct 2023
% of Time
Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

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
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	46,528,326	11,380,248	0	46,528,326	0.00 %	0	(46,528,326)	0.00 %
TOTAL REVENUES:	0	46,528,326	11,380,248	0	46,528,326	0.00 %	0	(46,528,326)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	46,528,326	11,380,248	0	46,528,326	0.00 %	0	(46,528,326)	0.00 %
EXPENDITURES									
Capital Projects	0	46,536,753	11,661,022	0	(46,536,753)	0.00 %	0	(46,536,753)	0.00 %
TOTAL EXPENDITURES:	0	46,536,753	11,661,022	0	(46,536,753)	0.00 %	0	(46,536,753)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	46,536,753	11,661,022	0	(46,536,753)	0.00 %	0	(46,536,753)	0.00 %
Net for Fiscal Year 2024:	0	(8,427)	(280,774)		(8,427)		0	8,427	

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 24 Oct 2023
% of Time
Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

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)
Fiscal Year: 2024									
Budget Fiscal Year: 2024									
REVENUES									
State Sources - Miscellaneous Revenues	0	7,367,747	811,539	0	7,367,747	0.00 %	0	(7,367,747)	0.00 %
TOTAL REVENUES:	0	7,367,747	811,539	0	7,367,747	0.00 %	0	(7,367,747)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	7,367,747	811,539	0	7,367,747	0.00 %	0	(7,367,747)	0.00 %
EXPENDITURES									
Capital Projects	0	7,364,297	815,523	0	(7,364,297)	0.00 %	0	(7,364,297)	0.00 %
TOTAL EXPENDITURES:	0	7,364,297	815,523	0	(7,364,297)	0.00 %	0	(7,364,297)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	7,364,297	815,523	0	(7,364,297)	0.00 %	0	(7,364,297)	0.00 %
Net for Fiscal Year 2024:	0	3,450	(3,984)		3,450		0	(3,450)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 24 Oct 2023
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

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)
Fiscal Year: 2024									
Budget Fiscal Year: 2024									
REVENUES									
State Sources - Miscellaneous Revenues	0	48,889	0	0	48,889	0.00 %	0	(48,889)	0.00 %
TOTAL REVENUES:	0	48,889	0	0	48,889	0.00 %	0	(48,889)	0.00 %
TRANSFERS-IN									
Operating	0	4,455,018	(8,282)	0	4,455,018	0.00 %	0	(4,455,018)	0.00 %
TOTAL TRANSFERS-IN:	0	4,455,018	(8,282)	0	4,455,018	0.00 %	0	(4,455,018)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	4,503,907	(8,282)	0	4,503,907	0.00 %	0	(4,503,907)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	814,352	407,176	0	(814,352)	0.00 %	0	(814,352)	0.00 %
TOTAL EXPENDITURES:	0	814,352	407,176	0	(814,352)	0.00 %	0	(814,352)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	814,352	407,176	0	(814,352)	0.00 %	0	(814,352)	0.00 %
Net for Fiscal Year 2024:	0	3,689,554	(415,458)		3,689,555		0	(3,689,555)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 24 Oct 2023
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2023

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)
Fiscal Year: 2024									
Budget Fiscal Year: 2024									
REVENUES									
Federal Sources - FAA	65,000	77,556	6,251	0	12,556	19.32 %	668,500	590,944	88.40 %
State Sources - Miscellaneous	19,368	295,557	13,618	0	276,189	1426.01 %	347,000	51,443	14.83 %
Interagency Sources -	84,500	79,631	41,045	0	(4,869)	-5.76%	254,900	175,269	68.76 %
TOTAL REVENUES:	168,868	452,744	60,915	0	283,876	168.11 %	1,270,400	817,656	64.36 %
TRANSFERS-IN									
Operating	942,007	904,916	283,758	0	(37,091)	-3.94%	2,900,000	1,995,084	68.80 %
TOTAL TRANSFERS-IN:	942,007	904,916	283,758	0	(37,091)	-3.94%	2,900,000	1,995,084	68.80 %
TOTAL REV AND TRANSFERS-IN:	1,110,875	1,357,660	344,673	0	246,785	22.22 %	4,170,400	2,812,740	67.45 %
EXPENDITURES									
Permanent Staff Salaries	249,850	238,580	101,850	0	11,270	4.51 %	928,013	689,433	74.29 %
Board, Hourly, OT, Shift Diff	33,652	53,673	21,026	0	(20,021)	-59.49%	161,780	108,106	66.82 %
Fringe Benefits	98,890	104,802	40,124	0	(5,912)	-5.98%	379,508	274,706	72.38 %
Travel Expense	12,720	11,094	2,952	0	1,626	12.78 %	69,042	57,948	83.93 %
Operating Expense	471,793	158,639	36,083	380	312,774	66.29 %	1,349,258	1,190,239	88.21 %
Capital Equipment Expense	5,500	0	0	0	5,500	100.00 %	107,000	107,000	100.00 %
Capital Facilities Expense	110,556	17,453	11,624	39,089	54,014	48.86 %	160,556	104,014	64.78 %
Trustee & Benefit Payments	1,730,000	1,493,221	604,430	0	236,779	13.69 %	39,388,338	37,895,117	96.21 %
TOTAL EXPENDITURES:	2,712,961	2,077,462	818,090	39,469	596,030	21.97 %	42,543,495	40,426,563	95.02 %
TOTAL EXPD AND TRANSFERS OUT:	2,712,961	2,077,462	818,090	39,469	596,030	21.97 %	42,543,495	40,426,563	95.02 %
Net for Fiscal Year 2024:	(1,602,086)	(719,802)	(473,417)		842,815		(38,373,095)	(37,613,823)	



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023Consent Item ☐Information Item ☒Amount of Presentation Time Needed 30 minutes

Presenter's Name Shawna King & Justin Collins	Presenter's Title TECM & Financial Executive Officer	Initials	Reviewed By
Preparer's Name Shawna King	Preparer's Title TECM Engineering Manager	Initials	

Subject

Spring 2024 Bond Sale & Market Update

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

Background Information

The Idaho Transportation Board will be provided information about the projects and phases that are being considered for the Spring 2024 bond sale. Information that will be presented includes:

- Project readiness and projects proposed for inclusion in the next bond sale
- A bond market update and discussion about interest rates
- Future actions needed by the Transportation Board for Spring 2024 bond sale

Recommendations

Informational item only.

