



A G E N D A

Regular Meeting of the Idaho Transportation Board

October 16, 2024

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

Listen:

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- a. access code: 2630 345 6433
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KEY:

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

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Action Item	1. CALL MEETING TO ORDER		8:30
Info Item	2. SAFETY “CLUTCH MOMENT” SHARE: Maintenance Supervisor Sorensen		
Action Item	3. BOARD MINUTES – September 18 & 19, 2024.....	3	
Action Item	4. BOARD MEETING DATES	22	
	Next meeting is November 13 in Boise, Chinden Campus		
	Proposed April – September 2025 district meetings schedule	23	
Action Item	5. CONSENT CALENDAR	24	
HWY	— Add COMPASS projects to the FY25-FY31 Idaho Transportation.....	25	
	Investment Program (ITIP)		
HWY	— Add Local Bridge Improvement Program discretionary award projects to the.	29	
	FY25-FY31 ITIP		
Info Items	6. INFORMATIONAL CALENDAR		
HWY	— Contract Awards and Advertisements	31	
HWY	— Professional Services Agreements & Term Agreement Work Tasks Report....	36	
HWY	— Monthly Report of Federal Formula Program Funding through September 30	43	
HWY	— I-86 Business Loop speed zone adjustments in American Falls	45	
ADM	— State Fiscal Year 2025 Financial Statements	46	

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



October 16, 2024

Boise, Idaho

Page # Time*

7. DIRECTOR'S MONTHLY REPORT: Director Stokes 8:40

Agenda Items/Information Item

CIEO _____ Innovate ITD! Program70 9:00
Williams

Action Items

HWY _____ Transportation Expansion & Congestion Mitigation 2025 bond sale request .. 71 9:15
Staats (Resolution on page 73)

HWY _____ Request to advertise and award SH-16/I-84 System Interchange project 75 9:30
Staats (Resolution on page 76)

8. BREAK 9:40

HWY _____ Request to approve consultant agreements..... 77 9:55
Crider (Resolution on page 81)

Information Items

HWY _____ Annual 80 MPH interstate speed limits update 82 10:00
Sablan

ADM _____ ITD annual administrative rules proposed language 104 10:15
Floyd

ADM _____ Road and Street Report update... 151 10:25
Spencer

COM _____ ITD FY2024 Annual Report.... 152 10:35
Stone

Action Items

HWY _____ Add US-95 rock wall project to the approved ITIP 156A 10:45
Bhusal (Resolution on page 156B)

9. EXECUTIVE SESSION (Canyon Creek Conference Room) 10:55

PERSONNEL ISSUES [SECTION 74-206(a), (b)] and LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

HWY _____ Administrative Settlement over \$200,000..... 157 11:25
Pond (Resolution on page 158)

10. ADJOURNMENT (estimated time) 11:30

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REGULAR MEETING
IDAHO TRANSPORTATION BOARD
September 18 - 19, 2024

The Idaho Transportation Board met at 10:00 AM on Wednesday, September 18, 2024, in Lewiston, Idaho. The following principals were present:

William (Bill) H. Moad, Chairman
James R. Thompson, Member – District 1
Gary Osborn, Member – District 2
Mitch Watkins, Member – District 4
John Bulger, Member – District 5
Bob Hoff, Member – District 6
Scott Stokes, Director
Dan McElhinney, Chief Deputy/Chief Operations Officer
Lorraine Dennis, Business Executive to the Board

District 3 Vice Chair Julie DeLorenzo was unable to attend.

District 2 Tour and Outreach Workshop. The Board toured burned areas along US-12 and SH-3, received a briefing regarding fire coordination efforts, and viewed the Spalding, Cherry Lane and Arrow bridges. Following the tour, the Board convened at the Hells Canyon Grand Hotel for the Outreach Workshop with local transportation officials.

Chairman Moad welcomed participants of the Idaho Transportation Investment Program (ITIP) Outreach Workshop. Director Stokes gave opening remarks outlining the meaning of investing with purpose and highlighted ITD's 50-year anniversary. District 2 Engineer Doral Hoff facilitated the workshop. Participants had time to view project and program display boards and interact with executive staff, the Board and district staff. They reconvened to hear presentations from ITD staff and the Local Highway Technical Assistance Council (LHTAC). CD/COO McElhinney presented a statewide project delivery update and on partnerships with key stakeholders. DE-2 Hoff presented a program update and District 2 priority projects information. DMV Administrator Lisa McClellan gave an update on DMV, Aeronautics Administrator Tom Mahoney presented information on aeronautics, Public Transportation Sr. Planner Shauna Miller provided an overview on Public Transportation, and Grants Officer Tabitha Smith shared information on the Office of Highway Safety. Chief Administrative Officer Dave Tolman presented an update on ITD funding and distribution to Locals, and LHTAC Administrator Laila Kral provided an overview on LHTAC's programs and funding. The Workshop included an open forum for local transportation officials to ask questions and share comments and then concluded with closing remarks from Director Stokes.

WHEREUPON, the Idaho Transportation Board's tour and workshop recessed at 3:28 PM.

September 19, 2024

The Idaho Transportation Board convened the business meeting at 8:30 AM on Thursday, September 19, 2024, at the District 2 Office in Lewiston, Idaho. Members and principals from previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Foreman Shawn Strong reported on the safety risks of complacency. He emphasized the importance of staying focused, wearing proper equipment and being thorough.

Board Minutes. Watkins made a motion to approve the minutes of August 21 - 22, 2024, seconded by Member Hoff, and the motion passed unopposed.

Board Meeting Dates. The next meeting is October 16 in Boise.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB24-61 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 contracts to award and contracts to reject.

1) Contracts to award. The low bid on the following project is more than ten percent over the engineer's estimate, requiring justification. Staff recommends awarding the contract to the low bidder. Key #24255, District 4, signal communication upgrade, to low bidder Electric 1 West for \$116,120. The District does not believe re-advertising the project would result in lower bid.

2) Contracts to reject. The low bid on the following project is more than ten percent over the engineer's estimate, requiring justification. Staff recommends rejecting the contract. Key #24248, District 2, US-95 roadway repairs from bidder CR Contracting, \$747,910. The District will reevaluate the project.

Informational Items.

1) Professional services agreements and term agreement work tasks report. From August 1 – August 31, 2024, 31 new professional services agreements and work tasks were processed, totaling \$16,762,728. Four supplemental agreements to existing professional services agreements were processed during this period for \$256,058.

2) FY25 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of July 31 are ahead of forecast by 10.3% with revenues in the Highway Distribution

Account are up by 9.5%. State revenues to the State Aeronautics Fund are above forecast by 2.1% or \$6.1K. The Department's expenditures were within planned budgets. Personnel costs savings of \$198K is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$78.9M, and total construction expenditures from the five different funds sources total \$911.7M.

The balance of the long-term investments was \$184.5M. These funds are obligated against construction projects and encumbrances. The cash balance is \$113.3M. Expenditures in the Strategic Initiatives Program Fund is \$3.9M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$10.6M. For FY25, \$13.8M is committed to debt service. There are no expenditures from the Federal CARES Act fund this month. Expenditures for the TECM bond program during this period is \$33.5M and \$616K for GARVEE.

3) Contract awards and advertisements. There were five ITD and one Local contract awarded that did not require Board approval from August 1 - 31, 2024. From October 1, 2023 to August 31, 2024, 92 ITD and 19 Local contracts were bid.

The list of projects currently under advertisement was provided.

4) Monthly report of federal formula program funding through September 5. Idaho received obligation authority (OA) of \$422.1 million through September 30, 2024. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$478.0 million. An additional \$54.1 million redistribution OA was received on Aug. 27, 2024. Allotted program funding is \$502.4 million with \$75.2 million remaining.

Adopt-A-Highway (AAH) Award. Member Osborn presented the AAH award to the Idaho Youth Challenge Academy representative Dan Drover. The group adopted SH-11, Mile Post (MP) 27 to 31, US-12, MP 50 to 52 and US-95, MP 230 to 232. Mr. Drover shared specifics on who the Academy serves and how the program works and thanked the Board for the award.

Board's Subcommittee on Policies Report. Member Osborn, Policies Subcommittee Chairman, reported on the Policies Subcommittee meeting held on August 29. The subcommittee supported staff's recommendations for revisions on three DMV policies with suggested edits that is being presented later today for Board approval.

Director's Monthly Report. In continuance of recognizing ITD's 50-year anniversary, Director Stokes highlighted the history of Lewiston Hill originally built in 1874 that served the community for 43 years before it was upgraded in 1917. Known as the Spiral Highway, the road lasted 60 years before it was again modernized in 1974.

Director Stokes reported on the various wildfires and efforts taken to prevent, partner and protect ITD's highways. Some highlights included all around the state ITD crews manage vegetation and tree removal to prevent the spread of wildfires, which includes maintaining access to backcountry airstrips that is critical for wildfire response. As part of incident response,

staff partners with multiple agencies to coordinate resources, identify priorities and share information. Daily work performed ranges from traffic control to clearing debris from the roadway. Communication plays a critical role in public safety with the traveling public. Staff had the opportunity to partner with Oregon on the Durkee Fire that closed I-84 for about a week. Advance messaging signage was placed as far as Twin Falls to alert motorists. Sharing resources expedites mitigation efforts such as on the local Gwen Fire and Wapiti Fire where the equipment at a maintenance shed and employees were evacuated in Stanley. A video clip from the Wapiti Fire was shown highlighting the damage to SH-21's guardrail, signs and roadway damage. Next steps are to mitigate future problems with avalanche and mudslides.

District Engineer Report. District 2 Engineer Doral Hoff presented his annual district update reporting on staff changes, project delivery, partnerships, and construction projects. Some highlights included an update on three FY25 projects completed and several others for FY26 that are in progress. Crews removed trees along US-95, Whitebird Grade. He reported on various partnerships such as with the forest service to remove trees on a 30-mile stretch on US-12, SH-3 road closure due to the Lapwai Fires, and a tragic incident at the gas station in Cardiff that resulted in two fatalities. The US-95, Aht'Way Interchange is anticipated to be open this November with a ribbon cutting ceremony in October. Project updates were given for US-95, Thorn Creek to Moscow, US-12, Lochsa Ranger Station to Holly Creek, and US-12, Clearwater River Memorial Bridge. DE Hoff concluded by recognizing Transportation Operations Team Leader Mark Schuster who has over 46 years of service with ITD.

Idaho Child Passenger Safety (ICPS) Program and Events. Grants Officer Tabitha Smith introduced Safe Start Operations Director Brian Rauscher who provided background on the ICPS Program and Rural Education Outreach (REO) Program. Some highlights included the REO Program creates reliable and easy access to car seats with an emphasis on removing barriers. They partner with local communities and have established eight safety stations in northern Idaho to replace or provide new car seats. Rural areas are most in need. As a result of the REO pilot trial conducted for a year with nine rural northern Idaho counties, car seat service access rates increased dramatically. Service access rate measures if people are actively accessing services provided in their community.

In response to Member Bulger's question regarding expanding services, Safe Start OD Rauscher stated they intend to partner and training local safety experts to facilitate services.

In response to Member Osborn's question regarding costs, Safe Start OD Rauscher replied they are funded through donors. Parents have the option to contribute if they can; however, car seats are provided at no charge.

FY24 ITD Redistribution and Local Public Agency End of Year Closeout. Program Control Manager Colleen Wonacott reported Idaho received \$54 million redistribution obligation authority (OA) bring the total FY24 OA to 99.6% of apportionments. She reviewed Exhibit 1, shown as Exhibit 573, which is made a part hereof with like effect, highlighting the various Federal formula program redistribution amounts "above 100% OA." The \$3.6 million for the

CMAQ program could not be obligated due to EPA criteria based on air quality – ITD did not have a qualifying project.

Project Management Office Manager Brad Wolfinger reviewed and provided a status on the holdbacks projects and reserves identified in the ITIP program. Some highlights included \$20 million per year in holdbacks and \$30 million in reserves was programmed in FY24. The reserve amount was decreased to \$20 million per year in the recommended FY25-FY31 ITIP. The six projects held back were in Districts 5 and 6 and were bid spring 2024. There were eight projects advanced due to bid savings; however, one project bid was rejected and will be readvertised. PMO Manager Wolfinger reviewed the Redistribution Funding Plan that provided \$28.2 million to cover the FY24 reserve funds. As of August 30, ITD had \$43.669 million available OA to obligate by year end, Exhibit 2, shown as Exhibit 574, which is made a part hereof with like effect, shows the project list breakdown and how the funds were used.

Program Control Manager Colleen Wonacott reviewed the FY24 local public agencies end of year plan and prioritized project list for redistribution OA, Exhibit 3, shown as Exhibit 575, which is made a part hereof with like effect. Yearend actions for local programs included completing scheduled obligations, cost increases and advances. Since the Board's June workshop, two local projects have been removed from the recommended FY25-31 ITIP, along with other yearend adjustments. A full list of changes to the local and state programs/projects was provided.

In response to Member Osborn's question regarding the loss of CMAQ funding, PCM Wonacott stated that funding is only eligible to use on that program, of which, ITD did not have eligible projects.

In response to Member Bulger's question regarding the consistency of reallocation, PMO Manager Wolfinger stated it has been somewhat consistent about 97% – 103%.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB24-62 accomplish a current, realistic, and fiscally constrained Idaho Transportation
Investment Program (ITIP); and

WHEREAS, Redistribution of Federal Formula Funds were received by ITD on August 27, 2024 and other Federal Formula Funds were available for the end of year obligation; and

WHEREAS, FY 2024 Federal Formula Funds have to be obligated and approved by FHWA by September 25, 2024; and

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

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the allocation of obligation authority received through Redistribution of Federal Formula Funds, and the lists of projects presented for advancement, cost changes or advance construction conversion to FY2024 as shown in Exhibits #1 (shown as Exhibit 582) and #2 (shown as Exhibit 583).

BE IT FURTHER RESOLVED, that the Board approves the additions or changes to projects in the Recommended FY25-31 ITIP as shown in Exhibit #3 (shown as Exhibit 584).

Add SH-6 and SH-3 Culvert Project to FY25 of the Draft ITIP. District 1 Engineer Damon Allen reported on the SH-6 and SH-3 emergency culvert replacements project. Crews need to repair the failing roadway on SH-6 at Mile Post 25.4 and 25.5 in the Rose Lake area, and SH-3 at Mile Post 110.2. The highways were recently used as a detour and the increased traffic volumes accelerated the failure of several culvert crossings along sections of these highways.

Member Thompson 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
ITB24-63 Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS; the Board is charged with considering the safety and convenience of highway users.

NOW THEREFORE BE IT RESOLVED, that the Board approves adding the SH-3 and SH-6 Emergency Culvert Replacement project to FY25 of the Recommended FY25-FY31 Idaho Transportation Investment Program (ITIP) at a cost of \$275,000 using state funds.

FY25-31 Draft ITIP Public Outreach Summary. Senior Public Information Officer Megan Jahns presented ITD's public outreach summary for the draft FY25-FY31 ITIP comment period in July. Some highlights included feedback is solicited through various methods such as print ads, email blasts and social media. New this period, targeting rural areas, were the 30-second radio ads that ran several times a week throughout the state. Some stations were able to translate for their Spanish channels. Improvements were made to the GIS map tool making it more user friendly and intuitive, along with increased news coverage. Email blasts are the number one preferred method with social media ranking second according to a survey taken. Efforts were taken to reach a younger audience through social media. New this year, staff responded to comments as they were received instead of waiting until the end of the comment period.

Transportation Planner Abby Peterson shared data regarding the comments received by source, district, and topics. This year, 432 comments were submitted - predominately via the map/comment portal and email. District 3 and 1 had the most comments, 154 and 136 respectively with traffic control and congestion ranking the highest topic followed by safety.

Sr. PIO Jahns concluded remarks by summarizing the key takeaways. Many of the comments were project-specific versus general and improvements to the interactive map allowed for people to visualize projects in their communities.

In response to Member Watkins' question regarding comment sources, TP Peterson stated 80% were general and 20% were from cities, counties and tribal entities.

Recommended FY25-31 ITIP. Program Control Manager Colleen Wonacott provided an overview on the ITIP development calendar that began in January. ITD's core program target levels include \$200 million per year for pavement goals starting FY26 and \$100 million per year for bridges goals. Capacity targets are flexible depending on available funding. Leading Idaho funds from the TECM program is added to Capacity starting in FY27 to bring program levels back up. She reviewed set-asides in the program. Projects that use these funds are not determined yet. Some set-asides included \$5 million each for bridge and roadside safety repairs, \$6 million for studies and \$5 million in FY27 for grant match. Staff anticipates more yearend balancing and adjustments. Next steps are to submit the Statewide Transportation Improvement Program to FHWA and FTA for federal approval.

In response to Member Watkins' question regarding the FY27 grant match set-aside and ability to match sooner, PCM Wonacott replied funding would come from either the construction program or reserves. If received, ITD would not turn down a grant.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB24-64 accomplish a current, realistic, and fiscally constrained Idaho Transportation
Investment Program (ITIP); and

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

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

WHEREAS, Highways, Public Transit, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2025 - 2031 ITIP; and

WHEREAS, the Recommended FY 2025 – 2031 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2025 - 2031 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained Program; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2025 - 2031 Idaho Transportation Investment Program (ITIP).

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

Potential American Rescue Plan Act (ARPA) Funding for Highway Projects. In follow up to last month, Chief Administrative Officer Dave Tolman provided an update on ARPA funding requirements, eligible categories and anticipated amounts and uses. Some highlights included ARPA was passed in March 2021 authorizing \$195.3 billion to states. Idaho's allocation is \$1.09 billion and can be used for support infrastructure projects, amongst other uses. Funding must be obligated by December 31, 2024. House Bill 770 appropriated \$10 million of ARPA funds to LHTAC for pedestrian projects – those funds do not go through ITD. Expenditures must be made by September 30, 2026. Of the three options available, ITD will follow all FHWA requirements and include all current FHWA programs. The amount of funding is not known yet but anticipate about \$50 million. Some types of projects being considered are end stages of TECM projects and converting 'advance construct' funds on regular ITIP projects. The Division of Financial Management will notify ITD of the amount and then staff will provide an update to the Board. The ARPA funding will be a FY25 supplemental appropriation request.

Early 2025 Bond Sale and Market Update. Highways Division Administrator Amy Schroeder presented on project readiness and proposal for inclusion in the fourth and final bond sale early 2025. Some highlights included there are five projects "ready for advertisement" totaling \$319.4 million with the proposed bond amount at 80% of the engineer's estimate. One of the five, Farmway to Middleton, was advertised last month. The tail ends of the projects will be funded with pay-as-you-go funds. Projects "already bonded in construction" total \$30.6 million and includes some construction administration as a cash management strategy to help with drawdown in the first six months. The total bond proposal is estimated at \$350 million, which will fully consume the \$80 million debt service. The draft bond proposal, shown as Exhibit 576, which is made a part hereof with like effect, outlines the two

scenarios – one without ARPA funds and one with ARPA funds. Staff will continue to refine cost estimates and seek Board approval for the final bond sale next month.

Chief Administrative Officer Dave Tolman reviewed the TECM bond structure, provided a market update and next steps. Some highlights included the bond program upgraded ratings to the highest rating possible – AAA. This final bond sale will use the remaining portion of the \$80 million debt service. The bond term for each series is 25 years with final payment in 2050. Current interest rates as of September 6th was 4.07% which is \$344 million of proceeds available for projects. If rates drop by half a percent, it could add a potential of \$15 million. Staff anticipated a January, February 2025 bond sale target of \$350 million with hopefully sub 4% rates. They will seek Board approval next month.

Idaho's National Electric Vehicle Charging Infrastructure (NEVI) Program. Planning Manager Scott Luekenga provided an overview on the NEVI Program, planned sites, work completed, the use of design-build procurement method and next steps. Some highlights included the NEVI Program is a federally funded program to build a network of EV charging stations. The Idaho NEVI Interagency Working Group (IAWG) will oversee use of Idaho's appropriation of \$47.5 million. Stations are to be every 50 miles and within one mile of the interstate or highway. Forty sites have been evaluated with the first round planned for summer 2025 on I-15 (Pocatello), I-84 (Bliss) and US-95 (Lewiston). The IAWG completed Idaho's NEVI Plan in 2022, along with two subsequent annual updates, and a Siting, Feasibility and Access Study. The IAWG recommends using the best-value design-build process that considers proposer's qualifications, technical aspects and price component. A new project (key number) will be established for each site being contracted. Next steps include the selection of a NEVI program consultant, advertise and install Round 1 sites, prepare for subsequent rounds and operate and maintain installed sites (the Program funds the first five years of operations and maintenance).

In response to Member Thompson's inquiry regarding who decides charging costs, PM Luekenga stated the site host will set the rates.

In response to Member Hoff's question regarding how sites will be picked, PM Luekenga replied through the state's Request for Qualifications process applicants will propose specific locations. In follow up, Member Hoff asked how final decisions are made. PM Luekenga stated the IAWG will rate and score applicants as prescribed in the bidding process. He shared that selected applicants complete a site host agreement that will be done through the IAWG panel.

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

RES. NO. WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) established a
ITB24-65 National Electric Vehicle Infrastructure (NEVI) Formula Program to provide
funding to States for the purpose of strategically deploying electric vehicle (EV)
charging infrastructure and to establish an interconnected network to facilitate
data collection, access, and reliability; and

WHEREAS, formula funds from this program are dedicated to planning, program administration, equipment installation, operations, and maintenance; and WHEREAS, ITD has entered into a Memorandum of Understanding with the Office of Energy and Mineral Resources and Idaho Department of Environmental Quality, together referred to as the Interagency Working Group (IAWG), to develop and deliver the NEVI Program as required by IIJA; and

WHEREAS, the 2022 Baseline Plan and annual updates have been completed as well as a Sighting, Feasibility, and Access Study; and

WHEREAS, public outreach has been conducted throughout the initiation of the Program; and

WHEREAS, the IAWG is preparing procurement documents for the implementation of the site installations and a 5-year operations and maintenance period; and

WHEREAS, individual projects (key numbers) will be established for each NEVI-funded EV site that is selected for award of a contract; and

WHEREAS, the FY25-31 ITIP includes new projects for each Round 1 site, which includes Lewiston, Bliss and Pocatello; and

WHEREAS, Idaho Code § 40-904 states the department, through the Transportation Board, may select design-build firms and award contracts for design-build projects based on the suitability of project characteristics such as size and scope, and that awarding a design-build contract will best serve the public interest; and

WHEREAS, utilization of a best-value, design-build process that considers proposer's qualifications, technical aspects and a price component meets both Federal (23 CFR § 630) and Idaho Code and is the most cost effective and efficient mean for the State to meet NEVI program requirements; and

WHEREAS, a presentation has been made to the Board that explain the status of the Program, the procurement process, and the benefits of using the design-build procurement method on NEVI projects.

NOW THEREFORE BE IT RESOLVED, that the Board approves the establishment of individual projects for each future NEVI site to be awarded for installation, and also the use of the design build procurement method to select NEVI site developers.

Workforce Development Update. Workforce Development Program Manager Jessika Doglietto provided an update on workforce development achievements in FY24 and work planned for FY25. Some highlights included three rounds of the 2024 ITD Idaho Career Opportunities Next in Construction (ICONIC) were conducted in Boise, Twin Falls and Moscow with Twin Falls wrapping up in October. Workforce Development funded the Ace Academy event in partnership with ITD's Aeronautics division. Also, 10 Idaho students were selected to attend the National Flight Academy. Staff provided 420 technical trainings to ITD employees – including 10 Crane and Digger Derrick courses. In FY24, a total of \$632,088 was spent on workforce development, and \$700,000 is programmed for FY25 – with an additional \$125,000 in State Transportation Innovation Council funding for the ICONIC program.

DMV Policy Revision for the Dealer Advisory Board (DAB) - 4040 and 4050. DMV Administrator Lisa McClellan gave a summary of the proposed revisions for the Board and Administrative Dealer Advisory Board policies. The review is an effort to modernize the purpose statement for all advisory groups, provide clarification to common questions, and eliminate redundancy. The Board DAB policy updates the purpose statement and clarifies responsibilities. Some Administrative DAB policy highlights included updating language for legal authority, adding authority for the Idaho Consumer Asset Recovery (ICAR) fund, and clarifying responsibility and membership appointment. Members of the DAB reviewed the policies as well as the Transportation Board's Policies Subcommittee.

Member Bulger commented he previously had a question on the DAB board policy regarding process on how to direct legislative recommendations sought by a DAB member, but noted the corresponding DAB administrative policy addresses it.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB24-66 the Idaho Transportation Department; and

WHEREAS, Board Policy 4040, Dealer Advisory Board, was revised to include a brief explanation of the advisory board's responsibilities and purpose; and

WHEREAS, Administrative Policy 5040, Dealer Advisory Board, was revised to update language for legal authority, added authority for the Idaho Consumer Asset Recovery (ICAR) references, accurately reflect the Dealer Advisory Board's responsibilities, added language to provide a guideline for memberships; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations, with additional subcommittee amendments, at its August 29, 2024 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the revisions to Board Policy 4040, Dealer Advisory Board.

BE IT FURTHER RESOLVED, that the Board concurs with revisions to the corresponding Administrative Policy 5040, Dealer Advisory Board.

DMV Policy Revision for the Trucking Advisory Council (TAC) - 4042 and 5042. DMV Administrator McClellan gave a summary of the proposed revisions for the Board and Administrative Trucking Advisory Council policies. Revisions to the Board TAC policy are to update the purpose statement, clarify scope of responsibilities, and define roles as it pertains to legislative issues. Administrative TAC policy changes clarify the TAC's responsibilities, and membership eligibility and appointments. Members of the TAC reviewed the policies as well as the Transportation Board's Policies Subcommittee.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB24-67 the Idaho Transportation Department; and

WHEREAS, Board Policy 4042, Trucking Advisory Council, was revised to include a brief explanation of the advisory council's purpose and responsibilities, described ITD as an executive agency, activities for legislation, described members role as it relates to legislative issues; and

WHEREAS, Administrative Policy 5042, Trucking Advisory Council, was revised to more accurately reflect the Trucking Advisory Council's responsibilities, added language to describe the members eligibility, geographical representation, term of membership; and

WHEREAS, the Idaho Transportation Board's Subcommittee on Policies concurred with staff's recommendations, with additional subcommittee amendments at its August 29, 2024 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the revisions to Board Policy 4042, Trucking Advisory Council.

BE IT FURTHER RESOLVED, that the Board concurs with revisions to the corresponding Administrative Policy 5042, Trucking Advisory Council.

DMV Policy Revision for the DMV/County Automated System Policy (5068). DMV Administrator McClellan gave a summary of the proposed changes. Revisions included refining language for standard and hybrid offices regarding equipment, setting annual training to maintain federal compliance, conducting background checks for all agents accessing DMV's systems and implementing a multi-factor authentication for all DMV system users. The policies were reviewed by the Transportation Board's Policies Subcommittee.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB24-68 the Idaho Transportation Department; and

WHEREAS, Board Policy 5068, DMV/County Automated Systems was revised to refine language for standard and hybrid offices regarding equipment, annual training, following department guidelines for consistent citizen experiences, background checks for all agents who access ITD/DMV network and systems, and mandatory multi-factor authentication; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations, with additional subcommittee amendments, at its August 29, 2024 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board concurs with the revisions to Administrative Policy, 5068 DMV/County Automated Systems.

Request for Exception to Board Policy 4001 for Upcoming TECM Projects. TECM Project Manager Erika Bowen reviewed the four TECM projects, as shown in the resolution below, that are currently or expected to be advertised. ITD policy requires Board approval to award construction contracts that are over the engineers estimate by more than 10% or more than \$2 million. Staff is asking for an exception to the \$2 million threshold due to the high dollar amount of these projects. These projects range from \$75 to \$130 million. TECM PM Bowen also reviewed the engineer's estimate (EE) to actual bid on seven other TECM projects that previously applied that same exception. Only one project, I-84, Burley Interchange, exceeded the \$2 million criteria. (The difference was \$3.4 million and was 4% over EE).

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

RES. NO. WHEREAS, Board Policy 4001 indicates the Board shall approve the justification
ITB24-69 for award or rejection of contracts when the bid exceeds the engineer's estimate by more than ten percent (10%) or for bids that exceed the engineer's estimate by more than \$2 million; and

WHEREAS, four Transportation Expansion and Congestion Mitigation (TECM) projects will be advertised for construction, with bids opened fall 2024/winter 2024/2025; and

WHEREAS, the estimated cost of these TECM projects are substantial, ranging between \$75 million and \$130 million; and

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

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

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

Key No. 22715, SH-55, Farmway to Middleton
Key No 23956, SH-16, I-84 System Interchange
Key No. 24305, I-90, SH-41 to US-95 – West
Key No. 24306, I-90, SH-41 to US-95 – East

Request to Approve Consultant Agreements. Chief Engineer Dave Kuisti presented the request for consultant agreement authorization for design and construction engineering and inspection (CE&I) services. The four projects, as shown in the resolution, are US-95 Fruitland to Payette, Payette County by Jacobs Engineering Group; Hayden Ave & Meyer Rd./Prairie Ave, Meyer Rd. to SH-41/Prairie Trail Underpass, Post Falls Highway District by J-U-B Engineers; I-15, Northgate to Fort Hall – North & South, Bannock County by Atlas Technical Consultants; and US-20, Arco to Idaho Falls by Horrocks Engineers. CE Kuisti reviewed the project background and justifications and outlined the requested authorization for each project.

Member Bulger made a motion, seconded by Member Osborn. Member Watkins noted the last project's (D6) total authorization was stated incorrectly; consequently, Member Bulger amended the motion correcting the dollar amount. Member Osborn seconded the motion and it passed unopposed to approve the following resolution:

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board)
ITB24-70 to authorize professional services agreements greater than \$1,000,000 and each
subsequent cost increase, work task agreements greater than \$500,000,
cumulative work task agreements on a project greater than \$1,500,000, and
consultant two-year work task agreement total greater than \$1,500,000; and

WHEREAS, the Idaho Transportation Board has been provided details about each project requesting authorization; and

WHEREAS, funding will be committed to these agreements before they are executed.

NOW THEREFORE BE IT RESOLVED that the Board hereby grants the authority for professional service agreement(s) as noted in the following table:

KEY NUMBER/ SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AUTHORIZATION REQUEST	TOTAL AUTHORIZATION
22232 ¹ / Design	US-95, Fruitland to Payette NCL	3	\$783,500	-	\$447,490	\$1,230,990
22435 23028 24398 ¹ / Design	STC-5734, Hayden Ave & Meyer Rd Int; NHS- 7045, Prairie Ave, Meyer Rd to SH-41; NHS-7045, Prairie Trail Underpass, Post Falls HD	1	\$1,184,619	\$1,340,000	\$139,803*	\$1,479,803
24307 24308 ¹ / CE&I	I-15, Northgate to Fort Hall – South & I-15, Northgate to Fort Hall – North, Bannock County	5	\$983,307	-	\$5,229,715	\$6,213,022
24394 ¹ / Design	US-20, Arco to Idaho Falls, Design	6	\$956,940	-	\$4,590,978	\$5,547,918

1 Professional Agreements > \$1M

* Agreement Amount: \$295,184

2 Work Task Agreements > \$500K

3 Cumulative Work Task Agreement for project > \$1.5M

4 Consultant Two-year Work Task total > \$1.5M

Board Unallocated Funds Request for Gwen Fire Recovery Costs. District 1 Engineer Doral Hoff provided an update on the Gwen Fire that occurred July 25th to July 28th along US-12 (Mile Post 14.9 to 28) and SH-3 (Mile Post 0 to 8.2). Staff provided traffic control to keep the highway closed. The fire damaged guardrails and signs. FY25 Board Unallocated funding is requested to recover the cost of \$111,000.

Member Osborn 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
ITB24-71 Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public's interest for ITD to fund the Gwen Fire Recovery Costs along US-12 and SH-3.

WHEREAS, ITD is prepared to incorporate this project into the approved FY24-FY30 and draft FY25-31 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that the Board approves adding the Gwen Fire Recovery Costs project to the approved FY24-FY30 ITIP and draft FY25-31 ITIP at a cost of approximately \$111,000 using FY25 Board Unallocated Funds.

BE IT FURTHER RESOLVED, that the Board approves staff to adjust the Program and amend the FY24-FY30 ITIP accordingly.

Board Unallocated Funds Request for SH-21 Wapiti Fire and Request to Establish Project in the ITIP. District 4 Engineering Manager Doug Yearsley presented a report on the Wapiti Fire and how it impacted District 4. Some highlights included the fire started on July 24th eliciting the closure of SH-21 at Banner Summit on August 20. Two days later, equipment was moved from the Stanley Shed to the Stanley Airport and employees in Stanley housing and facilities were evacuated on August 23rd. Crews returned to Stanley on September 9th. A video clip of the 125,000+ acres burned was shared.

District 3 Engineering Manager Shawna King presented an additional account of the fire from District 3's perspective and the collaboration amongst ITD, local sheriffs and incident command management. On August 22nd, SH-21 was closed from Sour Dough Lodge in Lowman to Stanley (Avalanche Alley) - Mile Post 84 to 130. Countless number of trees were burned and in need of removal along with damage sustained to over 50 signs/delineators, both guardrail and posts, and pavement. Mitigation is anticipated to be done by end of October. The highway is projected to reopen tomorrow morning. Speed reduction on SH-21 and vehicle piloting for the traveling public will remain in place while work is being completed.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB24-72 Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public's interest for ITD to fund the hazard tree mitigation, replacement of guardrail, replacement of signs, and pavement repair along SH-21 from Mile Post 82-106.

WHEREAS, ITD is prepared to incorporate this project into the approved FY24-FY30 and draft FY25-31 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that Board approves adding the SH-21 Wapiti Fire Repair, Boise County, project to the approved FY24-FY30 ITIP and draft FY25-31 ITIP for \$2.0 million using FY25 Board Unallocated Funds.

BE IT FURTHER RESOLVED, that the Board approves staff to adjust the Program and amend the FY24-FY30 ITIP accordingly.

ITD State Street Campus. Chief Administrative Officer Dave Tolman reviewed the January 2022 flood event that displaced employees at the State Street campus and need to relocate to the Chinden Campus. In 2022, the legislature appropriated \$37 million to improve the Chinden Campus and that August the State Street Campus was transferred to the Department of Administration (DOA) for the purposes of selling the property via a Transportation Board resolution. ITD had requested and \$2 million was appropriated to design a new central lab/maintenance operations facility at the Chinden Campus with the intent of replacing funds from the \$52 million State Street sale proceeds. In 2024, the legislature passed House Bill 770 revoking DOA's authority to sell the State Street Campus, directed the requested \$32 million to instead rehabilitate the State Street facility, and revert custody of the campus back to the Transportation Board.

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

RES. NO. WHEREAS, the Idaho Transportation Department (ITD) Campus on State Street
ITB24-73 located at 3311 W State Street, Boise, Idaho consists of over 44 acres of property, one large building, and other improvements (collectively the "State Street Campus") and was previously the site of ITD's administrative headquarters; and

WHEREAS, the January 2, 2022 flood event displaced all employees working in the largest building on that campus; and

WHEREAS, the 2022 Idaho Legislature passed House Bill 779 appropriating \$37M to the Department of Administration with intent language stating "*The Idaho Transportation Department's Boise headquarters will occupy space at the Chinden Campus as campus tenants.*" The Idaho Transportation Board passed resolution ITB22-52 on August 5, 2022 declaring the State Street Campus to be surplus administrative property because it was unsuitable for ITD's use, and transferring the property to the Department of Administration for the purpose of facilitating a sale of the property; and

WHEREAS, the 2024 Idaho Legislature passed House Bill 770, which became law, changed the direction for ITD from the 2022 Legislature (House Bill 779) and the 2023 Legislature (Senate Bill 1189) appropriating funds for a Central Operations Complex headquarters on the Chinden Campus; and

WHEREAS, House Bill 770 revokes the authority of the Department of Administration to sell the State Street Campus and directs that custody and control of the property be transferred back to the Idaho Transportation Board; and

WHEREAS, House Bill 770 states that the appropriation provided to rehabilitate the administrative facility on the State Street Campus is contingent upon custody and control of that property returning to the Idaho Transportation Board.

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board hereby rescinds Board resolution ITB22-52 and takes back custody and control of the State Street Campus property.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board directs staff to work with the Division of Public Works to develop cost estimates to make the property suitable for ITD's occupation and to report back to the Board when such cost estimates have been completed.

Executive Session on Legal and Personnel Issues. Member Thompson made a motion to meet in executive session at 12:18 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Osborn seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 12:33 PM.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN23337, Project No. A023(337) US 20/26 Middleton Road to Star Road, Ada and Canyon Counties for Parcel 26.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way along
ITB24-74 US 20/26, Middleton Road to Star Road, for Project No. A023(337); and

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

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcel 26.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000 for the right-of-way acquisition along US 20/26, Middleton Rd. to Star Rd., for Project No. A023(337), KN 23337, Parcel 26.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 12:35 PM.

WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Read and Approved

_____, 2024

_____, Idaho

BOARD MEETING DATES

2024: November 13 – Boise December 11 - Boise

2025: January 15 – Boise February 19 – Boise March 20 - Boise

2024

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

2025

January	February	March	April
S M T W T F S X 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 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	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 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 31
September	October	November	December
S M T W T F S X 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

“X” = holiday

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

2025 Board Meeting Schedule

The following 2025 meeting dates are scheduled:

January 15, Boise at Idaho Chinden Campus

February 19, Boise at Idaho Chinden Campus

March 20, Boise at Idaho Chinden Campus

Proposed 2-day district meeting dates:

April 17 & 18, District 5

May 14 & 15, District 4

June 11 & 12, District 3

July 23 & 24, District 1

August 20 & 21, District 6

September 17 & 18, District 2



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 25 - 30

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 additions to
the FY25 – FY31 ITIP for the Community Planning Association of Southwest
Idaho (COMPASS) projects and the Local Bridge Improvement Program
discretionary award projects.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☒ Informational Calendar Item ☐

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: _____

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager
Preparer's Name Toni Tisdale	Preparer's Title Principal Planner, COMPASS

Subject

Add COMPASS Projects to the FY25-FY31 ITIP		
Key Number Multiple	District 3	Route Number Multiple

Background Information

COMPASS requests to add two new projects to the approved FY2025 - FY2031 Idaho Transportation Investment Program (ITIP) using competitive federal funding.

- The City of Notus requested to add a project funded with a **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant** to design a project to rebuild four interconnected collector streets in the city.
- Valley Regional Transit requested to add a project funded by a federal **FTA 5339(b) (Bus and Bus Facilities) grant** to purchase eight electric buses (six to replace existing buses and two additional buses) and to rehabilitate the transit station at the Boise Towne Square Mall.

A public comment period was held September 2 through 16, 2024, to add these projects, as well as to update the scope of work on four ITD projects. A total of five individuals commented, with two comments specifically about the projects in this request. All comments are provided verbatim in the attachment. No changes were recommended based on public comments received. The COMPASS Board of Directors is anticipated to adopt Resolution 03-2025 on October 21, 2024, adding these projects to the regional transportation improvement program.

District	Key No.	Name	Local Sponsor	Program	Year	Phase	\$ (thousands)
3	New	Notus Collector Street Rebuild, Design Only, Notus	City of Notus	RAISE	2025	Design	\$1,402
3	New	Transit – Electric Buses and Towne Square Mall Transit Center, VRT	Valley Regional Transit	FTA 5339(b)	2025	Design	\$2,450
					2027	Design	\$225
					2027	CN	\$12,710
					2028	Design	\$800
					2028	CN	\$3,166



Board Agenda Item

ITD 2210 (Rev. 12-23)

Recommendations *(Action items require a resolution)*

Approve adding two projects to the approved FY2025 - FY2031 ITIP, contingent on approval by the COMPASS Board of Directors on October 21, 2024.

Public Comments Received (Verbatim)

Attachment 2

Amendment #5 to the long-range transportation plan, *Communities in Motion 2050*, and the FY2024-2030 and FY2025-2031 Regional Transportation Improvement Programs (TIPs)

Public Comment Period: September 2 – September 16, 2024

Total number of comments received by COMPASS: 5

Topics:

For *Communities in Motion 2050*, the proposal would change a project to widen State Highway 16 from State Highway 44 to Beacon Light Road from unfunded to funded.

For the TIPs, the proposal would add two projects, one to plan and design improvements to four roads in the City of Notus and one to replace Valley Regional Transit buses and expand and improve the transit center at the Boise Towne Square Mall. The proposal would also update the scope of work of the State Highway 16 project, as noted above; change the locations of several ramp improvements on Interstate 84 in the Cities of Nampa, Meridian, and Boise; and remove construction funds on a project on State Highway 44 in Canyon County (construction is still anticipated, but specific funding has not been identified).

