



# AGENDA

Regular Meeting of the Idaho Transportation Board

**December 11, 2024**

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

Listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2632 149 6350
- b. meeting password: 1234

Video: access Webex.com using same code and password as above

KEY:

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

		Page #	Time*
<b>Action Item</b>	<b>1.</b>	<b>CALL MEETING TO ORDER</b>	<b>8:30</b>
<b>Info Item</b>	<b>2.</b>	<b>SAFETY “CLUTCH MOMENT” SHARE:</b> Government Affairs Manager Cameron	
<b>Action Item</b>	<b>3.</b>	<b>BOARD MINUTES – November 13, 2024</b> .....	4
<b>Info Item</b>	<b>4.</b>	<b>BOARD MEETING DATES</b> .....	14
		Next meeting is January 15 in Boise, Chinden Campus	
<b>Action Item</b>	<b>5.</b>	<b>CONSENT CALENDAR</b> .....	15
HWY	___	Add grant project for the City of Rexburg to the FY25 – FY31 Idaho .....	16
		Transportation Investment Program (ITIP)	
HWY	___	Contract to award .....	17
<b>Info Items</b>	<b>6.</b>	<b>INFORMATIONAL CALENDAR</b>	
HWY	___	Contract Awards and Advertisements .....	22
HWY	___	Professional Services Agreements & Term Agreement Work Tasks Report....	27
HWY	___	Monthly Report of Federal Formula Program Funding through November 26	33
HWY	___	Annual outdoor advertising report.....	35
ADM	___	Non-construction professional service agreements .....	37
ADM	___	State Fiscal Year 2025 Financial Statements .....	38
	<b>7.</b>	<b>BOARD’S SUBCOMMITTEE ON POLICIES REPORT:</b> Member Osborn	<b>8:35</b>

\*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.



8. BOARD’S SUBCOMMITTEE ON ADJUSTMENTS REPORT

9. DIRECTOR’S MONTHLY REPORT: Director Stokes 8:40

Information Items

HWY \_\_\_\_\_ Transportation Expansion & Congestion Mitigation bond drawdown ..... 62 9:00  
Staats summary

DIR \_\_\_\_\_ Employee service awards recognition ..... 64 9:10  
Bailey

10. BREAK 9:35

DIR \_\_\_\_\_ Division of Human Resources annual report..... 65 9:50  
Bailey

HWY \_\_\_\_\_ Grant application strategy and status..... 66 10:05  
Schroeder

Action Items

HWY \_\_\_\_\_ Add Sandpoint Longbridge preliminary engineering project to the ITIP ..... 77 10:15  
Allen (Resolution on page 79)

HWY \_\_\_\_\_ Request to approve consultant agreements ..... 80 10:25  
Crider (Resolution on page 83)

ADM \_\_\_\_\_ Revision to Admin. Policy 5538 Purchase, Payment, Inventory and Disposal ..... 84 10:30  
Doane of State Property (Resolution on page 89)

CIEO \_\_\_\_\_ Delete Admin. Policy 5516/A-01-11 Hazardous Materials/Waste Activities ..... 90 10:35  
Danner (Resolution on page 94)

HWY \_\_\_\_\_ Revise Admin. and Board Policies 4085/5085 Rail-Highway Crossing Program... 95 10:40  
Schwendiman (Resolution on page 106)

HWY \_\_\_\_\_ Board Unallocated Funds request for US-95 rock slope monitoring project..... 107 10:50  
Hoff (Resolution on page 109)

HWY \_\_\_\_\_ SH-44 and Palmer Lane intersection project ..... 110 11:00  
Bauges (Resolution on page 111)

\*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.



December 11, 2024  
Page 3

Boise, Idaho

Page # Time\*

REVISED

**Information Items**

HWY \_\_\_\_ Freight Advisory Committee annual report ..... 112 11:10  
FAC Chair Inouye

HWY \_\_\_\_ Public Transportation Advisory Council annual report..... 113 11:25  
PTAC Chair Luttmann

HWY \_\_\_\_ Public Transportation Office annual update ..... 114 11:40  
Duran

**Action Item**

DIR \_\_\_\_ Aircraft Fleet Task Force Report ..... 115 11:50  
Mahoney (Resolution on page 128)

- Action Item 11. EXECUTIVE SESSION (Salmon River Conference Room) 12:05**  
PERSONNEL ISSUES [SECTION 74-206(a), (b)] and  
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]
- 12. LUNCH: with Local Highway Technical Assistance Council\* 12:30**  
(Lake Coeur d’Alene Conference Room) **\*\*REMOVED\*\***
- 13. ADJOURNMENT (estimated time) 1:30**

\*Agenda was revised at the start of the meeting to remove the lunch from the agenda.

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

REGULAR MEETING  
IDAHO TRANSPORTATION BOARD  
November 13, 2024

The Idaho Transportation Board met at 8:00 AM on Wednesday, November 13, 2024, in Boise, Idaho. The following principals were present:

James R. Thompson, Member – District 1  
Gary Osborn, Member – District 2  
Julie DeLorenzo, Vice Chair – District 3  
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  
Tim Thomas, Lead Deputy Attorney General

Vice Chair DeLorenzo presided over the meeting in Chairman Moad’s absence.

Safety Share. Workforce Development Manager Mike Stowell reported on the importance of taking time to strategically prepare your team. Shorter frequent meetings allow for better task assessments and organizing staff.

Board Minutes. Member Osborn made a motion to approve the minutes of October 16, 2024, seconded by Member Thompson, and the motion passed unopposed.

Board Meeting Dates. The next meeting is December 11 in Boise.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB24-81 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 FY24 certification of receipts and disbursements, 2024-2025 ITD pending administrative rulemakings, the ITD FY24 Annual Report, and removal of Chubbuck Canal Trail from FY25 of the FY25-FY31 ITIP.

1) FY24 certification of receipts and disbursements. Idaho Code, Section 40-708 requires certification of receipts and disbursements. FY24 total receipts are \$928,770,000 and total disbursements are \$937,386,900. With the beginning cash balance of \$143.5 million, the total

ending balance as of June 30, 2024 is \$134.9 million. The statement, shown as Exhibit 577, which is made a part hereof with like effect.

2) 2024-25 ITD zero-based pending administrative rulemakings. For final approval of ITD's five proposed administrative rules as pending rules. Four out of the five were out of the Governor's Zero-Base Regulation that compel agencies to eliminate redundancies and outdated information. The rules were published for a second round of public comment through October 23<sup>rd</sup>. No additional comments were received.

3) ITD FY24 Annual Report. Final approval of ITD's FY24 Annual Report. The Report includes several suggestions received from the Board at the October 2024 board meeting.

4) Removal of Chubbuck Canal Trail from FY25-FY31 Idaho Transportation Investment Program (ITIP). The Local Highway Technical Assistance Council (LHTAC) requests the Chubbuck Canal Trail – Philbin to Hawthorne, be removed from the ITIP due to insufficient right-of-way. The \$448,000 project costs will be reallocated to Transportation Alternatives Program project funds.

Informational Items.

1) Contract awards and advertisements. There were four ITD and two Local contracts awarded that did not require Board approval for the month of October 2024, which starts the new federal fiscal year, FFY2025.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From September 30 – October 26, 2024, 22 new professional services agreements and work tasks were processed, totaling \$6,047,175. One supplemental agreement to existing professional services were processed during this period for \$24,574.

In response to Member Hoff's inquiry about a District 6 planning project not shown on the project list, Highway Administrator Schroeder clarified there was an error in the summary agreement table. That specific project was corrected on the list to a Headquarters not District 6 project, but the summary table was not updated.

3) Monthly report of federal formula program funding through October 30. Idaho received obligation authority (OA) of \$130.7 million through December 20, 2024. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$455.6 million. Allotted program funding is \$146.2 million with \$140.4 million remaining.

Board Report. Member Bulger reported on the American Association of State Highway Transportation Officials (AASHTO) Annual Meeting he attended in October. He highlighted the

department received two President's Transportation Awards and the invaluable experience he had, and for the department, in being able to attend.

CD McElhinney invited staff to give specifics on the two AASHTO awards received. One in the Environmental Planning category for Idaho's First Wildlife Overpass on SH-21 and the other in the Equity category for the US-95, McArthur Lake Cultural Discovery project.

Director's Monthly Report. CD McElhinney provided a summary of his attendance at the AASHTO Annual Meeting in October highlighting issues discussed such as the upcoming federal reauthorization in 2026, restrictions on federal grants funds, project delivery and peer exchange opportunities. He shared Idaho has a prominent presence at these meeting and is highly engaged in dialogue and providing feedback.

Director Stokes reported on winter preparedness. Some activities included District 6 staff hosted counterparts from the Montana Department of Transportation for their annual winter partnering kickoff. The name the snowplow is a new campaign in coordination with the Department of Education that allows Idaho students to submit entries in effort to promote winter safety in young drivers. In collaboration with the Idaho State Police, ITD is partnering with them to offer winter driving safety classes. Executive leadership hosted its all staff virtual town hall meeting last week that drew over 700 attendees from the two sessions.

Chief Innovation Experience Officer (CIEO) Brenda Williams highlighted results from the Division of Human Resources (DHR) Engagement Survey that was sent to all state employees in July 2024. ITD's participation rate from about 50 questions was 80%. CIEO Williams reviewed ITD's 2022 eight-point action plan that included the launch of the digital employee recognition certificate program. Some highlights from the top five survey responses included safety and work-life balance with 84% and 77% ratings respectively. The most significant lowest result was pay and benefits at 52%. Strong results were received for immediate supervisors and ITD's five focus areas. As a result of the survey, the 2024 action plan is under development. One major inclusion is an employee cash recognition program for innovation.

Director Stokes concluded with giving a legislative preview. Legislative outreach for each of the districts is set for the second week in December. Emphasis will be on the expected \$1 billion construction payout this year, the final bond sale and project delivery.

Dealer Advisory Board (DAB) Annual Report. DAB Chairman Jim White reported on DAB elections, policies, the Idaho Consumer Asset Recovery (ICAR) fund, and the dealer portal. Some highlights included there is one outstanding ICAR claim – the maximum payout is \$50,000. The DAB was briefed on the new investigation process for non-compliant vehicle dealers. Phase 1 of the new Dealer Portal was launched in May 2024 that allows dealers to e-file vehicle registrations. The DAB had an opportunity to review and provide feedback on ITD's DAB policies that were revised to clarify roles and responsibilities. Future goals include efforts to increase the ICAR Fund, which has remained static for many years.

In response to Member Hoff's question regarding national dealership internet car sales, DMV Administrator Lisa McClellan stated the issues with Carvana, an Idaho dealer, have been resolved. However, with online sales, the core question is determining where the sale occurs.

ITD/Associated General Contractors (AGC) of Idaho Excellence in Construction Partnering Awards. CD McElhinney announced this is the 5<sup>th</sup> annual partnering awards recognizing project excellence statewide. He thanked AGC and the judging committee and reviewed the judging criteria. Eligible projects include statewide highways and local road projects for work zone safety, innovative problem solving and efficiency.

Sr. Public Information Officer Ellen Mattila announced there were four Bronze Award winners and 14 Silver Award winners. She presented the top eight Gold Awards describing each project. Representatives from ITD's districts and contractors were present or online to express their appreciation. The Top Gold Award was for US-93 Perrine Bridge Corrosion Protection project.

State FY25 Financial Statements. Controller Robbie Swajkoski presented the department's FY25 quarterly financial statements. Some highlights included actual revenue to the State Highway Fund (SHF) are about \$6 million over forecast, and revenue to the Highway Distribution Account (HDA) is about \$2 million under forecast. Expenditures for the SHF are slightly below forecast, \$304.4 million. Revenue to the Aeronautics Fund are above forecast with expenditures below forecast due to pending projects. Revenue for the TECM Fund are slightly over due to interest and expenditures are about \$1 million over. The Strategic Initiatives Program Fund balance is \$376.2 million. Bond proceed expenses for GARVEE and TECM are \$616,000 and \$123.9 million respectively. Expenses of CARES Act Funding for public transit is \$30,000. The FY26 budget request includes \$500,000 for the CARES Act Funding.

FY2026 Budget Revision #1. Financial Manager Kirk Weiskircher reviewed the FY26 budget revisions since August 2024. Some highlights included there were no changes to the FY25 supplementals. The FY26 Line Item changes were as follows: Administration – decrease of \$843,000, Aeronautics – decrease of \$55,000, Highway Operations – decrease of \$163,000 for a revised grand total of \$353.2 million. Other updates included changes in the Statewide Cost Allocation Plan, replacement equipment, contract inflation, employee compensation and health insurance. With adjustments and debt service, the total program funding request is \$1.35 billion - \$1 million less than the original proposal.

In response to Member Bulger's question regarding why the Aeronautics' Division Salary Enhancement request was not approved (their budget was reduced by \$55,000), FM Weiskircher stated the DHR did not agree with the position's market assessment. Director Stokes added it was a matter of timing. The department did make some previous salary adjustments; however, more is needed and will seek future approval.

SFY 2025 Idaho Airport Aid Program Grant Funding. Aeronautics Administrator Thomas Mahoney provided an overview of the Idaho Airport Aid Program (IAAP) that is primarily funded

through aviation and jet fuel taxes. Funding for SFY25 was established at \$1.25 million and provides funding for 16 general aviation airports, two community and seven primary service airports (includes Pullman-Moscow who receives half the funding of what the others receive). General aviation airports will receive 90% of Federal Aviation Administration (FAA) funding (\$26.4 million). With current funding levels, Aeronautics was able to provide them the maximum 2.5% match rate (\$822,538) of the required 10% sponsor match (\$1.9 million). Community airports received \$282,500 IAAP funding with sponsors contributing \$132,500. Primary service airports receive 93.75% of FAA funding (\$22.4 million). Based on available funding, Aeronautics allocated a flat rate for each totaling \$97,500. Aeronautics will also provide funding for four small emergency projects. The Aeronautics Advisory Board reviewed and recommended the IAAP grant funding at its October 2024 meeting.

In response to Madam Chair’s question regarding the 60% required sponsor match for the Midvale Community airport, AA Mahoney stated the \$100,000 did not include an additional in-kind contribution of \$60,000. Aeronautics is funding \$250,000 this year, or approximately 90% of overall program costs over two years, due to the availability of Leading Idaho Funds.