Board Action

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

Proposed TECM 2024A Series Bonds (\$M) by CATEGORY

Last revision: 2023 11 06

NEW CONSTRUCTION	District	KN's	LOCATION	CONST. (CN)*	ADVERTISE DATES
	4	23344	I-84, Burley Interchange	89.8	Sep-23
	4	23345	I-84, Heyburn Interchange	95.2	Oct-23
	5	24307	I-15, Northgate to Fort Hall - South	105.0	Mar-24
	5	24308	I-15, Northgate to Fort Hall - North	105.0	Apr-24
	1	24306	I-90, SH-41 to US 95 - East	80.5	Apr-24
	3	23958	SH-16, SH-44 Interchange	65.7	Jul-24

*Includes contract amount, non-bid items, and 5% contingency; excludes administrative costs (CE/CC)

Proposed bonded amount (CN only) ~70%

2024A BONDS
63
67
73
73
56
46
378

ALREADY-BONDED DEVELOPMENT & RIGHT OF WAY	District	KN's	LOCATION	ESTIMATED AMOUNT	PREVIOUSLY BONDED AMOUNT
	1	23607	I-90, SH-41 to NW Blvd - DESIGN	18	9
	2	23333/4	US-95, Spalding & US-12 Arrow Bridges - DESIGN	19	4
	3	22715	SH-55, Farmway to Middleton - RIGHT-OF-WAY	65	25

2024A BONDS
2
4
8
14

NEW DEVELOPMENT	District	KN's	LOCATION	ESTIMATED AMOUNT
	1	NEW	I-90, Northwest Blvd Interchange <u>OR</u> US -95 Interchange	9
	3	23188	I-84, SH-44 Interchange (Exit 25)	6
	5	NEW	I-15, Blackfoot widening (Exit 89-93)	8

2024A BONDS
3
2
3
8

Total Estimated 2024A Bonds =	400
-------------------------------	-----



TECM 2024 Bond Sale & Market Update

Shawna King, P.E. - TECM/Bonding Engineering Manager
Justin Collins - Financial Executive Officer


Idaho Transportation Board
November 2023

Your Safety • Your Mobility • Your Economic Opportunity

1

Presentation Topics

- Project readiness and projects proposed for inclusion in the next bond sale
- A bond market update and discussion about interest rates
- Future actions needed by the Transportation Board for Spring 2024 bond sale



Your Safety • Your Mobility • Your Economic Opportunity

2

Spring 2024 TECM Bond Sale Proposal

New Construction Projects	Construction Advertise Date	Construction (\$M)*	Proposed Bonded Amount (\$M)**
I-84, Burley Interchange	Sep-23	89.8	63
I-84, Heyburn Interchange	Oct-23	95.2	67
I-15, Northgate to Fort Hall - South	Mar-24	105.0	73
I-15, Northgate to Fort Hall - North	Apr-24	105.0	73
I-90, SH-41 to US-95 - East	Apr-24	80.5	56
SH-16, SH-44 Interchange	Jul-24	65.7	46

*includes contract amount, non-bid items and 5% construction contingency

**proposed bonded amount - 70% of construction costs

\$378 Million



Your Safety • Your Mobility • Your Economic Opportunity

3

Spring 2024 TECM Bond Sale Proposal

Additional Design & Right-of-Way Projects	Phase	Estimated Amount (\$M)	Previously Bonded Amount (\$M)	Proposed 2024 Bonded Amount (\$M)
I-90, SH-41 to NW Blvd	Design	18	9	2
US-95, Spalding & US-12, Arrow Bridges	Design	19	4	4
SH-55, Farmway to Middleton	Right-of-Way	65	25	8

\$14 Million



Your Safety • Your Mobility • Your Economic Opportunity

4

Spring 2024 TECM Bond Sale Proposal

New Design Projects	Estimated Amount (\$M)	Proposed Bonded Amount (\$M)
I-90, Northwest Blvd OR US-95 Interchange	9	3
I-84, SH-44 Interchange (Exit 25)	6	2
I-15, Blackfoot widening (Exit 89-93)	8	3

\$8 Million

Your Safety • Your Mobility • Your Economic Opportunity



5

Summary - Spring 2024 Bond Sale Proposal

	Proposed Bonded Amount (\$M)
New Construction Projects	378
Additional Design and Right-of-Way	14
New Design Projects	8

\$400 Million

Your Safety • Your Mobility • Your Economic Opportunity



6

TECM Bond Structure

- TECM Bond program rated at AA+
 - Second highest rating possible
- Secured with the Sales Tax Transportation transfer; Fixed at \$80M
- Bond term for each Series is 25 years
- Bonds sold as close as possible to contract awards to meet draw down requirements
- Evaluate the risk against current market conditions and contract size/timing for each bond issuance



Your Safety • Your Mobility • Your Economic Opportunity

7

Market call update

- Finance team meeting Oct 31st
- Timing
- Supply
- Pricing vs. Closing dates
- Current Proceed amount
- Interest Rates
 - Spring 2024 est. 5.00%



Your Safety • Your Mobility • Your Economic Opportunity

8

Comparison to GARVEE and Market

	GARVEE	TECM	
	Current Program November-23	Current Program November-23	Proposed March-24
Interest Rate	3.40%	3.71%	5.00%
Bond Proceeds (millions)	\$1,158	\$615	\$400
Term of Bonds	18	25	25
Debt Service (millions)	\$62.3	\$37.2	\$27.3

Your Safety • Your Mobility • Your Economic Opportunity



9

TECM Bonding Next Steps

- November 2023
 - Information Item to Board
- December 2023
 - Board resolution authorizing a bond sale
 - IHFA Board resolution authorizing bond sale
- Early March 2024
 - Bond sale

Your Safety • Your Mobility • Your Economic Opportunity



10

WHEREAS, the Idaho Transportation Board (ITB) is charged with determining the timeframe and scope of improvements for the State Transportation System; and

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

WHEREAS, Idaho Code § 40-720 established the Transportation Expansion and Congestion Mitigation (TECM) Fund and ability to use the funds for bond debt service, and House Bill 362 (FY21) increased the sales tax distribution annually and sustainably for large infrastructure projects on the state highway system; and

WHEREAS, the ITB has approved a list of eligible Corridors to define the focus of the TECM expansion program and the advantages of this approach; and

WHEREAS, the Idaho Legislature, through Title 40, Chapter 7 of the Idaho Code, as amended, authorizes the ITB to request the Idaho Housing and Finance Association (IHFA) to issue bonds for financing all aspects of highway projects eligible for TECM funding as recommended and approved by the ITB; and

WHEREAS, there will be prepared a Preliminary Official Statement and related bond documents relating to each series of the bonds and the distribution thereof to potential bond purchasers and the distribution to all actual purchasers of the bonds of a final Official Statement relating to the bonds to be authorized; and

WHEREAS, other bonding documents will also need to be executed setting forth the applicable series of bonds.

NOW THEREFORE BE IT RESOLVED, by the Board as follows:

1. Pursuant to the Act, the ITB approves the Projects referenced and defined below and recommends to IHFA the financing thereof through the issuance of the bonds in an aggregate principal amount not to exceed \$400,000,000 comprising of the project costs listed below that are approximately:
 - I-90, SH-41 to Coeur d'Alene in the amount of \$61,000,000;
 - US-95, Spalding Bridge & US-12, Arrow Bridge in the amount of \$4,000,000;
 - SH-16, SH-44 Interchange in the amount of \$46,000,000;
 - I-84, SH-44 Interchange (exit 25) in the amount of \$2,000,000;
 - SH-55, Farmway to Middleton in the amount of \$8,000,000;
 - I-84, Burley and Heyburn Interchanges in the amount of \$130,000,000;
 - I-15, Pocatello to Blackfoot in the amount of \$149,000,000

provided that if savings are determined on one or more projects, such savings may be allocated to any other projects listed above. Further, the said funds are necessary to meet program obligation requirements and are to be used and disbursed in accordance with US Treasury regulations for tax-exempt bonds. In addition, otherwise unobligated moneys are expected to be received and held in the TECM Fund as needed and subject to continuing appropriation to meet the bond debt service obligations. The bonds are to be issued at prevailing market rates of interest.