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
I am in favor of this amendment: Communities in Motion 2050 Proposed Amendment #5 The proposed amendment would add one new short-term funded project: State Highway 16 – State Highway 44 to Beacon Light Road, Ada County	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Marjorie Dougherty
I am in favor of I-84 Interchange ramp works I am in favor of SH-16 Environmental work and funding construction from SH-44 to Beacon Light I am not in favor of the transit buses purchases I am not in favor of the rehab work at the Towne Square Mall	Thank you for your comments; they will be shared with the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.	Mac McOmber
I am in support of widening Highway 16 from State Highway 44 to Beacon Light Road as soon as possible. These additions are crucial to keep traffic moving in an area with much growth over the next few years and beyond.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Dana Biberston, 83616

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>To whom it may concern, Reviewing the changes to the transportation plan I have two comments: First on the electric bus upgrades, it may be beneficial to add some sort of wireless charging for the electric busses in the renovations to the town square mall. This is a loitering area for busses, we may as well add some juice to the batteries while busses wait. In the very least putting the infrastructure in place (conduits) to make future upgrades cheaper would be prudent. Second on the highway road widening, planning for some connectiveness for bikes and pedestrians (either tunnel or overpass) would be appreciated. A four lane highway is an easy way to keep people from using active transportation cross walks are not sufficient to safely cross the road. Thanks,</p>	<p>Thank you for your comments; they will be shared with Valley Regional Transit, the Idaho Transportation Department, and the COMPASS Board of Directors.</p>	<p>Phil Chaffee</p>
<p>The solution to our traffic problems comes in the form of a freeway that goes south around the dense areas of Caldwell, Nampa, Meridian and Boise. It could then reconnect with I84 . We have too much through traffic on I84 taking up space and causing accidents with local traffic. It's not a new idea !! Just take a look at other larger cities like Indianapolis, Toronto etc. Do it Now before we lose all options for a route!! I've lived here 60 years and can't believe the mess we have now. Thx , Kreg/Caldwell</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.</p> <p>A regional connectivity study south of Interstate 84 is identified as a needed, but currently unfunded, study in the regional long-range transportation plan, Communities in Motion 2050. However, as a first step toward an in-depth study, COMPASS is undertaking a planning-level study to analyze extending State Highway 69 south of Kuna, as well as analyze other possible connections, new alignments, and a grade-separated railroad crossing connecting Kuna Road to Kuna-Mora Road (or vicinity). The outcomes will provide the information necessary for agencies to determine logical next steps and priorities, inform short-term budgeting, and/or position agencies for grant opportunities to help fund a more in-depth study.</p>	<p>Kreg</p>



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☒ Informational Calendar Item ☐

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: _____

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager
Preparer's Name Laila Kral, PE	Preparer's Title LHTAC Administrator

Subject

Add Local Bridge Improvement Program Discretionary Awards Projects to FY25-FY31 ITIP		
Key Number Multiple	District 1, 3, 6	Route Number Multiple

Background Information

On August 7, 2024 the Federal Highway Administration (FHWA) announced three awards for discretionary grants in the Bridge Improvement Program for Idaho. The following projects were awarded:

Project	Sponsor	Grant Award	Local Match	Project Total
145th N Bridge Replacement Project over the Snake River	Bonneville County	\$328,000	\$82,000	\$410,000
Naples Bridge, Boundary County Planning Analysis	Boundary County	\$600,000	\$150,000	\$750,000
Lake Fork Bridge (S Bridge) Planning Study	Valley County	\$464,000	\$366,000	\$830,000

A brief project description for each award:

Project	Description
145th N Bridge Replacement Project over the Snake River	This project will study and recommend a replacement alternative for the 145th N bridge over the Snake River.
Naples Bridge, Boundary County Planning Analysis	The primary purpose of this project is to facilitate a comprehensive planning process that encompasses feasibility analysis, revenue forecasting, and the identification of viable funding strategies for the replacement, rehabilitation, preservation, or protection of the Naples Bridge.
Lake Fork Bridge (S Bridge) Planning Study	This project consists of planning activities (preliminary survey and base mapping, concept alternatives evaluation, preliminary geotechnical investigation, bridge concept design, project charter, concept report,



Board Agenda Item

ITD 2210 (Rev. 12-23)

	and stakeholder outreach) for the Lake Fork Bridge (S Bridge), which needs replacement or rehabilitation to improve safety and accessibility.
--	---

The projects will be administered by the Local Technical Assistance Council (LHTAC). The grant awards are federal-aid reimbursement funds and are required to be entered into the Idaho Transportation Investment Program (ITIP). To move into the agreement phase with the FHWA, LHTAC requests that the projects be entered into the approved FY2025 – FY2031 ITIP.

Recommendations (*Action items require a resolution*)

For the Board to approve entering the three Bridge Improvement Program projects awarded discretionary funds into the approved FY2025 – FY2031 Idaho Transportation Investment Program.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☒

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: _____

Presenter's Name David B. Kuisti P.E.	Presenter's Title Chief Engineer
Preparer's Name Monica Crider P.E.	Preparer's Title State Design Engineer

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 9/30/24					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
98	19	16	7	3	1

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 9/01/24 to 9/30/24	
ITD	Local
6	0

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations *(Action items require a resolution)*

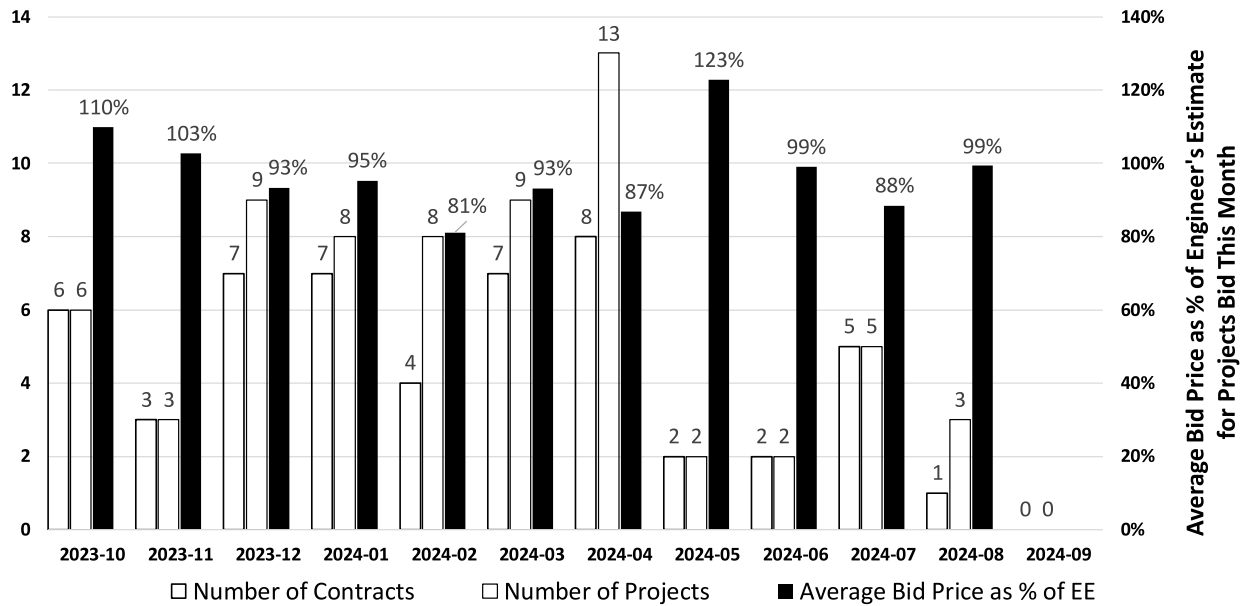
For Information Only.

FFY24 State Infrastructure Project Bid Results: YTD Summary By Cost

68 Projects YTD through September 30, 2024

YTD Total for all 68 projects:

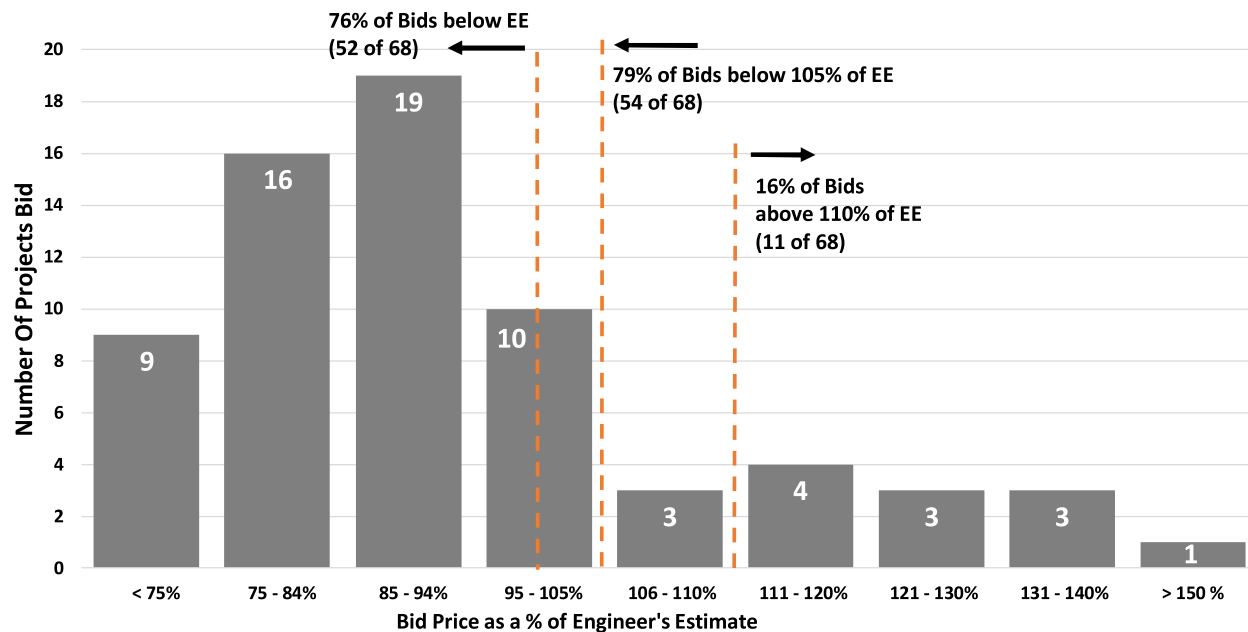
Ratio of Bid Costs / Engineer's Estimates = \$812.1 / \$850.4M = 95%



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

68 Projects YTD through September 30, 2024



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	Estimate Quantity	Fixed Price	Quantity Bid
2	24255b SIA	US-95, SH-8, SH-3 & SH-99	9/10/2024	0	250 HRS	\$250,000.00	
US-95, SH-8, SH-3 & SH-99, Tree Clearing and Mastication Contractor: State							

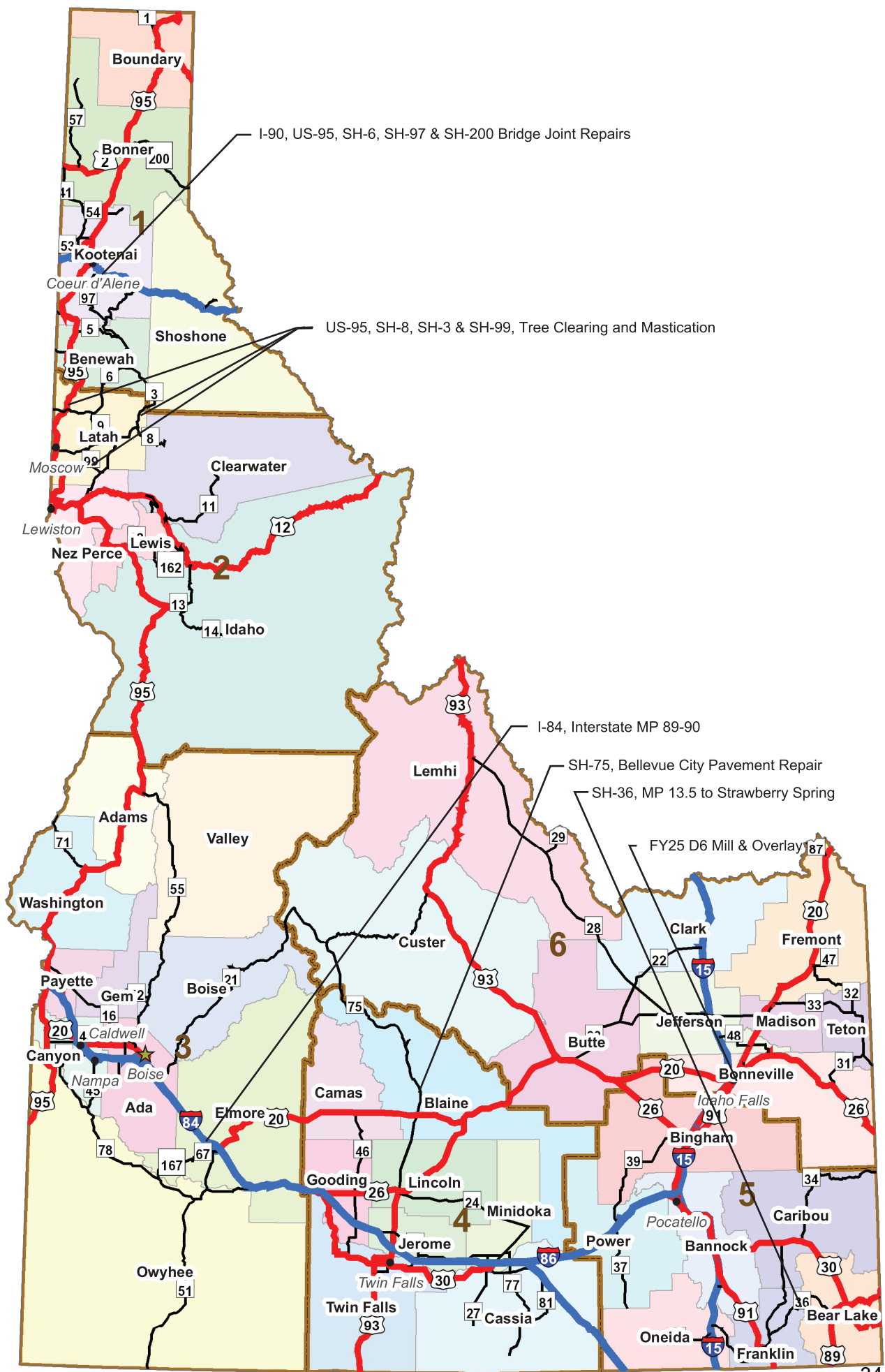
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
4	24668 SIA	SH-75	9/10/2024	0	\$1,466,305.50		
SH-75, Bellevue City Pavement Repair Contractor: State							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
5	24672 SIA	SH-36	9/10/2024	2	\$1,568,300.00	\$1,421,539.00	(\$146,761.00) 91%
SH-36, MP 13.5 to Strawberry Spring Contractor: H-K Contractors Inc State							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
3	24667 SIA	I-84	9/10/2024	4	\$1,095,707.01	\$814,126.37	(\$281,580.64) 74%
I-84, Interstate MP 89-90 Contractor: Central Paving Company Inc State							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
1	24254c	I-90, US-95, SH-3, SH-97 & SH-200	9/10/2024	4	\$377,785.51	\$305,990.00	(\$71,795.51) 81%
I-90, US-95, SH-3, SH-97 & SH-200 Bridge Joint Repairs Contractor: C.L. Heilman Company Inc State							

District	Key No.	Route	Opening Date	No. of Bids Received	Estimate Quantity	Fixed Price	Quantity Bid
6	23581 SIA	US-20, SH-43 & SH-26	9/24/2024	3	170,000 SF	\$510,000.00	213,720 SF
FY25 D6 Mill & Overlay Contractor: Sunroc Corporation State							



Monthly Contract Advertisement As of 9-30-2024

District	Key No.	Route	Bid Opening Date
3	22715	SH-55	10/1/2024
SH-55, Farmway Road to Middleton Road			
Greater than \$25,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(2)	23290	OFF SYS	10/8/2024
WAHA & Lapwai Road Curves			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
1	22770	SH-54 & SH-41	10/22/2024
SH-54 & SH-41 to Greystone Lane			
\$15,000,000 to \$25,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(6)	23300	OFF SYS	10/22/2024
Archer Highway Curve Improvements			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
2	24255b SIA	US-95, SH-8. SH-3, SH-99	10/22/2024
US-95, SH-8. SH-3, SH-99, Tree Clearing & Mastication			
\$0 to \$250,000			

District	Key No.	Route	Bid Opening Date
3	21969	SH-55	10/29/2024
SH-55, Rainbow Bridge Repairs			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
2	19822	US-95	10/29/2024
US-95, Ferdinand NB Passing Lane			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(4)	20666/22003/2373 7	OFF SYS	10/29/2024
Shoe String Road Rehabilitation			
\$2,500,000 to \$5,000,000			



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☒

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: _____

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer
Preparer's Name Mohsen Amirmojahedi, PE	Preparer's Title Consultant Services Engineer

Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

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

Background Information

For all Agreements:

Consultant Services processed 22 new professional services agreements and work tasks totaling **\$16,871,040** and 6 supplemental agreements to existing professional services agreements totaling **\$6,431,192** from September 01, 2024 through September 29, 2024.

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	1	2						5
Roadway Design	1				1					2
Materials/Geotechnical				1			1			2
Traffic Services		1								1
Environmental		1								1
Bridge Design							1			1
Bridge Inspection							1			1
Planning				1						1
Engineer of Record			1							1
Local Public Agency Projects			2	1	3	1				7
Total	2	3	4	5	4	1	3			22



Board Agenda Item

ITD 2210 (Rev. 12-23)

For ITD District Projects:

15 new professional services agreements and work tasks were processed during this period totaling **\$12,957,541**. 4 supplemental agreements totaling **\$6,296,770** 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, US 95 IC, EMMA AVE TO CHERRY LANE, KOOTENAI CO	Resources not Available Roadway Design	Roadway Design, Traffic Design, Bridge Design, Traffic Control, Public Involvement, Materials/Geotechnical, Survey, Environmental, and ROW Assistance Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	\$9,457,912 Board Approved: \$10,803,571 On: 7/23/2024
SH 53, PLEASANT VIEW IC, KOOTENAI CO	Resources not Available CE&I	CE&I Services	Individual Project Solicitation	HMH, LLC	\$455,065

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, THORN CR RD TO MOSCOW, PH 1	Resources not Available Traffic Services	Traffic Design Services	Direct from Term Agreement	Horrocks Engineers, Inc.	\$98,048
SH 11, QUARTZ CR (JAYPE) BR, CLEARWATER CO	Resources not Available Environmental	Environmental Services	Direct from Term Agreement	Anderson Environmental Consulting, LLC (AEC)	Prev: \$57,610 This: \$10,309 Agreement Total to Date: \$67,919
US 95, ROCK FALL MITIGATION, IDAHO COUNTY	Resources not Available CE&I	Materials/Geotechnical and CE&I Services	RFI from Term Agreement	Jacobs Associates Dba Delve Underground	\$349,190



Board Agenda Item

ITD 2210 (Rev. 12-23)

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	Resources not Available Engineer of Record Services	EOR Services	Individual Project Solicitation	Horrocks Engineers, Inc.	\$1,924,743 Board Approved: \$1,926,911 On: 8/14/2024
I 84, FY23 D3 BRIDGE REPAIR	Resources not Available CE&I	CE&I Services	RFI from Term Agreement	David Evans and Associates, Inc. (DEA)	Prev: \$376,125 This: \$30,906 Agreement Total to Date: \$407,031

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 27, I 84 TO SH 25, MINIDOKA CO	Resources not Available CE&I	CE&I Services	RFI from Term Agreement	Horrocks Engineers, Inc.	Prev: \$191,212 This: \$22,993 Agreement Total to Date: \$214,205
US 93, 300 SOUTH RD, JEROME CO	Resources not Available CE&I	CE&I Services	RFI from Term Agreement	Horrocks Engineers, Inc.	Prev: \$197,737 This: \$129,952 Agreement Total to Date: \$327,689
SH 75, YANKEE FK OF SALMON R, CUSTER CO	Resources not Available Materials / Geotechnical	Materials/Geotech Services	Direct from Term Agreement	Shannon & Wilson, Inc.	\$97,305
STATE, FY24 D4 PLANNING & SCOPING	Resources not Available Planning	Feasibility/Planning Services	RFI from Term Agreement	Kimley-Horn and Associates, Inc.	\$104,495

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 15, RAPID CREEK BR, BANNOCK CO	Resources not Available Roadway Design	Roadway Design, Bridge Design, Public Involvement, Survey, Hydraulics, Survey, and Environmental Services.	RFI from Term Agreement	Forsgren Associates, Inc.	Prev: \$480,593 This: \$15,248 Agreement Total to Date: \$495,841



Board Agenda Item

ITD 2210 (Rev. 12-23)

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, STATEWIDE BRIDGE SAFETY REPAIRS	Resources not Available Bridge Design	Bridge Design Services	Direct from Term Agreement	CONSOR North America, Inc.	\$29,473
STATE, STATEWIDE ROADSIDE SAFETY REPAIRS	Resources not Available Materials / Geotechnical	Materials/Geotech Services	Direct from Term Agreement	Strata, Inc.	\$31,958
LOCAL, FY24 LOCAL/OFF- SYSTEM BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge load rating Services	RFI from Term Agreement	Srinteg Corporation	\$199,944



Board Agenda Item

ITD 2210 (Rev. 12-23)

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	US 2, JCT US 95 TO MONTANA ST LN, BOUNDARY CO	Ruen-Yeager & Associates, Inc.	3/21/2024, CE&I Services.	Additional meetings not included under the original scope, additional inspection services for extended workdays and night work beyond what was originally anticipated.	Prev: \$644,951 This: \$218,626 Agreement Total to Date: \$863,577
2	US 95, MP 210 SLIDE TO WHITEBIRD BR, IDAHO CO	HMH, LLC	4/1/2024, CE&I Services.	Continue of CE&I Services.	Prev: \$897,804 This: \$400,939 Agreement Total to Date: \$1,298,743 Board Approved: \$1,298,804 On: 7/24/2024
3	US 95, FRUITLAND TO PAYETTE NCL	Jacobs Engineering Group, Inc.	6/17/2024, Reconstruction/rehabilitation services.	Phase 2 agreement for design from Intermediate design through PS&E.	Prev: \$783,500 This: \$447,490 Agreement Total to Date: \$1,230,990 Board Approved: \$1,230,990 On: 9/19/2024
5	I 15, NORTHGATE TO FORT HALL - NORTH, BANNOCK CO; I 15, NORTHGATE TO FORT HALL - SOUTH, BANNOCK CO	Atlas Technical Consultants LLC	6/13/2024, CE&I Services.	Continue of CE&I Services from October 2024 through March 2025.	Prev: \$983,307 This: \$5,229,715 Agreement Total to Date: \$6,213,022 Board Approved: \$6,213,022 On: 9/19/2024



Board Agenda Item

ITD 2210 (Rev. 12-23)

For Local Public Agency Projects:

7 new professional services agreements totaling **\$3,913,499** were processed during this period. 2 supplemental agreements totaling **\$134,422** was processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
OFFSYS, GERGEN BRIDGE REPLACEMENT, JEROME CO	Hillsdale Highway District	Bridge repair services	Individual Project Solicitation	Forsgren Associates, Inc.	\$658,763
OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	CITY OF NAMPA	Roadway Design, Traffic Design, Public Involvement, Materials/Geotechnical, Survey, Hydraulics, Environmental, and ROW Assistance Services.	Individual Project Solicitation	Parametrix, Inc.	Prev: \$141,597 This: \$2,150,219 Agreement Total to Date: \$2,291,816 Board Approved: \$2,310,000 On: 7/25/2024
LOCAL, BRENNAN TRAIL EXTENSION AND PED BRIDGE	CITY OF POCATELLO	Roadway Design Services.	RFI from Term Agreement	Keller Associates, Inc.	\$193,456
LOCAL, GRIMES CITY PATHWAY EXTENSION, NAMPA	CITY OF NAMPA	CE&I services	Direct from Term Agreement	Atlas Technical Consultants LLC	\$73,946
STC-7681, PENDLEBURY LN IMPRV, CHRISTENSEN DR TO ALICE ST	CITY OF BLACKFOOT	Roadway Design Services.	Individual Project Solicitation	Civil Science, Inc.	\$417,130
STC-1739, E ONEIDA ENV MITIGATION & MONITORING, FRANKLIN CO	FRANKLIN COUNTY	Wetland mitigation services	Direct from Term Agreement	David Evans and Associates, Inc. (DEA)	\$53,411
STC-6867, GARDEN CREEK RD, PH 2, CUSTER CO	Custer County	Roadway Design Services	Individual Project Solicitation	Civil Science, Inc.	\$366,574



Board Agenda Item

ITD 2210 (Rev. 12-23)

Supplemental Agreements to Existing Local 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	NHS-7045, PRAIRIE TRAIL UNDERPASS, POST FALLS HD; STC-5734, HAYDEN AVE & MEYER RD INT, POST FALLS HD; NHS-7045, PRAIRIE AVE; MEYER RD TO SH 41, POST FALLS HD	JUB Engineers, Inc.	3/28/2023, Roadway Design, Phase II: Final Design and PS&E	Additional ROW acquisition services	Prev: \$1,328,803 This: \$100,799 Agreement Total to Date: \$1,429,602 Board Approved: \$1,479,803 On: 9/19/2024
5	OFFSYS, MONTE VISTA TO POCA TELLO CR RD PATHWAY	Keller Associates, Inc.	6/12/2023, Pathway design services.	It was not known that the floodplain was going to impact the design so much and required re-design for add'l walls to prevent any fill being added to the floodplain.	Prev: \$127,987 This: \$33,623 Agreement Total to Date: \$161,610

Recommendations (Action items require a resolution)

For Information Only



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☒

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: _____

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager, PMO
Preparer's Name Colleen Wonacott	Preparer's Title Program Control Manager, PMO

Subject

Monthly Reporting of Federal Formula Program Funding Through September 30, 2024.		
Key Number N/A	District N/A	Route Number N/A

Background Information

The Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho received FY24 apportionments of \$478.0 million.

Idaho received full-year FY24 obligation authority of \$422.1 million through 9/30/24 via the consolidated appropriations act.

An additional \$54.1 million *Redistribution of Obligation Authority Not Used by Other States* was received on 8/27/24. Total FY24 obligation authority through 9/30/24 was 99.6% of apportionments.

We closed out the year ending September 30, 2024 at the levels shown in the exhibit on the following page.

Exhibit 1: Formula Funding for FY2024

IIJA FY2024	
Apportionments + COVID + Hwy Infra.	
Federal Aid Only	\$478,040
Including Match	\$504,919
Obligation Limits through 9/30/2024	
Federal Aid Only	\$476,183
Including Match	\$502,957

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from August 2024 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 9/25/24.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Exhibit 2: Allotments of Available Formula Funding w/Match and Amount Remaining

Program	Allotted Program Funding through 9/30/24	Program Funding Remaining as of 9/25/24
All Other SHS Programs	\$317,743	\$0
GARVEE Formula Debt Service*	\$63,316	\$0
State Planning and Research*	\$8,900	\$0
Metropolitan Planning*	\$3,203	\$0
Freight	\$10,915	\$0
Railroad Crossings	\$2,024	\$0
Recreational Trails	\$1,857	\$0
STBG - Transportation Mgt. Area	\$13,206	\$0
Transportation Alternatives (TMA)*	\$2,512	\$0
Carbon - TMA	\$2,659	\$0
STBG - Local Large Urban	\$10,495	\$0
Carbon - Large Urban	\$2,846	\$0
STBG - Local Small Urban	\$4,898	\$0
STBG – Local Rural	\$18,502	\$0
Transportation Alternatives (Urban/Rural)*	\$8,274	\$0
Local Bridge*	\$13,407	\$0
Off System Bridge*	\$6,747	\$0
Local Safety	\$11,455	\$0
Total	\$502,957	\$0

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the March 2024 Highway Funding Plan.
 3. Funding amounts include match and reflect total formula funding available.
 4. Data reflects both obligation and de-obligation activity through September 25th.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.

Recommendations *(Action items require a resolution)*

For Information



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☒

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: _____

Presenter's Name Kevin Sablan	Presenter's Title Traffic Operations Engineer
Preparer's Name Kevin Sablan	Preparer's Title Traffic Operations Engineer

Subject

I-86 Business Loop Speed Zone Adjustment in American Falls		
Key Number N.A.	District 5	Route Number I-86 BL

Background Information

In accordance with Note *1 in Administrative Policy 5016, the following table is a listing of the planned changes to the Minute Entries for Speed Control Zones for October 2024.

American Falls

Route	Beg Milepost	End Milepost	Speed	
			Old	New
I-86 BL	100.76	101.87	55	45

In cooperation with the City of American Falls, District 5 completed an evaluation of traffic operations on the I-86 Business Loop reviewing vehicle operating speeds, crash experience along the study segment, as well as the roadside environment. District 5 determined extending the 45 MPH speed zone to start just before entering the 90 degree curve to be an appropriate adjustment.

Recommendations *(Action items require a resolution)*

For Information Only



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☒

Presentation: Informational ☐ Action with Resolution ☐ Time Needed: _____

Presenter's Name Robbie Swajkoski	Presenter's Title Controller
Preparer's Name Nancy Luthy	Preparer's Title Financial Manager Revenue Operations

Subject

State Fiscal Year 2025 Financial Statements		
Key Number	District	Route Number

Background Information

July 01st, 2024 thru August 31st, 2024, Fiscal Year 2025 Financial Statements

The financial operations of the Department as of August 31, 2024, two 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 7.3% (this includes Misc. Revenues and Equipment Buy Back). Revenues in the Highway Distribution Account, Fuels/Registration Direct, and Ethanol are also ahead of forecast 5.7%.
- State fuel tax revenues to the State Aeronautics Fund are currently above forecast by 12.3% or \$79K. The revenue for both the State Highway Account, and the State Aeronautics Fund will continue to be monitored closely.
- Expenditures are with in planned budgets YTD. The differences after two months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$984k or 3.6% is due to vacancies and timing between a position becoming vacant and filled. Management is working diligently to keep vacancies as low as possible and focused on filling the newly approved 53 FTP's for Highways.
- Contract construction cash expenditures in the State Highway Account for August of this fiscal year are \$136.2M. Compared to the last three fiscal years through the second month of the year:
 - FY24= \$139.1M
 - FY23= \$82.2M
 - FY22= \$88.0M

It is important to note that contract construction projects are funded from a total of five different funds. The State Highway Account, Strategic Initiatives Program Fund, Transportation Expansion and Congestion Mitigation Fund (TECM), TECM Bond Proceeds and GARVEE Bond Proceeds. The total construction expenditures for the first two months from these funding sources was \$256.8M or \$40.3M higher than the highest point of the previous three years.

- FY24= \$216.5M
- FY23= \$155.0M
- FY22= \$115.9M

The balance of the long-term investments as of the end of August is \$185.0M. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance of \$123.7M totals \$308.7M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first two months, is \$21.5M. 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 \$1.9M based on the cash balance.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Deposits into the Transportation Expansion and Congestion Mitigation Fund is \$21.0M for the first two months of the sales tax of 4.5%. Initial receipts into this fund for FY25 of \$27.6M is committed to debt service on the TECM Bonds. Expenditures in this fund for construction expenses on projects were \$10.6M.

As part of the CARES Act in 2020, ITD received a federal grant from the Federal Transit Administration of \$27.3M. The expenditures for grant are \$21.7M since awarded. The budget for FY25 is \$5M, there were no expenditures in July or August towards this grant.

Expenditures from the two active bond programs were \$87.9M for the TECM Capital Projects fund and \$616k for the GARVEE Capital Projects fund. Both programs are very active and advancing as planned.

Recommendations *(Action items require a resolution)*

For Information.

OCTOBER
ITD BOARD PACKET

AUGUST
FY25
FINANCIAL STATEMENTS

User ID: whaszier
 Report ID: AD-FN-GL-010
 Run Date: 21 Sep 2024
 % of Time
 Remaining: 83.33

Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 8/31/2024
 (all amounts in '000)

Fiscal Year: 2025

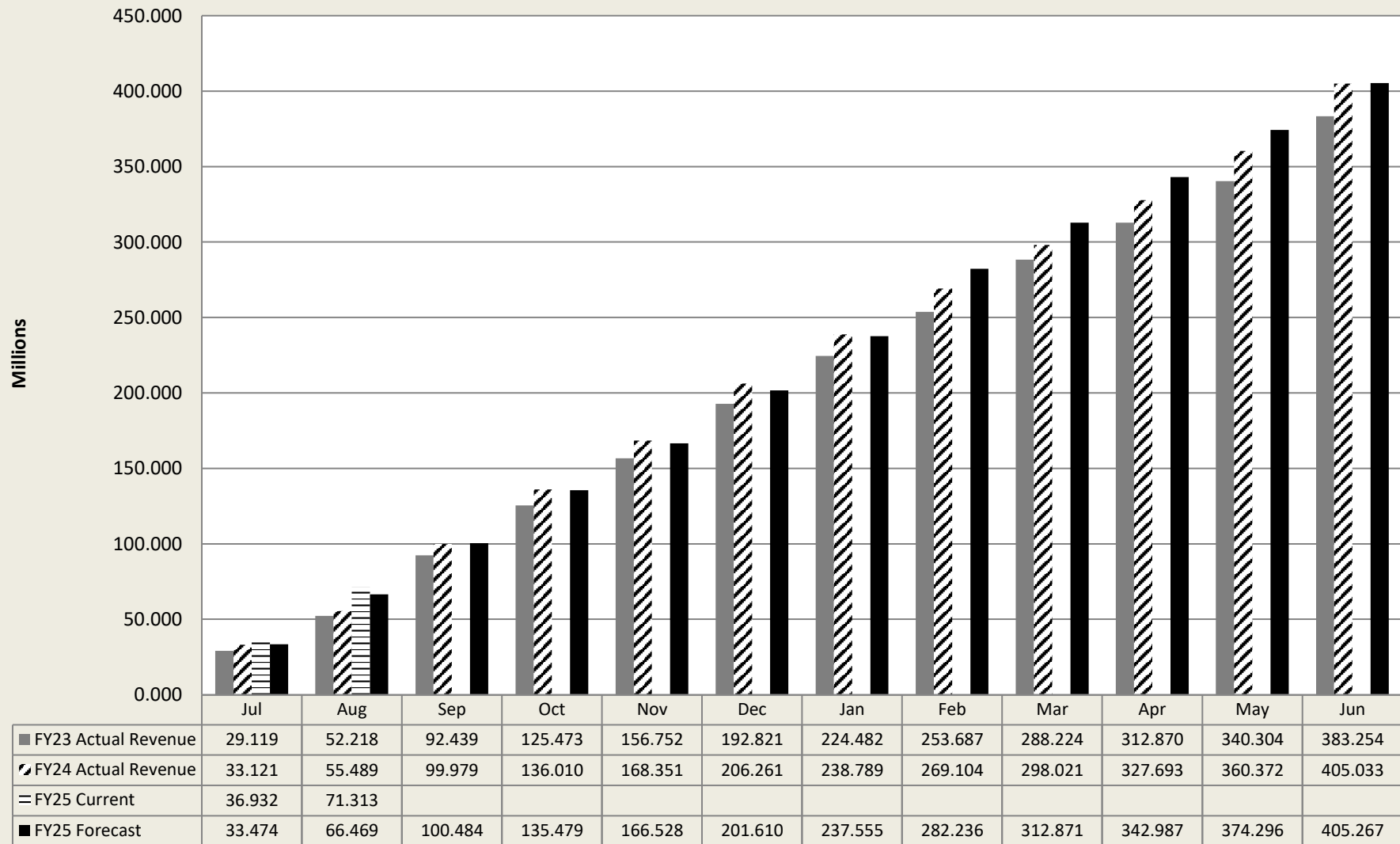
Funds Received					
	FY24 Actual YTD	FY25 Actual YTD	FY25 Forecast YTD	FY25 to FY24 Actual	FY 25 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	105,390	106,318	103,300	0.9%	2.9%
State (Inc. H.D.A.)	55,489	71,313	66,469	28.5%	7.3%
Local	1,552	1,070	1,404	-31.1%	-23.8%
Total State Highway Account:	162,431	178,702	171,173	10.0%	4.4%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	71	62	50	-12.4%	25.0%
State	942	1,109	939	17.7%	18.1%
Total State Aeronautics Fund:	1,013	1,171	989	15.6%	18.4%
Total Fund Received:	163,444	179,873	172,161	10.1%	4.5%
Disbursements (includes Encumbrances)					
	FY24 Actual YTD	FY25 Actual YTD	FY25 Budget YTD	FY25 to FY24 Actual	FY 25 to Budget
Construction Payouts	141,621	135,633	129,093	-4.2%	5.1%
<u>Operations Expenses</u>					
Highways	49,782	44,270	61,728	-11.1%	-28.3%
DMV	8,124	11,020	8,813	35.6%	25.0%
Administration	3,927	4,402	9,270	12.1%	-52.5%
Facilities	24,502	9,235	3,500	-62.3%	163.9%
Aeronautics	1,310	2,317	1,161	76.8%	99.7%
Total Operations Expenses:	87,645	71,244	84,472	-18.7%	-15.7%
<u>Transfers</u>					
Debt Service	0	0	0	0.0%	0.0%
Total Transfers:	0	0	0	0.0%	0.0%
Total Disbursements:	229,266	206,877	213,565	-9.8%	-3.1%
	FY24 Actual YTD	FY25 Actual YTD	FY25 Budget YTD	FY25 to FY24 Actual	FY 25 to Budget
<u>Expenditures by Type</u>					
Personnel	21,657	26,754	28,061	23.5%	-4.7%
Operating	28,431	26,832	32,483	-5.6%	-17.4%
Capital Outlay	27,316	10,341	19,164	-62.1%	-46.0%
Sub-Grantee	10,241	7,317	4,765	-28.6%	53.6%
Totals Operations Expenses:	87,645	71,244	84,472	-18.7%	-15.7%
Contract Construction	141,621	135,633	129,093	-4.2%	5.1%
Totals (excluding Transfers):	229,266	206,877	213,565	-9.8%	-3.1%