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

RES. NO.        WHEREAS, the Idaho Transportation Board (ITB) is charged with determining the  
ITB24-82        timeframe and scope of improvements for the State Transportation System; and

WHEREAS, the Idaho Transportation Board has the authority to design, construct, reconstruct, alter, extend, repair and maintain state aeronautical facilities; and

WHEREAS, the Idaho Transportation Board has the authority to expend funds for the construction, maintenance and improvement of public owned aeronautical facilities; and

WHEREAS, the Idaho State Legislature approved \$1,250,000 for airport improvements; and

WHEREAS, the Idaho Aeronautics Advisory Board recommended approval of the proposed funding plan at their meeting on October 30, 2024.

*NOW THEREFORE BE IT RESOLVED*, that Board approves the Idaho Airport Aid Program for State Fiscal Year 2025 in the amount of \$1,250,000.

*BE IT FURTHER RESOLVED*, the Board directs the Division of Aeronautics to issue grant offers for SFY 2025.

Request to Approve Consultant Agreements. Consultant Services Engineer Mohsen Amirmojahedi presented the request for consultant agreement authorization for design



services. The two projects, as shown in the resolution, are District 4 regional planning – Magic Valley MPO, by Kittelson & Associates and US-20, Auxiliary Lanes Lewisville Interchange (IC) to S. Rigby IC by Horrocks Engineers. CSE Amirmojahedi reviewed the project background and justifications and outlined the requested authorization for each project.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board)  
 ITB24-83 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
21811 <sup>1</sup> / Design	D4 Regional Planning	4	\$803,482	-	\$470,430	\$1,273,912
23246, 23254, 24084 <sup>1</sup> / Design	US-20, Auxiliary Lanes Lewisville IC to S Rigby IC, Rexburg Middle IC to St Anthony IC, and Exit 337 Ramp Extensions	6	-	-	\$2,312,400	\$2,312,400

- 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

Add US-20/26 and SH-44 Pedestrian Ramp Improvements to FY25-FY31 ITIP. District 3 Engineer Jason Brinkman presented the request for pedestrian ramp improvements on US-

20/26 (Broadway), SH-44 (Glenwood) and US-20/26 (Chinden). In 2023, Broadway was seal coated, however, many of the ramps are not in ADA compliance. Some can be repaired but most need to be configured to the specific conditions – grade, slope, landing width, etc. Statute allows for a good faith effort to make the ramps compliant with no condition of right-of-way acquisition required for ramp landing space. Some ramps currently have modern features.

In response to Madame Chairs question regarding change in ramp standards, DE-3 Brinkman replied that the standards did change. The ramps today accommodate multiple users such as pedestrians, wheelchairs, canes and scooters. CD McElhinney shared ITD does have an ADA Transition Plan that will be submitted through FHWA.

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

RES. NO.        WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB24-84        Department (ITD) mission of safety, mobility, and economic opportunity; and  
                      WHEREAS; upgrading pedestrian ramps to conform with the American’s with  
                      Disabilities Act (ADA) standards to the extent feasible is to be included with  
                      pavement improvement projects; and

WHEREAS; there are 75 pedestrian ramps within the previous pavement improvement project limits that should meet ADA standards.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves adding the US-20/26 and SH-44 Pedestrian Ramp Improvements Project to FY26 of the approved FY25-FY31 ITIP at a total cost of \$2,000,000 - with \$400,000 development in FY25 and \$1,600,000 construction in FY26. FY25 Federal Aid funding from statewide balancing will be used for development.

Idaho Rail-Highway Crossing Program (RHCP) Annual Report. Rail-Highway Program Manager Blaine Schwendiman provided an overview of RHCP funding, effectiveness of the program and programmed projects. Some highlights included there are 13 railroad companies operating in Idaho, in addition to one in Malad City that was recently identified. There are over 1,000 at-grade crossings where the road and track are at the same level. The safest is grade separation crossings, which when funding is available, are constructed to eliminate vehicle-train collisions. The RHCP, that provides matching funds, is annually funded by \$2 million federal and \$250,000 of state funds. Improving or eliminating at-grade crossing has been a major focus of the RHCP. Although 5-year average incident statistics for Idaho has historically been low, there has been an increase in the last period. Staff is researching contributing factors. ITD supports Idaho Operation Lifesaver who educates the public on safe use of crossings and funds their state coordinator position. The Rail Operation and Safety Team, comprised of statewide representation and local partners, reviews and selects the projects. In FY23, the RHCP received \$8 million of one-time funds through the Governor’s Leading Idaho Initiative – 14 projects were funded. Currently, there are 28 RCHP projects in the FY25 - FY31 ITIP.

Annual Update on ITD's Research Program. Research Program Manager Ned Parrish provided an overview of the Research Program. Federal statute requires 25% of Statewide Planning and Research (SPR) Funds be used for research, development and technology transfer. The FY25 Program budget is \$2.59 million (11% is state dollars), of which 37% is spent on research projects. ITD's Research Advisory Council reviews requests and sets funding priorities.

Highway Division Administrator Mike Johnson shared details on the precast pier connections bridge research project that has garnered national attention. Some highlights included the concept was developed by ITD's bridge staff. The new precast concrete concept out-performs cast-in-place, and notably, for high seismic regions. The concept was submitted to the AASHTO Innovation Management Program and won AASHTO's High Value Research award.

Roadway Data Manager Margaret Pridmore presented the Local Road Annual Average Daily Traffic (AADT) project. Some highlights included the interactive map application will consider locations where traffic counts are occurring – 12,000 centerline miles on the Federal Aid system. The goal is to include all public roads of approximately 57,000 centerline miles. From a data collection standpoint, the project would assist local entities seeking grant funding. The updated map publishing is anticipated in summer 2025.

Research Analyst Amanda Laib reviewed the five recently completed, 10 current and eight new research projects. Some of the projects were the Idaho Truck Parking Availability Use and Need Study, Geotechnical Asset Management for Rock Slopes and Rockfall Risk and Commercial Motor Vehicle Crash Analysis. Some new projects included Evaluation of Bridge Deck Preservation Strategies and Work Zone Safety and Mobility Process Review.

Research Program Manager Ned Parrish concluded by providing an overview of the 35 Pooled Fund projects, the National Cooperative Highway Research Program and the AASHTO program support. In 2024, ITD provided funding for two additional AASHTO programs.

Employee Safety Program (ESP) Update. Employee Safety Risk Manager Randy Danner gave an update on the ESP that was established in 2016 to build a safety culture at ITD. He reviewed the various actions taken such as implementing training, Critical Incident Stress Management peer support, creating a newsletter and the safety recognition coin and medallion program. In comparison of FY19 to FY24, the total injuries incident rate has declined significantly from 3.43 to 1.43 respectively and is well below the national standard.

SIF Idaho Workers' Compensation Safety Services Consultant Kimberly Tkacs provided data from the 2020 – 2024 Loss Experience Analysis Report for ITD. Some highlights included, currently, ITD's loss ratio is 77% with 11 open claims. She reviewed causes of injuries with overexertion ranking highest (37.8%) and slips, trips and fall second (26.8%). Injuries sustained to the wrist/hands were among the highest. She reviewed the top five key elements of a safety program and culture such as training leaders and employees in safe procedures and job hazards. Better working conditions and higher employee morale are a few of the benefits.

ESRM Danner concluded by reiterating 84% of employees agree ITD has a strong committee to employee safety as noted in DHR's Employee Engagement Survey. As a result, ITD has a strong culture of safety because of the commitment and contribution from everyone.

Board Unallocated Funding Request for SH-41 Between Peasley Creek and Elk City. District 2 Engineer Doral Hoff presented the SH-41 pavement restoration project from Peasley Creek to Elk City, mile post 23 to 33. The project will be bid as a fixed price quantity and will complete as many miles as possible. The project is an ongoing effort to repair the roadway. Staff received a letter from the Idaho County Commissioner in support of a previous roadway project done.

DE-2 Hoff informed the Board of a potential rock fall issue on US-95 at mile post 189. Staff is monitoring rock movement – specifically at the rock spire and surrounding area.

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 authorized to expend funds  
ITB24-85 appropriated for construction, maintenance and improvement of state  
highways; and

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

WHEREAS, it is the intent of the Board to effectively utilize all available federal, state, and local funding.

*NOW THEREFORE BE IT RESOLVED*, that Board approves the SH-14, Mile Post 23 to Mile Post 33, Surface Rehabilitation/Grind and Inlay project, Idaho County be added to FY25 of the FY25-FY31 ITIP using FY25 Board Unallocated Funding for a total project cost of \$2,200,000.

*BE IT FURTHER RESOLVED*, that the Board authorizes staff to adjust the program and amend the FY25 - 31 ITIP accordingly.

Trucking Advisory Council (TAC) Annual Report. TAC Chairman John Pocock reported on the TAC's membership, activities, policy reviews, and statewide topics. Some highlights included the TAC will be replacing members for Districts 3 and 6 as their terms end December 2024. The pilot program for commercial truck registration processing efficiency went live August 2024. The program enables hourly transaction processing, including payments and credential issuance. In Minnesota, beet juice is being used on roadways as a de-icing alternative to salt and is reported to be less corrosive. In coordination with the Idaho Walk Bike Alliance, a truck/bicycle social media Sharing the Road safety message was created in response to an increase in near incidents between the two on rural roads. The next phase of the drug and alcohol clearinghouse, that requires states to check violations before issuing or renewing Commercial Drivers Licenses (CDL), starts November 18. If a violation is found, the driver's CDL

will be downgraded. According to Great West Insurance, CB radios are not the distraction once thought. There is concern regarding excessive towing fees. Currently, there are no guidelines or controls on those fees and legislation is anticipated to address it.

Executive Session on Legal and Personnel Issues. Member Thompson made a motion to meet in executive session at 11:44 AM 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. Madame Chair stated the meeting will adjourn at the conclusion of executive session.

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

The Board ended executive session at 12:24 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 12:24 PM.

The Board had an informal lunch with Trucking Advisory Council following the meeting.

Read and Approved

\_\_\_\_\_, 2024

\_\_\_\_\_, Idaho

\_\_\_\_\_  
JULIE DELORENZO, PRESIDING CHAIR  
Idaho Transportation Board

# BOARD MEETING DATES

January 15 – Boise	February 19 – Boise	March 20 – Boise
April 17 & 18 – Pocatello	May 14 & 15 – Shoshone	June 11 & 12 – Boise
July 23 & 24 – CDA	August 20 & 21 – Rigby	September 17 & 18 - Lewiston

2025																												
January							February							March							April							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
		X	2	3	4							1	2	3	4	5	6	7	8	1		1	2	3	4	5		
5	6	7	8	9	10	11	2	3	4	5	6	7	8	9	10	11	12	13	14	15	6	7	8	9	10	11	12	
12	13	14	15	16	17	18	9	10	11	12	13	14	15	16	17	18	19	20	21	22	13	14	15	16	17	18	19	
19	X	21	22	23	24	25	16	17	18	19	20	21	22	23	24	25	26	27	28	29	20	21	22	23	24	25	26	
26	27	28	29	30	31	23	24	25	26	27	28	30	31								27	28	29	30				
May							June							July							August							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
				1	2	3	1	2	3	4	5	6	7	1	2	3	X	5						1	2			
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9	
11	12	13	14	15	16	17	15	16	17	18	X	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16	
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23	
25	X	27	28	29	30	31	29	30	27	28	29	30	31	24	25	26	27	28	29	30	24	25	26	27	28	29	30	
September							October							November							December							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
	X	2	3	4	5	6			2	3	4			2	3	4	5	6	7	8	1		1	2	3	4	5	6
7	8	9	10	11	12	13	5	6	7	8	9	10	11	9	10	X	12	13	14	15	7	8	9	10	11	12	13	
14	15	16	17	18	19	20	12	13	14	15	16	17	18	16	17	18	19	20	21	22	14	15	16	17	18	19	20	
21	22	23	24	25	26	27	19	20	21	22	23	24	25	23	24	25	26	X	28	29	21	22	23	24	X	26	27	
28	29	30	26	27	28	29	30	31	30	28	29	30	31	28	29	30	31	28	29	30	31							

“X” = holiday

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



**IDAHO TRANSPORTATION BOARD**  
**RESOLUTION FOR CONSENT ITEMS**

**Pages 16 - 21**

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 adding the Neighborhood Access and Equity Grant project for the City of Rexburg to the FY25-FY31 Idaho Transportation Investment Program and contract awards.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: \_\_\_\_\_

Presenter's Name Jason Minzghor	Presenter's Title District Engineer
Preparer's Name Jeff Sneddon	Preparer's Title Project Manager

## Subject

Add NAE Grant Project for the City of Rexburg to the Approved FY25-FY31 ITIP		
Key Number ORN 24770	District 6	Route Number US 20

## Background Information

On March 13, 2024, the U.S. Department of Transportation announced grant awards through the Reconnecting Communities & Neighborhoods Grant Program. The City of Rexburg was awarded a Neighborhood Access and Equity (NAE) grant in the amount of \$2 million. This project's scope of work will include having a professional company research, assess, design and plan the best options for reconnecting the disadvantaged communities that lie on the west side of Highway 20 with the town amenities that are necessary and important for daily living. The City of Rexburg is providing a local match of \$500,000 toward the project.

The City of Rexburg currently is not Financial Management Information System (FMIS) eligible and asked ITD to serve as the recipient of the grant and administer the funds, and for the City of Rexburg to be the Designated Subrecipient. ITD District 6 is requesting approval from the ITD Board to provide this support to the City of Rexburg.

The originally anticipated schedule was to begin in July 2024, complete the majority of the work by December 2025, and close out the project by April 2026. The Idaho Transportation Department's budget schedule requires that the project be pushed back to begin the project in July 2025. Anticipated completion of the project is in December 2026 with project closeout in June 2027.

Staff requests approval to add this project as detailed above to the approved FY25-FY31 ITIP. Project to be programmed in FY 2026.

## Recommendations *(Action items require a resolution)*

Approve addition of the NAE Grant project for the City of Rexburg to the approved FY25-FY31 ITIP.