2. The Chairman and/or Director is hereby authorized and directed, for and in the name and on behalf of the ITB to execute the following bonding documents and any other documents required for the closing of the bonds setting forth the terms of the applicable series of bonds together with such additions or changes in the form thereof as may deem necessary or advisable, such approval to be conclusively evidenced by the execution of said bonding documents as so added to or changed.

Master Financing Agreement

Final Official Statement

Supplemental to Master Financing Agreement

Master Trust Indenture

Series Trust Indenture

3. Further, the Board and ITD will keep books and records of all expenditures and will make a reimbursement allocation, which is a written allocation that evidences the use of proceeds of the bonds for Project expenditures no later than 18 months after the later of the date on which the expenditure is paid or the related Project is placed in service or abandoned, but in no event more than three years after the date on which the expenditure is paid. Finally, that this resolution evidences the Board's intent and reasonable expectation under Treas. Reg. Section 1.150-2 (d)(1) to use the proceeds of the bonds to pay certain costs of the Projects and to reimburse the Board and ITD for expenditures for the costs of the Projects paid prior to the issuance of the bonds to the extent permitted by federal tax regulations.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 11/15/2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 15 minutes

Presenter's Name Wendy Terlizzi	Presenter's Title ITD Environmental Manager	Initials WT	Reviewed By
Preparer's Name Wendy Terlizzi/Blake Rindlisbacher	Preparer's Title ITD Environmental Manager/Chief Engineer	Initials WT	

Subject

Highway Historical Markers		
Key Number 23100, 23101, 23102, 23103, 23104, 23105	District D1-6	Route Number Statewide

Background Information

The Highway Historical Marker Program was formally established by ITD and the Idaho Historical Society in 1965. It was revitalized in 1986 with the installation of 100 new markers to celebrate the Idaho Centennial. In 2021, the Board approved 6 projects to update and install markers that are in the worst condition or missing, approximately 117 markers. District 1 and 2 projects are programmed in FY24. District 3 and 4 projects are programmed in FY25. District 5 and 6 projects are programmed in FY26.

Environmental staff have been working with Historical Society staff on the update of the highway historic marker language and format. During this partnership, it has come to light that the State of Idaho will be participating in the sestercentennial (250th) anniversary celebration of the United States (A250) in 2026 and would like to highlight the Highway Historical Markers. To ensure that the markers are all updated and consistent, the Idaho Historical Society in coordination with ITD, is requesting that all 270 of the existing historic markers, regardless of condition, be replaced to provide consistency and ensuring legibility and updated messaging. The Idaho Historic Society has also requested that the scope of the projects expand to include approximately 100 new historic markers to address a lack of contemporary topics.

No markers will be removed, but a total of 370 signs will be replaced or added across the State of Idaho.

The purpose of this Board Item is to present a concept to utilize Board unallocated funds for FY24 and to increase the budgets for the remaining four projects.

Recommendations

Seeking Board reaction to proposed concept.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 15 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Dan McElhinney/Scott Luekenga	CD/COO, Planning Manager	DM	
Preparer's Name	Preparer's Title	Initials	
Blake Rindlisbacher	Chief Engineer	BR	

Subject

The Strategic Initiatives Program Local Transportation Grant Program (LTGP)		
Key Number	District	Route Number
N/A	N/A	N/A

Background Information

The purpose of this Board Item is to review the status of the Local Transportation Grant Program (LTGP).

The Governor signed House Bill 132 on March 16, 2023, which amended the Strategic Initiatives Program (SIP) by creating a Strategic Initiatives Grant Program for local units of government. The Governor signed Senate Bill 1189 on April 3, 2023 which appropriated \$100 million to the Strategic Initiatives Grant Program Fund for fiscal year 2024. Each change was effective as of July 1, 2023. In the last five months the Transportation Department, in cooperation with local stakeholders, has created a grant application process, called for applications, received applications, and is currently finalizing a review of the applications. A list of projects recommended for grants will be presented to the Board for approval in a future Idaho Transportation Board meeting.

IC 40-719 (3)(a): "...the strategic initiatives grant program shall be for the purpose of assisting local units of government to mitigate the impact of state highway projects on local roads or for economically significant local transportation projects that require the assistance of the Idaho transportation department to facilitate."

IC 40-719 (3)(c): "Fifty percent (50%) of the funds appropriated to the strategic initiatives grant program described in this subsection shall be awarded to large urban areas that have a population greater than fifty thousand (50,000), and fifty percent (50%) of such funds shall be awarded to rural areas or to small urban areas with a population of that is less than fifty thousand (50,000). ... The Idaho transportation department shall report annually to the transportation and defense committee of the house of representatives and the transportation committee of the senate of the legislature regarding the strategic initiatives grant program."

In late July 2023, \$100 million was deposited into the Strategic Initiatives Grant Program Fund. In June 2023 the Board approved the FY2024 Local Transportation Grant Program details, and authorized staff to call for local project nominations between July 1, 2023 and September 1, 2023. Local transportation agencies responded very well to the call for projects - ITD received 127 applications totaling over \$293 million in transportation projects as follows:

Large Urban (Category 1) – 20 applications totaling \$123,721,198.97
Small Urban/Rural (Category 2) – 107 applications totaling \$169,552,046.99



Board Agenda Item

ITD 2210 (Rev. 10-13)

In September 2023 ITD initiated a two-step application review process. The first level review focused on project readiness, timing, and application completeness. ITD's Chief Engineer and District Engineers in coordination with MPO Directors reviewed the Large Urban area (Category 1) applications. Also, ITD's six District Planning Managers and the HQ Planning and Development Manager reviewed the Small Urban/Rural area (Category 2) applications.

The second level review was completed by ITD in consultation meetings with MPO Directors and ITD District Engineers. This review was a more detailed focus on scope and factors such as:

- assisting to mitigate the impacts of state highway projects on local roads
- reviewing the proposed scope for overall benefits, completeness of quality infrastructure and construction schedule
- traffic operational considerations
- statewide perspective of program balance and plan for Board approval recommendation in 2023
- chance for economically significant local transportation projects that require the assistance of the ITD to facilitate funding

Recent coordination and next steps include:

- October 13 & 27, 2023 – Updates with MPO Directors, Chief Deputy and DAs, Large Urban
- November 6, 2023 – Chief Deputy and DA outreach to all Small Urban/Rural applicants update
- November 15, 2023 – Review LTGP status with the Idaho Transportation Board along with a draft recommended grant list
- December 13, 2023 – Request Idaho Transportation Board concurrence of a final grant award list
- December 2023 – January 2024 – inform applicants of award or non-award by letter to each
- January 2024 – Initiate execution of Memorandum of Understandings (MOUs) with grant awardees
- January 2024 – Begin distribution of funding to grant awardees per MOU and construction readiness
- February through November 2024 – ITD will track and monitor progress, Grant Recipients will:
 - prepare plans and bid documents per scope planned
 - provide a construction schedule before construction begins
 - follow State Procurement Rules for advertising, bidding, and award of contracts
 - provide construction oversight and project administration
 - provide a project annual update and a close-out report including a summary of project accounting, with before and after pictures upon project completion
 - complete project construction
- November 2024 – ITD in teamwork with grant recipients will report progress status to the Board.