State Highway Fund 0260

Fiscal Year 2025

State Revenue Source Forecast vs Actual

August - For Period Ending 8/31/2024

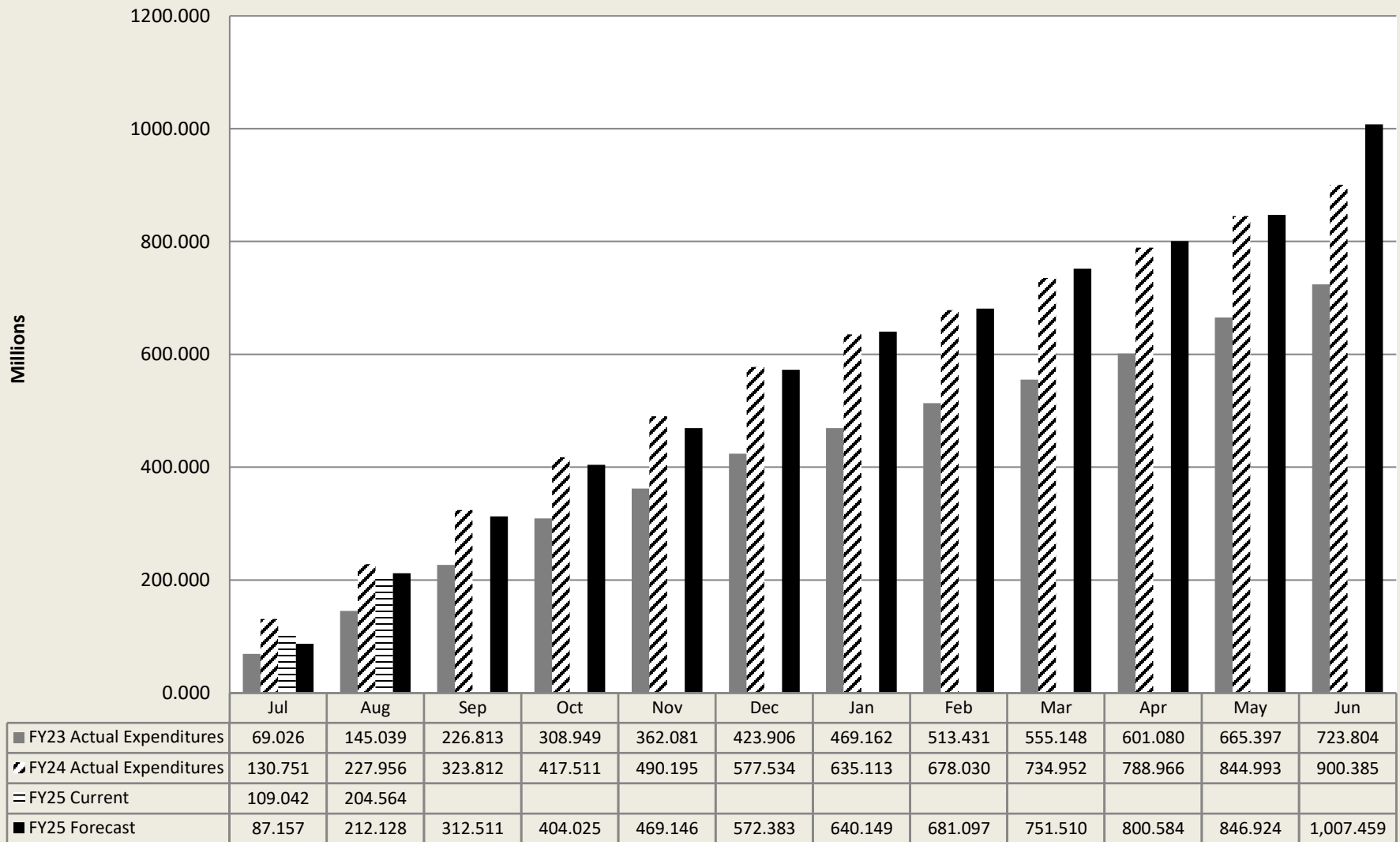


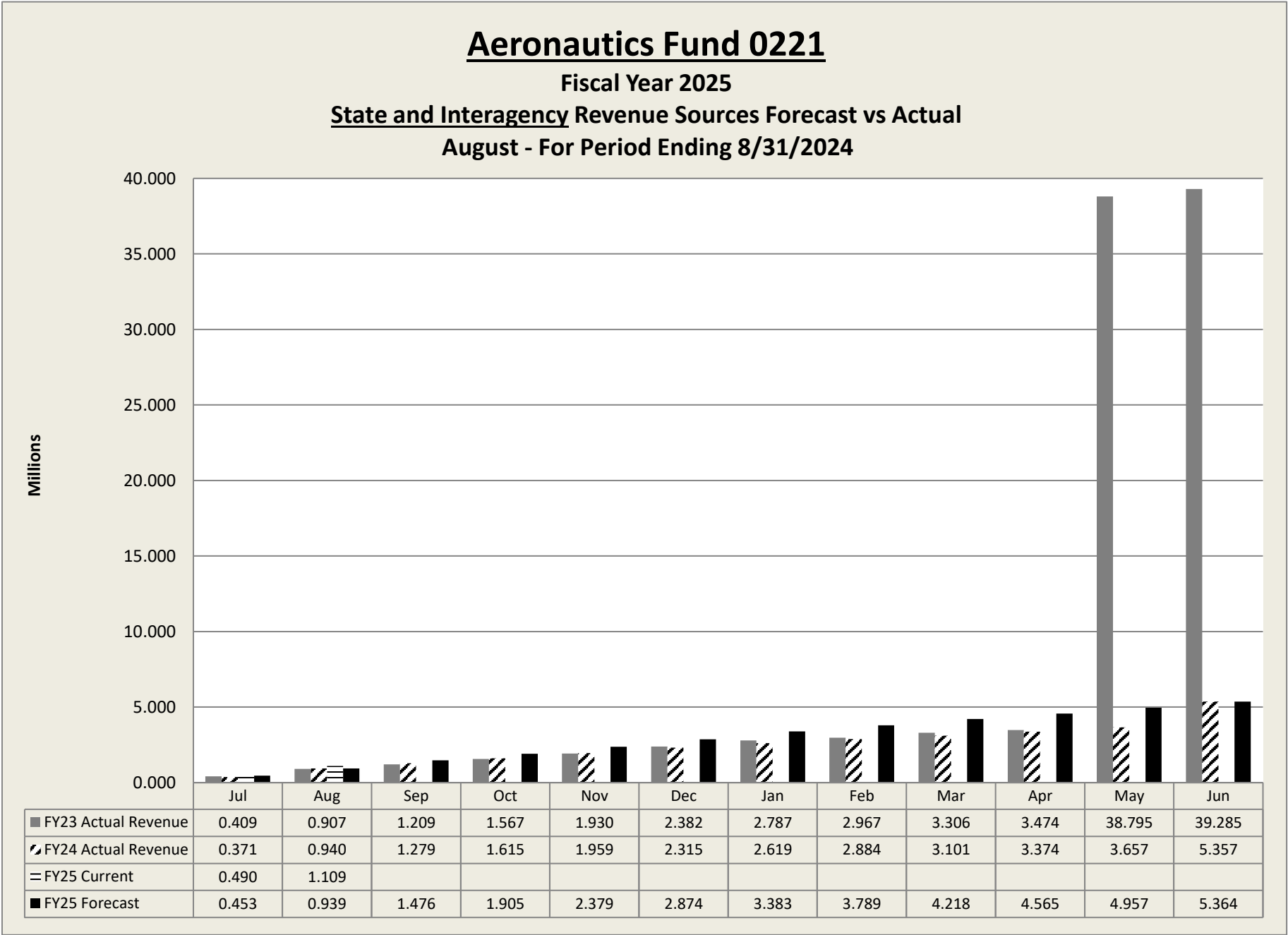
State Highway Fund 0260

Fiscal Year 2025

Expenditures

August - For Period Ending 8/31/2024



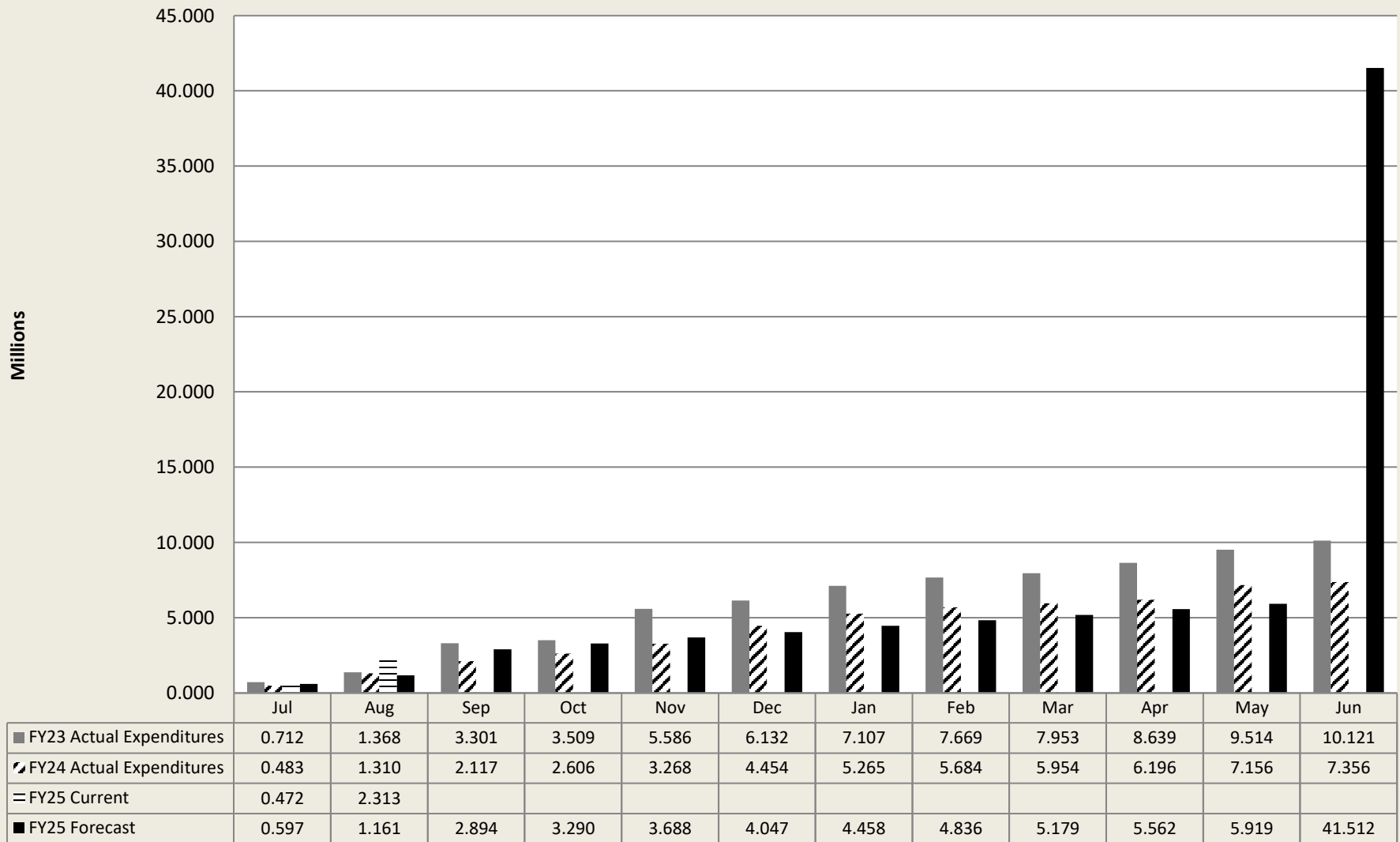


Aeronautics Fund 0221

Fiscal Year 2025

Expenditures

August - For Period Ending 8/31/2024



UserID: whaszier
Report ID: AD-FN-GL-002
Run Date: 21 Sep 2024

Idaho Transportation Department

OPERATING FUND BALANCE SHEET
FOR THE PERIOD ENDED 8/31/2024

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Jul-24	Aug-24	Jul-24	Aug-24	Jul-24	Aug-24
ASSETS						
Cash on Hand (Change Fund)	0	0	4,500	4,500	0	0
Cash in Bank (Daily Operations)	40,588,115	39,397,157	113,294,860	123,669,010	217,677,062	215,071,306
Investments (Long Term: STO - Diversified Bond Fund)	2,004,642	2,010,483	184,458,750	184,999,141	0	0
Total Cash & Investments	42,592,757	41,407,640	297,758,110	308,672,651	217,677,062	215,071,306
Receivables - Other	0	0	1,125,093	1,092,945	0	0
- Due From Locals (Project Overruns)	0	0	578,827	556,664	0	0
- Inter Agency	12,845	23,682	24,772	82,604	0	0
Total Receivables	12,845	23,682	1,728,692	1,732,214	0	0
Inventory on Hand	0	0	20,092,891	22,309,284	0	0
Total Assets:	42,605,602	41,431,322	319,579,693	332,714,148	217,677,062	215,071,306
LIABILITIES						
Vouchers Payable	0	0	(125)	0	0	0
Sales Tax Payable	0	0	22,581	18,291	0	0
Deferred Revenue (Local Projects Match)	0	0	31,537,018	39,378,596	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	159,819	166,967	0	0
Total Liabilities:	0	0	31,719,293	39,563,853	0	0
FUND BALANCE						
Reserve for Encumbrance	46,443	55,835	93,569,630	97,015,611	0	0
Fund Balance	42,559,159	41,375,487	194,290,770	196,134,684	217,677,062	215,071,306
Total Fund Balance:	42,605,602	41,431,322	287,860,400	293,150,295	217,677,062	215,071,306
Total Liabilities and Fund Balance	42,605,602	41,431,322	319,579,693	332,714,148	217,677,062	215,071,306

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET
FOR THE PERIOD ENDED 8/31/2024

	Strategic Initiatives Fund (Dedicated) 0270.02		Strategic Initiatives Fund (Local) 0270.05		Strategic Initiatives Fund (Local Grant) 0270.06		Total Strategic Initiatives Fund 0270	
	Jul-24	Aug-24	Jul-24	Aug-24	Jul-24	Aug-24	Jul-24	Aug-24
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	401,577,398	385,103,680	430,668,538	431,867,469	30,208,197	26,032,805	862,454,134	843,003,954
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	401,577,398	385,103,680	430,668,538	431,867,469	30,208,197	26,032,805	862,454,134	843,003,954
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:	401,577,398	385,103,680	430,668,538	431,867,469	30,208,197	26,032,805	862,454,134	843,003,954
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	466,758	457,191	0	0	0	0	466,758	457,191
Fund Balance	401,110,640	384,646,488	430,668,538	431,867,469	30,208,197	26,032,805	861,987,376	842,546,762
Total Fund Balance:	401,577,398	384,646,488	430,668,538	431,867,469	30,208,197	26,032,805	862,454,134	842,546,762
Total Liabilities and Fund Balance	401,577,398	385,103,680	430,668,538	431,867,469	30,208,197	26,032,805	862,454,134	843,003,954

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 8/31/2024

	CARES Act Covid-19 0345	
	Jul-24	Aug-24
ASSETS		
Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(95,870)	(74,893)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	(95,870)	(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:	(95,870)	(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	3,477,164	3,459,699
Fund Balance	(3,573,034)	(3,534,592)
Total Fund Balance:	(95,870)	(74,893)
Total Liabilities and Fund Balance	(95,870)	(74,893)

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% of Time
Remaining: 83.3

Fund: 0260 State Highway Fund

Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
REVENUES						
Federal Sources						
FHWA - Highway	93,740,000	100,015,120	57,432,754	6,275,120	6.69 %	452,886,900
FHWA - COVID Relief	3,000,000	1,390,904	111,064	(1,609,096)	-53.64%	5,000,000
FHWA - Indirect Cost	0	(5,558)	(5,498)	(5,558)	0.00 %	0
Federal Transit Authority	5,000,000	3,406,377	1,343,800	(1,593,623)	-31.87%	20,000,000
NHTSA - Highway Safety	1,500,000	1,465,665	835,442	(34,335)	-2.29%	6,430,400
Other Federal Aid	60,000	45,986	21,805	(14,014)	-23.36%	830,000
Total Federal Sources:	103,300,000	106,318,494	59,739,368	3,018,494	2.92 %	485,147,300
State Sources						
Equipment Buy Back	0	0	0	0	0.00 %	12,406,000
Miscellaneous	6,867,455	8,322,724	4,171,331	1,455,269	21.19 %	39,931,000
Total State Sources:	6,867,455	8,322,724	4,171,331	1,455,269	21.19 %	52,337,000
Local Sources						
Match For Local Projects	1,403,602	1,062,650	701,428	(340,952)	-24.29%	10,500,000
Other Local Sources	0	7,500	0	7,500	0.00 %	0
Total Local Sources:	1,403,602	1,070,150	701,428	(333,452)	-23.76%	10,500,000
TOTAL REVENUES:	111,571,057	115,711,368	64,612,126	4,140,311	3.71 %	547,984,300
TRANSFERS-IN						
Highway Distribution	42,437,000	44,682,941	21,388,123	2,245,941	5.29 %	255,934,000
Fuel/Registration Direct	13,501,714	14,495,518	7,028,494	993,804	7.36 %	76,696,200
Ethanol Fuels Tax	3,662,800	3,811,780	1,792,600	148,980	4.07 %	20,300,000
TOTAL TRANSFERS-IN:	59,601,514	62,990,240	30,209,216	3,388,725	5.69 %	352,930,200
TOTAL REV AND TRANSFERS-IN:	171,172,571	178,701,608	94,821,342	7,529,036	4.40 %	900,914,500

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% of Time
Remaining: 83.3
Fund: 0260 State Highway Fund

Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

	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
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
EXPENDITURES									
Operations Expense									
Permanent Staff Salaries	18,486,892	18,446,703	11,020,020	0	40,189	0.22 %	99,051,958	80,605,255	81.38 %
Board, Hourly, OT, Shift	295,035	309,238	155,700	0	(14,203)	-4.81%	12,178,725	11,869,487	97.46 %
Fringe Benefits	8,691,208	7,733,435	4,325,112	0	957,772	11.02 %	45,196,816	37,463,381	82.89 %
Travel Expense	512,846	389,161	211,203	0	123,685	24.12 %	2,492,243	2,103,082	84.39 %
Operating Expense	31,553,409	10,528,156	8,240,804	15,711,128	5,314,124	16.84 %	144,516,053	118,276,768	81.84 %
Capital Equipment Expense	15,651,032	156,112	156,112	953,251	14,541,669	92.91 %	56,273,600	55,164,237	98.03 %
Capital Facilities Expense	3,500,000	2,583,826	1,117,687	6,632,461	(5,716,287)	-163.32%	44,930,499	35,714,212	79.49 %
Trustee & Benefit Payments	4,344,500	5,487,829	2,366,144	0	(1,143,329)	-26.32%	26,730,600	21,242,771	79.47 %
Total Operations Expense:	83,034,921	45,634,461	27,592,781	23,296,840	14,103,619	16.99 %	431,370,495	362,439,193	84.02 %
Contract Construction									
Operating Expense	1,751,633	1,393,695	650,366	(348,185)	706,123	40.31 %	11,625,205	10,579,695	91.01 %
Capital Projects	127,153,999	134,700,528	56,622,934	(225,949)	(7,320,579)	-5.76%	562,362,824	427,888,246	76.09 %
Trustee & Benefit Payments	187,627	112,818	42,944	0	74,809	39.87 %	2,100,000	1,987,182	94.63 %
Total Contract	129,093,259	136,207,041	57,316,244	(574,134)	(6,539,647)	-5.07%	576,088,029	440,455,123	76.46 %
TOTAL EXPENDITURES:	212,128,180	181,841,502	84,909,025	22,722,706	7,563,973	3.57 %	1,007,458,524	802,894,316	79.70 %
TRANSFERS OUT									
Operating	0	0	0	0	0	0.00 %	58,528,901	58,528,901	100.00 %
TOTAL TRANSFERS OUT:	0	0	0	0	0	0.00 %	58,528,901	58,528,901	100.00 %
TOTAL EXPD AND TRANSFERS OUT:	212,128,180	181,841,502	84,909,025	22,722,706	7,563,973	3.57 %	1,065,987,425	861,423,217	80.81 %

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 Remaining: 83.3

Fund: 0260 State Highway Fund

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

		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
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2025										
Budget Fiscal Year: 2025										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	371,000	431,313	156,660	(77,420)	17,107	4.61 %	2,500,000	2,146,107	85.84 %
Operating Expenditures	Federal	1,376,700	962,348	493,689	(270,765)	685,117	49.77 %	9,025,205	8,333,622	92.34 %
Operating Expenditures	Local	3,933	34	16	0	3,899	99.13 %	100,000	99,966	99.97 %
Total Operating Expenditures		1,751,633	1,393,695	650,366	(348,185)	706,123	40.31 %	11,625,205	10,579,695	91.01 %
Capital Outlay										
Capital Outlay	Dedicated	29,468,700	33,860,445	7,435,193	(226,621)	(4,165,124)	-14.13%	172,276,957	138,643,133	80.48 %
Capital Outlay	Federal	93,740,000	96,838,466	45,758,777	672	(3,099,138)	-3.31%	382,562,668	285,723,530	74.69 %
Capital Outlay	Local	3,945,300	4,001,618	3,428,965	0	(56,318)	-1.43%	7,523,200	3,521,582	46.81 %
Total Capital Outlay		127,153,999	134,700,528	56,622,934	(225,949)	(7,320,579)	-5.76%	562,362,824	427,888,246	76.09 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	29,410	655	551	0	28,755	97.77 %	500,000	499,345	99.87 %
Trustee & Benefit Payments	Federal	153,604	112,162	42,394	0	41,442	26.98 %	1,500,000	1,387,838	92.52 %
Trustee & Benefit Payments	Local	4,613	0	0	0	4,613	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		187,627	112,818	42,944	0	74,809	39.87 %	2,100,000	1,987,182	94.63 %
Total Contract Construction:		129,093,259	136,207,041	57,316,244	(574,134)	(6,539,647)	-5.07%	576,088,029	440,455,123	76.46 %

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 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
REVENUES						
State Sources - Misc	1,600,000	1,526,807	770,821	(73,193)	-4.57%	7,500,000
TOTAL REVENUES:	1,600,000	1,526,807	770,821	(73,193)	-4.57%	7,500,000
TRANSFERS-IN						
Cigarette Tax	0	0	0	0	0.00 %	10,090,100
Sales Tax	20,900,000	21,045,018	10,458,437	145,018	0.69 %	80,000,000
TOTAL TRANSFERS-IN:	20,900,000	21,045,018	10,458,437	145,018	0.69 %	90,090,100
TOTAL REV AND TRANSFERS-IN:	22,500,000	22,571,824	11,229,258	71,825	0.32 %	97,590,100

	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: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
EXPENDITURES									
Contract Construction - Capital Projects	27,642,678	10,569,868	3,248,433	0	17,072,810	61.76 %	165,856,077	155,286,209	93.63 %
TOTAL EXPENDITURES:	27,642,678	10,569,868	3,248,433	0	17,072,810	61.76 %	165,856,077	155,286,209	93.63 %
TRANSFERS OUT									
Operating	0	10,586,581	10,586,581	0	(10,586,581)	0.00 %	60,180,733	49,594,152	82.41 %
TOTAL TRANSFERS OUT:	0	10,586,581	10,586,581	0	(10,586,581)	0.00 %	60,180,733	49,594,152	82.41 %
TOTAL EXPD AND TRANSFERS OUT:	27,642,678	21,156,448	13,835,014	0	6,486,229	23.46 %	226,036,810	204,880,361	90.64 %

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% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 02 Dedicated (60%)

Fiscal Year:	2025	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
State Sources - Misc		1,625,000	1,934,723	1,135,823	309,723	19.06 %	8,000,000
TOTAL REVENUES:		1,625,000	1,934,723	1,135,823	309,723	19.06 %	8,000,000
TRANSFERS-IN							
Statutory		181,680,000	181,680,000	0	0	0.00 %	181,680,000
TOTAL TRANSFERS-IN:		181,680,000	181,680,000	0	0	0.00 %	181,680,000
TOTAL REV AND TRANSFERS-IN:		183,305,000	183,614,723	1,135,823	309,723	0.17 %	189,680,000

Fiscal Year:	2025	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:	2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Capital Projects		42,359,982	21,468,594	17,609,541	131,699	20,759,689	49.01 %	254,159,894	232,559,602	91.50 %
TOTAL EXPENDITURES:		42,359,982	21,468,594	17,609,541	131,699	20,759,689	49.01 %	254,159,894	232,559,602	91.50 %
TOTAL EXPD AND TRANSFERS OUT:		42,359,982	21,468,594	17,609,541	131,699	20,759,689	49.01 %	254,159,894	232,559,602	91.50 %

User ID: whaszier
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% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 05 Local (40%)

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
REVENUES						
State Sources - Misc	1,825,000	2,011,754	1,198,931	186,754	10.23 %	10,000,000
TOTAL REVENUES:	1,825,000	2,011,754	1,198,931	186,754	10.23 %	10,000,000
TRANSFERS-IN						
Statutory	200,000,000	200,000,000	0	0	0.00 %	200,000,000
TOTAL TRANSFERS-IN:	200,000,000	200,000,000	0	0	0.00 %	200,000,000
TOTAL REV AND TRANSFERS-IN:	201,825,000	202,011,754	1,198,931	186,754	0.09 %	210,000,000

	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: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
EXPENDITURES									
Trustee & Benefit Payments	33,333,332	0	0	0	33,333,332	100.00 %	200,000,000	200,000,000	100.00 %
TOTAL EXPENDITURES:	33,333,332	0	0	0	33,333,332	100.00 %	200,000,000	200,000,000	100.00 %
TOTAL EXPD AND TRANSFERS OUT:	33,333,332	0	0	0	33,333,332	100.00 %	200,000,000	200,000,000	100.00 %

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% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 06 Local Grant

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
REVENUES						
State Sources - Misc	0	223,363	110,607	223,363	0.00 %	0
TOTAL REVENUES:	0	223,363	110,607	223,363	0.00 %	0
TOTAL REV AND TRANSFERS-IN:	0	223,363	110,607	223,363	0.00 %	0

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
EXPENDITURES									
Trustee & Benefit Payments	12,541,247	4,286,000	4,286,000	0	8,255,247	65.82 %	27,162,907	22,876,907	84.22 %
TOTAL EXPENDITURES:	12,541,247	4,286,000	4,286,000	0	8,255,247	65.82 %	27,162,907	22,876,907	84.22 %
TOTAL EXPD AND TRANSFERS OUT:	12,541,247	4,286,000	4,286,000	0	8,255,247	65.82 %	27,162,907	22,876,907	84.22 %

Note: Continuous Appropriations are statutory appropriations that are not set by annual legislative action. Actual expenditures are based on program needs and cash availability.

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 Report ID: AD-FN-GL-003
 Run Date: 21 Sep 2024
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

Fund: 0345 CARES Act Covid-19

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2025						
Budget Fiscal Year: 2025						
REVENUES						
Federal Sources - Federal Transit Authority	700,000	372,736	38,442	(327,264)	-46.75%	8,500,000
TOTAL REVENUES:	700,000	372,736	38,442	(327,264)	-46.75%	8,500,000
TOTAL REV AND TRANSFERS-IN:	700,000	372,736	38,442	(327,264)	-46.75%	8,500,000

	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: 2025									
Budget Fiscal Year: 2025									
EXPENDITURES									
Trustee & Benefit Payments	833,332	0	0	0	833,332	100.00 %	5,000,000	5,000,000	100.00 %
TOTAL EXPENDITURES:	833,332	0	0	0	833,332	100.00 %	5,000,000	5,000,000	100.00 %
TOTAL EXPD AND TRANSFERS OUT:	833,332	0	0	0	833,332	100.00 %	5,000,000	5,000,000	100.00 %

User ID: whaszier
Report ID: AD-FN-GL-003
Run Date: 21 Sep 2024
% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

Fund: 0372 TECM Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year:	2025					
Budget Fiscal Year:	2025					

REVENUES

State Sources - Misc	0	52,968	18,552	52,968	0.00 %	0
TOTAL REVENUES:	0	52,968	18,552	52,968	0.00 %	0

TRANSFERS-IN

State Sources - Operating	0	10,586,581	10,586,581	10,586,581	0.00 %	0
TOTAL TRANSFERS-IN:	0	10,586,581	10,586,581	10,586,581	0.00 %	0

TOTAL REV AND TRANSFERS-IN:	0	10,639,548	10,605,133	10,639,549	0.00 %	0
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	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year:	2025								
Budget Fiscal Year:	2025								
EXPENDITURES									
Bond Principal / Interest	8,812,004	8,812,002	4,406,001	0	2	0.00 %	58,933,028	50,121,026	85.05 %
TOTAL EXPENDITURES:	8,812,004	8,812,002	4,406,001	0	2	0.00 %	58,933,028	50,121,026	85.05 %
TOTAL EXPD AND TRANSFERS OUT:	8,812,004	8,812,002	4,406,001	0	2	0.00 %	58,933,028	50,121,026	85.05 %

Note: Continuous Appropriations are statutory appropriations that are not set by annual legislative action. Actual expenditures are based on program needs and cash availability.

User ID: whaszier
Report ID: AD-FN-GL-003
Run Date: 21 Sep 2024
% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

Fund: 0373 TECM Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
REVENUES						
State Sources - Misc	80,000,000	87,785,471	48,001,454	7,785,471	9.73 %	230,000,000
TOTAL REVENUES:	80,000,000	87,785,471	48,001,454	7,785,471	9.73 %	230,000,000
TOTAL REV AND TRANSFERS-IN:	80,000,000	87,785,471	48,001,454	7,785,471	9.73 %	230,000,000

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
EXPENDITURES									
Capital Projects	83,050,434	87,900,797	54,366,694	0	(4,850,363)	-5.84%	268,768,121	180,867,324	67.29 %
TOTAL EXPENDITURES:	83,050,434	87,900,797	54,366,694	0	(4,850,363)	-5.84%	268,768,121	180,867,324	67.29 %
TOTAL EXPD AND TRANSFERS OUT:	83,050,434	87,900,797	54,366,694	0	(4,850,363)	-5.84%	268,768,121	180,867,324	67.29 %

Note: Continuous Appropriations are statutory appropriations that are not set by annual legislative action. Actual expenditures are based on program needs and cash availability.

User ID: whaszier
Report ID: AD-FN-GL-003
Run Date: 21 Sep 2024
% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES						
State Sources - Misc	2,000,000	599,478	501	(1,400,522)	-70.03%	7,000,000
TOTAL REVENUES:	2,000,000	599,478	501	(1,400,522)	-70.03%	7,000,000
TOTAL REV AND TRANSFERS-IN:	2,000,000	599,478	501	(1,400,522)	-70.03%	7,000,000

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES									
Capital Projects	2,000,000	616,217	0	0	1,383,783	69.19 %	7,000,000	6,383,783	91.20 %
TOTAL EXPENDITURES:	2,000,000	616,217	0	0	1,383,783	69.19 %	7,000,000	6,383,783	91.20 %
TOTAL EXPD AND TRANSFERS OUT:	2,000,000	616,217	0	0	1,383,783	69.19 %	7,000,000	6,383,783	91.20 %

Note: Continuous Appropriations are statutory appropriations that are not set by annual legislative action. Actual expenditures are based on program needs and cash availability.

User ID: whaszier
Report ID: AD-FN-GL-003
Run Date: 21 Sep 2024
% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
REVENUES						
State Sources - Misc	0	40,755	8,885	40,755	0.00 %	0
TOTAL REVENUES:	0	40,755	8,885	40,755	0.00 %	0
TRANSFERS-IN						
Operating	0	2,654,652	1,545,493	2,654,652	0.00 %	0
State Sources - Operating	0	0	0	0	0.00 %	58,528,901
TOTAL TRANSFERS-IN:	0	2,654,652	1,545,493	2,654,652	0.00 %	58,528,901
TOTAL REV AND TRANSFERS-IN:	0	2,695,407	1,554,378	2,695,407	0.00 %	58,528,901

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
EXPENDITURES									
Bond Principal / Interest	47,759,891	47,759,891	407,965	0	0	0.00 %	62,448,832	14,688,941	23.52 %
TOTAL EXPENDITURES:	47,759,891	47,759,891	407,965	0	0	0.00 %	62,448,832	14,688,941	23.52 %
TOTAL EXPD AND TRANSFERS OUT:	47,759,891	47,759,891	407,965	0	0	0.00 %	62,448,832	14,688,941	23.52 %

Note: Continuous Appropriations are statutory appropriations that are not set by annual legislative action. Actual expenditures are based on program needs and cash availability.

User ID: whaszier
 Report ID: AD-FN-GL-003
 Run Date: 21 Sep 2024
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2024

Fund: 0221 State Aeronautics Fund

Fiscal Year:	2025	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
Federal Sources - FAA		50,000	62,477	38,376	12,477	24.95 %	668,500
State Sources - Misc		212,857	333,256	164,554	120,399	56.56 %	1,823,500
Interagency Sources - Misc		75,000	44,530	19,097	(30,470)	-40.63%	300,000
TOTAL REVENUES:		337,857	440,263	222,027	102,406	30.31 %	2,792,000
TRANSFERS-IN							
Operating		650,922	730,897	435,213	79,975	12.29 %	3,240,000
TOTAL TRANSFERS-IN:		650,922	730,897	435,213	79,975	12.29 %	3,240,000
TOTAL REV AND TRANSFERS-IN:		988,779	1,171,160	657,240	182,381	18.45 %	6,032,000

Fiscal Year:	2025	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:	2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Permanent Staff Salaries		194,600	161,202	93,132	0	33,398	17.16 %	1,011,920	850,718	84.07 %
Board, Hourly, OT, Shift Diff		32,866	39,011	22,912	0	(6,145)	-18.70%	154,841	115,830	74.81 %
Fringe Benefits		83,594	64,186	35,683	0	19,408	23.22 %	420,639	356,453	84.74 %
Travel Expense		11,250	14,595	12,940	0	(3,345)	-29.73%	74,175	59,580	80.32 %
Operating Expenditures		405,462	181,974	152,724	7,150	216,338	53.36 %	2,244,225	2,055,101	91.57 %
Capital Equipment Expense		13,000	0	0	9,391	3,609	27.76 %	133,300	123,909	92.95 %
Capital Facilities Expense		0	2,469	2,469	3,516	(5,985)	0.00 %	1,785,005	1,779,020	99.66 %
Trustee & Benefit Payments		420,000	1,829,295	1,510,386	0	(1,409,295)	-335.55%	35,688,143	33,858,848	94.87 %
TOTAL EXPENDITURES:		1,160,772	2,292,732	1,830,246	20,057	(1,152,016)	-99.25%	41,512,248	39,199,459	94.43 %
TOTAL EXPD AND TRANSFERS OUT:		1,160,772	2,292,732	1,830,246	20,057	(1,152,016)	-99.25%	41,512,248	39,199,459	94.43 %



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☒ Action with Resolution ☐ Time Needed: 10 min

Presenter's Name Brenda Williams	Presenter's Title Chief Innovation Experience Officer
Preparer's Name Brenda Williams	Preparer's Title Chief Innovation Experience Officer

Subject

Innovate ITD! Program		
Key Number	District	Route Number

Background Information

Purpose:

1. Highlight the Best of the Best Innovation FY24 winners from the following five categories:
 - Customer Service
 - Ideal Workplace
 - Mobility and Economic Opportunity
 - Resource Stewardship
 - Safety
2. To provide an update on the Innovate ITD! Program, review progress to date, outline strategic direction and next steps of the program.

Recommendations *(Action items require a resolution)*

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Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☐ Action with Resolution ☒ Time Needed: 15 Min

Presenter's Name Eric Staats	Presenter's Title Bonding Program Manager
Preparer's Name Eric Staats	Preparer's Title Bonding Program Manager

Subject

Transportation Expansion & Congestion Mitigation (TECM) 2025 Bond Sale Request		
Key Number	District	Route Number

Background Information

An informational item was presented to the Transportation Board in September detailing the projects and phases proposed for inclusion in a TECM 2025 Bond Sale. This will be the final bond sale of the current TECM authorization and will fully consume the \$80 million annual funds in debt service.

Categories of costs being considered for inclusion are new construction projects and already-bonded construction, as well as additional construction support services. A summary of the projects and phases proposed for inclusion in the TECM 2025 bond sale will be reviewed with the Transportation Board.

A resolution authorizing staff to proceed with the 2025 A series bond sale of approximately \$350 million will be presented for approval.

Recommendations *(Action items require a resolution)*

Approval of the resolution on page 73.

Proposed T25A Bonds - By TECM Project

10/3/2024

All costs are in \$ millions.

READY FOR ADVERTISEMENT	District	KN's	LOCATION	TOTAL CONST ESTIMATE	ADVERTISE DATE	T24A	T25A BONDS	
							CN	CC
	1	24305	I-90, SH-41 to US 95 - West	98.5	Jan - 2025	-	78.8	5.0
	1	24306*	I-90, SH-41 to US 95 - East	88.5	Jan - 2025	-	70.8	3.0
	3	22715	SH-55, Farmway to Middleton	127.8	Aug - 2024	73.6	15.7	1.0
	3	23956	SH-16, I-84 System IC and Franklin Rd IC	83.0	Oct - 2024	-	66.4	3.1
	3	23958*	SH-16, SH-44 Interchange	72.0	Jan - 2025	-	57.6	2.0
	4	24304^	SH-75, McKercher to Broadway Run	45.0	Mar-2025	-	15.0	1.0

* Listed in OS to utilize T24A bonds

^ Included for bond eligibility. Contingent upon bond proceeds and bid openings of other projects.

2025A BONDS
83.8
73.8
16.7
69.5
59.6
16.0
319.4

80% of CN

80% of CN

12% of CN, CC Fed Aid/TECM

80% of CN

80% of CN

33% of CN

ALREADY BONDED CONSTRUCTION	District	KN's	LOCATION	TOTAL CONST COST	AWARD DATE	T24A BONDS	T25A BONDS	
							CN	CC
	4	23344	I-84, Burley IC	89.8	Nov - 2023	63.0	8.8	2.5
	4	23345	I-84, Heyburn IC	96.0	Jan - 2023	67.0	9.7	3.0
	5	24307	I-15, Northgate to Fort Hall - North	102.9	Jun - 2024	67.4	-	4.0
	5	24308	I-15, Northgate to Fort Hall - South	125.0	Jul - 2024	65.0	-	2.6

2025A BONDS
11.3
12.7
4.0
2.6
30.6

80% of Award, 45% of CC

80% of Award, 45% of CC

350.0

Proposed T25A Bonds - By TECM Corridor

All costs are in \$ millions.

TECM CORRIDORS	District	CORRIDOR NAME	T25A BONDS			
			PROJECTS			
			KN	\$	KN	\$
	1	I-90, Washington State Line to CDA	24305	83.8	24306	73.8
	3	SH-55, Sunnyslope to Nampa	22715	16.7	-	-
	3	SH-16, I-84 to SH-44	23956	69.5	23958	59.6
	4	SH-75, Timmerman Jct to Ketchum	24304	16.0	-	-
	4	I-84, Burley & Heyburn Interchanges	23344	11.3	23345	12.7
	5	I-15, Pocatello to Idaho Falls	24307	4.0	24308	2.6

2025A BONDS
157.6
16.7
129.1
16.0
24.0
6.6

350.0

RESOLUTION

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 Idaho Code § 63-3638(16) sets a fixed amount of \$80,000,000 sales tax distribution annually to TECM; 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 (the “Act”), 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 to fund approximately \$350,000,000 or an amount to fully utilize \$80,000,000 in debt service from the TECM Fund for the project costs listed below that are approximately:
 - I-90, SH-41 to US-95 in the amount of \$157,600,000
 - SH-16 - System Interchange, Franklin Interchange, and SH-44 Interchange in the amount of \$129,100,000
 - SH-55, Farmway to Middleton in the amount of \$16,700,000
 - SH-75, McKercher to Broadway Run in the amount of \$16,000,000
 - I-84, Burley and Heyburn Interchanges in the amount of \$24,000,000
 - I-15, Pocatello to Blackfoot in the amount of \$6,600,000

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

Letter of Representations

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. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☐ Action with Resolution ☒ Time Needed: 10 min

Presenter's Name Eric Staats	Presenter's Title Bonding Program Manager
Preparer's Name Eric Staats	Preparer's Title Bonding Program Manager

Subject

Request to Advertise and Award SH-16/I-84 System IC Project in Advance of 2025 Bond Sale		
Key Number 23956	District 3	Route Number SH-16 / Interstate 84

Background Information

Design of the SH-16/I-84 System Interchange (IC) project in Canyon County is nearing design completion (Plans, Specifications, and Estimate (PS&E)) and is anticipated to advertise for contractor bidding in Fall/Winter 2024. The anticipated construction contract estimate for the project is in the range of \$80 million to \$90 million.

The construction of this project will be funded with a combination of federal and state sources and is anticipated to utilize funds from the TECM 2025 Series A (T25A) bond sale, anticipated in early 2025.

A potential timeline of how this project relates to the 2025 bond sale is as follows:

October 2024	Idaho Transportation Board presentation and resolution for T25A bond sale
November 2024	Advertise the SH-16/I-84 System IC project
December 2024	Idaho Housing and Finance Association (IHFA) board resolution for T25A bond sale
December 2024	Open contractor bids for the SH-16/I-84 System IC project
January 2025	Review market conditions with TECM finance team and ITD Director
January 2025	Award the SH-16/I-84 System IC project
January/February 2025	Closing of 2025 TECM Bonds and first 2025 TECM bond draw

This project is anticipated to utilize T25A bonds, however, the project can be fully funded using other program funds, specifically “pay as you go” formula funds.

The attached resolution proposes to advertise and award the SH-16/I-84 System IC project in advance of the next TECM bond sale.

Recommendations *(Action items require a resolution)*

Approval of the resolution on page 76.

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

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

WHEREAS, the SH-16/I-84 System Interchange project is ready to advertise; and

WHEREAS, advertisement and award of the SH-16/I-84 System Interchange project in 2024/January 2025, prior to the next anticipated bond sale, is advantageous for optimizing construction duration; and

WHEREAS, a 2025 TECM bond sale is being planned and is anticipated to provide funding for construction of the SH-16/I-84 System Interchange project; and

WHEREAS, various other funding sources are being dedicated to the delivery of projects developed by the bonding office, and there are sufficient funds available to pay for construction of the SH-16/I-84 System Interchange project if an unforeseeable event prohibits ITD from selling the final tranche of TECM bonds in 2025; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves advertising and awarding Key Number 23956, SH-16/I-84 System Interchange project in advance of the anticipated 2025 bond sale.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☐ Action with Resolution ☒ Time Needed: 10 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer
Preparer's Name Mohsen Amirmojahedi, PE	Preparer's Title Consultant Services Engineer

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS		
Key Number See table below	District	Route Number

Background Information

Board Policy 4001 delegates authority to the Director or another designee to approve routine engineering professional services agreements of up to \$1,000,000, work task agreements for professional services up to \$500,000, cumulative work task agreements (one or more consultants) on a project up to \$1,500,000 and consultant two-year work task agreement total up to \$1,500,000. Any agreements greater than these thresholds must be authorized by the Board.

Professional service agreements, procured through ITD HQ Design Section, Consultant Services, follow three different processes based on the size of agreement. 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.

- Work task agreements less than \$100,000 are procured through a Direct Select process.
- Work task agreements between \$100,000 and \$500,000 are procured 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 (RFP).

The scale of these agreements is 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 services in phases allowing for greater flexibility for the Department, limited liability, and updating when a more refined scope of work is obtained. In other cases, such as for Construction Engineering and Inspection (CE&I) services one single agreement may be issued allowing for continuity of the inspector during the construction phase.

Project specific memorandums are attached and listed in the table below, for each project agreement seeking approval.