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 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

Board Approval for Contract to Award		
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.

### **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 10/01/24 to 11/30/24					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
8	4	1	0	0	0

### **ACTION**

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

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

Contract requiring Board Approval to Award - Justification received 11/01/24 to 11/30/24	
ITD	Local
1	0

### **Recommendations (Action items require a resolution)**

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

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL TO AWARD

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
2	<b>24248 SIA</b>	US-95	11/19/2024	2	\$472,673.00	\$565,000.00	\$92,327.00
US-95 Roadway Repairs Riggins							120%
Contractor: Knife River Corporation-Mountain West					State		

DATE OF BID OPENING - NOVEMBER 19, 2024

---

IDAHO PROJECT  
US-95 ROADWAY REPAIRS RIGGINS  
Idaho County  
Key No. 24248

---

DESCRIPTION: The work on this project consists of replacing and repairing existing manhole covers, soft spots, and cracks within the traveled way of US-95 in the town of Riggins, Idaho

BIDDERS: Knife River Corporation – Mountain West \$565,000.00  
Boise, ID

1 BIDS ACCEPTED 1-Irregular: Planholders list

ENGINEER'S ESTIMATE - \$472,673.00

LOW BID - 120 Percent of the Engineer's Estimate

NET +/- OF EE \$92,327.00

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Karen Hanna  
Digitally signed  
by Karen Hanna  
Date: 2024.11.20  
15:13:31 -07'00'

---

**Karen Hanna**  
Contracts Manager

# Department Memorandum

## Idaho Transportation Department



**DATE:** November 20, 2024

**Program Number(s)** A024(248)

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

Monica Crider  
Digitally signed by Monica Crider  
Date: 2024.11.21 08:33:13 -0700'

**Key Number(s)** 24248

**FROM:** Doral J. Hoff, P.E.  
District 2 Engineer

Doral J. Hoff  
Digitally signed by Doral J. Hoff  
Date: 2024.11.21 08:33:13 -0700'

**Program ID, County, Etc.** US 95 ROADWAY REPAIR, RIGGINS

**RE:** Justification for Award of Bid

Bids were opened on November 19, 2024 for the above referenced project. Two bids were received. The low responsive bid was 20% higher than the Engineer’s estimate.

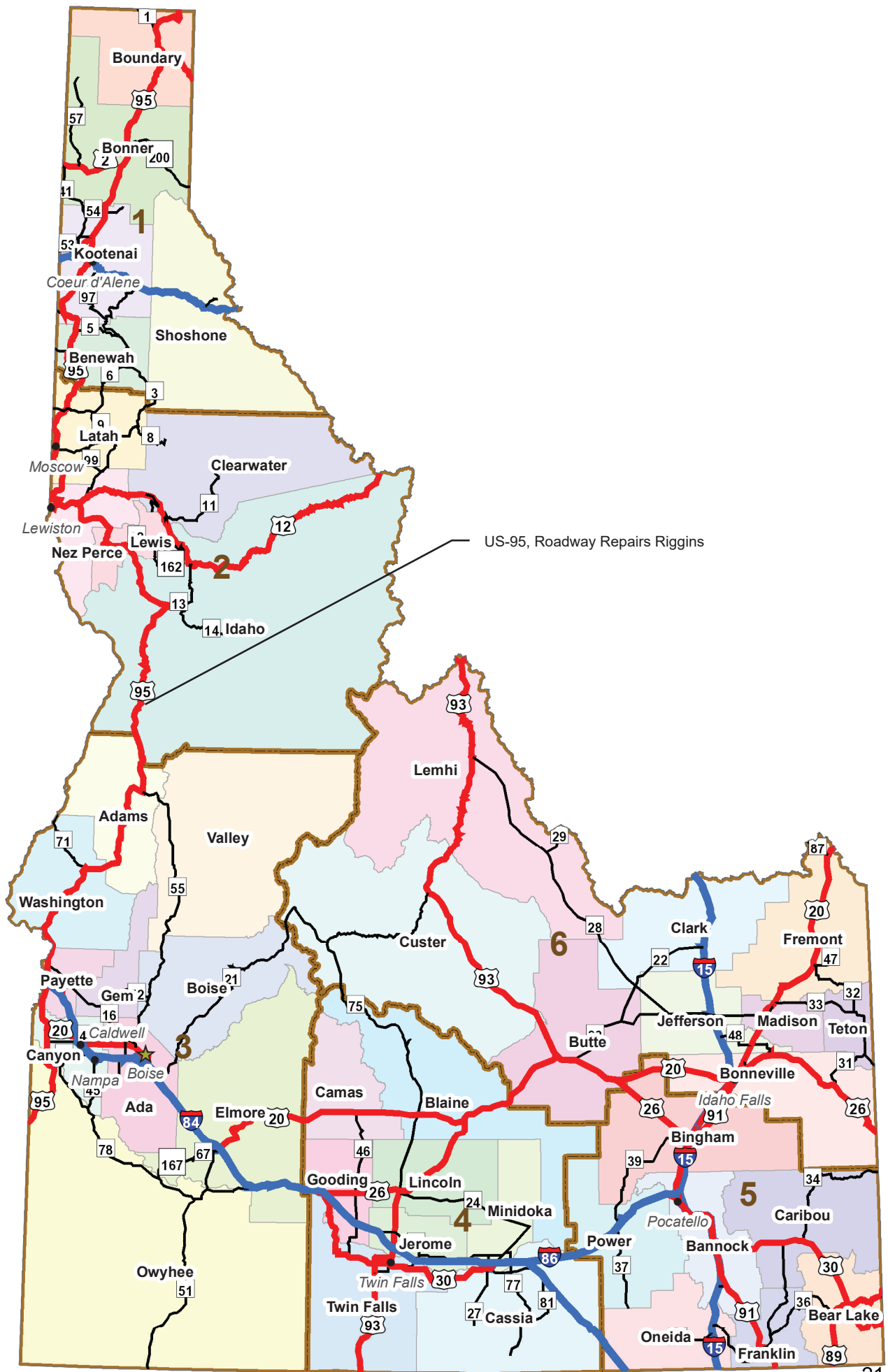
The following items account for most of the difference between the low bid and the Engineer’s Estimate:

Item	Description	Quantity	Unit	Estimated Unit Price	Bid Unit Price	\$ Difference
605-645A	Replace Manhole	30	EA	\$1,350.00	\$2,785.00	\$43,050.00
S913-05A	Soft Spot Repair	904.00	CY	\$160.00	\$275.00	\$103,960.00
Total Difference from these Items						\$ 147,010.00

The Engineer’s Estimate was based on the average unit price index for similar projects and past experience. Despite this, our estimate was low for the above items. The extra work involved in soft spot repair and the lack of contractor resources in the area were not adequately accounted for. Adjusting the unit prices for these factors would have resulted in an estimate more in line with the bids received.

This project addresses significant deficiencies in the pavement affecting the traveling public. It is crucial to award this project in the 2025 construction season to prevent further deterioration.

The district does not believe that re-advertisement will result in lower estimates. The district recommends awarding this contract.



US-95, Roadway Repairs Riggins



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 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 10/01/24 to 11/30/24					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
8	4	1	0	0	0

### **RECENT ACTIONS**

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

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

Contracts Requiring no action from the Board 11/01/24 to 11/30/24	
ITD	Local
3	2

### **FUTURE ACTIONS**

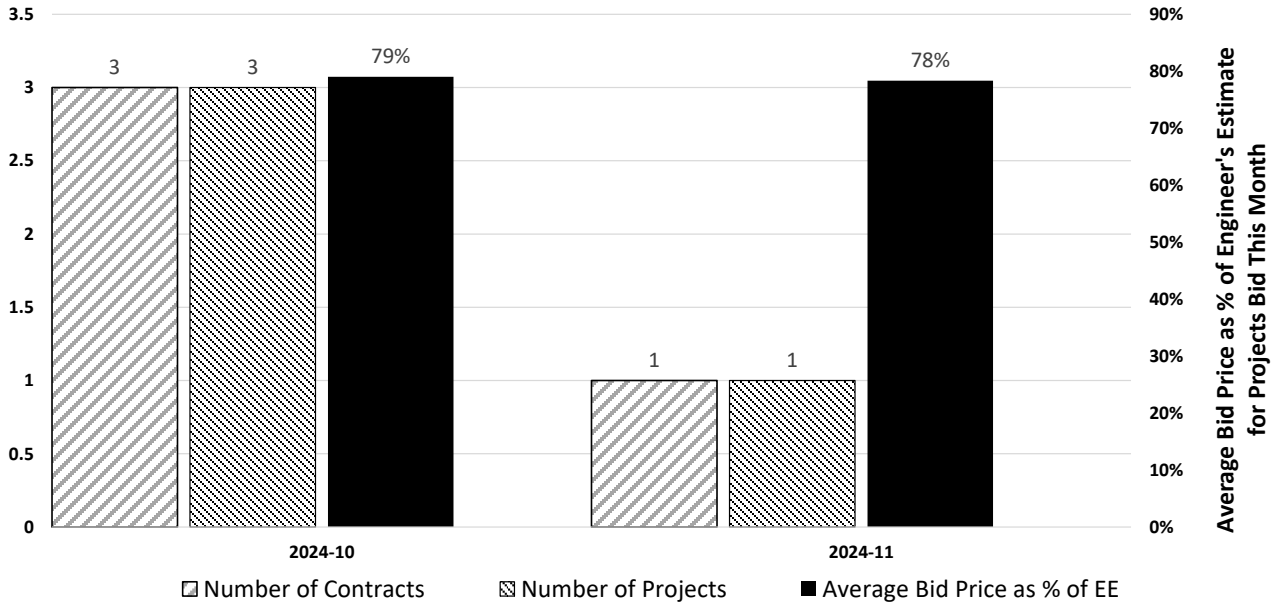
The Current Advertisement Report is attached.

### **Recommendations** (*Action items require a resolution*)

For Information Only.
-----------------------

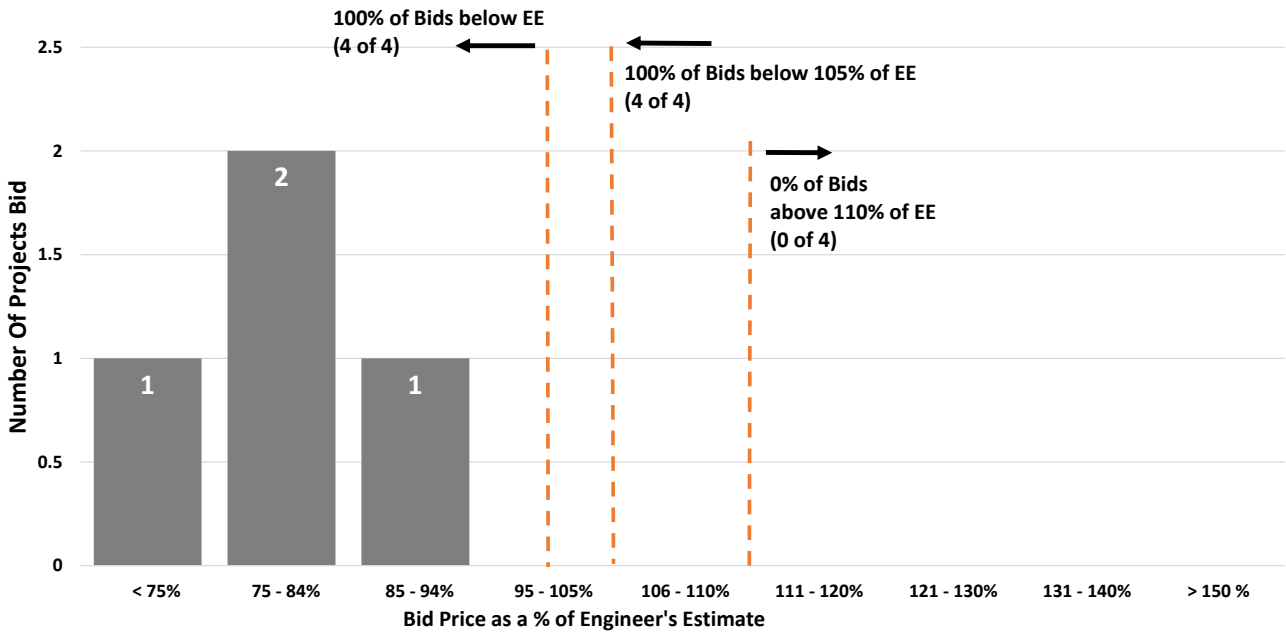
### FFY25 State Infrastructure Project Bid Results: YTD Summary By Cost 4 Projects YTD through November 30, 2024

YTD Total for all 4 projects:  
Ratio of Bid Costs / Engineer's Estimates = \$117.70M / \$149.0M = 79%



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

### FFY25 State Infrastructure Project Bid Results: YTD Summary By Project Count 4 Projects YTD through November 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	Eng. Est.	Low Bid	Net +/- % of EE
2	19822	US-95	11/5/2024	5	\$5,976,938.70	\$4,683,640.00	(\$1,293,298.70) 78%
US-95, Ferdinand NB Passing Lane Contractor: Knife River Corporation-Mountain West State							