ITD appreciates all the local highway agencies who took the time to submit applications. Local agencies responded promptly and efficiently to ITD's call for project applications which resulted in applications for about 3 times the funding available.

ITD is confident that the projects recommended for funding will accomplish the requirements of the legislation, and that the grant application process and the corresponding strong response from local agencies to this first Local Transportation Grant Program demonstrates excellent multi-agency teamwork and statewide readiness to deliver infrastructure improvements for Idaho.

Recommendations

For information only.

Idaho Transportation Board | November 15, 2023
SIP Local Transportation Grant Program - Projects Recommended

Category	Applicant	Project Name	Project Scope	LTGP Funds
District 1				
Large Urban	City of Coeur d'Alene	Government Way	Intersection Improvements	\$4,826,000.00
Large Urban	City of Post Falls	Spokane Street	Pavement Rehabilitation	\$1,170,000.00
Small Urban/Rural	Benewah County HD	Benewah Creek Rd	Pavement Rehabilitation	\$1,500,000.00
Small Urban/Rural	Boundary County	Sunrise Road	Intersection Improvements	\$2,000,000.00 *
Small Urban/Rural	City of Clark Fork	Stephen Street	Pavement Rehabilitation	\$600,000.00
Small Urban/Rural	City of Kootenai	Railroad Ave	Corridor Improvements	\$1,700,000.00
Small Urban/Rural	City of Plummer	Plummer Local Rd	Pavement Rehabilitation	\$610,000.20
Small Urban/Rural	City of Ponderay	McNearney Rd	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of St. Maries	Local Roads	Pavement Rehabilitation	\$73,000.00
Small Urban/Rural	Shoshone County HD	Silver Valley Rd	Pavement Rehabilitation	\$990,000.00
District 2				
Large Urban	City of Lewiston	Snake River Ave	Corridor Improvements	\$3,715,247.00
Small Urban/Rural	City of Craigmont	Division Ave	Pavement Rehabilitation	\$733,000.00
Small Urban/Rural	Grangeville HD	Johnston Rd	Pavement Rehabilitation	\$1,966,022.00
Small Urban/Rural	Idaho County	Lamb Street	Safety Improvements (Signs)	\$110,000.00
Small Urban/Rural	Nez Perce HD	Webb Rd	Corridor Improvements	\$2,000,000.00
Small Urban/Rural	North HD	Russel Ridge	Culvert Replacement	\$780,000.00
Small Urban/Rural	North Latah HD	Mountain View Rd	Pavement Rehabilitation	\$247,000.00
District 3				
Large Urban	City of Eagle	Downtown Phase 2	Corridor Improvements	\$2,149,500.00 *
Large Urban	City of Meridian	South Linder Road	Corridor Improvements	\$4,305,388.70 *
Large Urban	City of Nampa	Ustick Rd West of SH-16	Corridor Improvements	\$10,000,000.00
Small Urban/Rural	City of Cambridge	Commercial Street	Pavement Rehabilitation	\$1,460,000.00
Small Urban/Rural	City of Kuna	Kay/Avalon	Intersection Improvements	\$1,121,660.00
Small Urban/Rural	City of Marsing	Bruneau Highway	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of McCall	Davis Ave	Pavement Rehabilitation	\$1,859,000.00
Small Urban/Rural	City of Middleton	Cemetery Rd & SH44	Intersection Improvements	\$1,972,300.00
Small Urban/Rural	City of Weiser	Commercial Street	Pavement Rehabilitation	\$1,987,000.00
Small Urban/Rural	Mountain Home HD	Old Hwy 30	Pavement Rehabilitation	\$2,000,000.00
District 4				
Large Urban	City of Twin Falls	Eastland Dr	Corridor Improvements	\$8,281,960.00
Small Urban/Rural	Shoshone HD	Burma Rd	Pavement Rehabilitation	\$1,854,000.00
Small Urban/Rural	Gooding HD	1800 E Rd	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Hagerman HD	Hagerman Highway	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Blaine County R&B	Buttercup Rd	Pavement Rehabilitation	\$2,000,000.00
District 5				
Large Urban	City of Pocatello	Hiline & Flandro Roads	Intersection Improvement	\$2,000,000.00 *
Small Urban/Rural	Caribou County HD	Blackfoot River Rd	Pavement Rehabilitation	\$1,635,000.00
Small Urban/Rural	City of Georgetown	Multiple Streets	Pavement Rehabilitation	\$239,000.00
Small Urban/Rural	City of Grace	Center Street	Culvert Replacement	\$1,003,000.00
Small Urban/Rural	City of Lava Hot Springs	4th Street	Pavement Rehabilitation	\$514,000.00
Small Urban/Rural	City of Malad	Bannock Street	Pavement Rehabilitation	\$1,960,980.00
Small Urban/Rural	City of Shelley	Fir Street	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of Soda Springs	Main Street	Pavement Rehabilitation	\$1,500,000.00
District 6				
Large Urban	City of Idaho Falls	Pancheri Bridge	Pavement Rehabilitation	\$3,451,904.30
Large Urban	Bonneville County	Iona Rd	Corridor Improvements	\$8,100,000.00
Large Urban	City of Iona	Denning, Scoresby & Free Ave	Road Safety Improvements	\$2,000,000.00
Small Urban/Rural	City of Victor	Agate Ave	Corridor Improvements	\$692,036.58
Small Urban/Rural	City of Rexburg	Pioneer Rd	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of Sugar City	Railroad Ave & 3rd South	Corridor Improvements	\$550,000.00
Small Urban/Rural	Fremont County	South St. Anthony Exit	Pavement Rehabilitation	\$843,001.22 *
Small Urban/Rural	City of Teton	3rd E & 1st N	Pavement Rehabilitation	\$1,500,000.00

11 Large Urban Total = \$50,000,000.00
37 Small Urban/Rural Total = \$50,000,000.00
48 Total Recommended = \$100,000,000.00

*Partially funded.