Board Agenda Item

ITD 2210 (Rev. 12-23)

KEY NUMBER/ SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AUTHORIZATION REQUEST	TOTAL AUTHORIZATION
22715 ¹ / CE&I	SH-55, Farmway Rd to Middleton Rd, Canyon County	3	-	-	\$2,516,426	\$2,516,426
24360 ¹ / Design	SH-55, Deinhard /Boydston Corridor Design, McCall	3	-	-	\$3,594,479	\$3,594,479

- 1 Professional Agreements > \$1M
2 Work Task Agreements > \$500K
3 Cumulative Work Task Agreement for project > \$1.5M
4 Consultant Two-year Work Task total > \$1.5M

Recommendations (*Action items require a resolution*)

Approval of resolution on page 81.



DATE: September 30, 2024

Program Number(s) A022(715)

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

Key Number(s) 22715

FROM: Eric Staats, PE *ES*
TECM Program Engineer Manager

Program ID, County, Etc. SH-55, FARMWAY RD
TO MIDDLETON RD, CANYON COUNTY

RE: Request to approve professional services agreement authorization to greater than \$1,000,000 on the Keller Associates, Inc. professional services agreement for the SH-55, Farmway Rd to Middleton Rd, Canyon County

The purpose of this project is to improve safety and mobility on SH-55 by widening the road to two lanes in both directions with dedicated turn lanes at major intersections and implementing access control with a continuous median traffic separator. The scope includes multiple bridge replacements, culvert extensions, intersection improvements, right-of-way acquisition for over 140 parcels, and a separated multi-use pathway on both sides of the roadway.

In June 2024, through a Request for Proposals (RFP), Keller Associates, Inc. was selected to provide Construction Engineering and Inspection (CE&I) services.

An agreement was negotiated for the construction year of 2025 that totals \$2,516,426. This is approximately 1.9% of the programmed construction funding. Construction is anticipated to start in December 2024 and last three seasons.

Currently, there is \$8,800,000 obligated for all construction services by consultants.



DATE: September 30, 2024

Program Number(s) A024(360)

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

Key Number(s) 24360

FROM: Jason Brinkman, PE
District 3 Administrator/Engineer

Program ID, County, Etc. SH-55,
DEINHARD/BOYSTUN CORRIDOR DESIGN,
MCCALL

RE: Request to approve professional services agreement authorization to greater than \$1,000,000 on the Horrocks Engineers, Inc. professional services agreement for the SH-55, Deinhard/Boydston Corridor Design, McCall, Valley County

The purpose of this project is to identify, prioritize and complete engineering design of improvements needed to facilitate the rerouting of SH-55 intrastate, freight and heavy truck traffic around McCall's downtown core and onto the Deinhard Lane/Boydston Street alternate route, and to provide improved multi-modal opportunities and innovative stormwater management solutions within McCall's downtown core. The project will complete the planning and design of roadway, drainage, utility, and multi-modal improvements along the existing Idaho State Highway 55 route and Deinhard Lane/Boydston Street corridors.

This project is funded by a federal grant (Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant) for planning, engineering and design activities.

In April 2024, through a Request for Proposals (RFP), Horrocks Engineers, Inc. was selected to provide project development services from concept through Plans, Specifications & Estimate (PS&E) for the project.

An agreement was negotiated for the total of \$3,594,479.

Currently, there is \$3,646,890 obligated for all design services by consultants.



Board Agenda Item

ITD 2210 (Rev. 12-23)

RESOLUTION

WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to authorize professional services agreements greater than \$1,000,000 and each subsequent cost increase, work task agreements greater than \$500,000, cumulative work task agreements on a project greater than \$1,500,000, and consultant two-year work task agreement total greater than \$1,500,000; and

WHEREAS, the Idaho Transportation Board has been provided details about each project requesting authorization; and

WHEREAS, funding will be committed to these agreements before they are executed.

NOW THEREFORE BE IT RESOLVED that the Board hereby grants the authority for professional service agreement(s) as noted in the following table:

KEY NUMBER/ SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AUTHORIZATION REQUEST	TOTAL AUTHORIZATION
22715 ¹ / CE&I	SH-55, Farmway Rd to Middleton Rd, Canyon County	3	-	-	\$2,516,426	\$2,516,426
24360 ¹ / Design	SH-55, Deinhard /Boystun Corridor Design, McCall	3	-	-	\$3,594,479	\$3,594,479

1 Professional Agreements > \$1M

2 Work Task Agreements > \$500K

3 Cumulative Work Task Agreement for project > \$1.5M

4 Consultant Two-year Work Task total > \$1.5M



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☒ Action with Resolution ☐ Time Needed: 15 min

Presenter's Name Kevin Sablan	Presenter's Title Traffic Operations Engineer
Preparer's Name Mona Hunt	Preparer's Title Traffic Ops Technical Engineer 2

Subject

Annual 2024 80 MPH Interstate Speed Limits Update		
Key Number N.A.	District 3, 4, 5, & 6	Route Number I-15, I-84, & I-86

Background Information

In July of 2014, the Idaho Transportation Department raised the speed limit on rural sections of Interstate Highways 15, 84, and 86 from 75 MPH to 80 MPH based on observed 85th percentile speeds of all vehicles. Since implementation, Traffic Operations 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 increased to around 85 MPH on average for I-84 and I-15 and 84 MPH for 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.
- In the ten years since implementation of 80 MPH speeds, fatal and serious injury crash rates have remained relatively constant when accounting for volume increases (per 100 million vehicle-miles of travel) and 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.

Recommendations *(Action items require a resolution)*

For information only.



**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 9/3/2024

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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 increased to around 85 MPH on average for I-84 & I-15 and 84 mph for 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.
- In the ten 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 2024 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 2024 is 86 mph for I-15 and 84 mph for I-84 and I-86 for all vehicles.

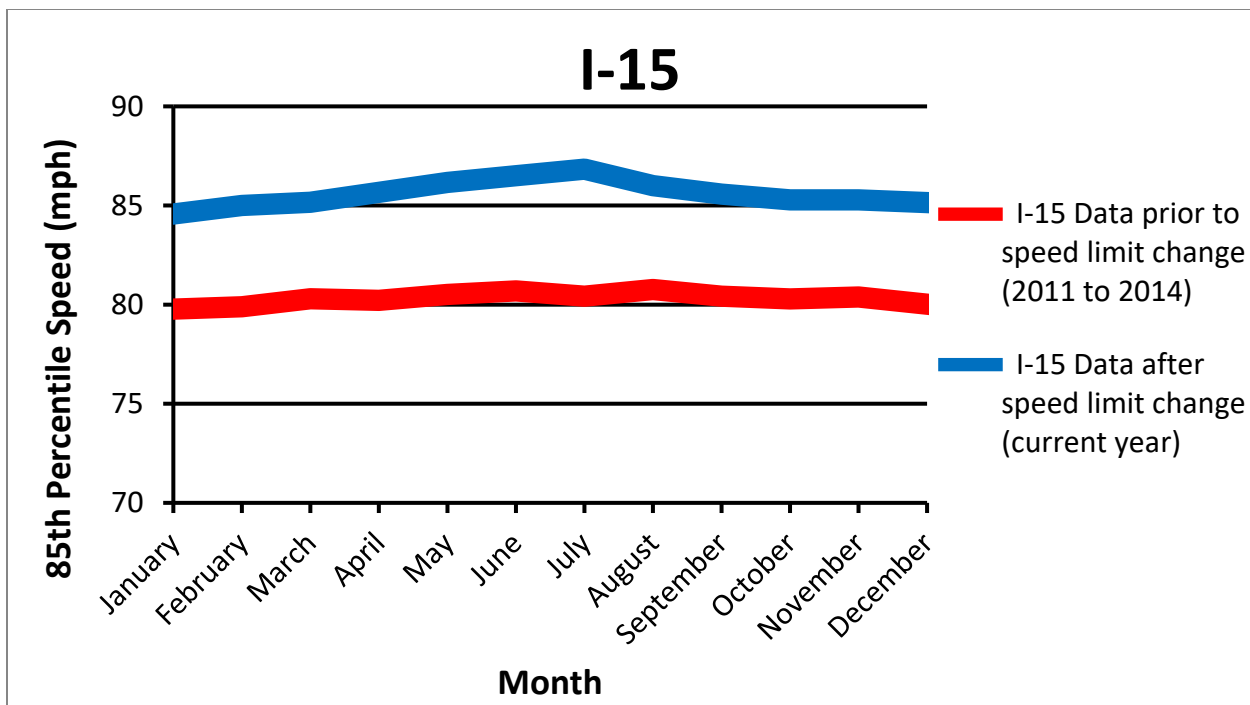


Figure 1 Interstate 15 Speeds

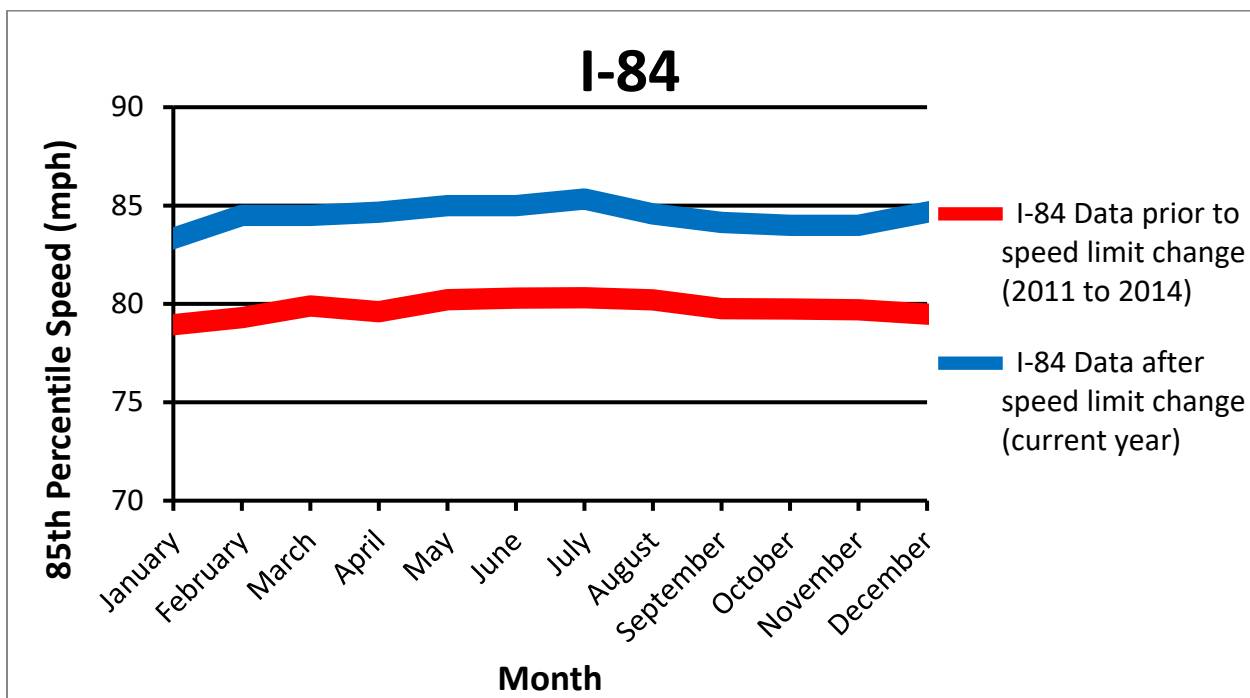


Figure 2 Interstate 84 Speeds

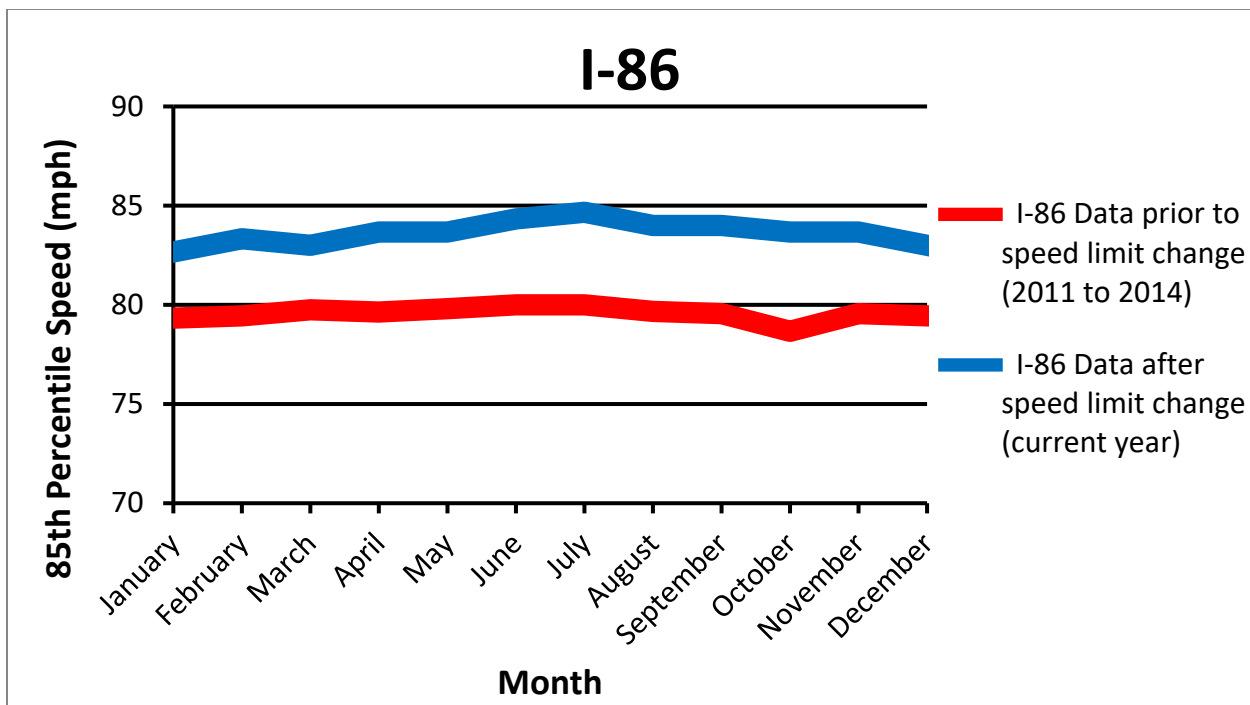


Figure 3 Interstate 86 Speeds

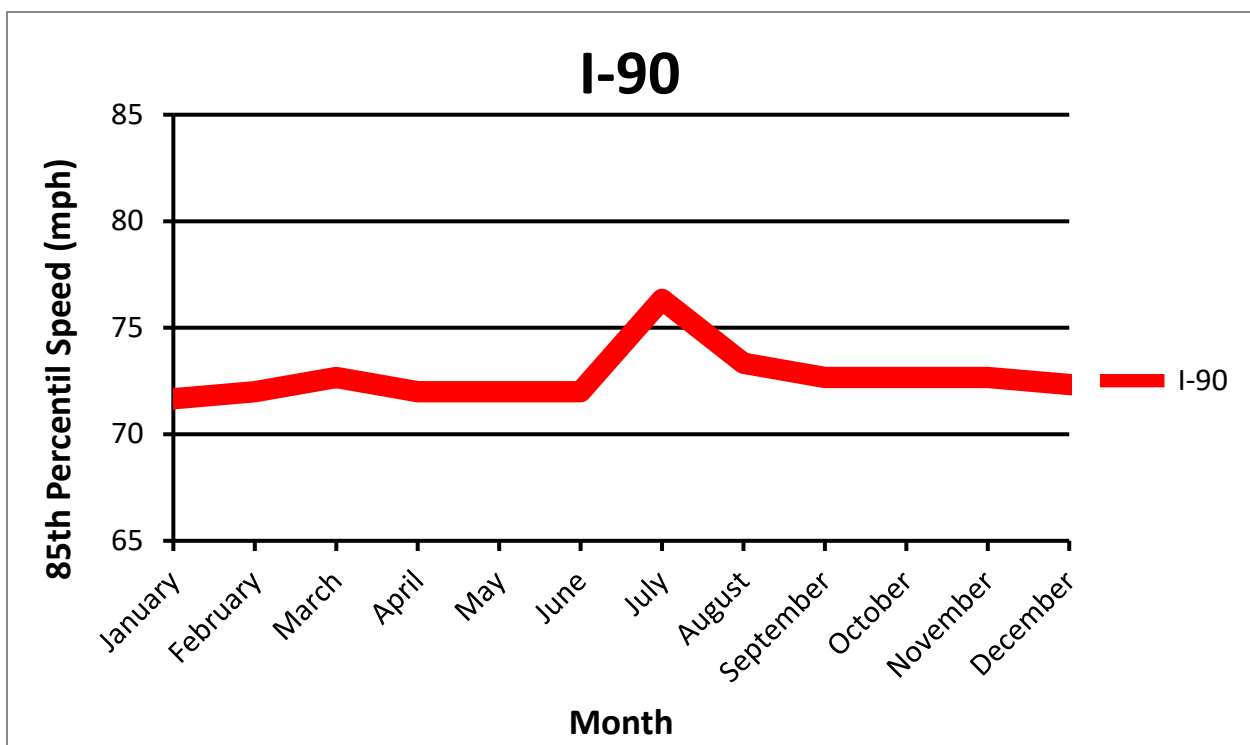


Figure 4 Interstate 90 Speeds

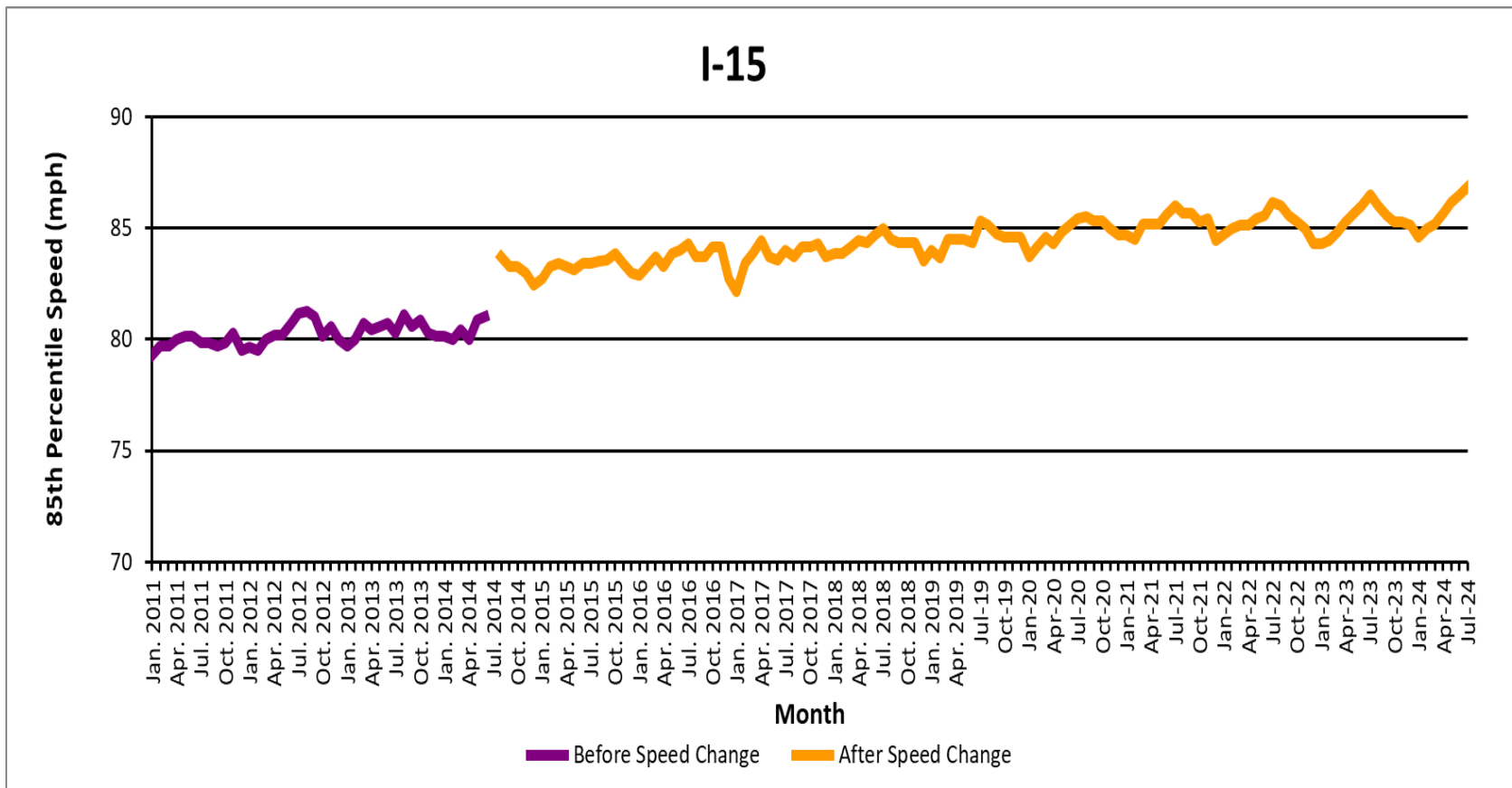


Figure 5 Chronology of Interstate 15 Speeds

I-84

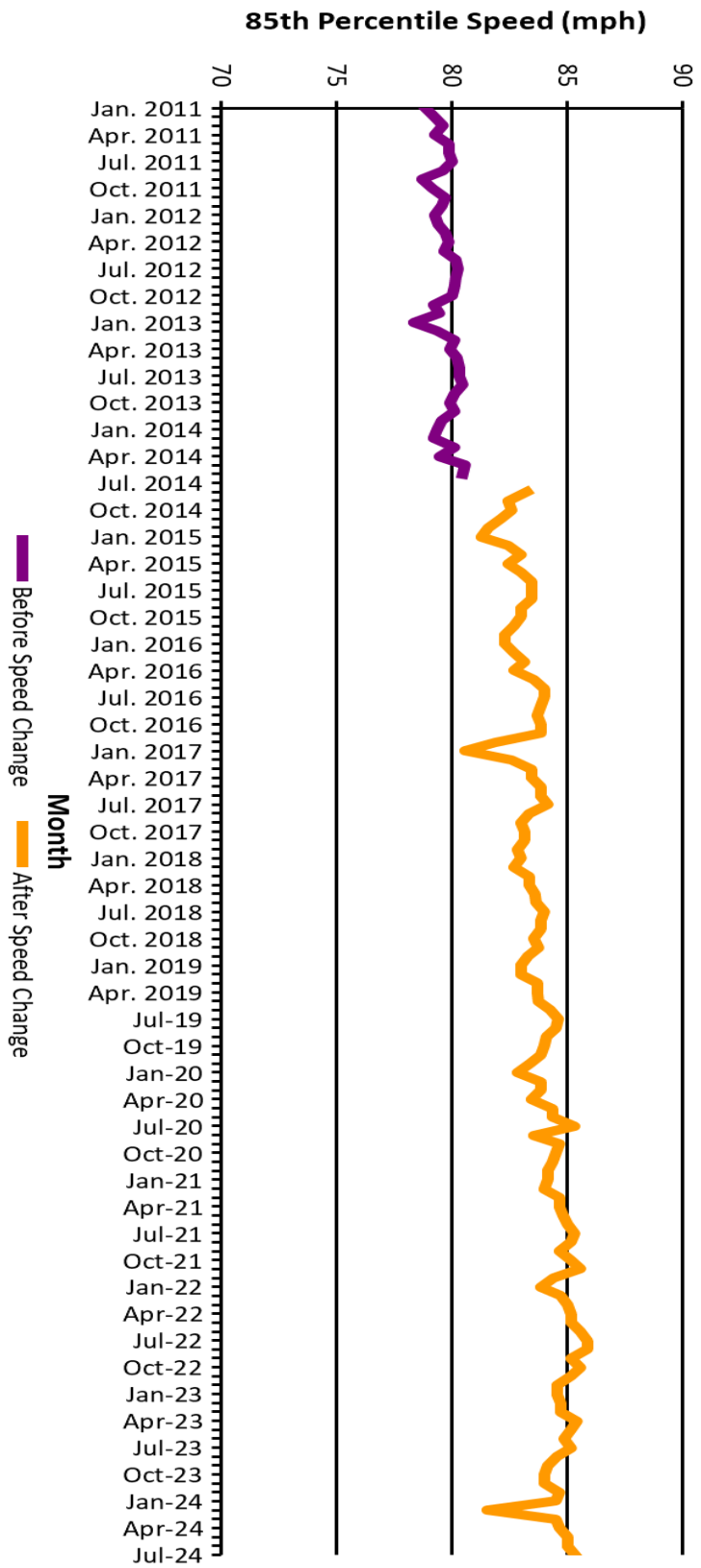


Figure 6 Chronology of Interstate 84 Speeds

I-86

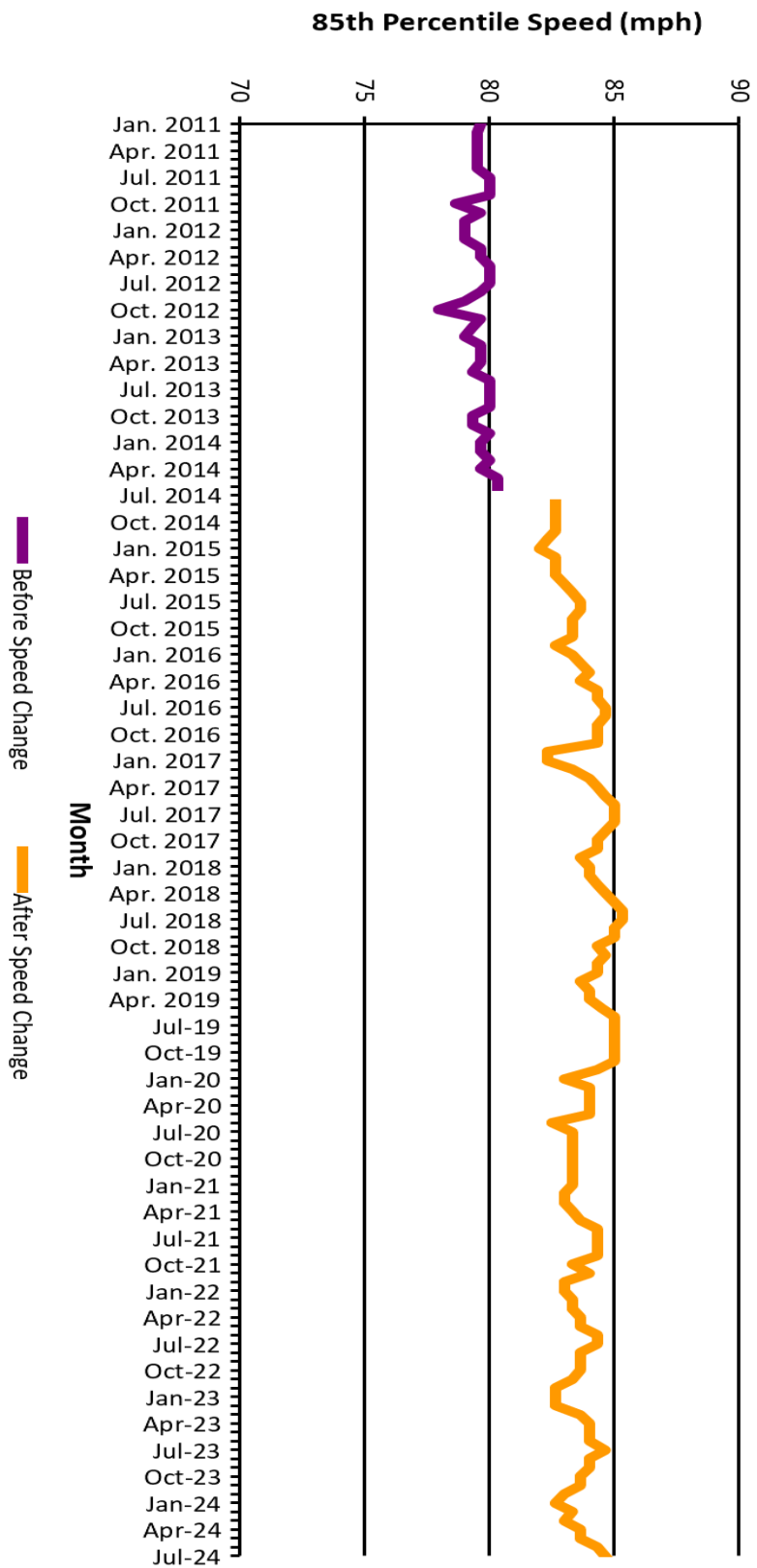


Figure 7 Chronology of Interstate 86 Speeds

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.

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. Figure 8 through Figure 10 show the monthly variation in average differential speed and Figure 11 shows the average differential speed throughout the years for I-15, I-84 and I-86.

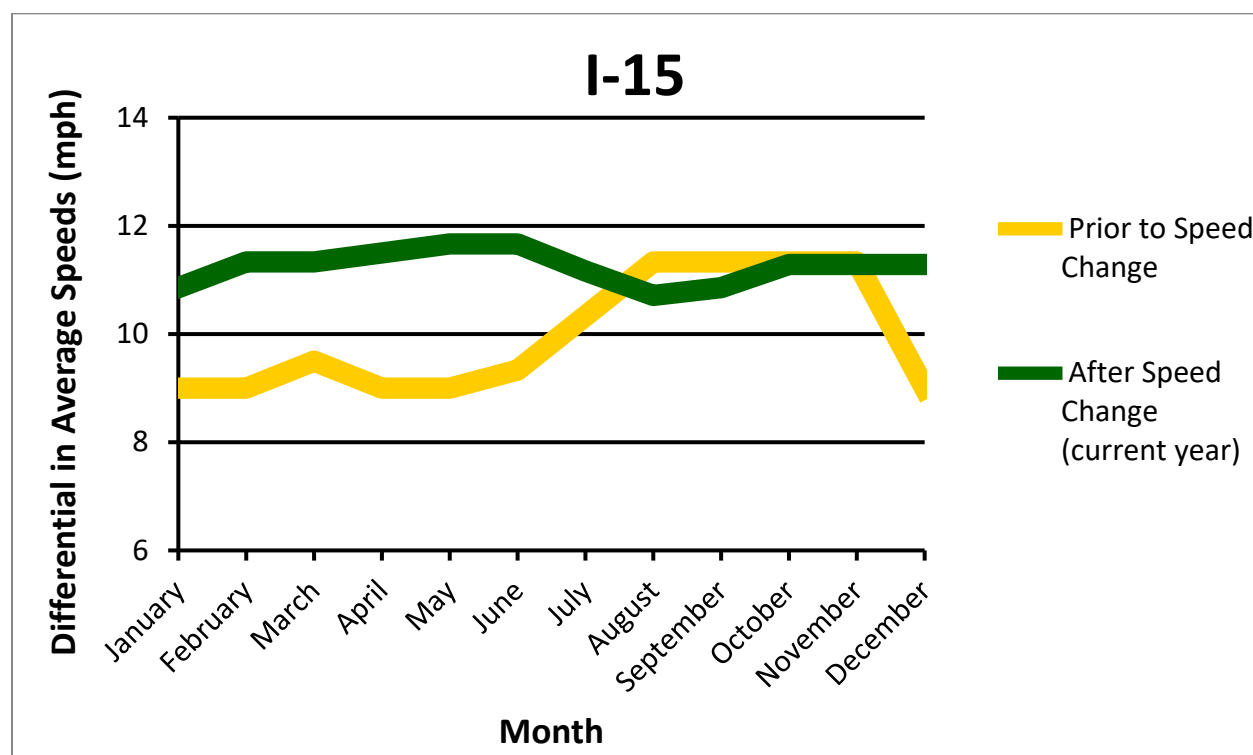


Figure 8 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 15

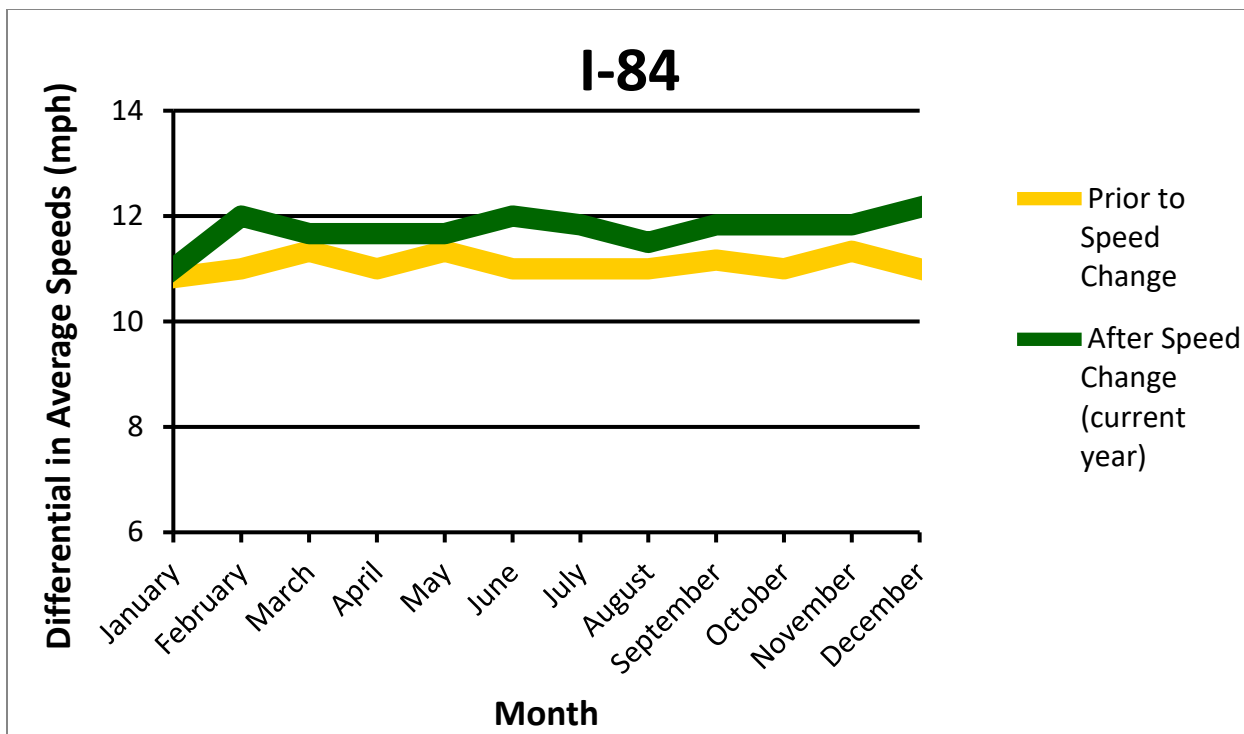


Figure 9 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 84

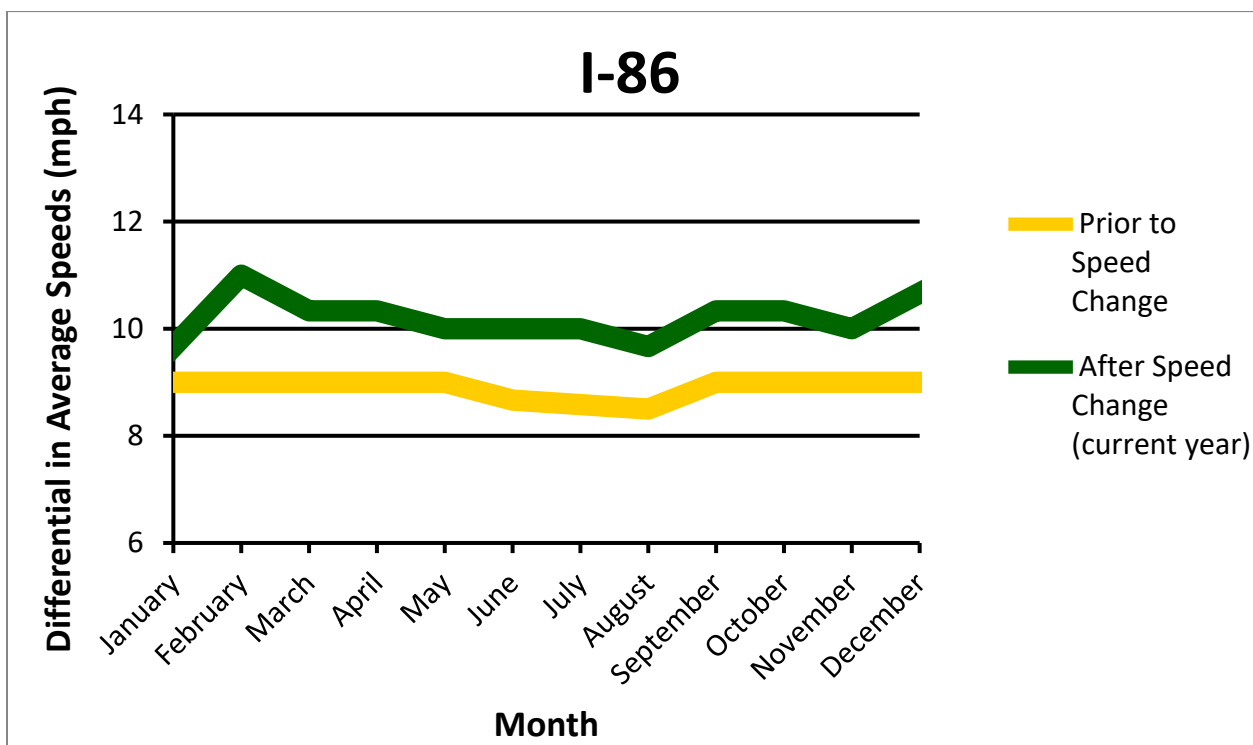


Figure 10 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 86

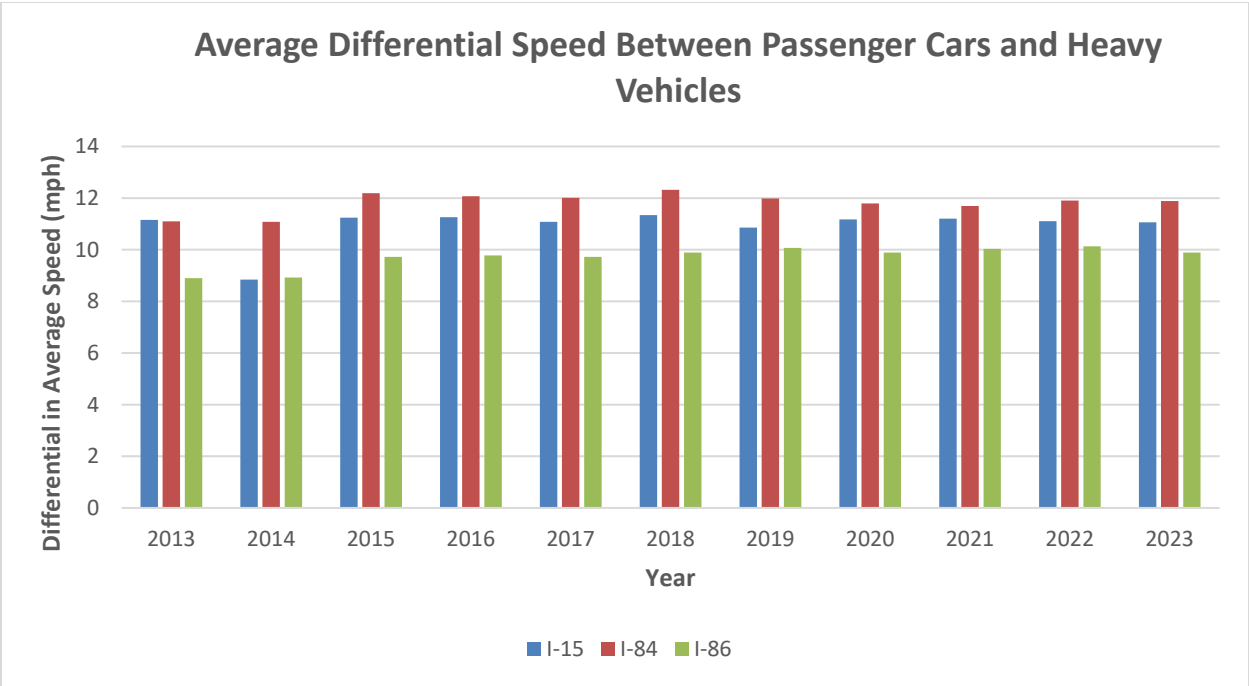


Figure 11 Differential in Average Speeds Between Light and Heavy Vehicles by Years

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, 2023.

		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
	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
	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
	Property Damage	4	5
	All	6	9

Table 1 Before and After Crash Comparison

Figure 12 shows the total of all crashes on Interstate Highways 15, 84, and 86 since 2011. Figure 13 shows the number of fatal and injury crashes and Figure 14 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.