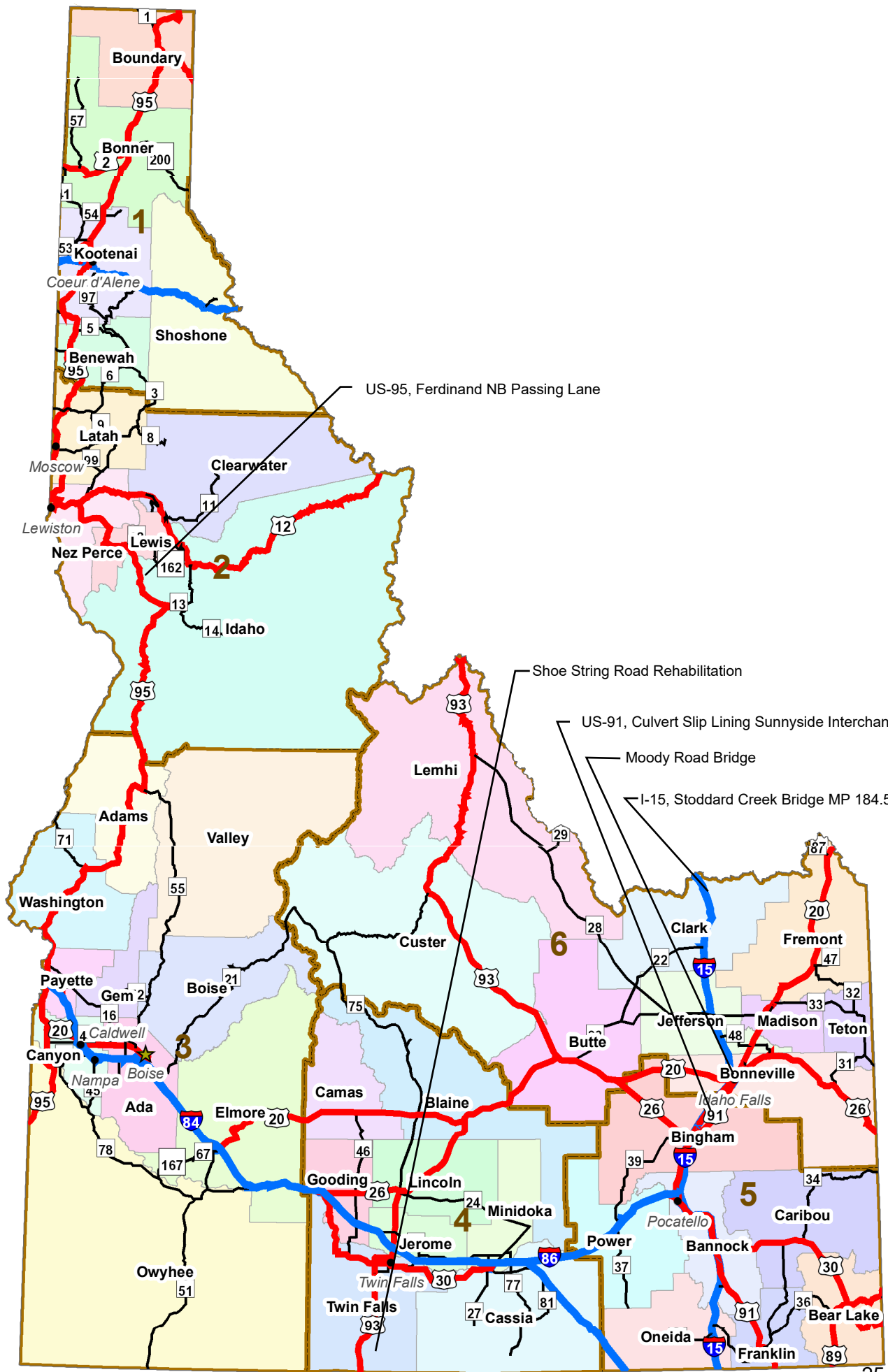
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
20666/22003/2 LHTAC(4)	3737	OFF SYS	11/5/2024	3	\$4,415,896.50	\$3,895,015.09	(\$520,881.41) 88%
Shoe String Road Rehabilitation Contractor: Summit Construction LLC Federal							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
6	24730 SIA	US-91	11/5/2024	1	\$87,234.38	\$95,250.00	\$8,015.62 109%
US-91, Culvert Slip Lining Sunnyside Interchange Contractor: Integrity Inspection Solutions State							

District	Key No.	Route	Opening Date	No. of Bids Received	Estimate Quantity	Fixed Price	Quantity Bid
6	24254d SIA	I-15	11/5/2024	2	768.55 SF	\$500,000.00	897.00 SF
I-15, Stoddard Creek Bridge MP 184.5 Contractor: Cannon Builders Inc State							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(6)	21984	OFF SYS	11/19/2024	4	\$3,358,273.62	\$3,287,163.11	(\$71,110.51) 98%
Moody Road Bridge Contractor: Cannon Builders Inc Federal							





## Monthly Contract Advertisement As of 11-30-2024

District	Key No.	Route	Bid Opening Date
2	20404	SH-21	12/3/2024
SH-21, Quartz Creek (JAYPE) Bridge			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
6	23576 SIA	SH-33	12/3/2024
FY25 Rexburg Signal Upgrades			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	19292	OFF SYS	12/3/2024
Main Street/Silver Valley Road Bridge			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	12310	OFF SYS	12/3/2024
Ramsey Road; Wyoming Ave. to Lancaster Road, Hayden			
\$5,000,000 to \$10,000,000			

District	Key No.	Route	Bid Opening Date
5	19605	I-86	12/10/2024
Intersection Pocatello Avenue			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
LHTAC(3)	21981/22879/ 23746/24280	OFF SYS	12/10/2024
Simco Road; Rehabilitation & Safety Improvement, Mtn. Home HD			
\$10,000,000 to \$15,000,000			

District	Key No.	Route	Bid Opening Date
6	23578	OFF SYS	12/10/2024
FY25 Idaho Falls Signal Upgrade			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
LHTAC(6)	19566	OFF SYS	12/17/2024
Fun Farm Bridge			
\$5,000,000 to \$10,000,000			

District	Key No.	Route	Bid Opening Date
3	23956/20212	SH-16 & I-84	12/17/2024
SH-16, I-84 System Interchange and Franklin Rd Interchange & I-84, Garrity IC to Ten Mile IC			
Greater than \$25,000,000			



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 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 21 new professional services agreements and work tasks totaling **\$11,894,578** and 8 supplemental agreement to existing professional services agreements totaling **\$6,224,332** from October 27, 2024 through November 23, 2024.

### New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>									<i>Total</i>
	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>HQ</i>	<i>MGMT</i>	<i>AERO</i>	
<b>Resources not Available</b>										
CE&I			2		1					3
Roadway Design			2							2
Bridge Design	1	1					1			3
Bridge Inspection		1								1
Materials/Geotechnical			1							1
Engineer of Record					1					1
Surveying					1					1
Planning							1	2		3
<b>Local Public Agency Projects</b>	1		3	1	1					6
<b>Total</b>	2	2	8	1	4	2	2			21



# Board Agenda Item

## For ITD District Projects:

15 new professional services agreements and work tasks were processed during this period totaling **\$10,298,246**. 4 supplemental agreements totaling **\$6,028,901** 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>
US 2, PRIEST RIVER, BONNER CO	Resources not Available Bridge Design	Bridge Design Services	Individual Project Solicitation	HDR Engineering, Inc.	\$376,500

### District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, THORN CR RD TO MOSCOW, PH 1	Resources not Available Bridge Inspection	Bridge Inspection Services	Direct from Term Agreement	Atlas Technical Consultants LLC	Prev: \$74,955 This: \$9,909 Agreement Total to Date: \$84,864
SH 13, MIDDLE FK CLEARWATER RV BR, KOOSKIA	Resources not Available Bridge Design	Bridge Design Services	Individual Project Solicitation	David Evans and Associates, Inc. (DEA)	Prev: \$463,319 This: \$325,304 Agreement Total to Date: \$788,623

### 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 CE&I	CE&I services	Individual Project Solicitation	Keller Associates, Inc.	\$2,506,056 Board Approved: \$2,516,426 On: 10/7/2024
LOCAL, CHINDEN DRAINAGE AND DESIGN PLAN, GARDEN CITY	Resources not Available Roadway Design	Roadway Design Services	RFI from Term Agreement	HDR Engineering, Inc.	\$457,108
I 84, D3 IC RAMPS, ADA/CANYON COUNTIES	Resources not Available Roadway Design	Roadway Design Services	Direct from Term Agreement	Burgess & Niple, Inc.	\$90,652



## Board Agenda Item

ITD 2210 (Rev. 12-23)

I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	Resources not Available CE&I	CE&I Services	Individual Project Solicitation	Horrocks Engineers, Inc.	Prev: \$4,754,092 This: \$3,816,862 Agreement Total to Date: \$8,570,954 Board Approved: \$10,000,000 On: 3/23/2023
I 84, D3 IC RAMPS, ADA/CANYON COUNTIES	Resources not Available Materials/ Geotechnical	Materials/ Geotechnical	Direct from Term Agreement	GeoEngineers, Inc.	Prev: \$80,209 This: \$3,882 Agreement Total to Date: \$84,091

### 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, MAIN ST GS NBL & SBL, INKOM	Resources not Available CE&I	CE&I services	Individual Project Solicitation	Atlas Technical Consultants LLC	\$969,842
I 15, W BLACKFOOT IC TO RIVERSIDE CANAL SBL, BINGHAM CO	Resources not Available Surveying	Surveying	Direct from Term Agreement	Forsgren Associates, Inc.	\$44,963
I 15, MAIN ST GS NBL & SBL, INKOM; I 15, UPRR INKOM OPASS, BANNOCK CO	Resources not Available Engineer of Record Services	Engineer of Record Services	Individual Project Solicitation	HDR Engineering, Inc.	\$799,985

### District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, FY25 D6 PLANNING & SCOPING	Resources not Available Planning	Planning Services	Direct from Term Agreement	Civil Science, Inc.	\$43,037
STATE, FY26 D6 BRIDGE REPAIR; SH 32, BITCH CR BR REPAIR	Resources not Available Bridge Design	Bridge Design Services	Individual Project Solicitation	Burgess & Niple, Inc.	\$500,906



# 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, FY22 STRATEGIC MGT AGREEMENT	Resources not Available Planning	Planning Services	RFI from Term Agreement	Murphy Pavement Technology	Prev: \$50,140 This: \$59,993 Agreement Total to Date: \$110,133
STATE, FY25 STATEWIDE PLANNING	Resources not Available Planning	Planning Services	RFI from Term Agreement	JUB Engineers, Inc.	\$293,247

## 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>
3	SH 55, N FK OF THE PAYETTE RIVER, RAINBOW BR	Modjeski and Masters, Inc.	11/8/2023, Bridge Design Services	Complete the remaining Environmental compliance tasks through PS&E.	Prev: \$2,357,005 This: \$641,981 Agreement Total to Date: \$2,998,986 Board Approved: \$3,180,000 On: 11/15/2023
4	STATE, D4 REGIONAL PLANNING	Kittelson & Associates, Inc.	11/24/2020, MVMPO Planning and Implementation Project	Completing Phase 3	Prev: \$803,482 This: \$470,429 Agreement Total to Date: \$1,273,911 Board Approved: \$1,273,912 On: 10/24/2024
6	US 20, ARCO TO IDAHO FALLS, DESIGN	Horrocks Engineers, Inc.	6/21/2024, Development and Value Planning Phase Services	Taking the initial agreement from preliminary environmental work and the Value planning Workshop through preliminary design.	Prev: \$956,940 This: \$4,200,623 Agreement Total to Date: \$5,157,563 Board Approved: \$5,547,918 On: 9/19/2024
6	US 20, JCT I-15 CONNECTOR, IDAHO FALLS	HDR Engineering, Inc.	3/24/2021, Preliminary Design and Environmental Services.	Additional environmental, traffic analysis, and public involvement work	Prev: \$7,717,798 This: \$715,868 Agreement Total to Date: \$8,433,666 Board Approved: \$15,200,000 On: 11/17/2022



# Board Agenda Item

ITD 2210 (Rev. 12-23)

## For Local Public Agency Projects:

6 new professional services agreements totaling **\$1,596,332** were processed during this period.  
 4 supplemental agreements totaling **\$195,431** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
LOCAL, ORR MULTI-USE CITY PATHWAY, NAMPA	CITY OF NAMPA	Pathway, Roadway Design, Survey, Public Involvement, Environmental, and Geotech Services.	RFI from Term Agreement	Precision Engineering, LLC	\$246,810
SMA-7822, 100 WEST RD, MINIDOKA HD	CITY OF RUPERT	Roadway Design Services	Individual Project Solicitation	Forsgren Associates, Inc.	\$769,882
STC-1888, FERRY BUTTE BRIDGE REHAB, BINGHAM CO	BINGHAM COUNTY	Bridge Design Services	Individual Project Solicitation	Keller Associates, Inc.	\$186,059
LOCAL, ORR MULTI-USE CITY SIDEWALKS, PHASE 2, NAMPA	CITY OF NAMPA	Roadway Design services	Direct from Term Agreement	Precision Engineering, LLC	\$94,748
SMA-7905, RAMSEY RD SIGNAL UPGRADES, KOOTENAI CO	CITY OF COEUR D'ALENE	Roadway Design Services	RFI from Term Agreement	JUB Engineers, Inc.	\$182,171
SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	HIGHWAY DISTRICT No. 4	CE&I Services	RFI from Term Agreement	Forsgren Associates, Inc.	\$116,662



# 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	Manage ROW acquisition services	Prev: \$530,126 This: \$47,545 Agreement Total to Date: \$577,671 Board Approved: \$1,479,803 On: 9/19/2024
2	SMA-7014, SNAKE RV AVE; SOUTHWAY BR TO 11TH AVE, LEWISTON	Horrocks Engineers, Inc.	4/17/2024, Roadway Design Services	Update plans, specifications, and estimate from draft PS&E delivered in 2016 to current specifications and pay items	Prev: \$60,245 This: \$135,411 Agreement Total to Date: \$195,656
3	STC-3840, OLA HWY; POWERLINE RD TO 2ND FORK RD, GEM CO	Keller Associates, Inc.	3/13/2019, Roadway Design	Additional Roadway Design Services through PS&E	Prev: \$306,500 This: \$5,962 Agreement Total to Date: \$312,462
6	LOCAL, RAILROAD PATH; RIVERSIDE PARK TO YELLOWSTONE HWY	Keller Associates, Inc.	4/3/2024, Roadway Design Services	Additional survey and design for an alternate alignment for the pathway	Prev: \$65,950 This: \$6,513 Agreement Total to Date: \$72,463

### **Recommendations** *(Action items require a resolution)*

For Information Only





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 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 November 26, 2024.		
Key Number N/A	District N/A	Route Number N/A

## Background Information

Idaho has received obligation authority through 12/20/24 via a continuing resolution passed on September 26, 2024.

Obligation authority through December 20th is \$130.7 million. This includes \$7.5 million of *Highway Infrastructure General Funds* carried over from FY20 through FY23, and \$45 million *IIJA Bridge formula* (General Fund) funds. These General Funds are also included in the apportionments detailed below.

The Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$455.6 million. FY25 obligation authority through 12/20/24 is 28.7% of apportionments.

### Exhibit 1: Formula Funding for FY2024

<b>IIJA FY2024</b>	
<b>Apportionments + COVID + Hwy Infra.</b>	
Federal Aid Only	\$455,642
Including Match	\$491,735
<b>Obligation Limits through 12/20/2024</b>	
Federal Aid Only	\$130,713
Including Match	\$140,534

- 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 11/26/24.



# 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 12/20/24	Program Funding Remaining as of 11/26/24
All Other SHS Programs	\$100,291	\$92,915
GARVEE Formula Debt Service*	\$14,077	\$14,077
State Planning and Research*	\$2,094	\$146
Metropolitan Planning*	\$542	\$0
Freight	\$375	\$375
Railroad Crossings	\$66	(\$641)
Recreational Trails	\$58	\$58
STBG - Transportation Mgt. Area	\$427	\$771
Transportation Alternatives (TMA)*	\$256	\$322
Carbon - TMA	\$40	\$40
STBG - Local Large Urban	\$362	\$400
Carbon - Large Urban	\$309	\$509
STBG - Local Small Urban	\$169	\$346
STBG – Local Rural	\$622	\$2,432
Transportation Alternatives (Urban/Rural)*	\$1,691	\$1,634
Local Bridge*	\$17,551	\$18,634
Off System Bridge*	\$6,750	\$7,480
Local Safety	\$395	\$1,036
<b>Total</b>	<b>\$146,074</b>	<b>\$140,534</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the August 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 November 26th.
- \* 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 December 11, 2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: \_\_\_\_\_

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

Annual Outdoor Advertising Report		
Key Number State-wide	District	Route Number

## Background Information

The 2024 Annual Outdoor Advertising Report on activities is attached.

The ITD Outdoor Advertising Program is charged with monitoring, controlling, or causing to be controlled, advertising signs in areas adjacent to the Interstate System, Primary Highways, and the NHS (National Highway System) roads within the state of Idaho. The controlling of these signs consists of the following primary functions:

- Maintaining an inventory of all outdoor advertising signs along the highway systems, including the state's NHS routes.
- Issuing permits and identification tags for signs erected prior to the effective date of the state's outdoor advertising control agreement and for signs legally erected.
- Removing, or causing to be removed, any signs not legally erected or maintained.

The responsibility for the administration of the Scenic Enhancement and Outdoor Advertising program is under the authority of the Right-of-Way Section.

## Recommendations *(Action items require a resolution)*

--



**DATE:** November 26, 2024

**Program Number(s)**

**TO:** ITD Transportation Board

**Key Number(s)**

**FROM:** Justin Pond, Right of Way Manager

**Program ID, County, Etc.State-wide**

**RE:** Annual Outdoor Advertising Summary Report

The following provides information for the Annual Outdoor Advertising Report for 2024. Notable items include:

1. There was 1 appeal of denied sign applications during 2024.
2. There were 6 new Outdoor Advertising sign applications processed is 2024. 5 were approved and 1 was denied. This represents the 2 less permit denials from 2023.
3. There remain illegal Outdoor Advertising signs throughout the state which need to be addressed.

## OUTDOOR ADVERTISING SIGN STATUS REPORT

Time Period - October 1, 2023 through September 30, 2024									
Districts	Outdoor advertising				Non-Conforming Signs				All Signs
	Appeals	New Permits	Illegal Removed	Illegal Remaining	Condemnations	Being Purchased	Removed	Remaining	District Totals
District 1	0	1	0	6	0	0	0	45	141
District 2	1	2	0	4	0	0	0	21	205
District 3	0	1	0	0	0	0	0	68	343
District 4	0	1	0	2	0	0	0	33	144
District 5	0	0	0	6	0	0	0	17	132
District 6	0	0	0	0	0	0	0	34	253
Totals	1	5	0	18	0	0	0	218	1218



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: \_\_\_\_\_

Presenter's Name Michelle Doane	Presenter's Title BSM Manager
Preparer's Name Alicia Oakes	Preparer's Title Contract Officer

## Subject

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

## Background Information

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

PSA #	Document Description	Vendor Name	Line Amount	Unit Name	Service From	Service To
T003386	Project Management Support for Highways PMO	Keller Associates Inc,	\$63,204.24	HQ Program Management Office	09/02/24	09/01/25
T003397	Identification of Wildlife-Vehicle Conflict Priority Hotspots in Idaho-Phase 2	Patricia Cramer, Wildlife Connectivity Institute	\$48,904.00	HQ Environmental Program (SPR Funds)	09/30/24	09/29/25
T003410	Highway Safety Policy and Procedure Manual	Governors Highway Safety Association	\$28,470.04	HQ Highway Safety NHTSA Grant Payments (TRFD)	10/21/24	09/30/25

## Recommendations *(Action items require a resolution)*



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: N/A

Presenter's Name Robbie Swajkoski	Presenter's Title Controller
Preparer's Name Robbie Swajkoski	Preparer's Title Controller

## Subject

State Fiscal Year 2025 Financial Statements		
Key Number	District	Route Number

## Background Information

### July 01<sup>st</sup>, 2024 thru October 31<sup>st</sup>, 2024 Fiscal Year 2025 Financial Statements

The financial operations of the Department as of October 31<sup>st</sup>, 2024, four 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 at 5.2%, (this includes Misc. Revenues and Equipment Buy Back). Revenues in the Highway Distribution Account, Fuels/Registration Direct, and Ethanol are above forecast at 3.31%.
- State fuel tax revenues to the State Aeronautics Fund are above forecast at 6.38% or 80K. The revenue for both the State Highway Account, and the State Aeronautics Fund will continue to be monitored closely.
- Expenditures are within planned budgets YTD. The differences after the first four months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$1.18M or 2.38% 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 through October of this fiscal year are \$262.6M. Compared to the last three fiscal years through the fourth month of the year:
  - FY24= \$272.1M
  - FY23= \$196.6M
  - FY22= \$174.4M

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 four months from these funding sources was \$492.9M or \$60.5M higher than the highest point of the previous three years.

- FY24= \$432.4M
- FY23= \$336.9M
- FY22= \$224.6M

The balance of the long-term investments in the State Highway Fund as of the end of October is \$186.1M. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance of 102.8M totals \$288.9M for the State Highway Fund.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first four months, are \$41.7M. 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 \$4.8M based on the cash balance.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Deposits into the Transportation Expansion and Congestion Mitigation Fund is \$41.4M for the first four months of the sales tax of 4.5%. Initial receipts into this fund for FY25 of \$55.2M is committed to debt service on the TECM Bonds. Expenditures in this fund for construction expenses on projects were \$22.5M.

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 \$21.8M since awarded. The budget for FY25 is \$5M, with expenditures of 30k YTD in FY25.

Expenditures from the two active bond programs were \$165.5M for the TECM Capital Projects fund and \$622k for the GARVEE Capital Projects fund. Both programs are very active and advancing as planned.

### **Recommendations** *(Action items require a resolution)*

For Information.

**DECEMBER  
ITD BOARD PACKET**

**OCTOBER  
FY25  
FINANCIAL STATEMENTS**



User ID: whaszier  
 Report ID: AD-FN-GL-010  
 Run Date: 12 Nov 2024  
 % of Time  
 Remaining: 66.7

# 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 10/31/2024**  
 (all amounts in '000)

Fiscal Year: 2025

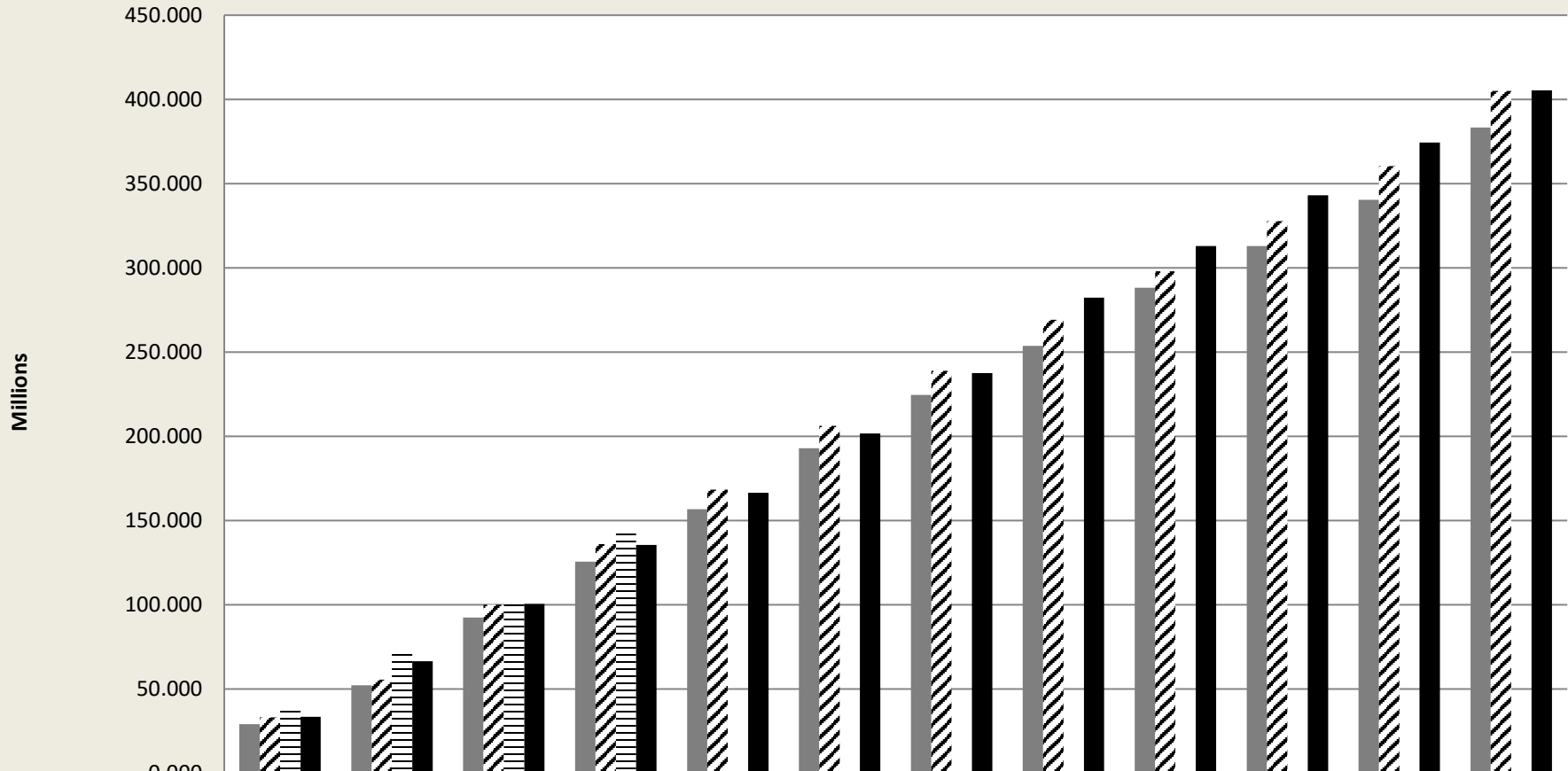
Funds Received					
	FY24 Actual YTD	FY25 Actual YTD	FY25 Forecast YTD	FY25 to FY24 Actual	FY 25 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	210,533	200,799	195,865	-4.6%	2.5%
State (Inc. H.D.A.)	136,010	142,484	135,479	4.8%	5.2%
Local	3,884	5,671	3,176	46.0%	78.6%
<b>Total State Highway Account:</b>	<b>350,428</b>	<b>348,954</b>	<b>334,520</b>	<b>-0.4%</b>	<b>4.3%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	78	77	150	-1.1%	-48.9%
State	1,615	2,220	1,805	37.4%	23.0%
<b>Total State Aeronautics Fund:</b>	<b>1,693</b>	<b>2,297</b>	<b>1,955</b>	<b>35.7%</b>	<b>17.5%</b>
<b>Total Fund Received:</b>	<b>352,121</b>	<b>351,251</b>	<b>336,475</b>	<b>-0.2%</b>	<b>4.4%</b>
Disbursements (includes Encumbrances)					
	FY24 Actual YTD	FY25 Actual YTD	FY25 Budget YTD	FY25 to FY24 Actual	FY 25 to Budget
Construction Payouts	274,310	262,761	248,448	-4.2%	5.8%
<b><u>Operations Expenses</u></b>					
Highways	92,623	94,121	101,291	1.6%	-7.1%
DMV	12,229	13,147	15,132	7.5%	-13.1%
Administration	11,713	11,931	14,142	1.9%	-15.6%
Facilities	26,636	14,923	22,839	-44.0%	-34.7%
Aeronautics	2,606	5,959	3,261	128.7%	82.7%
<b>Total Operations Expenses:</b>	<b>145,807</b>	<b>140,081</b>	<b>156,666</b>	<b>-3.9%</b>	<b>-10.6%</b>
<b><u>Transfers</u></b>					
Debt Service	0	0	0	0.0%	0.0%
<b>Total Transfers:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>
<b>Total Disbursements:</b>	<b>420,117</b>	<b>402,842</b>	<b>405,114</b>	<b>-4.1%</b>	<b>-0.6%</b>
	FY24 Actual YTD	FY25 Actual YTD	FY25 Budget YTD	FY25 to FY24 Actual	FY 25 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	47,418	48,612	49,795	2.5%	-2.4%
Operating	42,598	40,460	56,883	-5.0%	-28.9%
Capital Outlay	42,447	35,754	38,228	-15.8%	-6.5%
Sub-Grantee	13,344	15,255	11,760	14.3%	29.7%
<b>Totals Operations Expenses:</b>	<b>145,807</b>	<b>140,081</b>	<b>156,666</b>	<b>-3.9%</b>	<b>-10.6%</b>
Contract Construction	274,310	262,761	248,448	-4.2%	5.8%
<b>Totals (excluding Transfers):</b>	<b>420,117</b>	<b>402,842</b>	<b>405,114</b>	<b>-4.1%</b>	<b>-0.6%</b>