Idaho Transportation Board | November 15, 2023
SIP Local Transportation Grant Program - Projects Not Recommended

Category	Applicant	Project Name	Project Scope	LTGP Funds
District 1				
Large Urban	City of Hayden	Ramsey Rd & Honeysuckle Ave	Intersection Improvements	\$2,500,000.00
Large Urban	Post Falls HD	Huetter Road	Roadway Widening	\$7,453,000.00
Small Urban/Rural	Bonner County R&B	Whiskey Jack-Oden Connection	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of Bonners Ferry	Ash Street	Pavement Rehabilitation	\$1,850,000.00
Small Urban/Rural	City of Pinehurst	Division Street	Pavement Rehabilitation	\$1,970,000.00
Small Urban/Rural	City of Priest River	Downtown	Corridor Revitalization	\$1,769,000.00
Small Urban/Rural	City of Rathdrum	Greensferry Rd / Hayden Ave	Intersection Improvements	\$2,000,000.00
Small Urban/Rural	City of Sandpoint	5th & Pine	Signal & Rehabilitation	\$1,495,920.00
Small Urban/Rural	East Side HD	Canyon Rd	Pavement Rehabilitation	\$1,663,100.00
Small Urban/Rural	Lakes HD	Diagonal Rd	Roadway Widening	\$2,490,000.00

District 2				
Large Urban	City of Lewiston	Bryden Ave	Roadway Widening	\$10,000,000.00
Large Urban	City of Lewiston	9th Street	Corridor Improvements	\$3,333,045.00
Small Urban/Rural	City of Moscow	Multiple	Pavement Rehabilitation	\$1,961,127.00
Small Urban/Rural	Cottonwood HD	Graves Creek	Pavement Rehabilitation	\$800,000.00
Small Urban/Rural	Evergreen HD	Winchester Rd	Roadway Widening	\$1,150,000.00
Small Urban/Rural	Nez Perce HD	Lapwai Rd	Roadway Widening	\$2,000,000.00
Small Urban/Rural	North Latah	Eid Rd	Pavement Rehabilitation	\$732,000.00
Small Urban/Rural	South Latah HD	Cow Creek Rd	Widening & Safety Improvements	\$703,000.00

District 3				
Large Urban	Canyon County HD	Middleton & Linden Rd	Intersection Improvements	\$3,539,106.00
Large Urban	City of Boise	Emerald Street Overpass	Corridor Improvements	\$10,000,000.00
Large Urban	Nampa HD #1	CAN ADA RD	Corridor Improvements	\$10,000,000.00
Small Urban/Rural	Adams County R&B	Indian Valley Rd	Pavement Rehabilitation	\$1,350,000.00
Small Urban/Rural	Atlanta HD	Middle Fork Rd	Roadway Reconstruction	\$2,000,000.00
Small Urban/Rural	City of Cascade	Payette & Front St	Pavement Rehabilitation	\$1,999,942.00
Small Urban/Rural	City of Emmett	12th & Substation Rd	Intersection Improvements & Rehabilitation	\$1,859,000.00
Small Urban/Rural	City of Fuitland	Pennsylvania Ave	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of Greenleaf	Friends Rd	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of Mountain Home	E 8th N & American Legion	Intersection Improvements	\$1,950,000.00
Small Urban/Rural	City of New Plymouth	Southwest Ave	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of Payette	Main Street	Corridor Revitalization	\$2,000,000.00
Small Urban/Rural	Gem County	Little Freeze Out	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Glenns Ferry HD	Old Highway 30	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Payette County R&B	Pearl Road	Pavement Rehabilitation	\$564,154.00
Small Urban/Rural	Valley County R&B	Elo Rd	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Washington County	Stagecoach Loop	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Wieser Valley HD	Johnson RD	Pavement Rehabilitation	\$1,238,000.00

District 4				
Small Urban/Rural	Albion HD	Multiple	Chip Seal	\$1,349,000.00
Small Urban/Rural	Buhl HD	1400 E, 3700N to 4000 N Rd	Pavement Rehabilitation	\$1,063,000.00
Small Urban/Rural	City of Albion	North & West Street	Pavement Rehabilitation	\$632,000.00
Small Urban/Rural	City of Filer	3700 N	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of Hailey	Myrtle St	Corridor Improvements	\$1,788,746.77
Small Urban/Rural	City of Heyburn	J, 21st St & US30	Intersection Improvements	\$2,000,000.00
Small Urban/Rural	City of Kimberly	3400 E.	Intersection Improvements	\$1,998,543.94
Small Urban/Rural	Jerome HD	North Road Phase 4	Add left turn lanes	\$2,000,000.00
Small Urban/Rural	Murtaugh HD	2900 N	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Oakley HD	400 W	Pavement Rehabilitation	\$1,672,000.00
Small Urban/Rural	Raft River HD	Interstate Feeders	Pavement Rehabilitation	\$1,667,000.00
Small Urban/Rural	Richfield HD	1420 North Road	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Twin Fall HD	3800 East	Pavement Rehabilitation	\$1,998,000.00
Small Urban/Rural	Wendell HD	3200 S	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	West Point HD	3400 S	Pavement Rehabilitation	\$2,000,000.00

continued on next page

Idaho Transportation Board | November 15, 2023
SIP Local Transportation Grant Program - Projects Not Recommended

Category	Applicant	Project Name	Project Scope	LTGP Funds
District 5				
Large Urban	City of Chubbuck	Chubbuck Rd	Intersection Improvements	\$7,630,000.00
Small Urban/Rural	Bannock County	Old Hwy 91	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Bear Lake County R&B	East Shore Rd	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Bingham County	New Sweden Rd	Pavement Rehabilitation	\$1,316,000.00
Small Urban/Rural	Bingham County	Woverine Rd	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of American Falls	Oregon Trail Truck Route	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of Bancroft	1st & 3rd W Street	Drainage Improvements	\$1,250,000.00
Small Urban/Rural	City of Blackfoot	Parkway Ave	Corridor Improvements	\$2,000,000.00
Small Urban/Rural	City of Bloomington	Bloomington Rd	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	City of Preston	400 East	Pavement Rehabilitation	\$600,000.00
Small Urban/Rural	Downey-Swan Lake HD	Downtana Rd	Pavement Rehabilitation	\$750,000.00
District 6				
Large Urban	City of Ammon	Ammon Rd	Corridor Improvements	\$1,982,936.67
Small Urban/Rural	City of Ashton	Railroad Ave	Pavement Rehabilitation	\$450,000.00
Small Urban/Rural	City of Driggs	Johnson Ave	Corridor Improvements	\$2,000,000.00
Small Urban/Rural	City of Lewisville	500 N	Pavement Rehabilitation	\$1,400,000.00
Small Urban/Rural	City of Ririe	US20B	Corridor Improvements	\$975,000.00
Small Urban/Rural	City of Roberts	2858 E	Pavement Rehabilitation	\$1,701,000.00
Small Urban/Rural	City of St. Anthony	W 7th South St	Pavement Rehabilitation	\$1,500,000.00
Small Urban/Rural	City of Teton	Truck Route	Corridor Improvements	\$1,649,000.00
Small Urban/Rural	Clark County	Old Hwy 91	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Custer County	Custer Rd	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Custer County	Hot Springs Rd	Intersection Improvement	\$2,000,000.00
Small Urban/Rural	Fremont County	Henrys Lake Drive	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Jefferson County HD	Multiple Rd	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Lost River HD	Trail Creek Rd	Pavement Rehabilitation	\$2,000,000.00
Small Urban/Rural	Madison County R&B	Landfill Rd	Pavement Rehabilitation	\$1,988,104.00
Small Urban/Rural	Madison County R&B	Salem Rd	Pavement Rehabilitation	\$739,740.50
Small Urban/Rural	Teton County HD	W4000N Rd	Pavement Rehabilitation	\$2,000,000.00