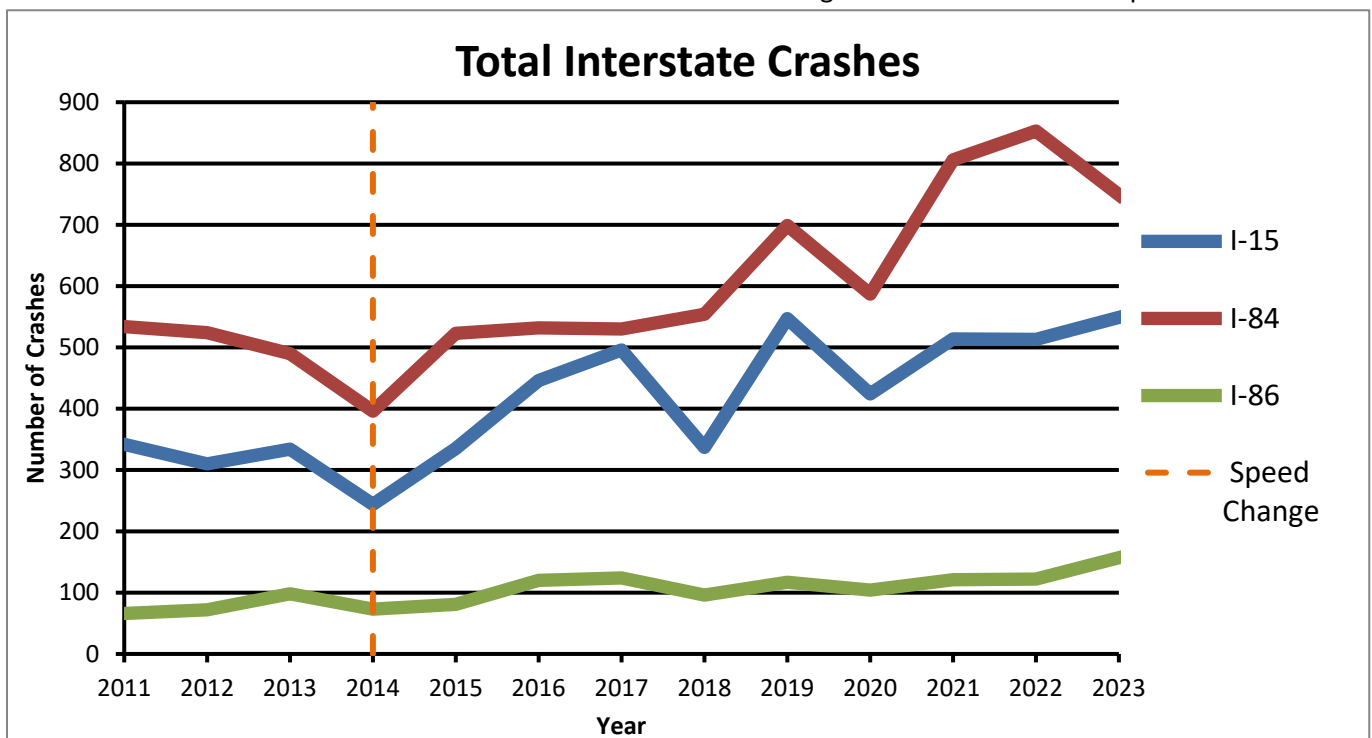


Figure 12 Total of All Crashes on Interstates 15, 84, and 86

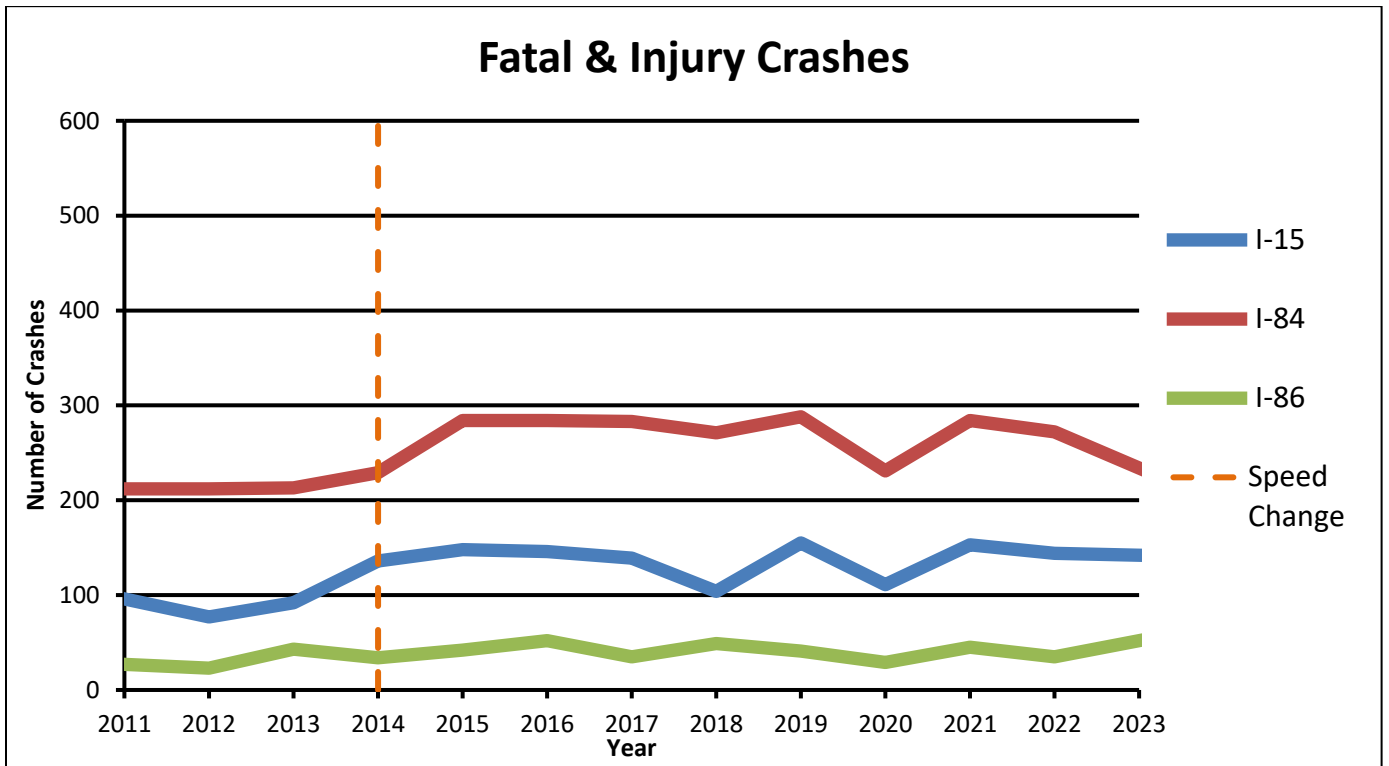


Figure 13 Total of Fatal and Injury Crashes on Interstates 15, 84, and 86

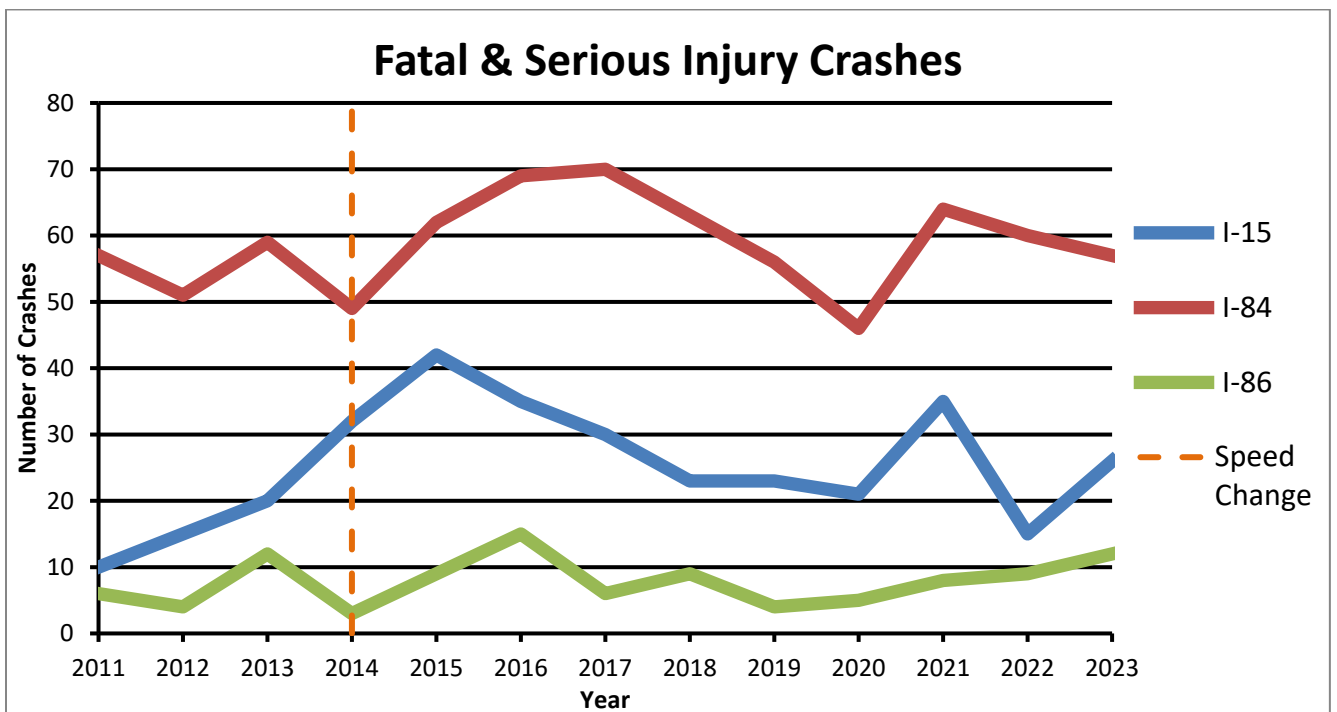


Figure 14 Total of Fatal and Serious Injury Crashes on Interstates 15, 84, and 86

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 15, 16 and 17 show the AADT for I-15, I-84 and I-86 from 2011 to 2023. There has a steady increase in volumes on all three interstates over the years. Figure 18 shows the crash rates for all crashes, Figure 19 shows the crash rates for fatal and injury crashes and Figure 20 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 18, 19 and 20 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 71 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 18 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.

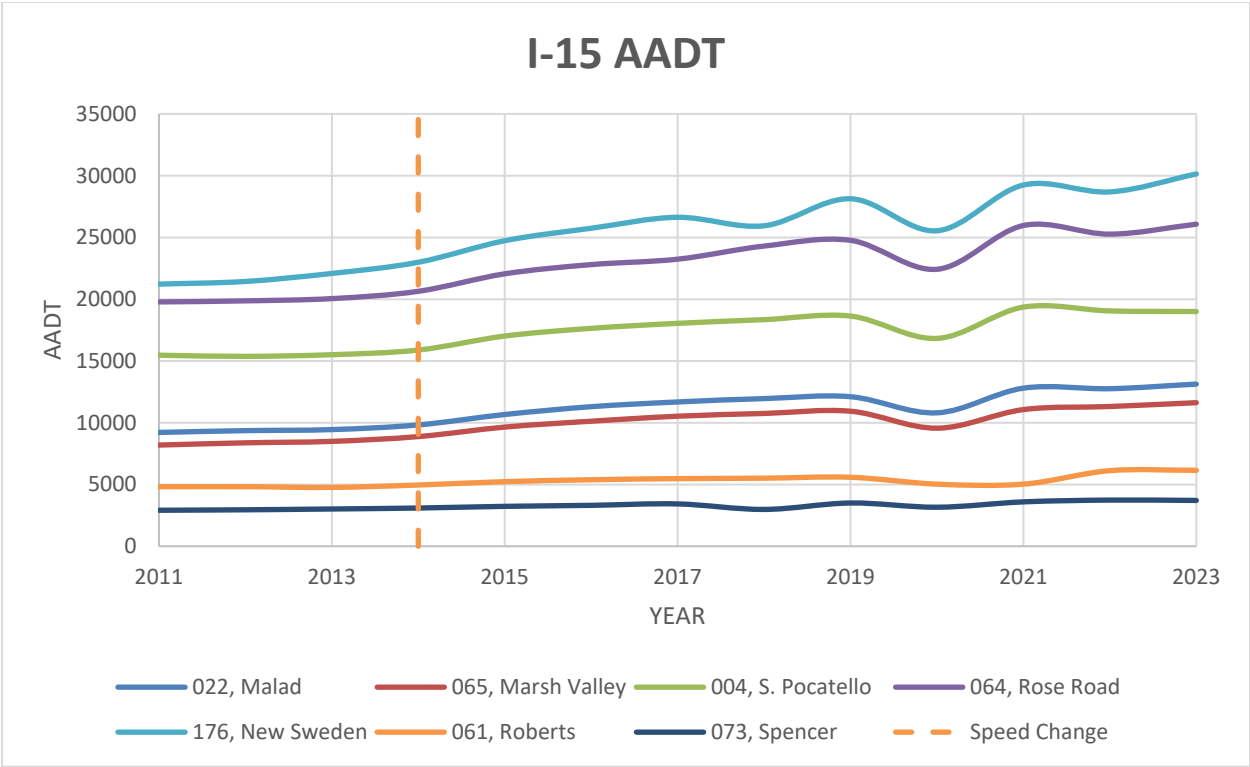


Figure 15 AADT on Interstates 15

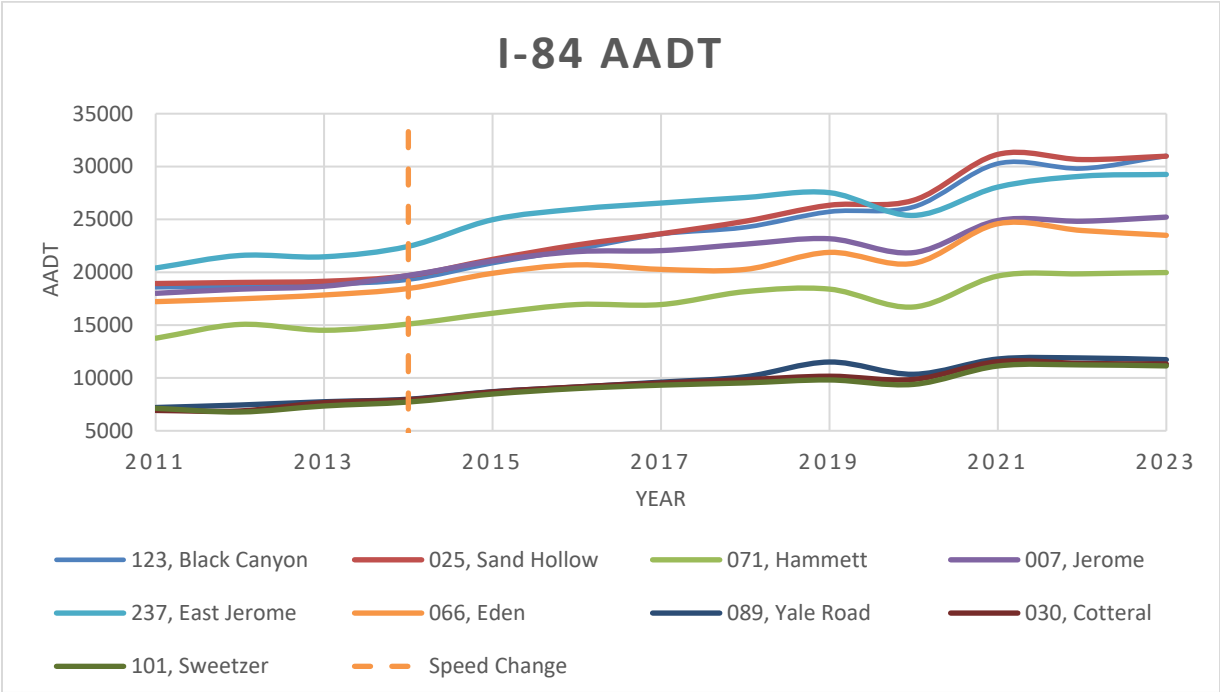


Figure 16 AADT on Interstates 84

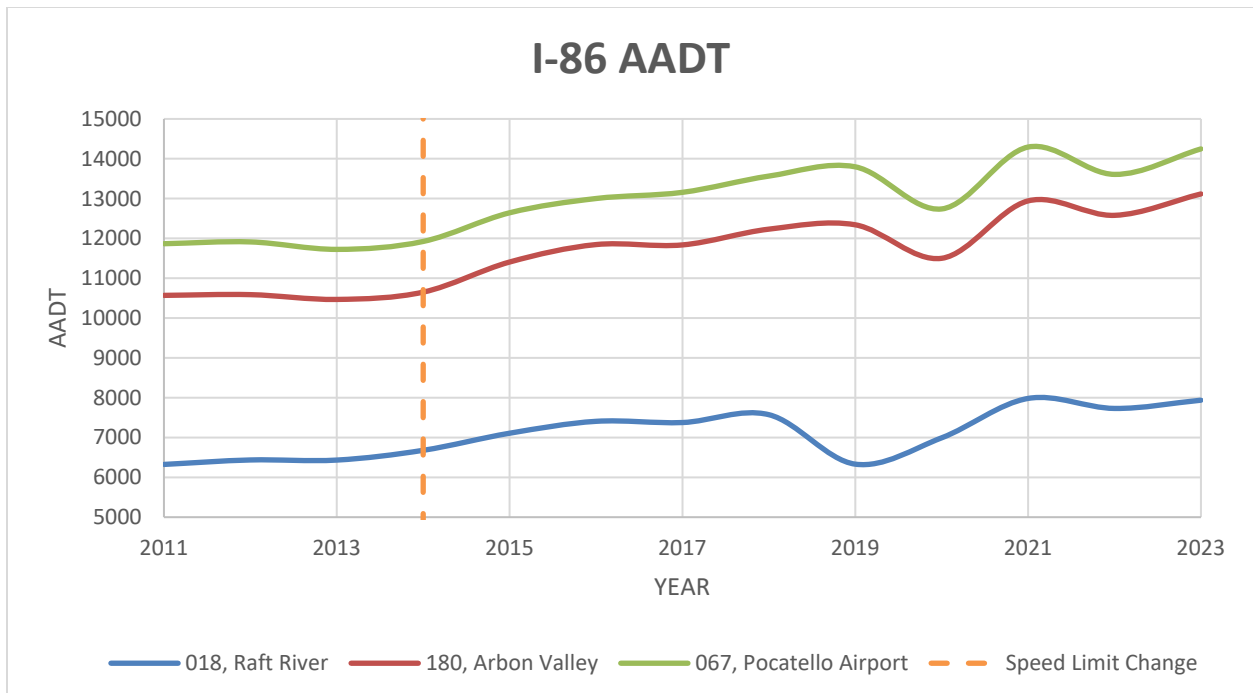


Figure 17 AADT on Interstates 86

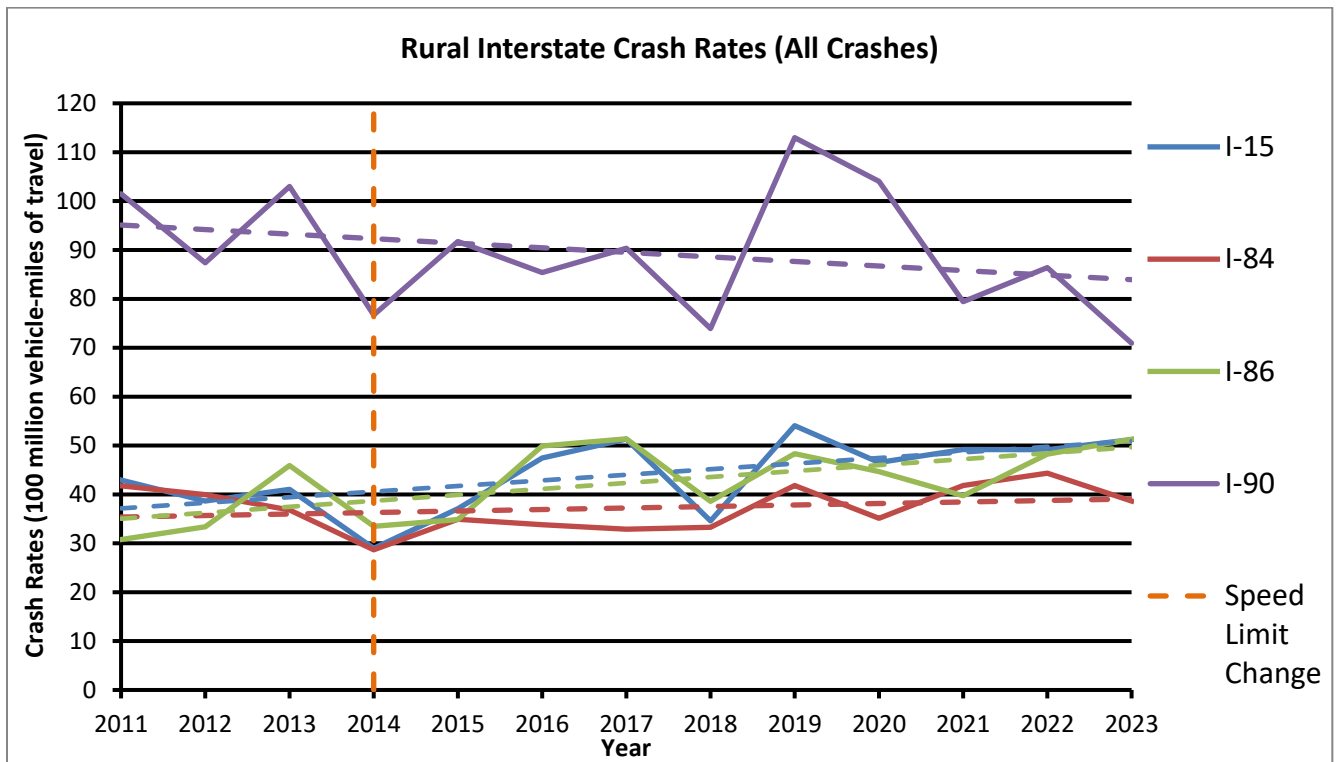


Figure 18 Crash Rates for All Crashes on Interstates 15, 84, 86 and 90

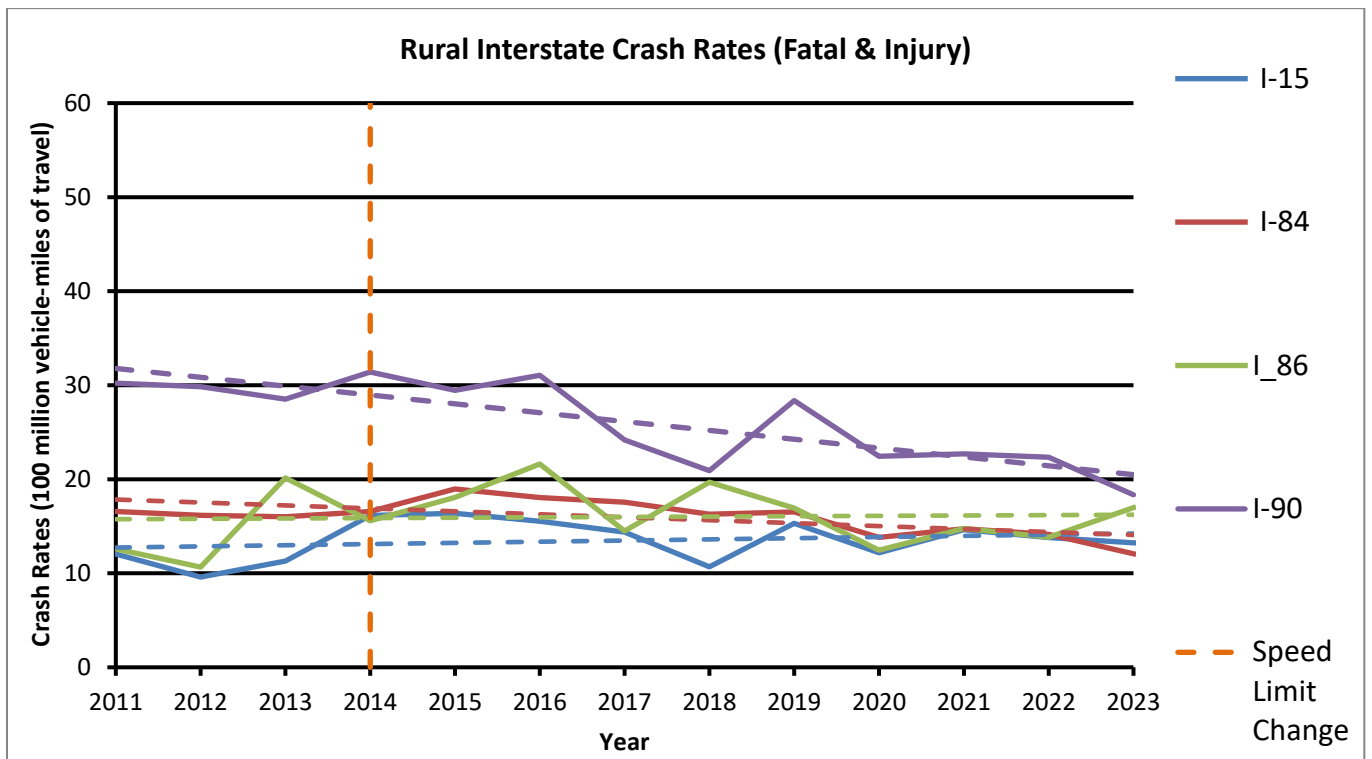


Figure 19 Crash Rates for Fatal & Injury Crashes on Interstates 15, 84, 86 and 90

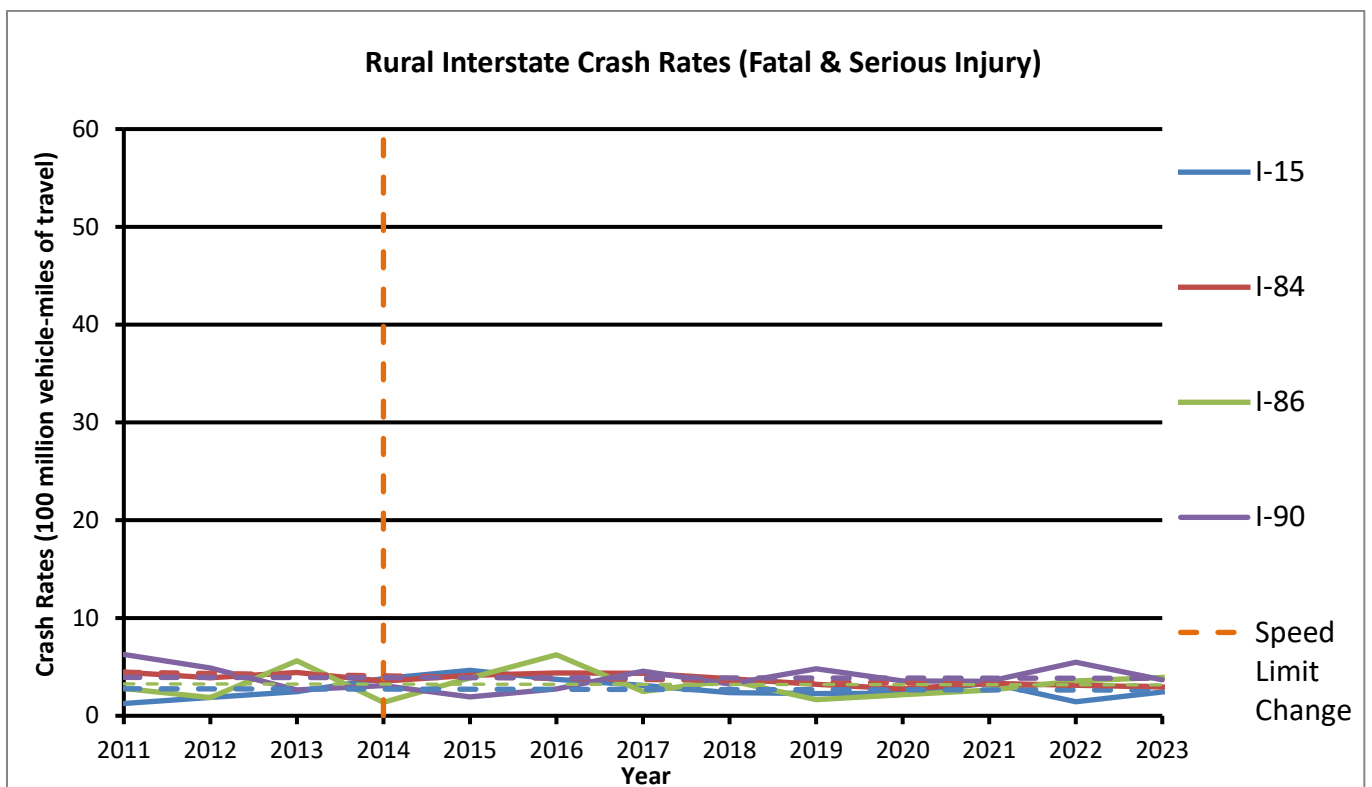


Figure 20 Crash Rates for Fatal & Serious Injury Crashes on Interstates 15, 84, 86 and 90

Trend lines are included in Figures 18, 19 and 20 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 21 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 1.38 VMT (Figure 22). On average, fatal crash rates along the 80 mph corridor are similar to, if not better than, national fatal crash rates.

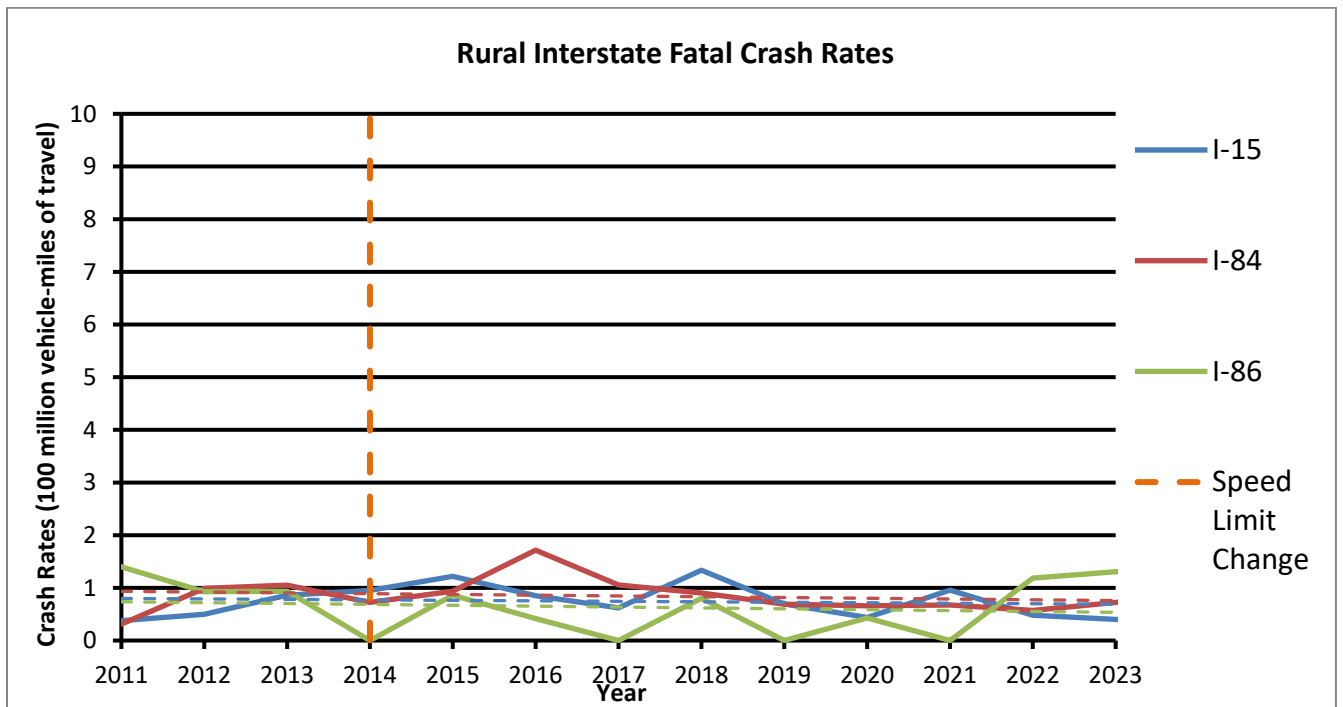


Figure 21 Crash Rates for Fatal Crashes on Interstates 15, 84, and 86

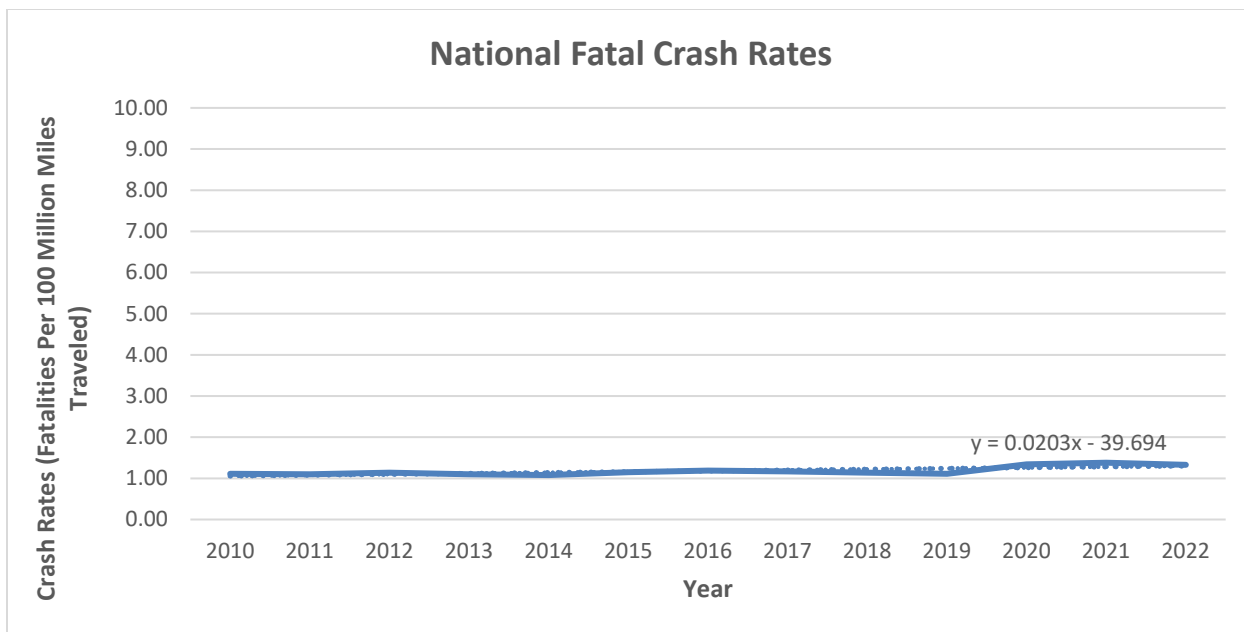


Figure 22 National Crash Rates (National Highway Traffic Safety Administration)



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 10/16/24

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☒ Action with Resolution ☐ Time Needed: 10 min

Presenter's Name Brendan Floyd	Presenter's Title Transportation Policy Specialist
Preparer's Name Brendan Floyd	Preparer's Title Transportation Policy Specialist

Subject

ITD Annual Administrative Rules Proposed Language		
Key Number	District	Route Number

Background Information

This agenda item covers the department's administrative rules review under Governor Little's Zero-Based Regulation Executive Order, which compels agencies to review all of their rules over the course of a five-year period. By eliminating redundancies outdated information, the department continues to support the Governor's Red Tape Reduction. Additionally, the department has proposed to modify rule 39.03.41 to comply with the federal Manual on Uniform Traffic Control Devices.

The rules scheduled for review this year and presentation to the 2025 Legislature include:

- 39.02.03 - Rules Governing Vehicle Dealer's Principal Place of Business and Claims to the Idaho Consumer Asset Recovery Fund
- 39.02.75 - Rules Governing Names on Drivers' Licenses and Identification Cards
- 39.03.41 - Rules Governing Traffic Control Devices
- 39.03.60 - Rules Governing Outdoor Advertising, Accident Memorials, and Other Official Signs
- 39.03.65 - Rules Governing Traffic Minute Entries

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

The rules were published as "Proposed" in the October Administrative Bulletin and are currently open for a second round of public comments, running October 2 through October 23, 2024.

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

The department will seek the Board's adoption of these rules as pending for the 2025 legislative session in November's board meeting.

Recommendations *(Action items require a resolution)*

Summary of Idaho MUTCD Rule - 39.03.41

The proposed rule incorporates by reference the Manual on Uniform Traffic Control Devices for Streets and Highways, effective January 18, 2024. Key additions, deletions, and continuances from the existing are listed below.

(1) Corrections to Known Errors. From the time the 11th Edition of the MUTCD became available for use, FHWA has been compiling and verifying a list of known errors. This is a typical part of the process. Many of the errors are of a typographical or grammatical nature, and none of these were addressed in the proposed rulemaking. However, some of the known errors are substantive, and could result in ambiguity and confusion if not addressed, so corrections to guidance, options, and support statements have been included in the proposed rulemaking. Examples of these are incorrect references to specific signs and incorrect section references.

(2) Idaho law specifically requires drivers to “yield to,” not “stop for” pedestrians in an uncontrolled crosswalk. This was addressed in previous versions of the rule and has been included in the proposed rule with some minor changes for clarification and to update wording used in the new MUTCD.

(3) Photo enforcement, high-occupancy vehicle lanes, light rail transit, priced managed lanes, and toll facilities. None of these are used in Idaho, but each topic has significant content in the MUTCD that is not pertinent to Idaho, so the proposed rule now specifically states that.

(4) Work zone and school zone speeding. Speeding is the only violation addressed in Idaho law for enhanced penalties in work zones and school zones, and there are specific requirements to enforce the violations. Although the existing rule included the signing to accomplish this, the changes in the proposed rule add further clarification and guidance.

(5) Memorial signing. Since the existing rule was adopted, the Idaho legislature designated two additional routes that need to be added to the proposed rule. However, twelve paragraphs of this section from the previous rule were removed from the proposed rule because they are already adequately addressed, either in the new edition of the MUTCD or in the ITD Traffic Manual.

(6) Logos and Tourist Oriented Directional Signing (TODS) Policies. The two sections in the previous rule that referenced ITD’s Logos and TODS policies were removed from the proposed rule because they are already adequately addressed, either in the new edition of the MUTCD or in the ITD Traffic Manual.

(7) School zone signing. School zone signing is not standardized or consistent in Idaho. In particular, the phrase “when children are present” is ambiguous and hard to enforce, especially without supplemental signing referring to specific days of the week and/or hours of the day. However, because Idaho Code 49-658 specifically cites the “when children are present” plaque, the proposed rule now includes that plaque but addresses in some detail the preferred hierarchy for school zone signs and the need to

include days of the week and/or times of day plaques when using the “when children are present” plaque.

(8) Slow Vehicle Turn-Outs. A Slow Vehicle Turn-Out sign that is used in Idaho but not in the MUTCD was added to the proposed rule. However, most of the “slow vehicle” section from the previous rule was removed from the proposed rule because it is already adequately addressed, either in the new edition of the MUTCD or in the ITD Traffic Manual.

(9) Truck restrictions and requirements. Idaho has specific definitions for trucks that relate to speed limits, weight limits and length restrictions. Because the signs that pertain to each of these limits are regulatory signs unique to Idaho, they are included in the proposed rule.

(10) Open Range sign. This warning sign is an Idaho-specific sign that is not found in the MUTCD and is included in the proposed rule for the first time.

2025 ITD PROPOSED ADMINISTRATIVE RULE CHANGES



YOUR *Safety* • • • ► YOUR *Mobility* • • • ► YOUR *Economic Opportunity*

39.02.03 – RULES GOVERNING VEHICLE DEALER’S PRINCIPAL PLACE OF BUSINESS AND CLAIMS TO THE IDAHO CONSUMER ASSET RECOVERY FUND

000. LEGAL AUTHORITY.

This rule is adopted under the authority of Sections 49-201(1) ~~and 49-1608F(9)~~, Idaho Code, ~~and the Vehicle Dealer Act, Chapter 16, Title 49, Idaho Code.~~ (3-31-22)

001. ~~TITLE AND SCOPE~~PURPOSE.