# State Highway Fund 0260

Fiscal Year 2025

State Revenue Source Forecast vs Actual

October - For Period Ending 10/31/2024



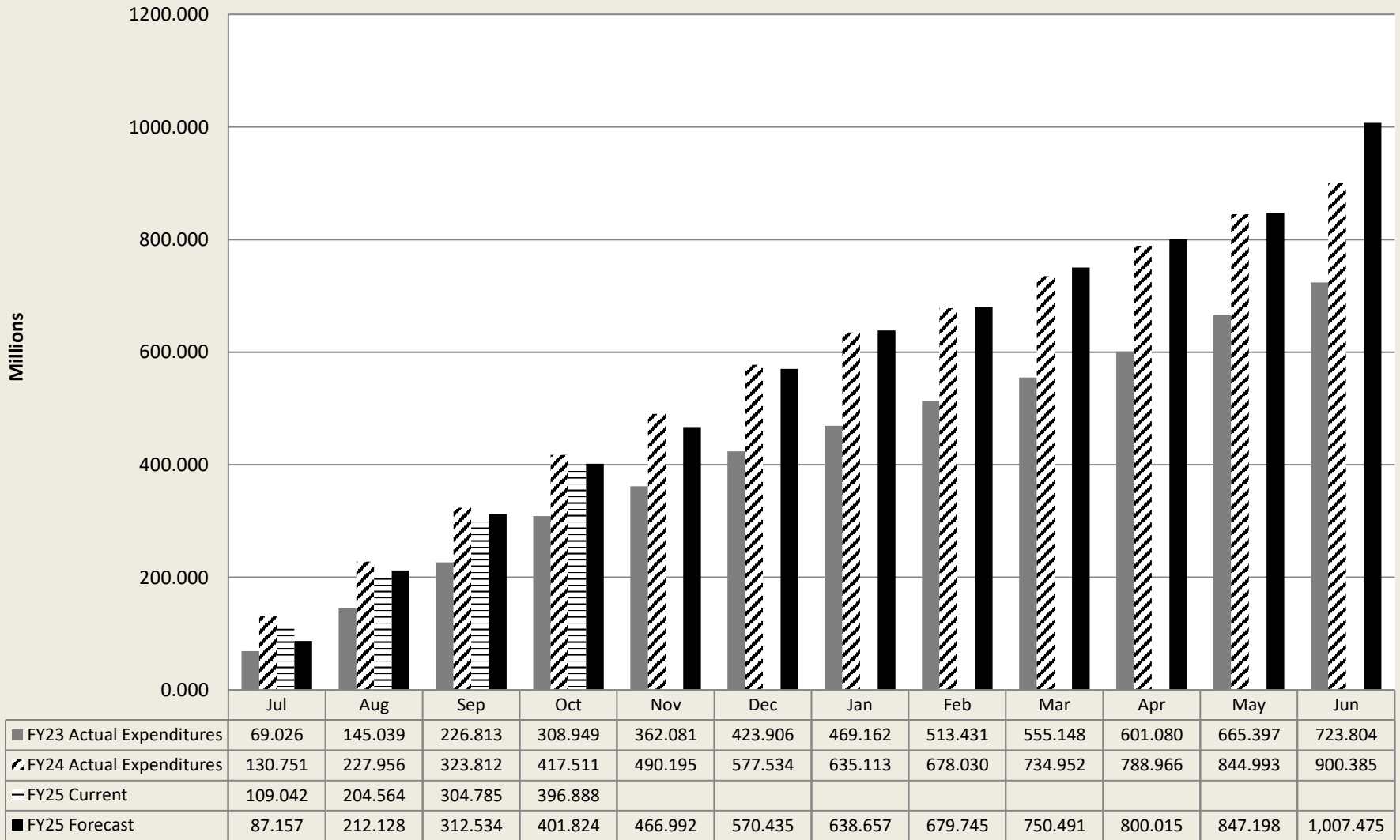
■ FY23 Actual Revenue	29.119	52.218	92.439	125.473	156.752	192.821	224.482	253.687	288.224	312.870	340.304	383.254
▨ FY24 Actual Revenue	33.121	55.489	99.979	136.010	168.351	206.261	238.789	269.104	298.021	327.693	360.372	405.033
□ FY25 Current	36.932	71.313	100.434	142.484								
■ FY25 Forecast	33.474	66.469	100.484	135.479	166.528	201.610	237.555	282.236	312.871	342.987	374.296	405.267

## State Highway Fund 0260

Fiscal Year 2025

Expenditures

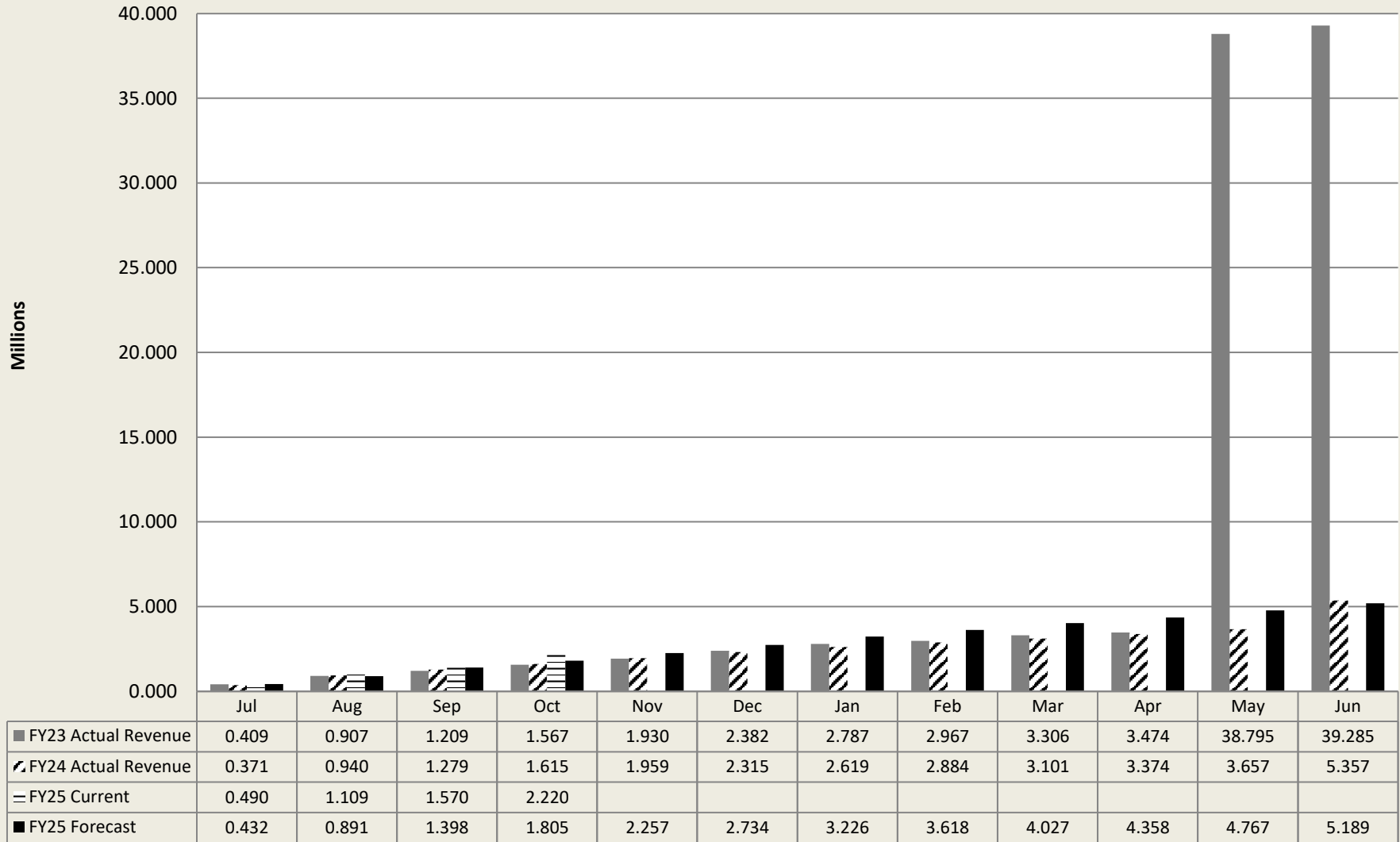
October - For Period Ending 10/31/2024



# Aeronautics Fund 0221

Fiscal Year 2025

## State and Interagency Revenue Sources Forecast vs Actual October - For Period Ending 10/31/2024

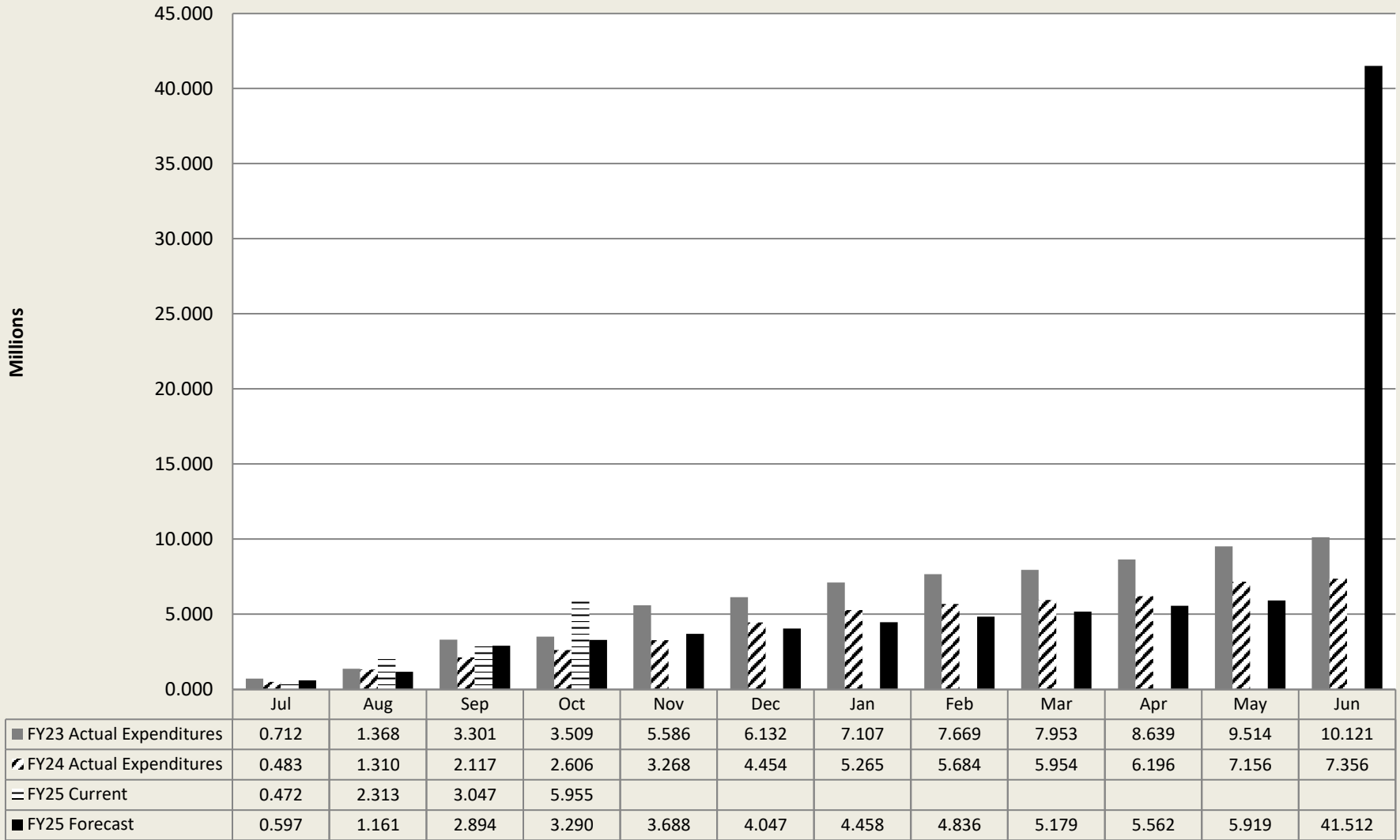


## Aeronautics Fund 0221

Fiscal Year 2025

Expenditures

October - For Period Ending 10/31/2024



UserID: whaszier  
 Report ID: AD-FN-GL-002  
 Run Date: 12 Nov 2024

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 10/31/2024

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Sep-24	Oct-24	Sep-24	Oct-24	Sep-24	Oct-24
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	4,500	4,500	0	0
Cash in Bank (Daily Operations)	39,564,931	37,331,253	98,762,767	102,799,925	206,236,103	204,255,611
Investments (Long Term: STO - Diversified Bond Fund)	2,016,340	2,022,122	185,541,021	186,075,944	0	0
Total Cash & Investments	<b>41,581,270</b>	<b>39,353,374</b>	<b>284,308,288</b>	<b>288,880,370</b>	<b>206,236,103</b>	<b>204,255,611</b>
Receivables - Other	0	0	1,045,194	1,161,626	0	0
- Due From Locals (Project Overruns)	0	0	864,486	509,708	0	0
- Inter Agency	40,995	22,778	50,488	4,290	0	0
Total Receivables	<b>40,995</b>	<b>22,778</b>	<b>1,960,168</b>	<b>1,675,624</b>	<b>0</b>	<b>0</b>
Inventory on Hand	0	0	24,928,553	26,418,949	0	0
<b>Total Assets:</b>	<b>41,622,266</b>	<b>39,376,152</b>	<b>311,197,008</b>	<b>316,974,943</b>	<b>206,236,103</b>	<b>204,255,611</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	20,459	0	(0)	0
Sales Tax Payable	0	0	10,983	24,558	0	0
Deferred Revenue (Local Projects Match)	0	0	36,613,823	36,529,560	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	174,929	187,627	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>36,820,194</b>	<b>36,741,745</b>	<b>(0)</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	510,961	516,949	92,593,187	101,850,153	0	0
Fund Balance	41,111,305	38,859,203	181,783,627	178,383,045	206,236,103	204,255,611
<b>Total Fund Balance:</b>	<b>41,622,266</b>	<b>39,376,152</b>	<b>274,376,814</b>	<b>280,233,197</b>	<b>206,236,103</b>	<b>204,255,611</b>
<b>Total Liabilities and Fund Balance</b>	<b>41,622,266</b>	<b>39,376,152</b>	<b>311,197,008</b>	<b>316,974,943</b>	<b>206,236,103</b>	<b>204,255,611</b>