9 Large Urban Total = \$56,438,087.67
70 Small Urban/Rural Total = \$118,032,378.21
79 Total Not Recommended = \$174,470,465.88

Idaho Transportation Board | November 15, 2023

SIP Local Transportation Grant Program Recommendation Summary

Urban (Category 1) Summary								
	District 1	District 2	District 3	District 4	District 5	District 6	Total Award	Remain Funds
# of Grant Applicants	4	3	6	1	2	4	20	
# of Grant Awards	2	1	3	1	1	3	11	
Funds Awarded	\$5,996,000.00	\$3,715,247.00	\$16,454,888.70	\$8,281,960.00	\$2,000,000.00	\$13,551,904.30	\$50,000,000.00	\$0.00
% of \$50,000,000.00	11.99%	7.43%	32.91%	16.56%	4.00%	27.10%	100.00%	0.00%

Small/Rural (Category 2) Summary								
	District 1	District 2	District 3	District 4	District 5	District 6	Total Award	Remain Funds
# of Grant Applicants	16	12	22	19	17	21	107	
# of Grant Awards	8	6	7	4	7	5	37	
Funds Awarded	\$9,473,130.20	\$5,836,022.00	\$12,399,960.00	\$7,854,000.00	\$8,851,980.00	\$5,584,907.80	\$50,000,000.00	\$0.00
% of \$50,000,000.00	18.95%	11.67%	24.80%	15.71%	17.70%	11.17%	100.00%	0.00%

Total Awards								
	District 1	District 2	District 3	District 4	District 5	District 6	Total Award	Remain Funds
Applications Submitted/ Recommended	20 10	15 7	28 10	20 5	19 8	25 8	127 48	
Category 1	\$5,996,000.00	\$3,715,247.00	\$16,454,888.70	\$8,281,960.00	\$2,000,000.00	\$13,551,904.30	\$50,000,000.00	\$0.00
Category 2	\$9,473,130.20	\$5,836,022.00	\$12,399,960.00	\$7,854,000.00	\$8,851,980.00	\$5,584,907.80	\$50,000,000.00	\$0.00
Total District Award	\$15,469,130.20	\$9,551,269.00	\$28,854,848.70	\$16,135,960.00	\$10,851,980.00	\$19,136,812.10	\$100,000,000.00	\$0.00
% of \$100,000,000.00	15.47%	9.55%	28.85%	16.14%	10.85%	19.14%	100.00%	0.00%

127 Total Applications
48 Grant Recipients Recommended



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 20 Minutes

Presenter's Name Chairman Pocock	Presenter's Title Trucking Advisory Council	Initials JP	Reviewed By
Preparer's Name Doug Kolar	Preparer's Title Policy Program Specialist	Initials DK	

Subject

TAC annual report to the ITD board		
Key Number	District	Route Number

Background Information

As per Admin policy 5042, the Trucking Advisory Council is required to present an annual report to the ITD Board. This will be presented by Chairman John Pocock.
Chairman - John Pocock
District 1 - Frank Buell
District 2 - Tim Christopherson
District 3 - Tony Black
District 4 - Kevin Iversen
District 5 - Dave McNabb
District 6 - Troy Thurgood

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 Minutes

Presenter's Name Scott Malone, PE	Presenter's Title Engineering Manager	Initials JB	Reviewed By
Preparer's Name Jesse Barrus, PE	Preparer's Title District Engineer D4	Initials JB	

Subject

South Jerome Interchange Award ***PULLED FROM CONSENT CALENDAR AND ADDED***		
Key Number 19338	District 4	Route Number I-84

Background Information

The purpose of this agenda item is to seek Board approval to award **I-84, South Jerome Interchange**.

This project was bid October 3, 2023 with a low bid of \$54,397,271.35. This was 37% higher than the Engineer's Estimate.

The items that accounted for most of this were, Excavation, Granular Borrow, Concrete Placement, Storm Sewer Pipe, Illumination, and Mobilization.

The Engineer's Estimate was based on the average unit price index for similar projects and on observations of past experience with similar projects.

The closest source to the project is over 40 miles away and likely contributed to the higher than predicted Granular Borrow bid. The low bidder is also currently working in the area and knows the nature of the material and effort required to excavate schedule No.1. The sequencing of the pipe work could have contributed to the overage in 602-035A 18" Storm Sewer Pipe and 602-045A 24" Storm Sewer Pipe due to many construction phases on this project.

The district has obtained additional funds through statewide balancing. The district does not believe that re-advertisement will result in lower estimates. The low bidder is the same contractor that is currently building the I-84, Jerome IC to Twin Falls IC that is adjacent to the South Jerome IC. This contractor knows the local geology and already has a working relationship with local stakeholders. By approving this low bid, there will be less conflicts with coordination between the two overlapping projects.

This project needs to be built as soon as possible as this area is growing quickly and the existing structure needs to be replaced. If awarded, construction will commence Fall 2023/Winter 2024. The district recommends award of this contract.

Recommendations

Approve attached resolution to award **I-84, South Jerome Interchange** to Western Construction for the bid price of \$54,397,271.35.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to construct this project; and

WHEREAS; ITD has the additional funds to add to this project.

NOW THEREFORE BE IT RESOLVED, that the Board approves the I-84, South Jerome Interchange project be awarded to Western Construction for the bid amount of \$54,397,271.35.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager	Initials CW	Reviewed By
Preparer's Name Laila Kral	Preparer's Title Administrator, LHTAC	Initials LK	

Subject

Add Local Advance Wetland Mitigation, Upper Snake River Watershed Project		
Key Number ORN 24385	District 3, 4, 5, 6	Route Number N/A

Background Information

The purpose of this Board Item is to add a Local Advance Wetland Mitigation, Upper Snake River Watershed project to the approved FY2024 – 2030 Idaho Transportation Improvement Program (ITIP) and approved FY2023-2029 Statewide Transportation Improvement Program (STIP). These sites will be used for future projects for wetland mitigation required by Federal Executive Order 11990 and the Federal Highway Administration. This project will be completed by a cooperating agency, the Bureau of Land Management (BLM).

The Local Highway Technical Assistance Council (LHTAC) is proposing to collaborate with the BLM to provide wetland mitigation for future LHTAC projects with the proposed development of three advance wetland mitigation projects within the Upper Snake River watershed. The BLM Pasture 9 of the Kerr Shoshone Creek, Upper Mule Creek, and Rock Cabin Spring exclosure projects are fence replacement projects that will protect and rehabilitate spring, creek and wetland areas. All three projects are located within BLM lands and are included in the BLM's, Burley, Idaho Field office's management plan and has been approved for BLM compliance with the National Environmental Policy Act. These projects will exclose a total of 10.35 acres of wetland and riparian area.

