Idaho Transportation Board
Program Update Workshop
February 2024
<table>
<thead>
<tr>
<th>Month</th>
<th>Description</th>
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<tbody>
<tr>
<td>January - March</td>
<td>ITD publishes estimates of available funding, program descriptions and targets, and a call for projects to local planning organizations, ITD's six district offices, and other program managers.</td>
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<td>April - May</td>
<td>ITD receives updates from districts and local agencies and prepares a draft ITIP. Management review of draft ITIP.</td>
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<td>June</td>
<td>Idaho Transportation Board reviews the draft ITIP and approves progressing to public involvement stage.</td>
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<td>July</td>
<td>Draft ITIP provided for public review and comment.</td>
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<td>August</td>
<td>ITD develops a recommended ITIP, incorporating public comments and other changes.</td>
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<tr>
<td>September</td>
<td>ITD submits recommended ITIP for Board approval.</td>
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<tr>
<td>October</td>
<td>New federal fiscal year begins. Sort and organize ITIP in preparation for STIP submittal to FHWA.</td>
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<tr>
<td>November</td>
<td>Board-approved STIP submitted to the Federal Highway Administration and the Federal Transit Administration.</td>
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<td>December</td>
<td>Federal Highway Administration and Federal Transit Administration approve the STIP.</td>
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<tr>
<td>Ongoing</td>
<td>ITD obtains input from citizens, elected officials, tribal governments, state and federal agencies, local planning organizations and other interested public and private organizations.</td>
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**ITIP** - Idaho Transportation Investment Program.  
A fiscally constrained 7-year summary of projects by program type.

**STIP** - Statewide Transportation Improvement Program.  
Contains federally funded projects which may be listed individually, grouped by performance program, or included by reference to an MPO's TIP.
Funding Sources

Federal Funds

- Local Distribution Account
- User Fees
- Leading Idaho State General Fund

State Highway Account

Strategic Initiatives Fund

- Federal Funds: 60%
- Sales Tax: 4.5% with a Fixed $80M

Transportation Expansion and Congestion Mitigation Fund (TECM)

- 40% > $80M < $140M

User Fees:

- 40%
- 60%
- 4.5%
Funding Distribution

State Highway Account
- 70% State

Strategic Initiatives Fund
- 89% Fed

Transportation Expansion and Congestion Mitigation Fund (TECM)
- 1st Priority Debt Service
- After Debt Service “Pay As you Go”

Department Operating Budget
- 11% Fed

Local Program
- 24% Fed

ITD Construction Program
- 76% Fed
- 100% to Construction
## Funding Programs – Available vs Programmed Table

### SHS CORE PROGRAMS
1. SHS Pavements
2. SHS Bridges
3. Safety & Capacity
4. Supporting Infrastructure Assets
5. System Support

### SHS STRATEGIC PROGRAMS
6. State Board Unallocated
7. Planning, Scoping & Studies
8. Early Development
9. Leading Idaho (TECM)
10. TECM Program
11. State (TECM) Bonding Program
12. TECM Debt Service + Fees & Interest
13. GARVEE Debt Service + Fees & Interest

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**SHS – State Highway System**

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### Summary of ITIP Programs

#### SHS CORE PROGRAMS
1. SHS Pavements
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**Recommend to Maintain Funding Levels**

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**Funding Levels Set By Policy**

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**Funding Programs**

- **Available vs Programmed Table**

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**Idaho Transportation Investment Program (ITIP)**

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**Summary of ITIP Programs**

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**Funding Levels Set By Policy**

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**SHS – State Highway System**

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Funding Recommendations

Definitions:
“Hold-back” is a group of pre-identified projects that are held from being advertised until the latter part of the fiscal year when revenue projections for the state dedicated funds are known. Programmed at $20M/yr.

“Reserve” is a pre-determined amount of money set-aside to address cost increases/decreases, market or commodity variations, and to provide flexibility for end of year redistribution or project advances. Programmed at $20M/yr “reserve” ($30M “reserve” in FY24).

Programs recommended to stay at current funding levels:
• $25M Supporting Infrastructure Assets Program
  o Programmed projects to support maintenance needs
  o Guardrail and terminal ends, fence, culverts, etc.

• $7M System Support
  o Activities that support functions that assist with maintaining infrastructure.
  o Environmental Liaisons, ISP Patrols, ITS Operations, Workforce Development, ADA Transition Program, etc.

• $8M Planning, Scoping & Studies
  o Pre-design and pre-NEPA planning activities and studies completed in preparation for future project planning such as financial planning, corridor plans or studies, mobility plans or studies, project scoping, project chartering, etc.

• $10M Board unallocated
  o Provides funds for the board to meet unanticipated needs arising throughout the year.

Other Notable Program Adjustments:
• Roadway reconstruction and major retaining walls associated with bridges will be programmed in Safety/Capacity (same KN) starting in FY27 instead of the Bridge Program

• Create State-funded reserve for grant match at $25M/yr from the Strategic Initiatives Fund (Leading Idaho) starting in FY27, to be programmed in the Safety & Capacity Program
Program Funding Levels

**Pavement**

Increase from $150M to $200M

**Bridge**

Sustain at $100M
Program Funding Levels

Safety & Capacity

Short-term decrease
Target of $165M

TECM

= Funds reduced to increase pavement program