UserID: whaszier  
 Report ID: AD-FN-GL-002  
 Run Date: 12 Nov 2024

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 10/31/2024

	Strategic Initiatives Fund (Dedicated) 0270.02		Strategic Initiatives Fund (Local) 0270.05		Strategic Initiatives Fund (Local Grant) 0270.06		Total Strategic Initiatives Fund 0270		
	Sep-24	Oct-24	Sep-24	Oct-24	Sep-24	Oct-24	Sep-24	Oct-24	
	<b>ASSETS</b>								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	376,235,266	367,754,015	433,493,431	435,089,270	25,598,625	24,194,453	835,327,322	827,037,737	
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0	0
Total Cash & Investments	<b>376,235,266</b>	<b>367,754,015</b>	<b>433,493,431</b>	<b>435,089,270</b>	<b>25,598,625</b>	<b>24,194,453</b>	<b>835,327,322</b>	<b>827,037,737</b>	
Receivables - Other	0	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0	0
Total Receivables	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Inventory on Hand	0	0	0	0	0	0	0	0	0
<b>Total Assets:</b>	<b>376,235,266</b>	<b>367,754,015</b>	<b>433,493,431</b>	<b>435,089,270</b>	<b>25,598,625</b>	<b>24,194,453</b>	<b>835,327,322</b>	<b>827,037,737</b>	
<b>LIABILITIES</b>									
Vouchers Payable	(0)	(0)	0	0	0	0	(0)	(0)	
Sales Tax Payable	0	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0	0
<b>Total Liabilities:</b>	<b>(0)</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	
<b>FUND BALANCE</b>									
Reserve for Encumbrance	457,191	307,191	0	0	0	0	457,191	307,191	
Fund Balance	375,778,074	367,446,824	433,493,431	435,089,270	25,598,625	24,194,453	834,870,131	826,730,546	
<b>Total Fund Balance:</b>	<b>376,235,266</b>	<b>367,446,824</b>	<b>433,493,431</b>	<b>435,089,270</b>	<b>25,598,625</b>	<b>24,194,453</b>	<b>835,327,322</b>	<b>826,730,546</b>	
<b>Total Liabilities and Fund Balance</b>	<b>376,235,266</b>	<b>367,754,015</b>	<b>433,493,431</b>	<b>435,089,270</b>	<b>25,598,625</b>	<b>24,194,453</b>	<b>835,327,322</b>	<b>827,037,737</b>	

UserID: whaszier  
 Report ID: AD-FN-GL-002  
 Run Date: 12 Nov 2024

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 10/31/2024

	CARES Act Covid-19 0345	
	Sep-24	Oct-24
<b>ASSETS</b>		
Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(228,468)	(74,893)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	(228,468)	(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
<b>Total Assets:</b>	(228,468)	(74,893)
<b>LIABILITIES</b>		
Vouchers Payable	0	0
Sales Tax Payable	0	0
Deferred Revenue (Local Projects Match)	0	0
Accounts Receivable Overpayment	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0
<b>Total Liabilities:</b>	0	0
<b>FUND BALANCE</b>		
Reserve for Encumbrance	3,269,939	3,269,939
Fund Balance	(3,498,407)	(3,344,832)
<b>Total Fund Balance:</b>	(228,468)	(74,893)
<b>Total Liabilities and Fund Balance</b>	(228,468)	(74,893)



User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 12 Nov 2024  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

Fund: 0260 State Highway 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)
<b>Fiscal Year:</b>	2025					
<b>Budget Fiscal Year:</b>	2025					
<b>REVENUES</b>						
<b>Federal Sources</b>						
FHWA - Highway	181,495,200	190,568,600	41,505,927	9,073,400	5.00 %	452,886,900
FHWA - COVID Relief	5,000,000	1,890,035	187,605	(3,109,965)	-62.20%	5,000,000
FHWA - Indirect Cost	0	(5,558)	0	(5,558)	0.00 %	0
Federal Transit Authority	6,500,000	5,118,186	785,151	(1,381,814)	-21.26%	20,000,000
NHTSA - Highway Safety	2,750,000	3,136,722	1,312,148	386,722	14.06 %	6,430,400
Other Federal Aid	120,000	90,944	40,074	(29,056)	-24.21%	830,000
<b>Total Federal Sources:</b>	<b>195,865,200</b>	<b>200,798,929</b>	<b>43,830,904</b>	<b>4,933,729</b>	<b>2.52 %</b>	<b>485,147,300</b>
<b>State Sources</b>						
Equipment Buy Back	0	0	0	0	0.00 %	12,406,000
Miscellaneous	13,402,068	16,363,832	4,129,735	2,961,764	22.10 %	39,931,000
<b>Total State Sources:</b>	<b>13,402,068</b>	<b>16,363,832</b>	<b>4,129,735</b>	<b>2,961,764</b>	<b>22.10 %</b>	<b>52,337,000</b>
<b>Local Sources</b>						
Match For Local Projects	3,175,882	5,663,195	1,171,402	2,487,313	78.32 %	10,500,000
Other Local Sources	0	7,500	0	7,500	0.00 %	0
<b>Total Local Sources:</b>	<b>3,175,882</b>	<b>5,670,695</b>	<b>1,171,402</b>	<b>2,494,813</b>	<b>78.55 %</b>	<b>10,500,000</b>
<b>TOTAL REVENUES:</b>	<b>212,443,150</b>	<b>222,833,456</b>	<b>49,132,041</b>	<b>10,390,306</b>	<b>4.89 %</b>	<b>547,984,300</b>
<b>TRANSFERS-IN</b>						
Highway Distribution	86,466,400	89,217,457	26,741,703	2,751,057	3.18 %	255,934,000
Fuel/Registration Direct	28,073,811	29,118,211	8,706,335	1,044,400	3.72 %	76,696,200
Ethanol Fuels Tax	7,536,500	7,784,927	2,472,428	248,427	3.30 %	20,300,000
<b>TOTAL TRANSFERS-IN:</b>	<b>122,076,711</b>	<b>126,120,594</b>	<b>37,920,465</b>	<b>4,043,884</b>	<b>3.31 %</b>	<b>352,930,200</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>334,519,861</b>	<b>348,954,050</b>	<b>87,052,506</b>	<b>14,434,190</b>	<b>4.31 %</b>	<b>900,914,500</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 12 Nov 2024  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

Fund: 0260 State Highway Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2025									
Budget Fiscal Year: 2025									
<b>EXPENDITURES</b>									
<b>Operations Expense</b>									
Permanent Staff Salaries	33,148,606	33,090,839	7,355,180	0	57,767	0.17 %	99,051,958	65,961,119	66.59 %
Board, Hourly, OT, Shift	446,723	461,974	64,323	0	(15,251)	-3.41%	12,178,725	11,716,751	96.21 %
Fringe Benefits	15,644,633	14,611,784	3,449,658	0	1,032,849	6.60 %	45,196,816	30,585,032	67.67 %
Travel Expense	1,038,231	859,156	272,915	0	179,075	17.25 %	2,575,874	1,716,718	66.65 %
Operating Expense	55,293,454	26,112,677	5,517,464	13,190,692	15,990,085	28.92 %	144,432,268	105,128,900	72.79 %
Capital Equipment Expense	22,490,954	1,045,124	403,733	19,315,233	2,130,597	9.47 %	56,289,790	35,929,433	63.83 %
Capital Facilities Expense	15,472,750	11,331,444	3,228,905	3,560,906	580,400	3.75 %	44,930,499	30,038,150	66.85 %
Trustee & Benefit Payments	9,840,196	10,543,082	2,217,710	3,424	(706,310)	-7.18%	26,730,600	16,184,094	60.55 %
<b>Total Operations Expense:</b>	<b>153,375,547</b>	<b>98,056,079</b>	<b>22,509,887</b>	<b>36,070,255</b>	<b>19,249,212</b>	<b>12.55 %</b>	<b>431,386,531</b>	<b>297,260,197</b>	<b>68.91 %</b>
<b>Contract Construction</b>									
Operating Expense	3,070,044	2,245,852	414,068	601,832	222,359	7.24 %	11,625,205	8,777,520	75.50 %
Capital Projects	245,025,099	260,031,607	56,558,429	(423,679)	(14,582,829)	-5.95%	562,362,824	302,754,896	53.84 %
Trustee & Benefit Payments	352,894	305,774	146,398	0	47,120	13.35 %	2,100,000	1,794,226	85.44 %
<b>Total Contract</b>	<b>248,448,037</b>	<b>262,583,233</b>	<b>57,118,895</b>	<b>178,153</b>	<b>(14,313,350)</b>	<b>-5.76%</b>	<b>576,088,029</b>	<b>313,326,642</b>	<b>54.39 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>401,823,584</b>	<b>360,639,313</b>	<b>79,628,782</b>	<b>36,248,408</b>	<b>4,935,862</b>	<b>1.23 %</b>	<b>1,007,474,560</b>	<b>610,586,839</b>	<b>60.61 %</b>
<b>TRANSFERS OUT</b>									
Operating	0	0	0	0	0	0.00 %	58,528,901	58,528,901	100.00 %
<b>TOTAL TRANSFERS OUT:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>58,528,901</b>	<b>58,528,901</b>	<b>100.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>401,823,584</b>	<b>360,639,313</b>	<b>79,628,782</b>	<b>36,248,408</b>	<b>4,935,862</b>	<b>1.23 %</b>	<b>1,066,003,461</b>	<b>669,115,740</b>	<b>62.77 %</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 12 Nov 2024  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year:</b>	<b>2025</b>									
<b>Budget Fiscal Year:</b>	<b>2025</b>									
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	600,400	711,692	116,998	40,626	(151,918)	-25.30%	2,500,000	1,747,682	69.91 %
Operating Expenditures	Federal	2,452,100	1,534,098	297,056	561,206	356,796	14.55 %	9,025,205	6,929,901	76.78 %
Operating Expenditures	Local	17,544	62	14	0	17,482	99.64 %	100,000	99,938	99.94 %
<b>Total Operating Expenditures</b>		<b>3,070,044</b>	<b>2,245,852</b>	<b>414,068</b>	<b>601,832</b>	<b>222,359</b>	<b>7.24 %</b>	<b>11,625,205</b>	<b>8,777,520</b>	<b>75.50 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	56,308,100	63,431,294	15,659,263	(423,679)	(6,699,515)	-11.90%	172,276,957	109,269,342	63.43 %
Capital Outlay	Federal	181,495,200	188,834,482	38,310,674	0	(7,339,282)	-4.04%	382,562,668	193,728,186	50.64 %
Capital Outlay	Local	7,221,800	7,765,832	2,588,492	0	(544,032)	-7.53%	7,523,200	(242,632)	-3.23%
<b>Total Capital Outlay</b>		<b>245,025,099</b>	<b>260,031,607</b>	<b>56,558,429</b>	<b>(423,679)</b>	<b>(14,582,829)</b>	<b>-5.95%</b>	<b>562,362,824</b>	<b>302,754,896</b>	<b>53.84 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	56,730	2,517	0	0	54,213	95.56 %	500,000	497,483	99.50 %
Trustee & Benefit Payments	Federal	289,157	303,257	146,398	0	(14,100)	-4.88%	1,500,000	1,196,743	79.78 %
Trustee & Benefit Payments	Local	7,007	0	0	0	7,007	100.00 %	100,000	100,000	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>352,894</b>	<b>305,774</b>	<b>146,398</b>	<b>0</b>	<b>47,120</b>	<b>13.35 %</b>	<b>2,100,000</b>	<b>1,794,226</b>	<b>85.44 %</b>
<b>Total Contract Construction:</b>		<b>248,448,037</b>	<b>262,583,233</b>	<b>57,118,895</b>	<b>178,153</b>	<b>(14,313,350)</b>	<b>-5.76%</b>	<b>576,088,029</b>	<b>313,326,642</b>	<b>54.39 %</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 12 Nov 2024  
 % of Time Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

Fund: 0269 Transportation Expansion and Congestion Mitigation 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)
<b>REVENUES</b>							
State Sources - Misc		1,600,000	3,094,264	774,329	1,494,264	93.39 %	7,500,000
<b>TOTAL REVENUES:</b>		<b>1,600,000</b>	<b>3,094,264</b>	<b>774,329</b>	<b>1,494,264</b>	<b>93.39 %</b>	<b>7,500,000</b>
<b>TRANSFERS-IN</b>							
Cigarette Tax		0	0	0	0	0.00 %	10,090,100
Sales Tax		41,100,000	41,361,491	10,061,161	261,491	0.64 %	80,000,000
<b>TOTAL TRANSFERS-IN:</b>		<b>41,100,000</b>	<b>41,361,491</b>	<b>10,061,161</b>	<b>261,491</b>	<b>0.64 %</b>	<b>90,090,100</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>42,700,000</b>	<b>44,455,754</b>	<b>10,835,491</b>	<b>1,755,755</b>	<b>4.11 %</b>	<b>97,590,100</b>

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)
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		55,285,356	22,555,744	2,560,671	0	32,729,612	59.20 %	165,856,077	143,300,333	86.40 %
<b>TOTAL EXPENDITURES:</b>		<b>55,285,356</b>	<b>22,555,744</b>	<b>2,560,671</b>	<b>0</b>	<b>32,729,612</b>	<b>59.20 %</b>	<b>165,856,077</b>	<b>143,300,333</b>	<b>86.40 %</b>
<b>TRANSFERS OUT</b>										
Operating		0	31,300,329	10,255,312	0	(31,300,329)	0.00 %	60,180,733	28,880,404	47.99 %
<b>TOTAL TRANSFERS OUT:</b>		<b>0</b>	<b>31,300,329</b>	<b>10,255,312</b>	<b>0</b>	<b>(31,300,329)</b>	<b>0.00 %</b>	<b>60,180,733</b>	<b>28,880,404</b>	<b>47.99 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>55,285,356</b>	<b>53,856,073</b>	<b>12,815,982</b>	<b>0</b>	<b>1,429,283</b>	<b>2.59 %</b>	<b>226,036,810</b>	<b>172,180,737</b>	<b>76.17 %</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 12 Nov 2024  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