Project Phasing

This project will be phased by location and cooperating agency. The three phases will be the Pasture 9 of the Kerr Shoshone Creek, Upper Mule Creek, and Rock Cabin Spring.

Current Funding and Agreement Amounts

LHTAC is requesting utilizing a total budget of \$75,000 in FY24 with the project entered into the Local-Rural Federal-Aid Program. Funding will be \$62,500 PC, \$10,000 PL, and \$2,500 PE. \$62,500 in PC will be allocated to the Pasture 9 of the Kerr Shoshone Creek, Upper Mule Creek, and Rock Cabin Springs projects. These are federal funds that can be transferred between federal agencies with the execution of an applicable agreement. Funding source from LHTAC for PE and PL will be unused federal funds from KN 13998.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Action	KN	District	Current Program Year	Route, Project Name	Phase	\$ in Thousands	
						FY24	
Add to Construction FY24	ORN 24385	3 - 6	2024	Local Advance Wetland Mitigation, Upper Snake River	PC, PL, PE		\$75
	13998	4	2022	STC-2822, W GLENDALE RD & CNL BR	CN	\$(75)	
Funds from KN 13998 are unexpended funds that are in closeout and have been deobligated in issue #11							
					Totals	\$(75)	\$ 75

Recommendations

Approve adding the Local Advance Wetland Mitigation, Upper Snake River Watershed project to the approved FY2024-FY2030 ITIP and approved FY2023-2029 STIP and program of a total of \$75,000 with \$62,500 PC, \$10,000 PL and \$2,500 PE in FY24 for this project. Board approval of the Resolution on page 112A

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Resolution

WHEREAS, the Idaho Transportation Board supports the Idaho Transportation Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, Board Policy 4028 directs the Idaho Transportation Department's to coordinate with the Local Highway Technical Assistance Council on Federal Aid project selection processes; and

WHEREAS, The Local Highway Technical Assistance Council (LHTAC) is proposing to collaborate with the BLM to provide wetland mitigation for future LHTAC projects with the proposed development of three advance wetland mitigation projects within the Upper Snake River watershed; and

WHEREAS, having a project in the ITIP/STIP provides maximum flexibility to work with partner agencies as funding is secured and reduces the schedule and timing risks associated with complex projects; and

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of the Local Advance Wetland Mitigation, Upper Snake River Watershed project to the approved FY2024-FY2030 ITIP and approved FY2023-2029 STIP and program of a total of \$75,000 in FY24



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By MA
Preparer's Name Jesse Barrus, PE	Preparer's Title District Engineer	Initials	

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on a New Professional Services Agreement on I 84, South Jerome Interchange, Jerome Co by Horrocks Engineers

Key Number 19338	District 4	Route Number I 84
---------------------	---------------	----------------------

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 for agreement authority to exceed \$1 million on the I 84, South Jerome Interchange, Jerome Co project.

The purpose of this project is to replace the interchange at I-84, Exit 168, MP 168 also known as South Jerome Interchange. This replacement will also improve the safety and mobility of the traveling public entering and exiting I-84 in both WB and EB lanes.

In October 2023, through Request for Proposal (RFP), Horrocks Engineers was selected to provide Construction, Engineering, and Inspection (CE&I) services.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Construction timeline for start of utilities and canal work is prior to December so having an agreement for CE&I services executed before that time is critical.

The agreement is estimated at \$3,750,000. Therefore we are asking for Board approval for authorized agreement amount up to \$3,750,000. This is approximately 8.9% of the programmed construction funding.

Currently, there is \$4.2 million obligated for all construction services by consultants.

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

Recommendations

Board approval of the Resolution on page 115

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

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

WHEREAS, District 4 will administer this project; and

WHEREAS, the funding has been identified and is obligated for this agreement.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 19338, I 84, South Jerome Interchange, Jerome Co to exceed the \$1,000,000 agreement authorization for consultant services up to \$3,750,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By MA
Preparer's Name Dan Gorley	Preparer's Title Resident Engineer	Initials .	

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on a New Professional Services Agreement on SH 55, North Fork of the Payette River, Rainbow Bridge by Delve Underground

Key Number 23187	District 3	Route Number SH 55
---------------------	---------------	-----------------------

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 for professional services agreements for the SH 55; North Fork of the Payette River, Rainbow Bridge.

The purpose of this project is to to replace a Poor Condition bridge with a bridge crossing that meets current standards. Building a new bridge on an offset, adjacent to the existing bridge would improve site conditions for mobility of vehicles and to preserve the existing historic Rainbow Bridge.

In August 2023, through Request for Proposal (RFP), Delve Underground was selected to provide geotechnical-related services including Phase 1: roadway conceptual design services including



Board Agenda Item

ITD 2210 (Rev. 10-13)

geotechnical and roadway materials investigations and geotechnical reconnaissance reports and Phase 2: bridge foundation investigation, preliminary, final, and PS&E design services.

The agreement is estimated at \$1.55 million. Therefore we are asking for Board approval for authorized agreement amount up to \$1.55 million. This is approximately 3% of the programmed construction funding.

Currently, there is \$4.73 million scheduled for design services by consultants (geotechnical and roadway design services).

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

Recommendations

Board approval of the Resolution on page 118

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

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

WHEREAS, District 3 will administer this project; and

WHEREAS, the funding has been identified and is scheduled for this agreement.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23187, SH 55, North Fork of the Payette River, Rainbow Bridge to exceed the \$1,000,000 agreement authorization for consultant services by Delve Underground up to \$1,550,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By MA
Preparer's Name Dan Gorley	Preparer's Title Resident Engineer	Initials .	

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on a New Professional Services Agreement on SH 55, North Fork of the Payette River, Rainbow Bridge by Modjeski and Masters

Key Number 23187	District 3	Route Number SH 55
---------------------	---------------	-----------------------

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 for professional services agreements for the SH 55; North Fork of the Payette River, Rainbow Bridge.

The purpose of this project is to to replace a Poor Condition bridge with a bridge crossing that meets current standards. Building a new bridge on an offset, adjacent to the existing bridge would improve site conditions for mobility of vehicles and to preserve the existing historic Rainbow Bridge.

In February 2023, through Request for Proposal (RFP), Modjeski and Masters was selected to provide bridge design services including preliminary design, pause for development of geotechnical report, final



Board Agenda Item

ITD 2210 (Rev. 10-13)

design, and PS&E. These bridge design services include roadway design, hydraulics, environmental, survey, public involvement, and coordinate with geotechnical consultant.

The agreement is estimated at \$3.18 million. Therefore we are asking for Board approval for authorized agreement amount up to \$3.18 million. This first phase of design is approximately 6% of the programmed construction funding.

Currently, there is \$4.73 million scheduled for design services by consultants (geotechnical and roadway design services).