~~01. Title. This rule will be titled IDAPA 39.02.03, “Rules Governing Vehicle Dealer’s Principal Place of Business and Claims to the Idaho Consumer Asset Recovery Fund.”~~ (3-31-22)

~~02. Scope. This rule clarifies terms used in the definition of “principal place of business” and provisions regarding these terms and~~ prescribes procedures for the payment of claims from the Idaho Consumer Asset Recovery Fund. (3-31-22)

002. -- 009. (RESERVED)

010. DEFINITIONS.

01. Vehicle Dealer File System. Books, records and files, necessary to conduct the business of a vehicle dealership. ~~In accordance with the Vehicle Dealer Act, R~~ records shall will be securely kept by the dealership in such order that they can be readily inspected by a Department Investigator. Such records and files may be kept electronically, as long as such records can be verified by the dealership as true and correct copies of the original records. Physical records or files retained by the dealership may be stored at an off-site location. The dealership must will notify the department 30 days in advance of the address of the off-site location prior to moving such records. Records or files stored off-site must will be made available to the department within 3 business days upon request. The files and records shall will contain but are not limited to: (3-31-22)

- a. Physical or electronic sales invoices for current and two (2) preceding years; (3-31-22)
- b. Physical or electronic copies of purchase orders for vehicles purchased for current and two (2) preceding years; (3-31-22)
- c. Physical or electronic copies of title application forms accessible in numerical order; (3-31-22)
- d. Written or electronic records of vehicles bearing new or used dealers’ number plates and their use by a manufacturer, vehicle dealer, or full-time licensed salespersons searchable by date, time or plate number; (3-31-22)
- e. Written or electronic records for loaner plates searchable by date, time or plate number; (3-31-22)
- f. Copies or electronic records of Wholesale Dealer Forms records showing, all transactions, as applicable searchable by date or name of consignee; (3-31-22)
- g. Physical or electronic odometer disclosure records for non-exempt vehicles; and (3-31-22)
- h. Physical or electronic records of consignment agreements, as specified in Section 49-1636, Idaho Code. (3-31-22)
- i. All electronic records must will be created in a secure manner to prevent such records from being altered. Electronic copies of records must will be legible, complete, and an accurate reproduction of the original business record. (3-31-22)

j. All electronic copies of records ~~shall~~will be supplemented with a back-up copy of the electronic records, ~~either retained on-site or an off-site location, which permits the business record to be retrieved within three (3) business days.~~ (3-31-22)

k. Any device, server, network device, or any internal or external storage medium which stores the electronic records ~~must~~will have security access controls and physical security measures to protect the records from unauthorized access, viewing, or alteration. (3-31-22)

l. Any dealer storing electronic or physical records that contain personal information ~~shall~~will ensure that disposal of any records be completed in a secure manner, by shredding, erasing, or otherwise modifying the personal information to make it unreadable or undecipherable through any means. (3-31-22)

02. Vehicle Dealer Sign Requirements. An exterior sign permanently affixed to the land or building, with clearly visible letters, visible to major avenue of traffic meeting local building or zoning codes with the trade name of the dealership clearly visible ~~is required from fifty (50) feet. Wholesale dealer signs may be painted on the window of the office next to the entrance door of sufficient size to be easily read by prospective customers. A suggested retail sign size is twenty four (24) square feet, with a minimum of four (4) inch letters.~~ (3-31-22)

03. Telephone. A ~~business~~ phone that has a publicly published business number ~~and listing in a local telephone directory~~ in the name of the dealership. Business phones ~~shall~~will be answered during declared business hours, in the name of the licensed dealer. ~~The telephone may be answered in person, by an answering machine, or at a remote location in person.~~ (3-31-22)

011. -- 099. (RESERVED)

100. GENERAL PROVISIONS.

01. Physical or Electronic Records System Inspection. A vehicle dealer ~~shall~~will make available all books, records and files maintained at the dealership location for immediate inspection for cause or complaint, or ~~within three (3) business days if records are stored at an approved off-site location~~ for random compliance review by a peace officer or authorized agent of the Department. (3-31-22)

02. Dealer Title Fee Disclosure. ~~A dealer may reflect the payment of a state required title fee as specified by Section 49-202(2)(b), Idaho Code, however:~~ (3-31-22)

a. The fee ~~must~~will be clearly identified as a "TITLE FEE"; (3-31-22)

b. The fee ~~must~~will be shown as the exact amount required by law; (3-31-22)

c. Any documentation fees charged ~~must~~will be clearly listed separately from other fees and identified to the customer as dealer document preparation fees that are subject to sales tax as part of the purchase price of the vehicle.

~~**03. Surety Bond.** A valid bond in the amount required by Section 49-1608D, Idaho Code, for three (3) years after initially licensed, unless otherwise provided by code;~~ (3-31-22)

04. Idaho Consumer Asset Recovery (ICAR) Fund. (3-31-22)

a. All licensed dealers will pay the annual fee as set by the Idaho Consumer Asset Recovery (ICAR) Board as required by Section 49-1608C, Idaho Code, unless otherwise provided by code. (3-31-22)

b. The ICAR fund fee will be set by the ICAR Board annually to be effective the following January 1. Such fee ~~shall~~will be posted on the Department web site and all applicable forms for dealer licensing. (3-31-22)

~~**05. Liability Insurance.** A valid liability insurance policy as required by Section 49-1608A, Idaho Code.~~ (3-31-22)

06. Declared Business Hours. All licensed dealers shall declare in writing to the Department the regular business hours that their dealerships are open and when they are available to be contacted by the Department or their customers. ~~All wholesale dealers shall declare in writing to the department the regular hours that their dealerships are open and when they are available to be contacted by the department or their customers.~~ (3-31-22)

07. Vehicle Dealer License Suspension. Any dealer not meeting the requirements of ~~the Vehicle Dealer Act~~ Title 49, Idaho Code ~~shall~~will be subject to suspension of an existing dealer license or refusal by the Department to issue a new dealer license. (3-31-22)

- a. The Department's agent will give written notice of deficiencies to the dealer or applicant. (3-31-22)
- b. At its discretion the Department may give the licensed dealership a reasonable amount of time to comply. (3-31-22)
- c. Upon compliance, the license will be reinstated or issued. (3-31-22)

101. -- 199. (RESERVED)

200. IDAHO CONSUMER ASSET RECOVERY FUND CONTROL BOARD ADMINISTRATION.

01. Quorum. A majority of the members of the Idaho Consumer Asset Recovery Control (ICAR) Board established pursuant to Section 49-1608C, Idaho Code, constitutes a quorum. A quorum is required for voting on any ICAR claims. The ICAR Board chairman presides over ICAR Board meetings. The ICAR Board operates in compliance with Idaho open meeting laws. (3-31-22)

02. Voting. All members of the ICAR Board constituting the quorum are entitled to vote in consideration of any payment of a claim pursuant to Section 49-1608F, Idaho Code. (3-31-22)

03. Actual Loss or Damages. As provided for in Section 49-1608E, Idaho Code, "actual loss or damages", means: The total cost to the purchaser, as set forth in a final judgement, of the loss directly resulting in a violation, by a dealer, of the provisions of Title 48, Chapter 5 6 or Title 49, Chapter 5 or Section 49-1418, Idaho Code; including such things as repairs, inspections and loss of resale value. The term includes the attorney fees and costs in bringing suit against the dealer, and includes pre-judgement, but not post-judgement interest. "Actual Loss or Damages" ~~shall~~will not include such things as treble damages, expectation damages nor consequential damages resulting from dealer fraud. (3-31-22)

04. Complete and Complaint Claims. All ICAR claims will be initiated by filing the complete claim with the Idaho Transportation Department DMV Administrator. When a proper ICAR claim has been received, staff will review the claim for completeness and compliance with these rules and the provisions of Title 49, Chapter 16, Idaho Code. If the claim is complete and in compliance with statute and these rules, the ICAR Board will send notification per Section 49-1608F(5), Idaho Code, to the subject vehicle dealer with a demand that the dealer satisfy the judgement within thirty (30) days. (3-31-22)

a. Should the dealer fail to satisfy the judgment within thirty (30) days of notice from the ICAR Board, staff will provide the ICAR Board and the claimant a staff-recommended amount of the claim. If the claimant agrees with the staff-recommended payment amount, the ICAR Board will issue a final order either adopting or rejecting the staff recommended claim payment amount. (3-31-22)

b. Should the claimant disagree with the proposed amount to be paid on the claim, the claimant may request an administrative hearing under the provisions of Title 67, Chapter 52, Idaho Code, within 10 business days of receipt of notification. The department will appoint a qualified hearing officer to hear the claim, take testimony and review evidence; and issue findings of fact, conclusions of law and provide a recommended order. (3-31-22)

c. Upon receipt of the recommended order from the hearing officer, the ICAR Board will issue a final order either adopting or rejecting the hearing officer's recommendation of the claim payment amount. (3-31-22)

d. Final orders of the ICAR Board may be subject to judicial review under the provision of Title 67, Chapter 52, Idaho Code. (3-31-22)

201. -- 299. (RESERVED)

~~300. — PENALTIES.~~

~~A dealer violating this rule is subject to license suspension for a period not to exceed six (6) months. — (3-31-22)~~

301. -- 999. (RESERVED)

39.02.75 – RULES GOVERNING NAMES ON DRIVERS' LICENSES AND IDENTIFICATION CARDS

000. LEGAL AUTHORITY.

Under the authority of Sections 49-201, 49-306, 49-315, 49-318, 49-319, and 49-2443, Idaho Code, the Department adopts the following rule. (3-31-22)

001. ~~TITLE AND SCOPE~~ PURPOSE.

~~01. Title. This rule is titled IDAPA 39.02.75 “Rules Governing Names on Drivers’ Licenses and Identification Cards,” IDAPA 39, Title 02, Chapter 75. (3-31-22)~~

~~02. Scope. The purpose of t~~This rule ~~is to provide~~s procedures and criteria for County Sheriffs and the Idaho Transportation Department to record and format names, ~~and to allow surnames and hyphenated names~~ on drivers’ licenses and identification cards. (3-31-22)

002. -- 099. (RESERVED)

100. GENERAL PROVISIONS.

01. **Punctuation Marks.** The only punctuation marks which may be used in a name are ~~the comma (,), apostrophe (’), and the hyphen (-)~~ those allowed by the North American Card Design Standard. ~~A hyphen is allowed in the last name only, and may occur once. A comma can only be used between the last name and the first name. (3-31-22)~~

02. **Full Name Requirements.** If a full name has more characters than the department automated system allows, the last name and first name must be written out fully. ~~The, and the~~ middle name can be initialized ~~and then the full middle name entered on the comment line of the application.~~ If there is a designator, it will follow the middle initial. If the name still has more characters than the department automated system allows, the first and middle names can be initialized ~~and the full first and middle names entered on the comment line of the application.~~ (3-31-22)

101. -- 199. (RESERVED)

200. CRITERIA.

01. **Legal Name.** The name on the certified original birth certificate will be used unless a name changes due to: (3-31-22)

- a. Marriage; (3-31-22)
- b. Divorce; or (3-31-22)
- c. Court Order. (3-31-22)

~~02. Stepparents' Name. An applicant is not allowed to use a stepparent's last name, except by court order or other documents may be accepted to change a name, on approval by the Idaho Transportation Department.~~ (3-31-22)

03. Driver's License and Identification Card Names. The name printed on the driver's license or identification card will be maintained in the Idaho Transportation Department records in the following order: (1) Last name, (2) First name, (3) Middle name, (4) Designator ~~(if applicable (see Subsection 200.04))~~. An applicant may not have a driver's license and an identification card in different names. An applicant may add a middle name by providing a certified original copy of the applicant's: (3-31-22)

a. Birth Certificate; (3-31-22)

b. Court Order; or (3-31-22)

c. Divorce Decree. (3-31-22)

04. Designations of Names. The designations of I, II, III, etc., will become first (1st), second (2nd), third (3rd), etc., and will appear after the middle name. The designators of JR and SR (no periods allowed) will be permitted and will appear after the middle name. The JR and SR designators will be permitted only if there is proof that the other individual exists, by way of an original certified copy of a birth certificate. (3-31-22)

05. Married Applicant's Name. (3-31-22)

a. A married applicant is permitted to use either their birth last name or the birth last name of their spouse as the last name or as the middle name, or may hyphenate their current last name with their spouse's last name to form the last name. In no case ~~under any of these stated options shall~~ will any applicant have more than one (1) hyphen in their last name. (3-31-22)

b. Married applicants may choose to use different hyphenated last names. (3-31-22)

c. Married applicants who choose to have the same hyphenated last name may hyphenate their last names in any order. (3-31-22)

d. Married applicants who already have hyphenated last names may: (3-31-22)

i. Use the hyphenated name of their spouse or retain their own hyphenated name; or (3-31-22)

ii. Combine part of their own hyphenated name and part of the hyphenated name of their spouse. (3-31-22)

e. An applicant who is established in department records with a hyphenated last name due to marriage and wants to drop the first part or the second part of the hyphenated name ~~must~~ will provide, ~~as required by the department,~~ the following: (3-31-22)

i. A certified copy of a birth certificate; and/or (3-31-22)

- ii. A certified copy of a marriage certificate; and/or (3-31-22)
- iii. A certified copy of a divorce decree; and/or (3-31-22)
- iv. A certified copy of a death certificate. (3-31-22)

06. Divorced Applicant's Name. A divorced applicant who wants to use their original birth last name, or a surname from a previous marriage, but does not have a divorce decree indicating the new name, is allowed to submit the following documents to the County Sheriff or the Idaho Transportation Department: (3-31-22)

- a. Original certified copy of the birth certificate showing the original last name; or (3-31-22)
- b. Original certified copies of the marriage certificate and the divorce decree, as evidence to change the name. (3-31-22)

07. Applicant's First Name. An applicant is not allowed to change their first name except by court order. (3-31-22)

08. Common Law Marriage. Common law marriages created prior to January 1, 1996 will, for the purposes of this rule, be treated as a valid marriage. An affidavit of agreement is required, which includes: (3-31-22)

- a. The signatures of both the husband and the wife; (3-31-22)
- b. The date they became married under common law; and (3-31-22)
- c. Other documents verifying the marriage (subject to the approval of the Idaho Transportation Department). (3-31-22)

09. Change of Name on Record. Once a name is established in the Idaho Transportation Department records, a court order, marriage license, or divorce decree will be required to change the name and record. (3-31-22)

10. Titles or Nicknames. An applicant is not allowed to use titles or nicknames. (3-31-22)

201. -- 299. (RESERVED)

300. PROCEDURES.

01. Verification of Name. First-time applicants for a driver's license or identification card ~~must~~will provide the County Sheriff's issuing office with one (1) of the following in order to verify their name: (3-31-22)

- a. Original certified copy of the birth certificate; (3-31-22)
- b. Court order; (3-31-22)
- c. Original certified copy of the marriage license; (3-31-22)

- d. Divorce decree (if applicable); (3-31-22)
- e. Driver's license from another state or country that is current or if expired, has been expired for less than five (5) years; or (3-31-22)
- f. A valid, unexpired passport. (3-31-22)

02. Surrendering Driver's License or Identification Card. Applicants for license or identification card renewals or duplicates must will surrender the previous driver's license or identification card. Name changes are allowed if the criteria in Section 200 are met. (3-31-22)

~~**03. Surrendering Duplicate Driver's License or Identification Cards.** Applicants for duplicate drivers' licenses or identification cards must surrender the previous driver's license or identification card (if applicable). Name changes are allowed if the criteria in Section 200 are met. (3-31-22)~~

04. Document Approval by the Department. Other documents may be accepted to change a name, on approval by the Idaho Transportation Department. (3-31-22)

301. -- 999. (RESERVED)

39.03.41 – RULES GOVERNING TRAFFIC CONTROL DEVICES

000. LEGAL AUTHORITY.

The Idaho Transportation Board adopts this rule under the authority of Section 40-312(1), Idaho Code, to meet the provisions of Sections 40-313(1) and 49-201(3), Idaho Code. (3-31-22)

001. ~~TITLE AND SCOPE~~ PURPOSE.

~~01. Title. This rule is titled IDAPA 39.03.41, “Rules Governing Traffic Control Devices,” IDAPA 39, Title 03, Chapter 41.~~ (3-31-22)

~~02. Scope. It is the purpose of this rule to establish~~ es standards, guidance, options, and supporting information for the design, construction and implementation of traffic control devices. (3-31-22)

002. – 003. (RESERVED)

004. INCORPORATION BY REFERENCE.

The “Manual on Uniform Traffic Control Devices for Streets and Highways” is published by the Federal Highway Administration of the U.S. Department of Transportation. The ~~2009 11th~~ edition including revisions 1 and 2 of the Manual with an effective date of ~~June 13, 2012~~ January 18, 2024, is hereby incorporated by reference and made a part of the Rules of the Idaho Transportation Department. The following conforming additions to the Manual are adopted by the Idaho Transportation Board: (3-31-22)

~~01. Section 1A.10, Interpretations, Experimentations, Changes, and Interim Approvals. On page 7, delete paragraphs 19 and 20.~~ (3-31-22)

~~02~~ 01. ~~Section 1A.11~~ 05, Relation to Other Documents. (3-31-22)

a. On page ~~73~~, replace paragraph 01 as follows:

01 To the extent that they are incorporated by specific reference, the latest editions of the following publications, ~~or those editions specifically noted,~~ shall be a part of this Manual: “Standard Highway Signs ~~and Markings~~” ~~book~~ publication, the Idaho Transportation Department Supplement to the “Standard Highway Signs ~~and Markings~~” ~~book~~ publication; and “Color Specifications for Retroreflective Sign and Pavement Marking Materials” (appendix to subpart F of Part 655 of Title 23 of the Code of Federal Regulations).

(3-31-22)

~~b. Add the following to the end of paragraph 04:~~

~~43. “Standards and Procedures for Specific Service Signs,” 20XX Edition (ITD)
44. “Standards and Procedures for Tourist Oriented Directional Signs (TODS) for Motorist Services Facilities Along the State Highway System Except Fully Controlled Access Highways,” 20XX Edition (ITD)~~

(3-31-22)

02. Section 1B.02 State Adoption and Conformance. On page 4, insert the following after paragraph 03:

04: Photo enforcement is not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to photo enforcement in this manual are not applicable in Idaho and shall not be used.

05: High-occupancy vehicle lanes are not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to high-occupancy vehicle lanes in this manual are not applicable in Idaho and shall not be used.

06: Light rail transit is not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to light rail transit in this manual are not applicable in Idaho and shall not be used.

07: Toll facilities and priced managed lanes are not used in Idaho. All signs, pavement markings, signals, and other traffic control devices pertaining exclusively to toll facilities and/or priced managed lanes are not applicable in Idaho and shall not be used.

03. Section 1B.06 Changes to the MUTCD. On page 9, paragraph 04, replace the phrase “futurefor consideration in the next rulemaking” with “future rulemaking.”

04. Section 1B.07 Interim Approvals. On page 11, delete paragraph 11.

05. Section 1C.02 Definitions of Words and Phrases Used in this Manual. On page 17, add the following to definition 77:

Where used in Idaho Code, the terms “traffic engineering study,” “traffic study,” “engineering and traffic investigation,” “engineering or traffic investigation,” and “engineering and traffic study” shall mean the same as “engineering study.”

0306. Table 2B-1. Regulatory Sign and Plaque Sizes. On page 46, remove R1-5b, “Stop Here for Peds,” R1-5e, “Stop Here for Pedestrians,” R1-6a, and R1-9a. (3-31-22)

- a. On page 68, delete line 8.
- b. On page 68, line 9, delete “(Stop Here for)” from the first column and delete “,5e” from the second column.
- c. On page 68, line 10, delete “(Stop)” from the first column and delete “,6a” from the second column.
- d. On page 68, line 11, delete “(Stop)” from the first column and delete “,6e” from the second column.
- e. On page 68, line 12, delete “(Stop)” from the first column and delete “,9a” from the second column.
- f. On page 68, line 16, add “,201P” after “2P.”
- g. On page 68, delete lines 17, 18 and 28.
- h. On page 72, line 7, replace “All-Terrian” with “All-Terrain.”
- i. On page 73, line 18, replace “R13-1” with “R13-101,” replace both instances of “72 x 54” with “108 x 48,” replace “96 x 72” with “144 x 60,” and replace “132 x 90” with “180 x 84.”
- j. On page 73, after the “Weight Limit” (R12-5) sign, insert a “Trailer Length Limit” sign with “R12-501” in the Sign Designation column, “2B.64” in the Section column, and “60 x 42” in each of the Conventional Road columns.
- k. On page 73, to the bottom of the table, add a “Chains Required on Non-Exempt Commercial Vehicles” sign with “R16-201” in the Sign Designation column, “2B.69a” in the Section column, “132 x 72” in both Conventional Road columns and the Freeway column.

07. Section 2B.10 Yield Control. On page 77, replace paragraph 02 as follows:

02 Yield control should be considered when engineering judgment indicates that all of the following conditions exist:

- A. Intersection sight distance is adequate on the approaches to be controlled by YIELD signs.
- B. All approaches to the intersection are a single lane and there are no separate turn lanes.
- C. One of the following crash-related criteria applies:
 1. For changing from no intersection control to yield control, there have been two or more reported crashes in the previous 12 months that are susceptible to correction by the installation of a YIELD sign.
 2. For changing from minor road stop control to yield control, there have been two or fewer reported crashes in the previous 12 months.
- D. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection averages less than 1,800 units per day or 140 units in the peak hour.
- E. The angle of intersection is between 90 and 75 degrees.
- F. The functional classification of the intersecting streets is either the intersection of two local streets or the intersection of a local street with a collector street.

~~0408.~~ **Section 2B.1119. Yield Here To Pedestrians Signs and Stop Here For Pedestrian Signs (R1-5 Series).** On page ~~54-81~~ delete “and Stop Here For Pedestrian” from the title. ~~R~~replace the Section with the following:

Section 2B.19 Yield Here To Pedestrians Signs (R1-5 Series)

Support:

~~01~~ The R1-5 series signs are intended to mitigate the scenario that can place pedestrians at risk by blocking other drivers’ view of pedestrians and by blocking the pedestrians’ view of the vehicles approaching in the adjacent lanes.

~~02~~ State law requires drivers to yield to a pedestrian in an uncontrolled crosswalk.

Standard:

~~0103~~ Yield Here To Pedestrians (R1-5, R1-5a, and R1-5d) signs (see Figures 2B-2 and 7B-1) shall be used if yield lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. The legend Stop Here For Pedestrians shall not be used. The legend STATE LAW shall not be displayed on the R1-5 series signs.

Support:

~~02~~ Idaho law requires drivers to yield to a pedestrian in an uncontrolled crosswalk.

Guidance:

~~0304~~ If yield lines and Yield Here To Pedestrian signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16-19 and Figure 3B-1716), and parking should be prohibited in the area between the yield line and the crosswalk.

~~04~~ Yield lines and Yield Here To Pedestrian signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.

Standard:

~~05~~ When used with a School Crossing assembly within school zones (see Part 7), the R1-5a sign shall be used in place of the R1-5 sign in accordance with Paragraph 03 of this Section.

~~06~~ When used with a Trail Crossing assembly (see Section 2C.54), the R1-5d sign shall be used in place of the R1-5 sign in accordance with Paragraph 03 of this Section.

Guidance:

~~07~~ When Yield Here to Pedestrians signs are provided in advance of a crosswalk across a multi-lane approach, parking should be prohibited in the area between the yield line and the crosswalk.

~~08~~ Yield lines and Yield Here To Pedestrian signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.

Option:

~~0509~~ Yield Here To Pedestrian signs may be used in ~~advance of a crosswalk that crosses an uncontrolled multi-lane approach to indicate to road users where to yield~~ accordance with Paragraphs 03 through 05 of this Section even if yield lines are not used.

~~0610~~ A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where Yield Here To Pedestrian signs have been installed in advance of the crosswalk.

~~07~~ The legend STATE LAW may be displayed at the top of the R1-5 and R1-5a signs.

Standard:

~~0811~~ If a W11-2 sign has been post-mounted at the crosswalk location where a Yield Here To Pedestrians sign is used on the approach, the Yield Here To Pedestrian sign shall not be placed on the same post as or block the road user’s view of the W11-2 sign.

Option:

~~09~~¹² An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To Pedestrians sign on the approach to the same crosswalk.

~~10~~¹³ In-Street Pedestrian Crossing signs and Yield Here To Pedestrian signs may be used together at the same crosswalk.

(3-31-22)

~~05~~⁹. Section 2B.~~12~~²⁰, In-Street and Overhead Pedestrian and Trail Crossing Signs (R1-6, ~~R1-6a~~, R1-9, and R1-9a 9 Series).

(3-31-22)

- a. On page ~~55~~⁸¹ delete R1-6a and R1-9a from the title. Replace paragraph 01 as follows:

Option:

01 The In-Street Pedestrian Crossing (R1-6) sign (see Figure 2B-2), In-Street Trail Crossing (R1-6d) sign (see Figure 2B-2), ~~or the Overhead Pedestrian Crossing (R1-9) sign (see Figure 2B-2)~~, or the Overhead Trail Crossing (R1-9d) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. The legend STATE LAW may be displayed at the top of the R1-6 and R1-9 signs. On the R1-6 sign, the legend YIELD may be used instead of the appropriate YIELD sign symbol.

(3-31-22)

- b. On page ~~56~~⁸³, replace paragraphs ~~08 and 09~~ and add paragraph ~~09a~~⁰³ as follows:

Standard:

~~08 The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at crosswalks on approaches controlled by a traffic control signal, pedestrian hybrid beacon, or an emergency vehicle hybrid beacon.~~

~~09~~⁰³ The ~~legend~~ STOP FOR PEDESTRIANS legend shall not be used on In-Street Pedestrian Crossing signs or Overhead Pedestrian Crossing signs.

- c. On page 83, add paragraph 06a as follows:

Support:

~~09a~~^{06a} ~~Idaho State~~ law requires drivers to yield to a pedestrian in an uncontrolled crosswalk.

(3-31-22)

- e. On page 56, add paragraph 11a as follows:

~~11a The In-Street Pedestrian Crossing sign or the Overhead Pedestrian Crossing sign may be used at intersections or midblock pedestrian crossings with flashing beacons.~~

(3-31-22)

- d. On page 56, replace paragraph 15 as follows:

~~15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To Pedestrian signs may be used together at the same crosswalk.~~

(3-31-22)

~~06~~¹⁰. Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs. On page ~~55~~⁸², delete signs R1-5b, R1-~~5e~~, R1-6a, R1-6e, and R1-9a, and R1-9e.

(3-31-22)

11. Section 2B.21 Speed Limit Sign (R2-1). On page 85, paragraph 18, replace the phrase “Traffic Control Device Handbook” with “ITE Traffic Control Device Handbook – 2nd Edition, 2013.”

12. Figure 2B-3. Speed Limit Signs and Plaques. On page 86, delete signs R2-2aP, R2-2bP, R2-2cP, R2-6aP, and R2-10 and add the following sign:



R2-201P

13. Section 2B.22 Vehicle Speed Limit Plaques (R2-2P Series). On page 87:

a. Replace paragraph 01 with the following:

01 Where a special speed limit applies to trucks, the Truck Speed Limit (R2-2P) plaque shall be displayed below the Speed Limit (R2-1) sign, except as provided in Paragraph 2 of this Section.

b. Replace paragraph 03 with the following:

03 A 5 AXLES OR MORE OVER 13 TONS (R2-201P) plaque (see Figure 2B-3) may be used beneath the Truck Speed Limit Plaque (R2-2P) to reiterate the statutory definition of trucks.

14. Section 2B.25 Higher Fines Signs and Plaque (R2-6P, R2-10, and R2-11). On pages 87-88, replace the section with the following:

Section 2B.25 Higher Fines Sign and Plaque (R2-6P and R2-11)

Standard:

01 Except as provided in Paragraph 3 of this Section, if increased fines are imposed for traffic violations within a designated zone of a roadway, a FINES HIGHER (R2-6P) plaque (see Figure 2B-3) shall be used to provide notice to road users.

02 If an R2-6P plaque is posted to provide notice of increased fines for traffic violations, an END HIGHER FINES ZONE (R2-11) sign (see Figure 2B-3) shall be installed at the downstream end of the zone to provide notice to road users of the termination of the increased fines zone.

Guidance:

03 The FINES HIGHER plaque should be located at the beginning of the temporary traffic control zone and just beyond any interchanges, major intersections, or other major traffic generators.

Standard:

04 The Higher Fines signs and plaque shall have a black legend and border on a white rectangular background. All supplemental plaques mounted below the Higher Fines signs and plaque shall have a black legend and border on a white rectangular background.

05 The FINES HIGHER plaque shall be mounted below an applicable regulatory or warning sign in a temporary traffic control zone (see Section 6G.08), a school zone (see Section 7B.06), or other applicable designated zone.

Option:

06 The legend FINES HIGHER on the R2-6P plaque may be replaced by \$XX FINE (R2-6bP), or another legend appropriate to the specific regulation (see Figure 2B-3).

07 The following, listed in order of preference, may be mounted below an R2-6P plaque:

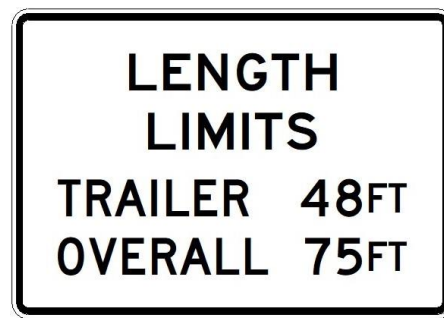
A. A WHEN FLASHING (S4-4P) plaque (see Figure 7B-1) if used in conjunction with a Speed Limit Sign Beacon (see Section 4S.04), or

B. A TIME OF DAY (S4-1P) plaque (see Figure 7B-1) specifying the times that the higher fines are in effect, if supplemented by an S4-6P plaque indicating the days of the week the higher fines are in effect, or

C. A WHEN CHILDREN ARE PRESENT (S4-2P) plaque (see Figure 7B-1), if supplemented by an S4-6P plaque indicating the days of the week the speed limit is in effect.

15. On page 136, change the heading at the top of the page to “**ROAD CLOSED, WEIGHT LIMIT AND TRAILER LENGTH LIMIT SIGNS.**”

16. **Figure 2B-30. Road Closed and Weight Limit Signs.** On page 136, change the figure title to “**Figure 2B-30. Road Closed, Weight Limit and Trailer Length Limit Signs**” and add the following sign:



R12-501

17. **Section 2B.64 Weight Limit Signs (R12-1 through R12-7).** On page 137, change the section title to “**Section 2B.64 Weight Limit and Trailer Length Limit Signs (R12-1 through R12-7 and R12-501)**” and add paragraph 07a as follows:

07a A TRAILER LENGTH LIMIT (R12-501) sign (see Figure 2B-30) may be used in advance of highways with length restrictions.

18. **Section 2B.65 Weigh Station Sign (R13-1).** On page 138, change the sign designation in the section title to “**R13-101**” and replace paragraphs 01 and 02 with the following:

Guidance:

01 An R13-101 sign with the legend **COMMERCIAL – FARM TRUCKS OVER 13 TONS HAZMAT OVER 5 TONS NEXT RIGHT (LEFT)** (see Figure 2B-31) should be used to direct appropriate traffic into an inspection station.

02 The R13-101 sign should be supplemented by the D8 series of guide signs (see Section 2D.51).

19. **Figure 2B-31. Truck Signs.** On page 139, replace the R13-1 sign with the following:

**COMMERCIAL - FARM
TRUCKS OVER 13 TONS
HAZMAT OVER 5 TONS
NEXT RIGHT**

R13-101

~~07. Section 2B.69, SLOW AND MOVE OVER FOR STOPPED VEHICLES WITH FLASHING LIGHTS (R16-101) sign. On page 102, add the following section:~~

~~Support:~~

~~01 State law requires drivers approaching stationary police, emergency, tow truck, or highway incident response vehicles to slow on two-lane highways and to slow and move over on multi-lane highways.~~

~~Option:~~

~~02 The SLOW AND MOVE OVER FOR STOPPED VEHICLES WITH FLASHING LIGHTS (R16-101) sign (see Figure 2B-33) may be used to inform road users of the state law on multi-lane highways.~~

~~Standard:~~

~~03 If used, the SLOW AND MOVE OVER FOR STOPPED VEHICLES WITH FLASHING LIGHTS sign shall only be used on highways with two or more lanes in each direction.~~

~~Option:~~

~~04 The legend STATE LAW may be displayed at the top of the SLOW AND MOVE OVER FOR STOPPED VEHICLES WITH FLASHING LIGHTS sign.~~

~~Standard:~~

~~05 If used, the legend STATE LAW shall be black with a black border on a yellow background.~~

(3-31-22)

~~08. Figure 2B-33. Slow and Move Over for Stopped Vehicles with Flashing Lights Sign. On page 102, add the following figure:~~

~~Figure 2B-33. Slow And Move Over For Stopped Vehicles With Flashing Lights Sign~~

(3-31-22)

20. On page 140, after Section 2B.69, add a new section as follows:

~~09. Section 2B.70~~69a, CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES (R16-201) sign. ~~On page 102, add the following section:~~

Standard:

01 When required by state law, CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES (R16-201) signs (see Figure 2B-34) shall be installed ~~when mountain passes are determined to be unsafe by the Idaho Transportation Department. If used, t~~**Two or more CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES signs shall be installed in advance of an area that has been provided for drivers to pull off of the highway to install chains on their tires (see Section 2L07).**

Support:

- 02 Commercial vehicles required to use chains include:
- Vehicles with a combined weight in excess of 26,000 pounds including a trailer with a rating of more than 10,000 pounds
 - Vehicles with weight in excess of 26,000 pounds
- 03 Commercial vehicles exempt from chain requirements include:
- Idaho Transportation Department vehicles used in the maintenance of the highway
 - School busses or other vehicles used to transport school children and teachers
 - Vehicles used by farmers to transport agricultural products, supplies, or farm equipment
 - Mail carrier vehicles
 - Motor carriers transporting forest products or chips
 - Motor carriers transporting mining products including sand, gravel, and aggregates, but not petroleum products
 - Tow trucks

Standard:

04 The CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES signs shall be removed or covered when the condition no longer applies.

05 The CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES sign shall have a black legend and border on a white background.

Option:

06 The legend STATE LAW may be displayed at the top of the CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES sign.

Standard:

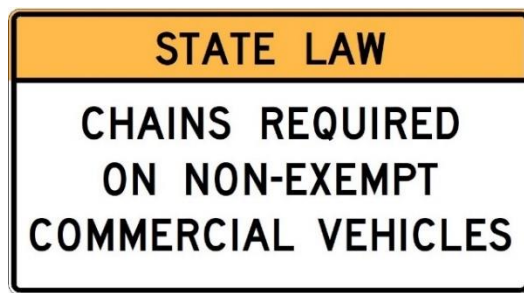
07 If used, the legend STATE LAW shall be black with a black border on a yellow background.

(3-31-22)

~~10. Figure 2B-34. Chains Required on Non-Exempt Commercial Vehicles Sign. On page 102, add the following figure:~~

Figure 2B-~~34~~³². Chains Required On Non-Exempt Commercial Vehicles Sign

(3-31-22)



R16-201

~~11. Section 2D-43, Street Name Signs (D3-1 or D3-1a).~~

(3-31-22)

~~a. On page 162, change the fifteenth paragraph under the Option statement to read as follows: The border may be omitted from a Street Name sign except on State Highways. (3 31 22)~~

21. Table 2C-1. Warning Sign and Plaque Sizes.

a. On page 149, after the “Bridge Ices Before Road” (W8-13) sign, insert a “Chains Recommended When Icy” sign with “W8-1301” in the Sign Designation column, “2C.30” in the Section column, “30 x 30” in the Conventional Road Single Lane column, “36 x 36” in the Conventional Road Multi-Lane column, and “48 x 48” in the Expressway and Freeway columns.

b. On page 150, after the “Ahead (plaque)” (W16-9P) plaque, insert an “Open Range” plaque with “W16-901P” in the Sign Designation column, “2C.57” in the Section column, and “30 x 24” in all road type columns.

22. Figure 2C-2. Examples of Warning Signs for Changes in Horizontal Alignment (Sheet 1 of 2).
On page 156:

a. Replace the “30 MPH” legends for signs W13-1P and W13-1aP with “35 MPH.”

b. Replace “30-mph” in Note 4 with “35-mph.”

23. Section 2C.12 Advisory Exit and Ramp Speed Signs (W13-2 and W13-3) and Combination Horizontal Alignment/Advisory Exit and Ramp Speed Signs (W13-6 through W13-13). On page 160, add the word “*Speed*” after the words “*Alignment/Advisory Exit*” in the second sentence of paragraph 09.

24. Section 2C.57 Use of Supplemental Warning Plaques. On page 195, add the following after paragraph 03:

Option:

04 The OPEN RANGE (W16-901P) plaque (see Figure 2C-16) may be used with the Cattle (W11-4) or Sheep (W11-17) Non-Vehicular Warning signs.

Support:

05 Open range is defined as “all unenclosed lands outside of cities, villages and herd districts, upon which by custom, license, lease, or permit are grazed or permitted to roam.”

Guidance:

06 Use of the OPEN RANGE plaque should be limited to areas defined in paragraph 05 of this section.

25. Figure 2C-16. Supplemental Warning Plaques. On page 195, add the following sign:



W16-901P

26. Section 2D.03 Size of Signs. On page 206, add “The dimensions of signs on extruded aluminum substrate may be increased to the nearest increment of 12 inches.” to the end of paragraph 03

27. Table 2D-1. Conventional Road Guide Sign and Plaque Sizes. On page 208, add a Slow Vehicle Turn Out sign with “D17-701” in the Sign Designation column, “2D.54” in the Section column, “72 x 36” in the Conventional Road column, and “96 x 60” in the Oversized column to the bottom of the table.

28. Table 2D-2. Recommended Minimum Letter and Numeral Sizes for Conventional Road Guide Signs According to Speed* (Sheet 2 of 2) B - Overhead-Mounted Signs. On page 211, replace the text “Interstate, U.S., State, or Off-Interstate Business Route Signs” with the text “Interstate or Off-Interstate.”

29. Figure 2D-2. Examples of Uses of Abbreviations on Guide Signs. On page 212, change the sentence that reads ““South” is a cardinal direction and may be abbreviated.” to ““South” is a pre-directional designation and may be abbreviated.”

30. Section 2D.08 Arrows. On page 215, replace the reference to “Section 2D.41” in paragraph 25 with “Section 2E.41.”

31. Section 2D.25 Temporary Detour Signs and Auxiliary Plaques. On page 221, replace paragraph 01 with the following:

01 Chapters 6H and 6I contain information regarding Temporary Detour signs and auxiliary plaques.

32. Section 2D.51 WEIGH STATION Signing (D8 Series). On page 261:

a. Replace the “D8-1” sign references in paragraph 07 with the words “D8-1 Series.”

b. Replace paragraph 05 with the following:

05 A Weigh Station (R13-101) regulatory sign (see Section 2B.65) may be located following the Advance Weigh Station Ahead sign (see Figure 2D-23).

33. Figure 2D-23. Example of Weigh Station Signing – Conventional Road. On page 262, replace the R13-1 sign with an R13-101 sign and delete the double asterisk and associated note.

34. Section 2D.54 Emergency and Slow Vehicle Turn-Out Signs (D17-5 through D17-7). On page 266, add a new paragraph 02a as follows:

02a In addition to the SLOW VEHICLE TURN-OUT (D17-7) sign, a SLOW VEHICLE TURN-OUT (D17-701) sign with a directional arrow (see Figure 2D-28) may be used immediately before the turn-out.

35. Figure 2D-28. Emergency and Slow Vehicle Turn-Out Signs. On page 266, add the following sign:



D17-701

12. Table 2E-1. Freeway or Expressway Guide Sign and Plaque Sizes. On page 186, replace the first 16 lines of the table with the following:

Sign or Plaque	Sign Designation	Section	Minimum Size
Exit Number (plaque)			
1-, 2-Digit Exit Number	E1-5P	2E-31	114 x 36
3-Digit Exit Number	E1-5P	2E-31	132 x 36

1-, 2-Digit Exit Number (with single letter suffix)	E1-5P	2E-31	138 x 36
3-Digit Exit Number (with single letter suffix)	E1-5P	2E-31	156 x 36
1-, 2-Digit Exit Number (with dual letter suffix)	E1-5P	2E-31	168 x 36
3-Digit Exit Number (with dual letter suffix)	E1-5P	2E-31	186 x 36
Left (plaque)	E1-5aP	2E-33	72x36
Left Exit Number (plaque)			
1-, 2-Digit Exit Number	E1-5bP	2E-31	114 x 60
3-Digit Exit Number	E1-5bP	2E-31	132 x 60
1-, 2-Digit Exit Number (with single letter suffix)	E1-5bP	2E-31	138 x 60
3-Digit Exit Number (with single letter suffix)	E1-5bP	2E-31	156 x 60
1-, 2-Digit Exit Number (with dual letter suffix)	E1-5bP	2E-31	168 x 60
3-Digit Exit Number (with dual letter suffix)	E1-5bP	2E-31	186 x 60

(3-31-22)

36. Section 2E.12 Size of Signs and Letters. On page 293, add “The dimensions of signs on extruded aluminum substrate may be increased to the nearest increment of 12 inches.” to the end of paragraph 03.

13. Section 2E.31, Interchange Exit Numbering. On page 212, substitute the following for the fourth sentence of paragraph 04: “The exit number plaque (E1-5P) (see Figure 2E-22) shall be thirty-six (36) inches in height and shall include the word “EXIT” along with the appropriate exit number.” (3-31-22)

37. Section 2E.54 Weigh Station Signage. On page 370, replace paragraph 05 with the following:

05 A Weigh Station (R13-101) regulatory sign (see Section 2B.65) may be added to the sign sequence as shown in Figure 2E-59.

38. Figure 2E-59. Example of Weigh Station Signage on Freeways. On page 372, replace the R13-1 sign with an R13-101 sign and delete the associated note.