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

Recommendations

Board approval of the Resolution on page 121

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

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

WHEREAS, District 3 will administer this project; and

WHEREAS, the funding has been identified and is scheduled for this agreement.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23187, SH 55, North Fork of the Payette River, Rainbow Bridge to exceed the \$1,000,000 agreement authorization for consultant services by Modjeski and Masters up to \$3,180,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By MA
Preparer's Name Erika Bowen	Preparer's Title TECM Project Manager	Initials ERB	

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on an Existing Professional Services Agreement on the I-84 Karcher IC, Karcher to Middleton Rd, Canyon Co by Horrocks.

Key Number 23336	District 3	Route Number I 84
---------------------	---------------	----------------------

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 Horrocks professional services agreement for the I-84 Karcher IC, Karcher to Middleton Rd, Canyon Co project.

The purpose of this project is to improve safety and mobility at the I-84 Karcher Interchange (exit 36) by adding a free running right to the westbound off-ramp intersection and continuing the additional lane west across the interchange to terminate at Sundance Road. The I-84 interchange bridge will be widened to accommodate the additional southbound lane. The project includes bicycle and pedestrian improvements along SH-55 and at the eastbound I-84 on-ramp, traffic signal modifications, and a mill/inlay through the project limits.

In June 2023, through Request for Proposal (RFP), Horrocks was selected to provide Construction Engineering and Inspection (CE&I) services.



Board Agenda Item

ITD 2210 (Rev. 10-13)

In July 2023, the Board approved \$1,600,000 in agreement authority for CE&I services. The project went out for advertisement in August 2023 with the bid opening resulting in a singular irregular bid. The project will be readvertised in November with a delayed construction start of spring 2024. The delayed start misses the non-irrigation season work window and results in an additional 140 calendar days to the contract. The project is now anticipated to take 20 months to construct, ending in fall 2025. The CE&I services are now estimated to be approximately \$2,200,000. This is approximately 6% of the programmed construction funding.

Currently, there is \$2,300,000 obligated for all construction services by consultants.

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

Recommendations

Board approval of the Resolution on page 124

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

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

WHEREAS, District 3 will administer this project; and

WHEREAS, the funding is available and obligated for these services.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23336, I 84, Karcher IC, Karcher to Middleton Road, Canyon Co to exceed the \$1 million agreement authorization for consultant services up to \$2,200,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By MA
Preparer's Name Dan Gorley	Preparer's Title Resident Engineer	Initials	

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on an Existing Professional Services Agreement on SH 16, Ustick Road to US 20/26, Ada and Canyon Counties by HMM, LLC

Key Number 23408	District 3	Route Number SH 16
---------------------	---------------	-----------------------

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 for agreement authority to exceed \$1 million on the SH 16, Ustick Road to US 20/26, Ada & Canyon Counties.

This TECM project is constructing Phase II of the SH 16 Corridor from I 84 to US 20/26 (Chinden). Work includes construction of 3 new bridges, 4-lane controlled access highway with intersection ramps, and 2 signalized intersections.

In May 2022, through Request for Proposal (RFP), HMM, LLC was selected to provide Construction Engineering and Inspection (CE&I) services. The project CE&I services were split into yearly phases and this Board item will extend authorization to the completion of this project.

In February 2023, the Board authorized up to \$2.5M for the first two years of the CEI work by HMM, LLC.



Board Agenda Item

ITD 2210 (Rev. 10-13)

CEI service agreements have been approved in two separate yearly agreements totaling \$2,478,182. We are asking for Board approval to increase the authorization by an additional \$2.4M to completion of the project. This would increase the total authorization to \$4.9M. This is approximately 5.9% of the programmed construction funding.

Currently, there is \$4.9M scheduled for all construction services by consultants.

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

Recommendations

Board approval of the Resolution on page 127

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

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, the funding is available and obligated for these services.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23408, SH 16, Ustick Road to US 20/26, Ada and Canyon counties to exceed the \$1 million agreement authorization up to \$4,900,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By MA
Preparer's Name Dan Gorley	Preparer's Title Resident Engineer	Initials	

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on an Existing Professional Services Agreement on SH 16, Franklin Road to Ustick Road, Ada & Canyon Counties by HMH, LLC

Key Number 23409	District 3	Route Number SH 16
---------------------	---------------	-----------------------

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 for agreement authority to exceed \$1 million on the SH 16, Franklin Road to Ustick Road, Ada & Canyon Counties.

This TECM project is constructing Phase II of the SH 16 Corridor from I 84 to US 20/26 (Chinden). Work includes construction of 3 new bridges, 4-lane controlled access highway with intersection ramps.

In May 2022, through Request for Proposal (RFP), HMH, LLC was selected to provide Construction Engineering and Inspection (CE&I) services. The project CE&I services is being split into yearly phases and this Board item will extend authorization to the completion of this project.



Board Agenda Item

ITD 2210 (Rev. 10-13)

CEI service agreements have been approved for the first year of this multi year project in the amount of \$690,086. We are asking for Board approval to increase the authorization by \$3.7M to complete the project. This would increase the total authorization for CEI services to \$4.4M. This is approximately 5.6% of the programmed construction funding.

Currently, there is \$5.8M scheduled for all construction services by consultants.

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

Recommendations

Board approval of the Resolution on page 130

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

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, the funding is available and obligated for these services.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23409, SH 16, Franklin Road to Ustick Road, Ada and Canyon counties to exceed the \$1 million agreement authorization up to \$4,400,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By MA
Preparer's Name Dan Gorley	Preparer's Title Resident Engineer	Initials	

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on an Existing Professional Services Agreement on SH 16, I 84 to Franklin Road, Ada and Canyon Counties by HMH, LLC

Key Number 23410	District 3	Route Number SH 16
---------------------	---------------	-----------------------

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 for agreement authority to exceed \$1 million on the SH 16, I-84 to Franklin Road, Ada & Canyon Counties.

This TECM project is constructing Phase II of the SH 16 Corridor from I 84 to US 20/26 (Chinden). Work includes construction of 1 new bridge, 4-lane controlled access highway with intersection ramps, and 2 signalized intersections.

In May 2022, through Request for Proposal (RFP), HMH, LLC was selected to provide Construction Engineering and Inspection (CE&I) services. The project CE&I services were split into yearly phases and this Board item will extend authorization to the completion of this project.

In February 2023, the Board authorized up to \$2.5M for the first two years of the CEI work by HMH.



Board Agenda Item

ITD 2210 (Rev. 10-13)

CEI service agreements have been approved in two separate yearly agreements totaling \$2,404,649. We are asking for Board approval to increase the authorization by an additional \$2.7M to completion of the project. This would increase the total authorization to \$5.2M. This is approximately 11.4% of the programmed construction funding.

Currently, there is \$5.2 million scheduled for all construction services by consultants.

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

Recommendations

Board approval of the Resolution on page 133

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

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, the funding is available and obligated for these services.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23410, SH 16, I 84 to Franklin Road, Ada and Canyon counties to exceed the \$1 million agreement authorization up to \$5,200,000.