39. Section 2I.03 General Service Signs for Freeways and Expressways. On page 482, remove the bold font from paragraph 26 to indicate an Option statement.

1440. Section 2M.10, Memorial or Dedication Signage. On page 339, replace the section with the following:

Support:

01 ~~Legislative bodies will occasionally adopt an act or resolution memorializing or dedicating a highway, bridge, or other component of the highway.~~ State law identifies the following as memorial highways or bridges in Idaho:

- Bennett Bay Bridge on I-90 as the “Veterans Memorial Centennial Bridge.”
- US-93 bridge over the Snake River as the “I.B. Perrine Bridge.”
- US-95 between Midvale and Cambridge as the “Stu Dopf Memorial Highway.”
- I-90 as the Purple Heart Trail
- SH-3 as the “North Idaho Medal of Honor Highway.”
- I-84 as the “Vietnam Veterans Memorial Highway.”
- US-20 as the “Idaho Medal of Honor Highway.”
- US-26 as the “POW/MIA Memorial Highway.”

- SH-6 between US-95 and the western city limits of the city of Potlatch as the “Bobby Chambers Memorial Highway.”

Guidance:

~~02 — Except as provided in Paragraphs 03 and 04, memorial or dedication names should not appear on or along a highway, or be placed on bridges or other highway components. If a route, bridge, or highway component is officially designated as a memorial or dedication, and if notification of the memorial or dedication is to be made on the highway right of way, such notification should consist of installing a memorial or dedication marker in a rest area, scenic overlook, recreational area, or other appropriate location where parking is provided with the signing inconspicuously located relative to vehicle operations along the highway.~~

Option:

~~03 — If the installation of a memorial or dedication marker off the main roadway is not practical, memorial or dedication signs may be installed on the mainline.~~

Guidance:

~~04 — Except as provided in paragraphs 06 and 07, freeways and expressways should not be signed as memorial or dedicated highways.~~

Standard:

~~05 — Where memorial or dedication signs are installed on the mainline, (1) memorial or dedication names shall not appear on directional guide signs, (2) memorial or dedication signs shall not interfere with the placement of any other necessary signing, and (3) memorial or dedication signs shall not compromise the safety or efficiency of traffic flow. Except as provided in paragraph 07, the memorial or dedication signing shall be limited to one sign at an appropriate location in each route direction, each as an independent sign installation. Sign location shall be determined by engineering judgement.~~

~~06 — Memorial or dedication signs shall be installed for the Veterans Memorial Centennial Bridge, I B Perrine Bridge, and North Idaho Medal of Honor Highway.~~

~~07 — The Purple Heart Trail, Vietnam Veterans Memorial Highway, and Idaho Medal of Honor Highway shall have memorial or dedication signs installed at each end of the highway and at intermediate locations along the highway.~~

Guidance:

~~08 — Memorial or dedication signs should have a white legend and border on a brown background.~~

Standard:

~~09 — Memorial or dedication signs shall be rectangular in shape. The legend displayed on memorial or dedication signs shall be limited to the name of the person or entity being recognized and a simple message preceding or following the name, such as “Dedicated to” or “Memorial Parkway.” Additional legend, such as biographical information, shall not be displayed on memorial or dedication signs. Except as provided in paragraph 10, decorative or graphical elements, pictographs, logos, or symbols shall not be displayed on memorial or dedication signs. All letters and numerals displayed on memorial or dedication signs shall be as provided in the “Standard Highway Signs and Markings” book (see Section 1A.11). The route number or officially mapped name of the highway shall not be displayed on the memorial or dedication sign~~

~~10 — The design of the Idaho Medal of Honor Highway sign shall include three different designs of the medal of honor.~~

Option:

~~11 — The lettering for the name of the person or entity being recognized may be composed of a combination of lower case letters with initial upper case letters.~~

Standard:

~~12 — Memorial or dedication names shall not appear on supplemental signs or on any other information sign on or along the highway or its intersecting routes.~~

Support:

~~13 — Named highways are officially designated and shown on official maps and serve the purpose of providing route guidance, primarily on unnumbered highways. A highway designated as a memorial or dedication is not considered to be a named highway. Section 2D.53 contains provisions for the signing of named highways.~~

(3-31-22)

~~15. — Section 2J.11, Signing Policy. On page 319, add the following after paragraph 01:~~

Support:

~~01a — The Idaho Transportation Department’s specific service signs policy can be found in “Standards and Procedures for Specific Service Signs” (see Section 1A.11).~~

(3-31-22)

~~16. — Section 2K.07, State Policy. On page 324, add the following after paragraph 02:~~

Support:

~~03 — The Idaho Transportation Department’s tourist-oriented directional signing policy can be found in “Standards and Procedures for Tourist Oriented Directional Signs (TODS) for Motorist Services Facilities Along the State Highway System Except Fully Controlled Access Highways” (see Section 1A.11).~~

(3-31-22)

41. — Section 3B.01 Yellow Center Line Pavement Markings. On page 540:

- a. Change the word “Guidance” between paragraphs 06 and 07 to “Support.”
- b. Remove the italics from paragraph 07 to indicate a Support statement.
- c. Insert the header “Guidance” between paragraphs 07 and 08.

42. — Section 3B.05 Pavement Markings for Two-Way Left-Turn Lanes. On page 546, change paragraph 06 to read: “Two-way left-turn lane markings should not extend to intersections (see definition in Section 1C.02) controlled by a highway traffic signal.”

43. Section 3B.17 Raised Pavement Markers Substituting for Pavement Markings. On page 572, change “Section 6J.02” in paragraph 04 to “Section 6J.03.”

17. Section 4D.044, Meaning of Vehicular Signal Indications. On page 451, in the second paragraph of Item C.1, substitute the following for the first sentence: “Except when a traffic control device is in place prohibiting a turn on red or a steady RED ARROW signal indication is displayed, vehicular traffic facing a steady CIRCULAR RED signal indication is permitted to enter the intersection to turn right or turn left from a one-way or two-way street into a one-way street, after stopping.”

44. Figure 4C-7. Warrant 4, Pedestrian Four-Hour Volume (70% Factor). On page 659, change the subheading below the figure title to “(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 35 MPH ON MAJOR STREET).”

45. Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor). On page 659, change the subheading below the figure title to “(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 35 MPH ON MAJOR STREET).”

46. Section 4F.02 Signal Indications for Left-Turn Movements – General. On page 684, delete paragraph 09.

47. Section 4F.09 Signal Indications for Right-Turn Movements – General. On page 693, delete paragraph 07.

48. Section 4F.16 Signal Indications for Approaches with No Through Movement. On page 707, delete item B of paragraph 11.

49. Section 4J.02 Design of Pedestrian Hybrid Beacons. On page 729, remove the word “STEADY” from paragraph 08.

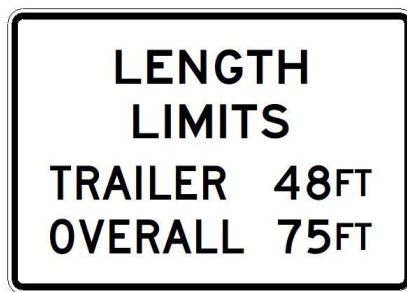
50. Section 4U.02 In-Roadway Warning Lights at Crosswalks. On page 757, insert paragraph number 02a at the beginning of the line following paragraph 02.

18. Table 6F-1. Temporary Traffic Control Zone Sign and Plaque Sizes. On page 578, remove R2-6aP, “Begin Higher Fines Zone,” R2-6bP, “Fines Double (plaque),” and R2-10, “\$XX Fine (plaque).” (3-31-22)

1951. Figure 6F-36G-1. Regulatory Signs and Plaques in Temporary Traffic Control Zones.

a. On page 584794, remove figures delete plaque R2-6aP, R2-6bP, and signs R2-10 and R2-12. (3-31-22)

b. On page 795, add the following sign:



R12-501

52. Section 6G.06 Weight Limit Signs (R12-1, R12-2, and R12-5). On page 795, change the section title to “**Section 6G.06 Weight Limit and Trailer Length Limit Signs (R12-1, R12-2, R12-5, and R12-501)**” and add the following after paragraph 02:

Option:

03 A TRAILER LENGTH LIMIT (R12-501) sign (see Figure 6G-1) may be used in advance of highways with length restrictions.

2053. Section 6B.126G.08, Work Zone and Higher Fines Signs and Plaques. On pages ~~586~~795 and 797, replace the section with the following:

Standard:

01 Where increased fines are imposed for exceeding a reduced speed limit, a FINES HIGHER (R2-6P) plaque (see Figure ~~6F-3~~6G-1) shall be installed as a supplement to a Speed Limit (R2-1) sign to identify the beginning point of the higher fines zone.

Support:

02 Law enforcement can assess higher fines if signs indicate the TTC zone, the reduced speed limit, and notice of the enhanced penalty for exceeding the reduced speed limit.

Guidance:

03 If a FINES HIGHER plaque is used with a Speed Limit sign, an END HIGHER FINES ZONE (R2-11) sign (see Figure ~~6F-3~~6G-1) should be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone.

Option:

~~04 A WORK ZONE (G20-5aP) plaque (see Figure 6G-1) may be installed above a Speed Limit sign to emphasize the speed limit in a TTC zone.~~

~~05 Individual signs and plaques for TTC zone speed limits and higher fines may be combined into a single sign or may be displayed as an assembly of signs and plaques.~~

~~04 Individual signs and plaques for TTC zone speed limits and higher fines may be combined into a single sign or may be displayed as an assembly of signs and plaques.~~

~~05 An END WORK ZONE SPEED LIMIT (R2-12) sign (see Figure 6F-3) may be installed at the downstream end of the reduced speed limit zone.~~

~~06 A WORK ZONE (G20-5aP) plaque (see Figure 6F-3) may be installed above a Speed Limit sign to emphasize the speed limit in a TTC zone.~~

(3-31-22)

54. Table 6G-1. Temporary Traffic Control Zone Regulatory Sign and Plaque Sizes. On page 796, delete lines 10, 12 and 14 of the table and, after the R12-5 sign, insert a “Trailer Length Limit” sign with “R12-501” in the Sign Designation column, “6G.06” in the Section column, and “36 x 48” in both Conventional Road columns.

55. Section 6H.12 EXIT OPEN and EXIT CLOSED Signs (E5-2 and E5-2a). On page 806, replace “see Figure 6H-1” with “see Figure 6I-1” in paragraph 01.

56. Section 6H.13 EXIT ONLY Sign (E5-3). On page 806, replace “see Figure 6H-1” with “see Figure 6I-1” in paragraph 01.

57. Section 6L.01 Guide Signs – General. On page 811, insert the word “**Standard**” between paragraphs 06 and 07, and make the text for paragraph 07 bold to indicate a **Standard** statement.

58. Section 6L.05 Portable Changeable Message Signs. On pages 830-831:

a. In the second sentence of paragraph 01, insert the word “permanent” between the words “for” and “changeable.”

b. Insert a new paragraph 12a as follows:

Option:

12a A portable changeable message sign combined with radar detection may be used to convey the speeds of approaching drivers as a message.

59. Section 6M.02 Positive Protection and Temporary Traffic Barriers. On page 837, delete the words “Long-term stationary” in Item B of paragraph 03 and capitalize the word “Work.”

60. Section 6N.04 Work Affecting Pedestrian and Bicycle Facilities. On page 843, change the first sentence of paragraph 06 to read “*Except for short-term and mobile operations, when a highway shoulder is occupied, a SHOULDER WORK (W21-5) sign should be placed in advance of the activity area.*”

61. Section 6N.19 Late Merge. On page 852, replace “R9-4a” with “R4-9a” in paragraph 03.

62. Figure 6N-1. Late Merge. On page 853, replace “R9-4a” with “R4-9a.”

63. Figure 6P-5. Shoulder Closure on a Freeway (TA-5). On page 869:

a. Change the “C” dimension to “A” and the “A” dimension to “C.”

b. Replace “W16-2P” with “W16-2aP.”

64. Notes for Figure 6P-27-Typical Application 27 Closure at the Side of an Intersection. On page 912, replace item 9 with the following:

9. Turns can be prohibited as required by vehicular traffic conditions, such as where the streets are so narrow that it might be physically impossible to make certain turns, especially for large vehicles.

65. Notes for Figure 6P-39—Typical Application 39 Median Crossover on a Freeway. On page 936, delete the last “Option” statement.

~~**2166. Table 7B-1. School Area Sign and Plaque Sizes.** On page ~~733~~971, ~~remove~~ delete references to R1-6a, “In Street Ped Crossing,” R1-6c, “In Street Schoolchildren Crossing,” and S4-2PR1-9c; “When Children Are Present.” delete lines 7, 12 and 13 of the “Sign” part of the table; and delete line 8 of the “Plaque” part of the table. (3-31-22)~~

~~**2267. Figure 7B-1. Signs in School Areas and at School Crossings** Signs. On page ~~735~~973, ~~remove~~ figure S4-2P delete signs S5-3, R2-10, R2-11 and the R2-6aP plaque; on page 974, delete signs R1-5c, R1-6a, R1-6c and R1-9c. (3-31-22)~~

68. Figure 7B-2. Example of Signing for a School Zone with a School Speed Limit and a School Crossing. On page 975, delete the two sign assemblies that include the S5-3 sign.

69. Section 7B.03 School Crossing Signs. On pages 976 and 978:

a. In paragraph 11, delete “(Stop Here For),” delete the reference to the R1-5c sign, and change “Figure 7B-4” to “Figure 7B-1.”

b. In paragraphs 12, 13 and 16, delete the references to R1-6a and R1-6c signs.

c. In paragraph 14, delete the reference to the R1-9c sign, and replace “R1 series signs” in the last sentence with “R1-9b sign.”

d. In paragraph 17, delete the reference to the R1-6a sign.

70. Section 7B.05 School Speed Limit Signs and Plaques.

a. On page 978, insert a new Option statement between paragraphs 02 and 03 as follows:

Option:

02a At locations where there is no school zone speed limit reduction, a School Speed Limit Assembly (see Figure 7B-1) with a HIGHER FINES (R2-6P) or \$XX FINE (R2-6bP) plaque (see Section 7B.06) may be added following the School (S1-1) sign to remind road users of the posted speed limit and associated increased penalty.

b. On page 978, insert the word “**Standard:**” between paragraph 02a and paragraph 03.

c. On page 978, replace paragraphs 03 and 04 with the following:

03 The downstream end of an authorized school zone shall be identified with an END SCHOOL ZONE (S5-2) sign (see Figures 7B-1, 7B-2, and 7B-4).

Option:

04 A standard Speed Limit (R2-1) sign showing the speed limit for the section of highway that is downstream from the authorized school zone may be mounted on the same post above the End School Zone (S5-2) sign.

d. On page 980, replace paragraph 07 with the following:

07 The static School Speed Limit assembly shall consist of a top plaque (S4-3P) with the legend SCHOOL, a Speed Limit (R2-1) sign, and a bottom plaque (S4-1P, S4-2P, or S4-4P) indicating the specific periods of the day that the special school speed limit is in effect (see Figure 7B-1). When the S4-1P or S4-2P plaque is used, it shall be supplemented by the S4-6P plaque indicating the days of the week that the special school speed limit is in effect.

71. Figure 7B-4. Example of Signing for a School Zone with a School Speed Limit and Higher Fines Only for Speeding. On page 979, delete the two sign assemblies that include the S5-3 sign and delete the R2-6aP plaques.

72. Section 7B.06 Higher Fines Zone Signs and Plaques in School Areas. On pages 980 and 983:

a. Delete paragraphs 02, 04 and 05.

b. Replace paragraph 03 with the following:

03 A FINES HIGHER (R2-6P) or \$XX FINE (R2-6bP) plaque shall be posted with either the School Speed Limit (S5-1) sign or School Speed Limit Assembly and shall not be posted beneath the School Zone (S1-1) sign (see Section 7B.05).

c. Replace paragraph 06 with the following:

06 Where appropriate, one of the following plaques, listed in order of preference, may be mounted below the sign that identifies the beginning point of the higher fines zone:

A. A WHEN FLASHING (S4-4P) plaque (see Figure 7B-1) if used in conjunction with a yellow flashing beacon, or

B. A TIME OF DAY (S4-1P) plaque (see Figure 7B-1) specifying the times that the higher fines are in effect, if supplemented by an S4-6P plaque indicating the days of the week the higher fines are in effect, or

C. A WHEN CHILDREN ARE PRESENT (S4-2P) plaque (see Figure 7B-1), if supplemented by an S4-6P plaque indicating the days of the week the school speed limit is in effect.

d. Delete paragraphs 07-09.

73. Figure 7B-5. Example of Signing for a School Zone with Higher Fines for All Traffic Violations. On pages 981 and 982, delete this figure.

23. Section 7B.11. School Advance Crossing assembly. On page 736, delete “or R1-6a” from the first sentence of paragraph 05. (3-31-22)

~~24. Figure 7B-6. In-Street Signs in School Areas. On page 741, delete signs R1-6a and R1-6e and remove “and R1-6a” from note 2. (3-31-22)~~

~~25. Section 7B.12. School Crossing Assembly. (3-31-22)~~

~~a. On page 741, replace paragraph 04 with the following:~~

~~Option:~~

~~04 The In-Street Pedestrian Crossing (R1-6) sign (see Section 2B.12 and Figure 7B-6) or the In-Street Schoolchildren Crossing (R1-6b) sign (see Figure 7B-6) may be used at unsignalized school crossings. If used at a school crossing, a 12 x 4-inch SCHOOL (S4-3P) plaque (see Figure 7B-6) may be mounted above the sign. The STATE LAW legend on the R1-6 series signs may be omitted.~~

~~(3-31-22)~~

~~b. On page 742, replace paragraphs 06 and 07 with the following:~~

~~06 A 12-inch reduced-size in-street School (S1-1) sign (see Figure 7B-6) may be used at an unsignalized school crossing instead of the In-Street Pedestrian Crossing (R1-6) or the In-Street Schoolchildren Crossing (R1-6b) sign. A 12 x 6-inch reduced-size diagonal downward-pointing arrow (W16-7P) plaque may be mounted below the reduced-size in-street School (S1-1) sign.~~

~~Standard:~~

~~07 If an In-Street Pedestrian Crossing sign, an In-Street Schoolchildren Crossing sign, or a reduced-size in-street School (S1-1) sign is placed in the roadway, the sign support shall comply with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6) signs (see Section 2B.12).~~

~~(3-31-22)~~

~~26. Section 7B.15. School Speed Limit Assembly (S4-1P, S4-2P, S4-3P, S4-4P, S4-6P, S5-1).~~

~~(3-31-22)~~

~~a. On page 742, remove S4-2P in the title; and~~

~~(3-31-22)~~

~~b. On page 743, in paragraph 09, remove the S4-2P.~~

~~(3-31-22)~~

74. Section 9A.01 General. On page 1047, insert the following two paragraphs between paragraphs 03 and 04:

03a State law allows a person operating a bicycle, human-powered vehicle, or electric-assisted bicycle approaching a STOP sign to slow down and, if required for safety, stop before entering the intersection, and after yielding the right of way to all other traffic, to cautiously make a turn or proceed through the intersection without stopping. (See Section 2B.06)

03b State law allows a person operating a bicycle or human-powered vehicle approaching a steady red signal indication to stop before entering the intersection; and, after yielding the right of way to all other traffic, to enter the intersection to make a turn or proceed straight ahead. (see Section 4A.03)

75. Section 9B.01 STOP and YIELD Signs (R1-1, R1-2). On page 1052, change paragraph 01 to read “STOP (R1-1) signs (see Figure 9B-1) shall be installed on bicycle facilities at points where bicyclists are required to slow down and stop, if required for safety, before proceeding.”

76. Section 9C.04 Bicycle Warning and Trail Crossing Signs (W11-1 and W11-15). On page 1067, change the word “should” in paragraph 04 to “may.”

77. Section 9D.08 Bicycle Route Sign and Auxiliary Plaques. On page 1078, insert the header “Support” between paragraphs 12 and 13.

78. Section 9D.13 Two-Stage Bicycle Turn Box Guide Signs (D11-20 Series). On page 1084, insert the header “Support” between paragraphs 08 and 09.

005. AVAILABILITY OF THE “MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND OTHER REFERENCED DOCUMENTS.”

01. Review of Documents. The Manual with an effective date of ~~June 13, 2012~~January 18, 2024, may be viewed and printed from the Federal Highway Administration website at <http://mutcd.fhwa.dot.gov>. Other referenced documents may be reviewed at the Idaho Transportation Department central office or district offices. Office locations can be found at <https://itd.idaho.gov>. ~~(3-31-22)~~

006. -- 999. (RESERVED)

39.03.65 – RULES GOVERNING TRAFFIC MINUTE ENTRIES

000. LEGAL AUTHORITY.

This rule adopted under the authority of Sections 49-201 and 49-202, Idaho Code.

(3-31-22)

001. ~~TITLE AND SCOPE~~ **PURPOSE.**

This rule ~~is titled IDAPA 39.03.65, “Rules Governing Traffic Minute Entries,” and~~ establishes the procedures for making Traffic Minute Entries regulating speed zoning, parking, traffic control devices, and the selective exclusion of traffic on the State Highway System.

(3-31-22)

002. -- 009. (RESERVED)

010. DEFINITIONS.

01. Traffic Minute Entries. Official entries made to Department records regulating traffic on the State Highway System.

(3-31-22)

011. -- 099. (RESERVED)

100. GENERAL PROVISIONS.

01. Preparation. Traffic Minute Entries (except for temporary speed zones ~~and flashing beacons with warning signs~~) ~~shall~~will be prepared by the Traffic Section for approval by the Department Director, State Highway Administrator, or the Chief of Highway Operations.

(3-31-22)

02. Requests. Each request for a Traffic Minute Entry ~~shall~~will indicate:

(3-31-22)

a. The location regulated by the Traffic Minute Entry;

(3-31-22)

b. The basis for the request; and

(3-31-22)

c. Traffic and engineering study of operational characteristics and observations that support the Traffic Minute Entry.

(3-31-22)

03. Temporary Regulations. Temporary traffic regulations for construction or maintenance zones ~~and flashing beacons with warning signs~~ ~~shall~~will be initiated, monitored, corrected, and deleted by written approval of the appropriate District Engineer.

(3-31-22)

04. Unresolved Differences. Traffic Minute Entry worksheets regulating traffic on the State Highway System within incorporated cities should have the concurrence of the appropriate local officials. Unresolved differences regarding Traffic Minute Entries ~~shall~~will be documented by the Traffic Section and presented to the Transportation Board for resolution.

(3-31-22)

101. -- 199. (RESERVED)

200. REQUIRED ENTRIES.

Traffic Minute Entries ~~shall~~will be made for the following types of traffic regulations on the State Highway System:

(3-31-22)

01. Limits.

(3-31-22)

a. Permanent speed limits.

(3-31-22)

b. Bridge limits (allowable gross loads). (3-31-22)

02. Parking. (3-31-22)

a. Rural parking restrictions. (3-31-22)

b. Approval of angle parking on state highways through cities. (3-31-22)

03. Traffic Control. (3-31-22)

~~a. Traffic control signals and flashing intersection beacons at locations where there are no cooperative agreements between ITD and local authorities. (3-31-22)~~

~~b. Flashing beacons with warning signs approved by District Engineer. (3-31-22)~~

~~c. Exceptions to placing stop signs at passively protected railroad crossings. (3-31-22)~~

~~d.~~a. Selective exclusion of vehicles on controlled-access highways. (3-31-22)

04. Other Entries. Temporary construction, maintenance, and emergency regulations approved by the District Engineer. (3-31-22)

201. -- 299. (RESERVED)

300. PARKING ON STATE HIGHWAYS WITHIN CITIES.

Parking prohibitions and regulations on the State Highway System within incorporated cities ~~shall~~will be approved by the city and the ITD Traffic Section and ~~shall~~will be covered by a local ordinance unless provided for by a cooperative maintenance or construction agreement. Unresolved differences between incorporated cities and ITD ~~shall~~will be presented to the Transportation Board for final resolution. (3-31-22)

301. -- 999. (RESERVED)

39.03.60 – RULES GOVERNING OUTDOOR ADVERTISING, ACCIDENT MEMORIALS, AND OTHER OFFICIAL SIGNS

000. LEGAL AUTHORITY.

The Idaho Transportation Board adopts this rule under the authority of Section 40-312, Idaho Code. (3-31-22)

001. ~~TITLE AND SCOPE~~ **PURPOSE.**

~~01. Title. This rule is titled IDAPA 39.03.60 “Rules Governing Outdoor Advertising, Accident Memorials, and Other Official Signs,” IDAPA 39, TITLE 03, Chapter 60. (3-31-22)~~

~~02. Scope. This rule contains guidelines for the control of outdoor advertising signs, structures or displays along the interstate, primary system of highways, and National Highway System roads of the state of Idaho pursuant to Chapters 1, 3, and 19, Title 40, Idaho Code. (3-31-22)~~

002. -- 009. (RESERVED)

010. DEFINITIONS.

~~The Idaho Transportation Department adopts the definitions set forth in Sections 40-101 through 40-127, Idaho Code. In addition, as used in this chapter: (3-31-22)~~

01. Advertising Structure(s) or Sign(s), or Advertising Display(s). Any outdoor structure, display, light device, figure, painting, drawing, message, plaque, poster, billboard, or other thing which is designed, intended, or used to advertise or inform. ~~These do not include: (3-31-22)~~

~~a. Official notices issued by any court or public body or officer. (3-31-22)~~

~~b. Notices posted by any public officer in performance of a public duty or by any person giving legal notice. (3-31-22)~~

~~c. Directional, warning, or informational structures required by or authorized by law, informational or directional signs regarding telephone service, emergency telephone signs, buried or underground cable markers and above cable closures. (3-31-22)~~

~~d. An official or public structure erected near a city or county, and within its territorial or zoning jurisdiction, which contains the name of such city or county, provided the same is maintained wholly at public expense. (3-31-22)~~

02. Bypassed Community Signs. A form of community official sign erected when a city has been bypassed, but remains within five (5) miles of an interstate highway or primary freeway. Such communities have the right to erect and maintain, at city expense, a billboard displaying the name of the city at a location not to exceed one (1) mile from an interchange primarily serving that city. (3-31-22)

03. Commercial or Industrial Activities. Those activities generally recognized as commercial or industrial by zoning authorities in this State, except that none of the following activities are considered commercial or industrial: (3-31-22)

a. Agricultural, forestry, grazing, farming, and related activities, including but not limited to, wayside fresh produce stands. (3-31-22)

b. Transient or temporary activities. (3-31-22)

c. Activities not visible from the main traveled way. (3-31-22)

- d. Activities conducted in a building principally used as a residence. (3-31-22)
- e. Railroad tracks and minor sidings. (3-31-22)
- f. Outdoor advertising displays. (3-31-22)

04. Commercial or Industrial Zones. The provisions of Section 40-1911, Idaho Code, do not apply to those segments of the interstate and primary system of highways which traverse and abut on commercial, business, or industrial zones within the boundaries of incorporated municipalities, wherein the use of real property adjacent to and abutting on the interstate and primary system of highways is subject to municipal or county regulation or control, or which traverse and abut on other areas where the land use is clearly established by State law or county zoning regulation, as industrial, business, or commercial, or which are located within areas adjacent to the interstate and primary system of highways which are in unzoned commercial or industrial areas as determined by the Department from actual land uses; provided, however, that the Department will determine the size, lighting, and spacing of signs in such zoned and unzoned industrial, business, or commercial areas. For the purpose of this rule, areas abutting interstate and primary highways of this State which are zoned commercial or industrial by counties and municipalities are be valid as commercial or industrial zones only as to the portions actually used for commerce or industrial purposes and the land along the highway in urban areas for a distance of six hundred (600) feet immediately abutting to the area of the use, and does not include areas so zoned in anticipation of such uses at some uncertain future date nor does it include areas so zoned for the primary purpose of allowing advertising structures. (3-31-22)

05. Community Official Signs. Signs approved by a city, erected within its territorial or zoning jurisdiction and maintained wholly at city expense. These signs will display only the name of the city and driver directional information. Specific advertising is not allowed. (3-31-22)

06. Customary Maintenance. Repainting the structure, trim, or sign face, changing poster paper, replacing existing electrical components after failure and replacing damaged structural parts. It does not include the installation of a new sign face nor the initial installation of lighting. Substantial replacement begins when repair and other costs exceed fifty percent (50%) of the sign's reproduction cost. (3-31-22)

~~**07. Department.** The Idaho Transportation Department, acting through the Idaho Transportation Board. (3-31-22)~~

08. Directional Signs. Signs containing directional information about public places owned or operated by federal, state, or local governments or their agencies; publicly or privately owned natural phenomena, historic, cultural, scientific, educational and religious sites; and areas of natural scenic beauty or naturally suited for outdoor recreation, deemed to be in the interest of the traveling public. (3-31-22)

09. Erect. To construct, build, raise, assemble, place, affix, create, paint, draw, or in any other way bring into being or establish, but does not include any of the foregoing activities when performed incident to the change of an advertising message or customary maintenance of a sign. (3-31-22)

~~**10. Federal or State Law.** A federal or state constitutional provision or statute, or an ordinance, rule, or regulation enacted or adopted by this state or a federal agency or a political subdivision of this state pursuant to a federal or state constitution or statutes. (3-31-22)~~

11. Freeway. A divided highway with four (4) or more lanes for through traffic and full control of access. (3-31-22)

12. Grandfather Sign. One which was lawfully in existence in a zoned or unzoned commercial or industrial area on the effective date of the State law and which may remain even though it may not comply with the size, lighting, or spacing criteria within this rule. This clause only allows an individual sign at its particular location for the duration of its normal life subject to customary maintenance. (3-31-22)

13. Illegal Sign. One which was erected and/or maintained in violation of State law. (3-31-22)

~~**14. Interstate System or Interstate Highway.** Any portion of the national system of interstate and defense highways located within the state, as officially designated, or as may hereinafter be so designated, by the Idaho Transportation Board, and approved by the Secretary of Transportation, pursuant to the provisions of Title 23, U.S. Code, "Highways."~~ (3-31-22)

~~**15. Maintain or Place.** To allow to exist, subject to the provision of Chapter 19, Title 40, Idaho Code.~~ (3-31-22)

~~**16. Maintenance.** To preserve from failure or decline, or repair, refurbish, repaint or otherwise keep an existing highway or structure in a suitable state for use.~~ (3-31-22)

17. Main Traveled Way. The portion of a roadway for the movement of vehicles, exclusive of shoulders. (3-31-22)

18. Multiple Message Sign (MMS). A sign, display, or device that changes the message or image on the sign electronically by movement or rotation of panels or slats, or electronic billboards that have a programmable display of variable text or symbolic imagery. (3-31-22)

19. Nonconforming Sign. One which was lawfully erected, but does not comply with the provisions of State law or State regulation passed at a later date or which later fails to comply with State law or State regulation due to changed conditions. Illegally erected and/or maintained signs are not nonconforming signs. All signs located within an unzoned area are nonconforming if the commercial or industrial activity used in defining the area ceases for a continuous period of six (6) months. (3-31-22)

20. Official Signs and Notices. Signs and notices erected and maintained by public officers or public agencies within their territorial or zoning jurisdiction and pursuant to and in accordance with direction or authorization contained in federal, state, or local law for the purposes of carrying out an official duty or responsibility. Historical markers authorized by state law and erected by state or local government agencies or nonprofit historical societies may be considered official signs. (3-31-22)

21. Parkland. Any publicly owned land which is designated or used as a public park, recreation area, wildlife or water fowl refuge or historical site. (3-31-22)

22. Permit. A written approval by the department covering location, size, lighting, spacing, number and message content requirements of permissible directional signs. (3-31-22)

~~**23. Permit Application.** The form or format of information and data supplied by an individual, agency, or organization to obtain approval for erection and maintenance of a directional sign.~~ (3-31-22)

~~**24. Primary System or Primary Highway.** Any portion of the highways of the state, as officially designated, or as may hereafter be so designated, by the Idaho Transportation Board, and approved by the Secretary of Transportation, pursuant to the provisions of Title 23, U.S. Code, "Highways."~~ (3-31-22)

25. Public Service Signs. Signs located on school bus or other bus stop bench or shelter, which: (3-31-22)

a. Identify the donor, sponsor, or contributor of said shelters; (3-31-22)

b. Contain public service messages, which will ~~not~~ occupy not less than fifty percent (50%) of the area of the sign; (3-31-22)

c. Contain no other message; (3-31-22)

d. Are located on school bus or other bench or shelter authorized or approved by city, county, or state

law, regulation, or ordinance, and at places approved by the city, county, or state agency controlling the highway involved; and (3-31-22)

e. May not exceed thirty-two (32) square feet in area. Not more than one (1) sign on each bench or shelter ~~shall~~will face in any one (1) direction. (3-31-22)

26. Public Utility Signs. Warning signs, informational signs, notices, or markers which are customarily erected and maintained by publicly or privately owned public utilities, as essential to their operations. (3-31-22)

27. Regionally Known. The attraction or activity must be known statewide and in one (1) or more adjoining states. (3-31-22)

28. Rest Area. Any area of particular scenic beauty or historical significance as determined by the federal, state, or local officials having jurisdiction thereof, and includes interests in land which have been acquired for the restoration, preservation, and enhancement of scenic beauty. (3-31-22)

29. Service Club and Religious Notices. Signs and notices, whose erection is authorized by law, relating to meeting of nonprofit service clubs or charitable associations, or religious services, which do not exceed eight (8) square feet in area. (3-31-22)

30. Sign. An outdoor sign, light, display, device, figure, painting, drawing, message, placard, poster, billboard, or other thing which is designed, intended, or used to advertise or inform, any part of the advertising or informative contents of which is visible from any place on the main traveled way of the interstate or primary highway. (3-31-22)

31. Sign Face. The overall dimensions or area of that portion or side of an individual sign structure that is designed, intended, and capable of displaying messages. It includes border and trim, but excludes the base or apron, supports and other structural members. (3-31-22)

32. Sign Structure. A construction including the sign face, base or apron, and other structural members. (3-31-22)

~~**33. State.** State of Idaho. (3-31-22)~~

34. Territorial or Zoning Jurisdiction. The geographical area located outside of any city or county limits for a distance of three (3) miles. (3-31-22)

35. Transient or Temporary Activity. An activity is transient or temporary for the purposes of Chapter 19, Title 40, Idaho Code when: (3-31-22)

a. The activity lacks any business or privilege license required by the city, county or state. (3-31-22)

b. The activity on the property has not been conducted for at least six (6) months at the time of application for a sign permit. (3-31-22)

c. The activity lacks utilities (water, power, telephone, etc.) and which are normally utilized by similar commercial activities. (3-31-22)

d. The activity is not carried on in a permanent building designed, built or modified for its current commercial or industrial use, located within six hundred sixty (660) feet of the nearest edge of the right-of-way. (3-31-22)

e. The property upon which the activity is conducted lacks direct or indirect vehicular access or does not generate vehicular traffic. (3-31-22)

f. The activity does not have employees on-site during normal business hours which is considered normal, usual, and customary. (3-31-22)

g. The activity lacks a frequency of operations which are considered usual, normal and customary for that type of commercial or industrial operation and the activity is visible and recognizable as a commercial or industrial activity. (3-31-22)

~~36. **Unzoned Commercial or Industrial Area.** Any area not zoned by State or local law, regulation or ordinance which is occupied by one (1) or more industrial or commercial activities, other than outdoor advertising signs, and the land along the highway for a distance of six hundred (600) feet immediately abutting to the area of the activities. All measurements need to be from the outer edge of the regularly used buildings, parking lots, storage, or processing areas of the activities, and shall be along or parallel to the edge of pavement of the highway. (3-31-22)~~

37. **Urban Areas.** Any geographical area within the city limits of any incorporated city having a population of five thousand (5,000) or more inhabitants. Population numbers referred to in this Subsection shall will be determined by the latest United States census. (3-31-22)

~~38. **Visible.** Capable of being seen (whether or not legible) without visual aid by a person of normal visual acuity. (3-31-22)~~

011. -- 099. (RESERVED)

100. GENERAL.

01. **Visible Informative Content.** This rule applies only to advertising displays whose informative content is visible from the main traveled way of interstate or primary highways. (3-31-22)

02. **Responsibilities.** Both the owner of a sign and the landowner upon whose property the sign is located will be held responsible for violations of this rule. (3-31-22)

03. **Nonconforming Signs.** Signs which stand without advertising copy, obsolete advertising matter, or continued need for repairs beyond customary maintenance constitute discontinuance and abandonment after a period of six (6) months and will be subject to removal. (3-31-22)

04. **Signs Visible from the Main Travel-Way.** Signs beyond six hundred and sixty (660) feet from the right-of-way will be considered to have been erected with the purpose of their message being read from the main traveled way when: (3-31-22)

a. The sign angle and size is such that the message content is readily visible from the main traveled way; or (3-31-22)

b. The exposure time is long enough at the maximum speed limit for the sign message to be readable and comprehensible. (3-31-22)

05. **Permit or License Revocation.** The erection or maintenance of signs from the highway right-of-way; or the destruction of trees or shrubs within the highway right-of-way will be cause for permit or license revocation. (3-31-22)

06. **Multiple Sign Faces.** Criteria which permit multiple sign faces to be considered as one (1) sign structure for spacing purposes are limited to signs which are physically contiguous, or connected by the same structure or cross-bracing. (3-31-22)

07. **Edge of Right-of-Way.** Distance from the edge of the right-of-way is measured horizontally along a line normal or perpendicular to the centerline of the highway. (3-31-22)

08. **Control Requirement.** Where a sign is erected with the purpose of its message being read from

two (2) or more highways, one (1) or more of which is a controlled highway, the more stringent of applicable control requirements will apply. (3-31-22)

101. -- 109. (RESERVED)

110. EXEMPTIONS AUTHORIZED BY SECTION 40-1904, IDAHO CODE.

01. Signs Erected by Public Officers or Agencies. Directional and other official signs and notices erected by public officers or agencies will be issued permits at no cost to the owners, as described more fully elsewhere in this rule. (3-31-22)

02. Advertising Sale or Lease of Property. Signs advertising the sale or lease of property upon which they are located. These signs ~~shall~~will not advertise any products, services, or anything unrelated to the selling or leasing of the property. (3-31-22)

03. On-Premise Signs. Signs (on-premise) advertising activities conducted on the property upon which they are located are allowed, subject to the following: Not more than one (1) such sign, visible to traffic proceeding in any one (1) direction and advertising activities being conducted upon the real property where the sign is located may be permitted more than fifty (50) feet from the advertised activity. The criteria for determining the limits of the area of the advertised activity from which the fifty (50) feet measurement can be taken are as follows: (3-31-22)

a. When the advertised activity is a business, commercial, or industrial land use, the distance ~~shall~~will be measured from the regularly used buildings, parking lots, storage, or processing areas, or other structures which are essential and customary to the conduct of the business and within its limits of the real property. It is not be measured from driveways, fences, or similar facilities. (3-31-22)

b. When the advertised activity is a noncommercial or nonindustrial land use such as a residence, farm, or orchard, the distance is measured from the major structures on the property. (3-31-22)

c. In no event will a sign site be considered part of the premises on which the advertised activity is conducted if it is located upon a narrow strip of land which is nonbuildable land, such as, but not limited to, swampland, marshland, or other wetland, or which is a common or private roadway, or held by easement or other lesser interest than the premises where the advertised activity is located. (3-31-22)

111. -- 119. (RESERVED)

120. DISPLAYS LOCATED WITHIN ZONED OR UNZONED INDUSTRIAL, BUSINESS OR COMMERCIAL AREAS.

01. Size of Signs. Within zoned and unzoned commercial, business, or industrial areas, and pursuant to the directive of Section 40-312, Idaho Code, the face of an advertising display ~~shall~~will not exceed the following size limits: (3-31-22)

a. Maximum area - one thousand (1000) square feet; (3-31-22)

b. Maximum height - thirty (30) feet; (3-31-22)

c. Maximum length - fifty (50) feet. (3-31-22)

02. Dimensions. The area of a sign face will include all of the border, trim, cutouts, and extensions. (3-31-22)

03. Spacing of Advertising Displays. Within zoned and unzoned commercial, business, or industrial areas, as defined in Section 010 herein and pursuant to directive of Section 40-1912, Idaho Code, the following spacing regulations apply: (3-31-22)

a. Advertising displays on interstate and primary highways may not be located in such a manner as to obscure or otherwise interfere with the effectiveness of an official traffic sign, signal, or device, or to obstruct or interfere with the driver's view of approaching, merging, or intersecting traffic. (3-31-22)

b. Advertising displays on interstate and primary highways may not be located within five hundred (500) feet of any of the following which are adjacent to the highway: public parks; public forests; public playgrounds; scenic areas designated as such by the Department or other State agencies having and exercising such authority. (3-31-22)

c. In a case where the highway passes beneath a railroad overpass or beneath a highway grade separation structure where no traffic connection between the crossing highways is provided, no advertising display may be located on the road passing beneath the structure within a distance of five hundred (500) feet from the nearest edge of the overhead route. (3-31-22)

d. Measurement between signs or from a sign to another feature shall will be made horizontally along the pavement edge nearest the signs, between points directly opposite the signs or other features. The point of the sign nearest to the highway is used to determine the measurement point. (3-31-22)

e. Two (2) sign faces will be permitted at a single location, arranged back to back, or in a V-type configuration, but shall will only have one (1) sign face visible to one (1) direction of travel and will be considered as one (1) sign for spacing regulation. (3-31-22)

f. Signs erected by public agencies or officers and on-premise signs, as defined in Section 010 of this rule, shall will not be counted nor shall will measurements be made from them for determining compliance with spacing requirements. (3-31-22)

g. Spacing on interstate highways between advertising displays along each side of the highway shall will be a minimum of five hundred (500) feet. The spacing between multiple message signs shall will be a minimum of five thousand (5,000) feet. (3-31-22)

h. No advertising display on interstate highways shall will be erected or maintained within one thousand (1000) feet of an interchange or rest area with the exception of permitted, existing displays which shall will have grandfather rights. The minimum spacing between displays as set forth herein for interstate highways shall will govern the actual location of any sign display permitted and existing within this zone. No advertising display subject to this regulation shall will be permitted along any interstate highways within the actual "interchange area," defined as commencing or ending at the beginning or ending of pavement widening at the exit or entrance to the main traveled way of the interstate freeway. (3-31-22)

i. The spacing of signs on primary highways between advertising displays along each side of the highway must will be a minimum of one hundred (100) feet in urban areas and a minimum of two hundred and fifty (250) feet outside of urban areas. The spacing between multiple message signs shall will be a minimum of one thousand (1,000) feet in urban areas and a minimum of five thousand (5,000) feet outside urban areas. (3-31-22)

j. Where intersections are more than five hundred (500) feet apart, no off-premise advertising display will be permitted within one hundred (100) feet from the right-of-way line of the intersecting road unless buildings or structures control cross vision; then advertising displays may be permitted up to and on top of the intervening structures. (3-31-22)

k. When intersections are five hundred (500) feet or less apart, off-premise advertising displays will be permitted a minimum of fifty (50) feet from the right-of-way line of the intersecting road; however, all advertising displays between fifty (50) feet and one hundred (100) feet from the right-of-way line of the intersecting road must will have the lower extremities of the advertising display (excluding posts) not less than fourteen (14) feet above the traveled way of the roads affected by the intersection for visibility under the signs by road users. Advertising displays may be permitted within one hundred (100) feet of the intersecting road's right-of-way when

buildings or structures control cross vision; but such displays must will not be located so as to cause greater

restriction to vision than the existing buildings or structures. (3-31-22)

l. Alleys, undeveloped rights-of-way, private roads and driveways ~~shall~~will not be regarded as intersecting streets, roads or highways. (3-31-22)

m. Advertising structures may not be located within five hundred (500) feet of the point of pavement widening at the entrance or exit to a rest area, weight checking station, port of entry or other State-operated facility for the use of motorists. (3-31-22)

04. Lighting. (3-31-22)

a. No sign will be allowed if it is so illuminated that it interferes with the effectiveness of, or obscures an official traffic sign, device, or signal. (3-31-22)

b. Section 40-1910, Idaho Code, prohibits advertising structures which are visible from any interstate or primary highway and display any red or blinking intermittent light likely to be mistaken for a warning or danger signal. (3-31-22)

c. Section 40-1910, Idaho Code, prohibits advertising displays which include any illumination of such brilliance and so positioned as to blind or dazzle the vision of travelers on adjacent interstate and primary highways. (3-31-22)

05. Variable or Multiple Message Signs. (3-31-22)

a. Multiple message signs ~~shall~~will not include any illumination or image which moves continuously, appears to be in motion or has any moving or animated parts or video displays or broadcasts. No multiple message sign may include any illumination which is flashing or moving, except those giving public service information such as date, time, temperature, weather, or other similar information. (3-31-22)

b. If illuminated with beams or rays of such intensity or brilliance that it would cause glare or impair the vision of the driver or interfere with the operation of a motor vehicle, effective shielding ~~must~~will be in place so as to prevent beams or rays of light from being directed at any portion of the traveled way. (3-31-22)

c. If illuminated, illumination ~~must~~will not obscure or interfere with the effectiveness of official traffic sign, device, or signal. (3-31-22)

d. Multiple message signs ~~must~~will not emit or utilize any sound capable of being detected. (3-31-22)

e. The message or image on a multiple message sign must remain static for a minimum of eight (8) seconds. (3-31-22)

f. An automated change of message or image on a multiple message sign must be accomplished within two (2) seconds or less and contain a default design that will freeze the sign face in one (1) position should a malfunction occur. (3-31-22)

g. If a multiple message sign is in violation of any of the conditions listed in Subsection 300.05.a. through 300.05.g., the permit will be revoked. (3-31-22)

121. -- 129. (RESERVED)

130. LICENSES.

~~Pursuant to Sections 40-1905, 40-1906 and 40-1907, Idaho Code, no person will be allowed to engage in the business of outdoor advertising without first having secured an outdoor advertising license and paid the required license fee. Licenses must~~will~~ be renewed annually; the Department cannot renew licenses for a period longer than one (1) year at a time. License application forms may be secured at the Idaho Transportation Department District Offices, as listed in Section 005 of this rule.~~ (3-31-22)

131. -- 139. (RESERVED)

140. OUTDOOR ADVERTISING PERMITS.

No person may place any advertising display within the areas affected by the provisions of Section 40-1907, Idaho Code, without first having secured a written permit from the Department. (3-31-22)

01. Application Forms. Permit application forms may be secured at the Idaho Transportation Department District Offices. (3-31-22)

02. Expiration of Annual Permits. Annual permits will expire December 31 each year, but a multi-year permit may be issued as a convenience to the outdoor advertiser. An original annual permit fee of ten dollars (\$10) ~~shall~~will accompany each original permit application. An annual renewal fee of three dollars (\$3) will be assessed for each permit, and the Department will mail a bill to each sign owner annually. Payment for the renewal of a permit must be received at least thirty (30) days prior to the expiration date. Permit fees will not be prorated for a fraction of a year. (3-31-22)

03. Modified Advertising Structures. Whenever an advertising structure is relocated or undergoes substantial replacement beyond customary maintenance, the modified structure will be considered to be a new sign. ~~Therefore, Pursuant to~~ Section 40-1906, Idaho Code, an application for a new display ~~must~~will be submitted before such reconstruction is begun. A permit fee of ten dollars (\$10) must accompany the application. Conversion of a sign face to a multiple message sign face will be considered substantial replacement beyond customary maintenance and considered a new sign. (3-31-22)

a. Nonconforming signs which are allowed to be maintained until the State requires their removal cannot be modified so as to increase the reproduction cost. They must remain substantially the same as they were on the effective date of the state law and any subsequent amendments. (3-31-22)

b. The categories of nonconforming signs which may be maintained until they are removed, and nonconforming signs which have been “grandfathered”. in commercial and industrial areas cannot include new signs erected in their place or any changes to the existing sign which would be beyond customary maintenance. (3-31-22)

04. Space Requirement Violations. In the event that two (2) or more lawfully erected signs along the interstate and primary highways are in violation of the spacing requirements and the regulations promulgated by the Department, the Department ~~shall~~will accord the interested parties a full opportunity to be heard and ~~shall~~will thereafter make a finding as to the date of erection of each of the signs and award the permit or permits to the applicants whose signs were first erected. (3-31-22)

05. Application. All applications received during the Department’s normal office hours during the same mail pickup will be construed to have been received simultaneously. In the case of a tie between applicants and upon notification thereof by the Department, it ~~shall~~will determine by lot which will receive the permit. (3-31-22)

06. Permit Denial. No permit will be issued for a new sign having two (2) or more faces in any one (1) direction. (3-31-22)

07. Physically Connected Signs. Two (2) sign structures which are physically connected will be considered as a single sign for permit purposes. (3-31-22)

08. Standard Permit Application. Owners of displays defined under Sections 40-102(4) and 40-1904, Idaho Code, will be requested to submit a standard permit application for each such display. Identification tags will be issued for such displays at no cost to the owners. No applications will be requested for minor signs, or emergency telephone signs, nor will tags be issued for them. (3-31-22)

09. Lost or Destroyed Identification Tags. Identification tags, except those issued under Subsection 401.08, which are lost or destroyed either before or after being attached to signs will be replaced only upon payment of a three dollar (\$3) fee. Tags issued under Subsection 401.08 will be replaced at no cost if lost or destroyed. (3-31-22)

10. Invalid Permit. A permit will only be issued for a sign that is lawfully erected within one hundred and eighty (180) days of the permit issuance date. The identification tag is to be affixed only to the sign for which it was issued and ~~must~~will be so affixed within one hundred and eighty (180) days after being received; otherwise, the permit automatically becomes invalid. (3-31-22)

11. Cancellation of Permit. If the sign for which a permit has been issued is removed, destroyed, or for any reason becomes unusable prior to the expiration date of permit, the permit may be canceled. (3-31-22)

12. Advertising Illegal Activities. Signs advertising activities illegal under Federal, State, or local law are not eligible for permits. (3-31-22)

13. Revoked Permits. When the Department determines a false or misleading statement has been made in the application for a license or permit, said license or permit ~~shall~~will be revoked. (3-31-22)

14. Appeal Process. In the event a permit is denied or revoked, the applicant may obtain instructions for the appeal process at any of the Idaho Transportation Department District Office ~~s~~locations listed in Section 005. (3-31-22)

141. -- 149. (RESERVED)

150. BONDS OF OUT-OF-STATE PERMITTEES AND LICENSEES.

As authorized by Section 40-1908, Idaho Code, a bond in the penal sum of one thousand dollars (\$1000) ~~shall~~will be paid by all non-resident or foreign corporation permittees and licensees. (3-31-22)

151. -- 199. (RESERVED)

200. GENERAL: TRAFFIC ACCIDENT MEMORIALS.

In accordance with Section 49-1316, Idaho Code, relatives or friends of a person killed in a traffic accident upon a state highway may apply for a permit to erect a memorial in memory of the decedent. Only one (1) memorial may be placed per fatal accident. Memorials placed before January 1, 2003 may be retained if they meet all of the requirements of Section 202 and Subsections 215.01 through 215.03, of this rule. (3-31-22)

201. TRAFFIC ACCIDENT MEMORIAL PERMIT.

After January 1, 2003, relatives or friends of a person killed in a traffic accident upon a state highway may obtain an approved encroachment permit from the Department prior to installing, maintaining or removing a memorial within the state highway right-of-way. As a condition of permit approval, the individual(s) wishing to install a memorial needs to provide the Department with the following: (3-31-22)

01. Written Approval from the Next of Kin. Written approval from the decedent's next of kin, who are related by blood, marriage or adoption; and (3-31-22)

02. Written Approval from the Property Owner. Written approval from all property owners whose property is within a five hundred foot (500') radius of the proposed memorial location. (3-31-22)

202. PHYSICAL REQUIREMENTS.

The maximum dimensions of a memorial ~~shall~~will be thirty-six (36) inches high, sixteen (16) inches wide and ~~shall~~will weigh no more than seven (7) pounds. The height requirement is measured from the ground level to the highest point on the memorial, the width ~~shall~~will be measured horizontally at the memorial's widest point and the weight is based on the portion above the ground. (3-31-22)

01. Shape and Color. Memorials ~~shall~~will not be shaped or colored to portray, resemble or conflict with any traffic control device. The memorial ~~shall~~will not be reflectorized. (3-31-22)

02. Memorial Site. Planting or landscaping at a memorial is not allowed. (3-31-22)

203. -- 214. (RESERVED)

215. LOCATION.

Memorials ~~must~~will be erected as near as practical to the milepost location where the accident occurred. The person installing the memorial is responsible for contacting a utility locating service to identify the location of any utilities in the area prior to placement of the memorial. See call-before-you-dig requirements in Sections 55-2201 through 55-2210 of Idaho Code. The applicant is required to meet on site with the Department highway maintenance supervisor assigned to the area where a memorial is to be erected to review the proposed installation. The Department highway maintenance supervisor will be responsible for final approval of the memorial location.

(3-31-22)

01. Shoulder. Memorials ~~shall~~will be placed as far as practical from the edge of roadway, but must be placed a minimum of twenty (20) feet from the roadway shoulder where highway right-of-way width permits.

(3-31-22)

02. Medians. Placement of an accident memorial in the median of any interstate or non-interstate highway is ~~prohibited~~not allowed.

(3-31-22)

03. Incorporated Cities. Memorials are not allowed within the boundaries of incorporated cities.

(3-31-22)

216. -- 219. (RESERVED)

220. SAFETY.

01. Parking. Those participating in the installation, maintenance, or removal of the memorial ~~shall~~will park their vehicle(s) as far as practical from the travel lanes and in an area where there is adequate sight distance on the highway in both directions.

(3-31-22)

02. Participants and Motorists. Those participating in the installation, maintenance, or removal of a memorial ~~must~~will wear proper safety attire and obey all safety procedures approved by the Department at the time of permit issuance. A high degree of safety must be maintained for the traveling public and the participants during the installation, maintenance, or removal of a memorial.

(3-31-22)

221. -- 239. (RESERVED)

240. MAINTENANCE.

The Department is not responsible for maintenance, vandalism, damage, or theft of a memorial. The permittee is responsible for maintenance of the memorial. All memorials need to be maintained in good condition at all times and in a manner that complies with this rule.

(3-31-22)

241. COMPLIANCE.

01. Improper Installation. Memorials not installed in compliance with this rule are subject to removal by the Department.

(3-31-22)

02. Maintenance. Memorials not maintained in good condition are subject to removal by the Department.

(3-31-22)

03. Traffic Hazard. Memorials that have been installed or maintained in such a manner that either the memorial or the participants create a traffic hazard are subject to removal by the Department.

(3-31-22)

242. -- 299. (RESERVED)

300. GENERAL: STANDARDS FOR COMMUNITY OFFICIAL SIGNS.

01. Direction of Sign. Only one (1) community sign may face the same direction of travel along a

single route approaching the community. (3-31-22)

02. Location of Sign. A community sign may not be located within two thousand (2,000) feet of an interchange, along the interstate system or other freeways (measured along the interstate or freeway from the nearest point of the beginning or ending of pavement widening at the exit from or entrance to the main traveled way) or located within one thousand (1,000) feet of an intersection of a primary route with another designated federal-aid route. Community signs may not be located within two thousand (2,000) feet of a rest area, park land or scenic area. (3-31-22)

03. Size of Sign. Community signs ~~shall~~will not exceed the following limits: (3-31-22)

a. Maximum area -- Three hundred (300) square feet. (3-31-22)

b. Maximum height -- Thirty (30) feet. (3-31-22)

c. Maximum length -- Thirty (30) feet. (3-31-22)

301. STANDARDS FOR DIRECTIONAL SIGNS.

01. Prohibited Directional Signs. ~~The following directional signs are prohibited:~~ (3-31-22)

a. Signs advertising activities that are illegal under federal or state laws or regulations in effect at the location of those signs or at the location of those activities. (3-31-22)

b. Signs located in such a manner as to obscure or otherwise interfere with the effectiveness of an official traffic sign, signal, or device, or obstruct or interfere with the driver's view of approaching, merging, or intersecting traffic. (3-31-22)

c. Signs which are erected or maintained upon trees or painted or drawn upon rocks or other natural features. (3-31-22)

d. Signs which are structurally unsafe or in disrepair. (3-31-22)

e. Signs which move or have any animated or moving parts. (3-31-22)

f. Signs located in rest areas, parklands, or scenic areas. (3-31-22)

g. Signs that advertise or call attention to an activity or attraction no longer in existence and/or abandoned or obsolete signs. (3-31-22)

h. Signs not maintained in a neat, clean, and attractive condition or in good repair. (3-31-22)

i. Signs not designed to withstand a wind pressure of thirty (30) pounds per square foot of exposed surface. (3-31-22)

j. A sign installation that has not been issued an annual permit. (3-31-22)

02. Size of Directional Signs. (3-31-22)

a. Signs ~~shall~~will not exceed the following limits: Maximum area, one hundred and fifty (150) square feet; maximum height twenty (20) feet; maximum length, twenty (20) feet. (3-31-22)

b. All dimensions include border and trim, but exclude supports. (3-31-22)

03. Spacing of Directional Signs. (3-31-22)

a. Each location of a sign ~~must~~will be approved by the department and the property owner on whose

property the sign is installed. (3-31-22)

b. A sign may not be located within two thousand (2,000) feet of an interchange, along the interstate system or other freeways (measured along the interstate or freeway from the nearest point of the beginning or ending of pavement widening at the exit from or entrance to the main traveled way), or located within one thousand (1,000) feet of an intersection of a primary route with another designated federal-aid route. (3-31-22)

c. A sign may not be located within two thousand (2,000) feet of a rest area, park land, or scenic area. (3-31-22)

d. A sign ~~shall~~will not be located within one (1) mile of any other directional sign facing the same direction of travel. (3-31-22)

e. Not more than three (3) signs pertaining to the same activity and facing the same direction of travel may be erected along a single route approaching the activity. (3-31-22)

f. Signs located adjacent to the interstate system ~~shall~~will be within seventy-five (75) air miles of the activity. (3-31-22)

g. Signs located adjacent to the primary system ~~shall~~will be within fifty (50) air miles of the activity. (3-31-22)

04. **Message Content.** The message on directional signs ~~shall~~will be limited to the identification of the attraction or activity and directional information useful to the traveler in locating the attraction, such as mileage, route numbers, or exit numbers. Descriptive words or phrases and pictorial or photographic representations of the activity or its environs are ~~prohibited~~ not allowed. (3-31-22)

302. -- 319. (RESERVED)

320. LIGHTING, SIGNS MAY BE ILLUMINATED, SUBJECT TO THE FOLLOWING.

01. **Flashing or Moving Lights.** Signs which contain, include, or are illuminated by any flashing, intermittent, or moving light or lights are ~~prohibited~~ not allowed. (3-31-22)

02. **Lights Which Impair Driver Vision.** Signs which are not effectively shielded so as to prevent beams or rays of light from being directed toward any portion of the traveled way of a highway or which are of such intensity or brilliance as to cause glare or to impair the vision of the driver of any motor vehicle, or which otherwise interfere with any driver's operation of a motor vehicle are ~~prohibited~~ not allowed. (3-31-22)

03. **Interference With Traffic Sign, Device, or Signal.** A sign may not be so illuminated as to interfere with the effectiveness of, or obscure an official traffic sign, device, or signal. (3-31-22)

321. -- 339. (RESERVED)

340. ADMINISTRATION.

01. **Selection Methods and Criteria.** (3-31-22)

a. Application for permits to erect and maintain directional and official signs under this regulation ~~shall~~will be filed with the Idaho Transportation Department, Division of Highways. (3-31-22)

b. The approval of applications of directional signs is to be based on the following criteria: Nationally or regionally known activity of outstanding interest to the traveling public; location of activity relative to highway and proposed signing plan; dominant attraction must be for edification and enjoyment of motorist, not tourist-oriented business or for generation of activity income; and Attraction or Activity ~~shall~~will have drinking water and toilet facilities meeting the Idaho Department of Health and Welfare standards. (3-31-22)

c. The applicant of directional signs will furnish to the department the following data: Proposed sign plans including sign details, color, construction, shape, legend, lighting and location; letter of property owner approval of directional sign installation; department of Health and Welfare certification that water and toilet facilities meet Idaho standards; and documentation and explanation by applicant if it is a regionally known attraction or activity of outstanding interest to the traveling public. (3-31-22)

d. Applicants for directional signing will furnish to the department, on request, information relating to the limits of their advertising program, need of directional signing for the traveling public, number of public visits, and such other information as deemed appropriate to assure compliance with federal regulations and state law. The applicant or other representatives may appear before the Idaho Transportation Board in case of controversy. (3-31-22)

e. The applicant of community or bypassed community official signs will furnish the department the same information required in Subsection 340.01.c of this rule. (3-31-22)

02. Permits. (3-31-22)

a. Permit application forms may be secured at any ~~office of the~~ Idaho Transportation Department; ~~Division of Highways~~ District Office. (3-31-22)

b. Permits will be issued annually expiring on December 31 each year, but can be issued for a period greater than one (1) year as a matter of convenience. (3-31-22)

c. The initial permit application fee is ten dollars (\$10) with an annual renewal fee of three dollars (\$3). The initial application fee is nonrefundable. A fee ~~shall will~~ not be prorated ~~for a fraction of a year~~ or be refunded for the balance of a permit period if the sign is removed. (3-31-22)

d. A permit ~~shall will~~ not be issued until the sign has been approved by the department. A valid permit may be transferred to another person or jurisdiction upon written notice to the department. (3-31-22)

e. A permit ~~shall will~~ not be issued for a sign located adjacent to a fully-controlled access highway or freeway unless it has been determined that access to the sign can be obtained without violating the access control provisions of the highway. The department will cancel a permit and require removal of the sign if it is found that the sign has been erected, maintained or serviced from the highway right-of-way at those locations where the department has acquired rights of access to the highway or rights of access have not accrued to the abutting property. In addition, the department may recover from the sign owner or person erecting, maintaining or servicing the sign, the amount of damage of landscaping, sodding, fencing, ditching or other highway appurtenances resulting from such acts. (3-31-22)

f. The permit can be revoked by the state if the department determines that the applicant has knowingly supplied false or misleading information in his application for a permit or permit renewal. (3-31-22)

g. Service club, religious notice, and community official signs will require a permit but the fees will be waived. For permit purposes, service club and religious notice structures may have more than one (1) face but not more than six (6) faces. (3-31-22)

341. -- 999. (RESERVED)



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 10/16/2024

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☒ Action with Resolution ☐ Time Needed: 10 min

Presenter's Name Jenna Spencer	Presenter's Title Financial Specialist
Preparer's Name Jenna Spencer	Preparer's Title Financial Specialist

Subject

Annual Road & Street Report Update		
Key Number	District	Route Number

Background Information

The State Controller's Office approached the Idaho Transportation Department Economics & Research team to see if we could combine the Road & Street Report with one of their annual reports, as they collect some information about roads (called the Local Government Registry). The Road & Street Report is a yearly report that local jurisdictions (Counties, Highway Districts, and Cities) submit to fulfill legislative requirements to receive Highway User Revenue Quarterly Distributions. Unfortunately, there wasn't enough overlap, as the Idaho Transportation Department collects very specific information about funding and disbursements for road work.

Although the project did not go further, the State Controller's Office offered the use of OpenGov, the reporting platform they use for the Local Government Registry. This will allow local jurisdictions (Counties, Highway Districts, and Cities) to save their progress and access previously submitted reports for future reference. There are also some legislative changes due to HB 729 (2024) that require new reporting measures for Leading Idaho and Sales Tax distributions.

Lastly, the Legislative Services Office approached the Idaho Transportation Department Economics & Research team about an issue they've encountered with a section on Payment in Lieu of Taxes (PILT) reporting. Locals report on Title I and Title III Payment in Lieu of Taxes funding on the Road & Street Report. For years, the Legislative Services Office has had trouble reconciling these numbers, so we collaborated on improving the process and providing more education for locals. Using OpenGov as a reporting platform will allow ITD staff more control over the report, as we won't need to work with ETS in order to make changes and updates.

Recommendations *(Action items require a resolution)*

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Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☒ Action with Resolution ☐ Time Needed: 10 Min

Presenter's Name Mackenzie Stone	Presenter's Title Content Specialist
Preparer's Name Mackenzie Stone	Preparer's Title Content Specialist

Subject

Idaho Transportation Department FY2024 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.

Staff will solicit Board feedback on the Fiscal Year 2024 Annual Report during this meeting and present a final report for Board approval at the November 2024 meeting.

The attached report is simplified into four pages:

Page 1: Project advancement and current investment levels, mission delivery and featuring a challenging year for ITD maintenance crews.

Page 2: Performance Measures.

Page 3: Details on FY24 financial information.

Page 4: Provides an outlook on what ITD is focusing on into the future, including anticipated risks and challenges.

Recommendations (Action items require a resolution)



IDAHO TRANSPORTATION DEPARTMENT

FISCAL YEAR 2024 ANNUAL REPORT

HISTORIC INVESTMENT MODERNIZES A GROWING IDAHO

Idaho's recent investment levels – brought forth by Governor Little and the Idaho Legislature – are critical to projects that enhance safety, mobility and sustain Idaho's strong economy.

Historic funding investments have allowed ITD to begin work in several crucial corridors and make substantial highway improvements with record delivery. This work saves lives and enhances efficient

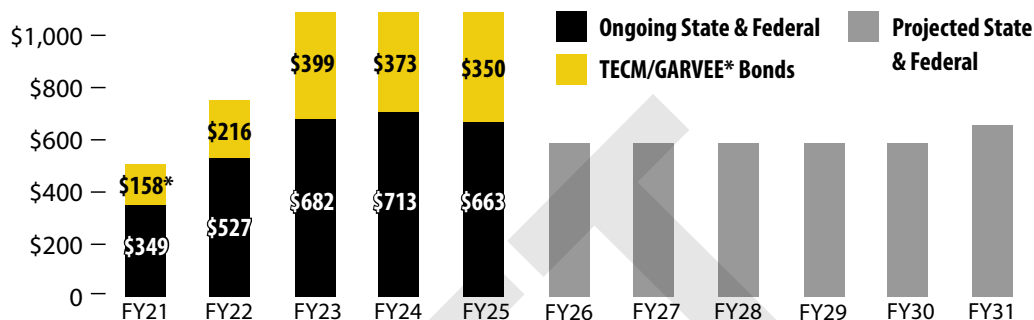
movement of goods. With an anticipated FY25 bond sale for the Transportation Expansion and Congestion Mitigation (TECM) program of \$350 million, all bonding capacity will be utilized at approximately \$1.3 billion.

We celebrate 50 years of ITD this year. Idaho has changed in many ways with triple the population since 1974 and a higher demand on the transportation system. What remains the same is our commitment to enhance quality of life in Idaho.

When we look back 50 years, travelers were making their first trips on the new interstate system. Major bridges – like Perrine and White Bird – were under construction. ITD was building infrastructure for the future, and these are the roads and bridges that we use today.

Much like Idahoans themselves, our roads and bridges are resilient. At ITD, we take care of our communities by maintaining the current infrastructure and building a transportation system for the next 50 years.

HIGHWAY PROJECT FUNDING LEVELS



OUR MISSION: YOUR *Safety* ○○○▷ YOUR *Mobility* ○○○▷ YOUR *Economic Opportunity*

Idaho's natural environment was challenging this year as ITD maintenance crews worked with our partners and communities to combat landslides, wildfires, quagga mussels and winter driving conditions.



Teton Pass



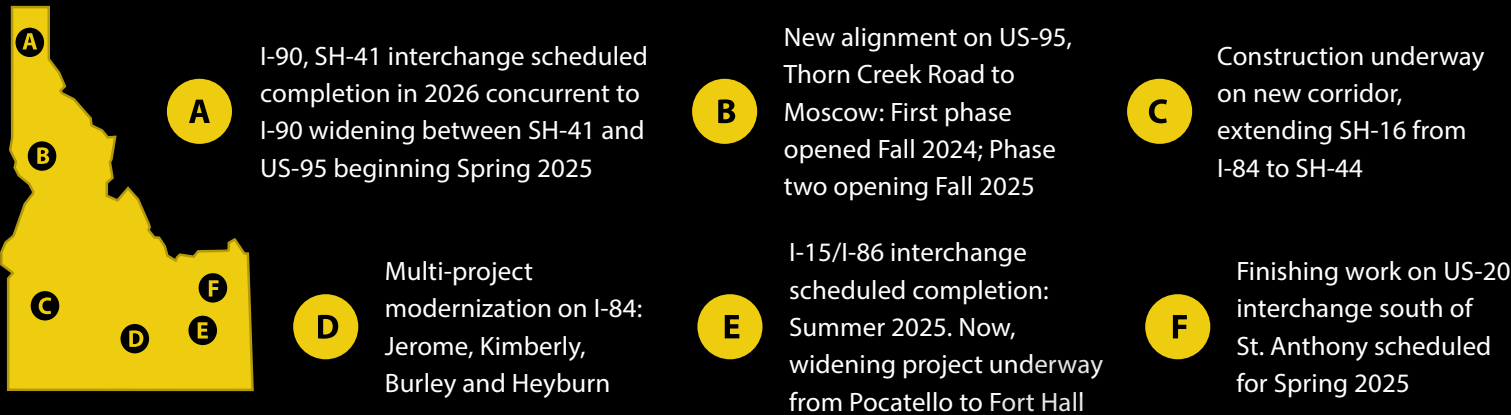
Galena Summit, SH-75



Wapiti Fire, SH-21

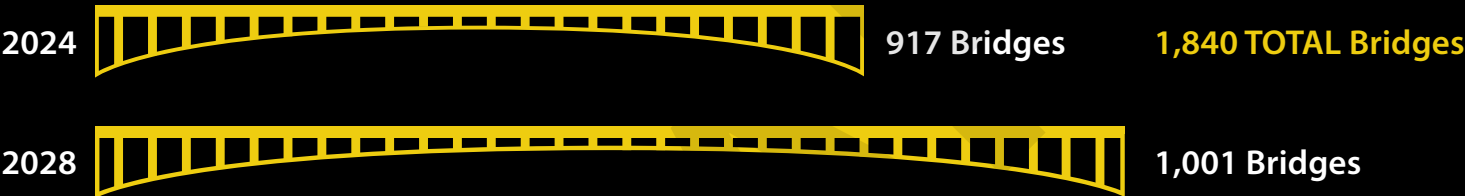
OUR PROGRESS: TIMELY DELIVERY AND RESULTS

INFRASTRUCTURE PROJECTS ADVANCE



AGING INFRASTRUCTURE

Bridges on the state system more than 50 years old in the next five years

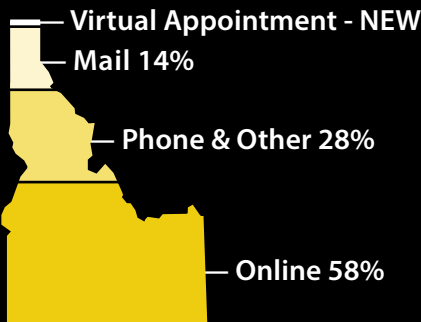


PERFORMANCE MEASURES



DMV: SKIP THE TRIP

1.5 Million Transactions in FY24

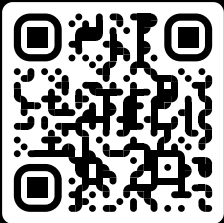


FIVE YEAR GROWTH

	Idaho Population	Licensed Drivers	Annual Miles Driven ¹
	6.5%	10.9%	9%
2024	1.96 Million	1.42 Million	19.68 Billion
2020	1.84 Million	1.28 Million	18.06 Billion

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

For more information, scan the QR code.

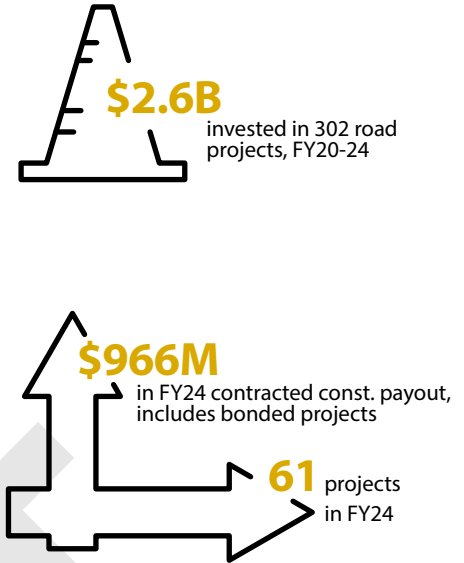


itd.idaho.gov

FINANCIAL INFORMATION

FUNDS RECEIVED (millions)	FY21	FY22	FY23	FY24
Federal (Reimbursements)	\$ 399.1	\$ 370.0	\$ 386.7	\$ 508.6 ¹
State (Highways & Aero Funds)	\$ 383.9	\$ 388.4	\$ 427.3	\$ 415.3
Local	\$ 8.5	\$ 8.8	\$ 7.5	\$ 12.3
SIPF ² (Strategic Initiatives Program Fund, excludes local share)	\$ 73.1	\$ 18.3	\$ 123.9	\$ 191.4
TECM ³ (Transportation Expansion & Congestion Mitigation)	\$ 24.4	\$ 180.6	\$ 90.2	\$ 92.3
Total	\$ 889.0	\$ 966.1	\$ 1,035.6	\$ 1,219.9

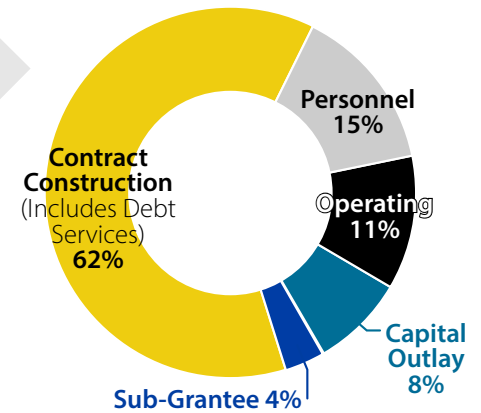
1. Increased federal reimbursements based on increased payouts on federally funded projects.
2. ITD's share of "Leading Idaho" initiative (FY23 and FY24).
3. Ongoing \$80M (HB 772) and one-time \$100M (HB 787) in FY22 was a General Fund cash transfer to reduce the amount of the 1st TECM Bond sale.



EXPENDITURES (millions)		FY21	FY22	FY23	FY24
Operations	Highways	\$ 211.2	\$ 209.1	\$ 227.5	\$ 270.9 ⁴
	DMV	\$ 30.2	\$ 29.7	\$ 30.7	\$ 29.5
	Admin	\$ 26.8	\$ 29.1	\$ 28.1	\$ 30.0
	Facilities	\$ 2.5	\$ 5.3	\$ 7.8	\$ 25.9 ⁵
	Aero	\$ 3.0	\$ 2.7	\$ 10.0	\$ 7.6
	Total	\$ 273.7	\$ 275.9	\$ 304.1	\$ 363.9
Construction	State	\$ 401.5	\$ 369.9	\$ 429.8	\$ 543.8
	TECM	\$ 36.0	\$ 25.7	\$ 57.4	\$ 31.5
	SIPF	\$ 16.7	\$ 8.1	\$ 58.8	\$ 109.9
	Total	\$ 454.2	\$ 403.7	\$ 546.0	\$ 685.2
Ops and Const Total		\$ 727.9	\$ 679.6	\$ 850.1	\$ 1,049.1
Debt Service	GARVEE ⁶ Fed	\$ 57.6	\$ 60.5	\$ 105.7	\$ 11.5
	GARVEE ⁶ State	\$ 4.0	\$ 22.7	\$ 5.3	\$ 4.5
	TECM	-	\$ 1.6	\$ 20.0	\$ 35.1
Total Expenditures		\$ 789.5	\$ 764.4	\$ 981.1	\$ 1,100.2

4. Increased payouts: sub-grantee payments, road equipment purchases, personnel costs due to lower vacancies, road materials and fuel costs.
5. Increased payouts on new and remodel projects as program stewards 600+ facilities.
6. FY23 GARVEE debt service of \$111M includes the FY24 July debt service payment. FY24 GARVEE debt service of \$16M is lower because of the pre-payment in FY23.

EXPENDITURES BY TYPE

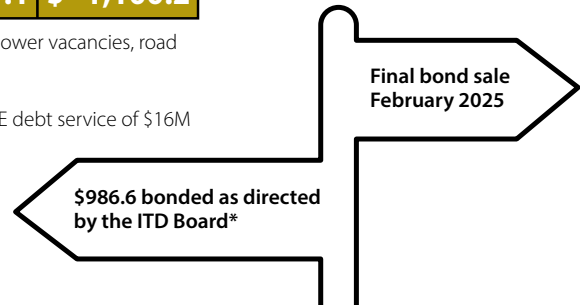


TECM BOND PROGRAM

FY22-FY28 (in millions)

	FY22	FY23	FY24	FY25**	FY26**	FY27**	FY28**
Funds Received from Bond Sale	\$ 216.0	\$ 398.6	\$ 372.0	\$ 350.0	-	-	-
Cumulative		\$ 614.6	\$ 986.6*	\$ 1,336.6	-	-	-
Bond Proceed Expenditures	\$ 5.6	\$ 118.6	\$ 245.4	\$ 474.1	\$ 320	\$ 138	\$ 34
Cumulative		\$ 124.2	\$ 369.6	\$ 843.7	\$ 1,164	\$ 1,302	\$ 1,336

** Estimated values



FORWARD FOCUS

ITD invests with purpose to deliver innovative solutions for Idaho communities

We deliver **Safety, Mobility and Economic Opportunity**. As ITD prepares for the challenges ahead, we:

- **Invest with Purpose** to modernize Idaho's transportation system and address workforce challenges.
- **Listen to Communities** and their ideas for safety and capacity improvements in a growing state. We balance expansion and preservation of the current infrastructure. It's a year-round job.
- **Serve Idaho** with a smart approach to projects that may take multiple years and last for generations.
- **Value our Employees**, their safety and fostering a rewarding workplace experience with benefits.
- **Commit to the Challenge**: Retention of a talented workforce is key to our ongoing success.
- Continue our **Innovative Culture** to meet high expectations of the traveling public and **Enhance Quality of Life in Idaho**.



Fastest
growing
state in
the U.S.



10 YEARS OF INNOVATION

Since 2014, ITD employees have delivered:

- 💡 1,690 ideas
- 💡 1,536 innovations
- 💡 \$61 million saved
- 💡 669,000 hours saved



7 Year
project
plan keeps
Idaho
moving



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☐ Action with Resolution ☒ Time Needed: 10 min

Presenter's Name Sikha N Bhusal	Presenter's Title D3 Materials Engineering Manager
Preparer's Name Sikha N Bhusal	Preparer's Title D3 Materials Engineering Manager

Subject

Add US 95 Rock Wall Project to FY25 of the Approved FY25-31 ITIP		
Key Number N/A	District 3	Route Number US 95

Background Information

District 3 is requesting a project be added to the program. The proposed project is to replace an old and failing rock wall with a new soldier pile wall on US 95 at milepost 146.5. This section of highway is between Council and New Meadows. This highway is one of the major commercial routes connecting North and South Idaho. This highway is a two lane highway.

The history of this old rock wall is unknown. One of the major causes of rock wall failure is because all the water from the upward slope goes through this section of highway to the downslope bringing along debris and dirt. The water percolates into the cracked pavement, washing away the fines from the pavement and rock wall. The cracks are visible on the pavement. For now the district maintenance and materials sections are monitoring the crack on the pavement.

The proposed work would be to hire a consultant to do geotechnical work to design the soldier pile wall. This soldier pile wall will be extended 20-40 feet from an existing soldier pile wall, depending on the geotechnical report. The old guardrail will also need to be replaced at the same time. The district will hire a contractor to build the new soldier pile wall, new drainage system, reconstruct the failed pavement, and install guardrail.

Recommendations *(Action items require a resolution)*

Approve adding a project to FY25 of the Approved FY25-31 ITIP at a cost of \$2,000,000.00 using FY25 Federal Aid funding from statewide balancing. Resolution on page 156B.

RESOLUTION

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

WHEREAS; the Board is charged with considering the safety and convenience of highway users.

NOW THEREFORE BE IT RESOLVED, that the Board approves adding the US 95 Rock Wall Replacement project to FY25 of the approved FY25-FY31 ITIP at a cost of \$2,000,000.00 using FY25 Federal Aid funding from statewide balancing.



Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date October 16, 2024

No Presentation: Consent Item ☐ Informational Calendar Item ☐

Presentation: Informational ☐ Action with Resolution ☒ Time Needed: 5 min

Presenter's Name Justin Pond	Presenter's Title Right of Way Manager
Preparer's Name Justin Pond	Preparer's Title Right of Way Manager

Subject

Administrative Settlement over \$200,000.00		
Key Number 23337	District 3	Route Number US-20/26

Background Information

As per Board Policy 4005, the Director or a delegate may authorize an administrative settlement for up to \$200,000 over the reviewed fair market value of properties appraised up to \$1,000,000. Proposed settlements exceeding \$200,000 shall come before the Board for approval. An administrative settlement is a settlement, authorized by the responsible official, in excess of the approved just compensation. Under appropriate circumstances, an administrative settlement may be made to motivate amicable settlement with an owner and thus avoid recourse to legal proceedings.

Recommendations *(Action items require a resolution)*

Approve: KN 23337, Project No. A023(337) US 20/26, Middleton Rd. to Star Rd., Ada and Canyon Counties, Parcel 142, an administrative settlement over \$200,000.00. Resolution on page 158.

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB _____ of-way along US 20/26, Middleton Rd. to Star Rd., for Project No. A023(337);
and

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

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcel 142.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000.00 for the right-of-way acquisition along US 20/26, Middleton Rd. to Star Rd., for project No. A023(337), KN 23337, Parcel 142.