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)
<b>REVENUES</b>							
State Sources - Misc		2,875,000	4,803,729	1,401,705	1,928,729	67.09 %	8,000,000
<b>TOTAL REVENUES:</b>		<b>2,875,000</b>	<b>4,803,729</b>	<b>1,401,705</b>	<b>1,928,729</b>	<b>67.09 %</b>	<b>8,000,000</b>
<b>TRANSFERS-IN</b>							
Statutory		181,680,000	181,680,000	0	0	0.00 %	181,680,000
<b>TOTAL TRANSFERS-IN:</b>		<b>181,680,000</b>	<b>181,680,000</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>181,680,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>184,555,000</b>	<b>186,483,729</b>	<b>1,401,705</b>	<b>1,928,729</b>	<b>1.05 %</b>	<b>189,680,000</b>

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)
<b>EXPENDITURES</b>										
Capital Projects		84,719,964	41,687,265	9,882,955	(18,301)	43,051,000	50.82 %	254,159,894	212,490,931	83.61 %
<b>TOTAL EXPENDITURES:</b>		<b>84,719,964</b>	<b>41,687,265</b>	<b>9,882,955</b>	<b>(18,301)</b>	<b>43,051,000</b>	<b>50.82 %</b>	<b>254,159,894</b>	<b>212,490,931</b>	<b>83.61 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>84,719,964</b>	<b>41,687,265</b>	<b>9,882,955</b>	<b>(18,301)</b>	<b>43,051,000</b>	<b>50.82 %</b>	<b>254,159,894</b>	<b>212,490,931</b>	<b>83.61 %</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 12 Nov 2024  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 05 Local (40%)

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)
<b>REVENUES</b>							
State Sources - Misc		3,475,000	5,233,555	1,595,838	1,758,555	50.61 %	10,000,000
<b>TOTAL REVENUES:</b>		<b>3,475,000</b>	<b>5,233,555</b>	<b>1,595,838</b>	<b>1,758,555</b>	<b>50.61 %</b>	<b>10,000,000</b>
<b>TRANSFERS-IN</b>							
Statutory		200,000,000	200,000,000	0	0	0.00 %	200,000,000
<b>TOTAL TRANSFERS-IN:</b>		<b>200,000,000</b>	<b>200,000,000</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>200,000,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>203,475,000</b>	<b>205,233,555</b>	<b>1,595,838</b>	<b>1,758,555</b>	<b>0.86 %</b>	<b>210,000,000</b>

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)
<b>EXPENDITURES</b>										
Trustee & Benefit Payments		66,666,664	0	0	0	66,666,664	100.00 %	200,000,000	200,000,000	100.00 %
<b>TOTAL EXPENDITURES:</b>		<b>66,666,664</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66,666,664</b>	<b>100.00 %</b>	<b>200,000,000</b>	<b>200,000,000</b>	<b>100.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>66,666,664</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66,666,664</b>	<b>100.00 %</b>	<b>200,000,000</b>	<b>200,000,000</b>	<b>100.00 %</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 12 Nov 2024  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 06 Local Grant

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)
<b>REVENUES</b>							
State Sources - Misc		0	425,011	95,828	425,011	0.00 %	0
<b>TOTAL REVENUES:</b>		<b>0</b>	<b>425,011</b>	<b>95,828</b>	<b>425,011</b>	<b>0.00 %</b>	<b>0</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>0</b>	<b>425,011</b>	<b>95,828</b>	<b>425,011</b>	<b>0.00 %</b>	<b>0</b>

Fiscal Year:	2025	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
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>EXPENDITURES</b>										
Trustee & Benefit Payments		22,541,247	6,326,000	1,500,000	0	16,215,247	71.94 %	27,162,907	20,836,907	76.71 %
<b>TOTAL EXPENDITURES:</b>		<b>22,541,247</b>	<b>6,326,000</b>	<b>1,500,000</b>	<b>0</b>	<b>16,215,247</b>	<b>71.94 %</b>	<b>27,162,907</b>	<b>20,836,907</b>	<b>76.71 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>22,541,247</b>	<b>6,326,000</b>	<b>1,500,000</b>	<b>0</b>	<b>16,215,247</b>	<b>71.94 %</b>	<b>27,162,907</b>	<b>20,836,907</b>	<b>76.71 %</b>

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: 12 Nov 2024  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

Fund: 0345 CARES Act Covid-19

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)
<b>REVENUES</b>							
Federal Sources - Federal Transit Authority		3,050,000	591,646	153,575	(2,458,354)	-80.60%	8,500,000
<b>TOTAL REVENUES:</b>		<b>3,050,000</b>	<b>591,646</b>	<b>153,575</b>	<b>(2,458,354)</b>	<b>-80.60%</b>	<b>8,500,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>3,050,000</b>	<b>591,646</b>	<b>153,575</b>	<b>(2,458,354)</b>	<b>-80.60%</b>	<b>8,500,000</b>

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)
<b>EXPENDITURES</b>										
Trustee & Benefit Payments		1,666,664	29,150	0	0	1,637,514	98.25 %	5,000,000	4,970,850	99.42 %
<b>TOTAL EXPENDITURES:</b>		<b>1,666,664</b>	<b>29,150</b>	<b>0</b>	<b>0</b>	<b>1,637,514</b>	<b>98.25 %</b>	<b>5,000,000</b>	<b>4,970,850</b>	<b>99.42 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>1,666,664</b>	<b>29,150</b>	<b>0</b>	<b>0</b>	<b>1,637,514</b>	<b>98.25 %</b>	<b>5,000,000</b>	<b>4,970,850</b>	<b>99.42 %</b>



User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 12 Nov 2024  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

Fund: 0372 TECM Debt Service 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)
<b>REVENUES</b>							
State Sources - Misc		0	113,324	34,655	113,324	0.00 %	0
<b>TOTAL REVENUES:</b>		<b>0</b>	<b>113,324</b>	<b>34,655</b>	<b>113,324</b>	<b>0.00 %</b>	<b>0</b>
<b>TRANSFERS-IN</b>							
State Sources - Operating		0	31,300,329	10,255,312	31,300,329	0.00 %	0
<b>TOTAL TRANSFERS-IN:</b>		<b>0</b>	<b>31,300,329</b>	<b>10,255,312</b>	<b>31,300,329</b>	<b>0.00 %</b>	<b>0</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>0</b>	<b>31,413,653</b>	<b>10,289,967</b>	<b>31,413,653</b>	<b>0.00 %</b>	<b>0</b>

Fiscal Year:	2025	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
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>EXPENDITURES</b>										
Bond Principal / Interest		18,812,540	18,812,539	5,000,268	0	1	0.00 %	58,933,028	40,120,489	68.08 %
<b>TOTAL EXPENDITURES:</b>		<b>18,812,540</b>	<b>18,812,539</b>	<b>5,000,268</b>	<b>0</b>	<b>1</b>	<b>0.00 %</b>	<b>58,933,028</b>	<b>40,120,489</b>	<b>68.08 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>18,812,540</b>	<b>18,812,539</b>	<b>5,000,268</b>	<b>0</b>	<b>1</b>	<b>0.00 %</b>	<b>58,933,028</b>	<b>40,120,489</b>	<b>68.08 %</b>

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: 12 Nov 2024  
 % of Time Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

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	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
<b>REVENUES</b>							
State Sources - Misc		110,000,000	165,307,759	41,505,727	55,307,759	50.28 %	230,000,000
<b>TOTAL REVENUES:</b>		<b>110,000,000</b>	<b>165,307,759</b>	<b>41,505,727</b>	<b>55,307,759</b>	<b>50.28 %</b>	<b>230,000,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>110,000,000</b>	<b>165,307,759</b>	<b>41,505,727</b>	<b>55,307,759</b>	<b>50.28 %</b>	<b>230,000,000</b>

		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)
<b>EXPENDITURES</b>										
Capital Projects		144,883,571	165,449,843	41,529,881	0	(20,566,272)	-14.20%	268,768,121	103,318,278	38.44 %
<b>TOTAL EXPENDITURES:</b>		<b>144,883,571</b>	<b>165,449,843</b>	<b>41,529,881</b>	<b>0</b>	<b>(20,566,272)</b>	<b>-14.20%</b>	<b>268,768,121</b>	<b>103,318,278</b>	<b>38.44 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>144,883,571</b>	<b>165,449,843</b>	<b>41,529,881</b>	<b>0</b>	<b>(20,566,272)</b>	<b>-14.20%</b>	<b>268,768,121</b>	<b>103,318,278</b>	<b>38.44 %</b>

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: 12 Nov 2024  
 % of Time Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

Fund: 0374 GARVEE Capital Project 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)
<b>REVENUES</b>							
State Sources - Misc		4,000,000	600,169	342	(3,399,831)	-85.00%	7,000,000
<b>TOTAL REVENUES:</b>		<b>4,000,000</b>	<b>600,169</b>	<b>342</b>	<b>(3,399,831)</b>	<b>-85.00%</b>	<b>7,000,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>4,000,000</b>	<b>600,169</b>	<b>342</b>	<b>(3,399,831)</b>	<b>-85.00%</b>	<b>7,000,000</b>

Fiscal Year:	2025	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
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>EXPENDITURES</b>										
Capital Projects		4,000,000	616,217	0	0	3,383,783	84.59 %	7,000,000	6,383,783	91.20 %
<b>TOTAL EXPENDITURES:</b>		<b>4,000,000</b>	<b>616,217</b>	<b>0</b>	<b>0</b>	<b>3,383,783</b>	<b>84.59 %</b>	<b>7,000,000</b>	<b>6,383,783</b>	<b>91.20 %</b>
<b>TRANSFERS OUT</b>										
Operating		0	6,128	6,128	0	(6,128)	0.00 %		(6,128)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>		<b>0</b>	<b>6,128</b>	<b>6,128</b>	<b>0</b>	<b>(6,128)</b>	<b>0.00 %</b>		<b>(6,128)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>4,000,000</b>	<b>622,345</b>	<b>6,128</b>	<b>0</b>	<b>3,377,655</b>	<b>84.44 %</b>	<b>7,000,000</b>	<b>6,377,655</b>	<b>91.11 %</b>

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: 12 Nov 2024  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

Fund: 0375 GARVEE Debt Service 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)
<b>REVENUES</b>							
State Sources - Misc		0	68,482	15,865	68,482	0.00 %	0
<b>TOTAL REVENUES:</b>		<b>0</b>	<b>68,482</b>	<b>15,865</b>	<b>68,482</b>	<b>0.00 %</b>	<b>0</b>
<b>TRANSFERS-IN</b>							
Operating		0	4,635,350	1,022,180	4,635,350	0.00 %	0
State Sources - Operating		2,000,000	6,128	6,128	(1,993,872)	-99.69%	58,528,901
<b>TOTAL TRANSFERS-IN:</b>		<b>2,000,000</b>	<b>4,641,478</b>	<b>1,028,307</b>	<b>2,641,478</b>	<b>132.07 %</b>	<b>58,528,901</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>2,000,000</b>	<b>4,709,960</b>	<b>1,044,172</b>	<b>2,709,960</b>	<b>135.50 %</b>	<b>58,528,901</b>

Fiscal Year:	2025	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
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>EXPENDITURES</b>										
Bond Principal / Interest		48,575,821	48,575,821	407,965	0	0	0.00 %	62,448,832	13,873,011	22.22 %
<b>TOTAL EXPENDITURES:</b>		<b>48,575,821</b>	<b>48,575,821</b>	<b>407,965</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>62,448,832</b>	<b>13,873,011</b>	<b>22.22 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>48,575,821</b>	<b>48,575,821</b>	<b>407,965</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>62,448,832</b>	<b>13,873,011</b>	<b>22.22 %</b>

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: 12 Nov 2024  
 % of Time Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2024

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)
<b>REVENUES</b>							
Federal Sources - FAA		150,000	76,718	6,354	(73,282)	-48.85%	668,500
State Sources - Misc		400,492	770,601	275,527	370,109	92.41 %	1,823,500
Interagency Sources - Misc		150,000	114,962	39,750	(35,038)	-23.36%	300,000
<b>TOTAL REVENUES:</b>		<b>700,492</b>	<b>962,281</b>	<b>321,630</b>	<b>261,789</b>	<b>37.37 %</b>	<b>2,792,000</b>
<b>TRANSFERS-IN</b>							
Operating		1,254,352	1,334,325	334,248	79,973	6.38 %	3,065,207
<b>TOTAL TRANSFERS-IN:</b>		<b>1,254,352</b>	<b>1,334,325</b>	<b>334,248</b>	<b>79,973</b>	<b>6.38 %</b>	<b>3,065,207</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>1,954,844</b>	<b>2,296,605</b>	<b>655,878</b>	<b>341,762</b>	<b>17.48 %</b>	<b>5,857,207</b>

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)
<b>EXPENDITURES</b>										
Permanent Staff Salaries		350,280	277,308	58,347	0	72,972	20.83 %	1,011,920	734,612	72.60 %
Board, Hourly, OT, Shift Diff		54,716	54,481	0	0	235	0.43 %	154,841	100,360	64.81 %
Fringe Benefits		149,894	115,621	24,570	0	34,274	22.87 %	420,639	305,018	72.51 %
Travel Expense		33,890	34,898	8,806	0	(1,008)	-2.97%	74,175	39,277	52.95 %
Operating Expenditures		517,462	256,652	37,999	5,825	254,985	49.28 %	2,244,225	1,981,748	88.30 %
Capital Equipment Expense		133,300	9,391	0	0	123,909	92.95 %	133,300	123,909	92.95 %
Capital Facilities Expense		130,505	11,311	2,700	480,927	(361,733)	-277.18%	1,785,005	1,292,767	72.42 %
Trustee & Benefit Payments		1,920,000	4,708,104	2,766,569	0	(2,788,104)	-145.21%	35,688,143	30,980,039	86.81 %
<b>TOTAL EXPENDITURES:</b>		<b>3,290,047</b>	<b>5,467,765</b>	<b>2,898,992</b>	<b>486,752</b>	<b>(2,664,470)</b>	<b>-80.99%</b>	<b>41,512,248</b>	<b>35,557,730</b>	<b>85.66 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>3,290,047</b>	<b>5,467,765</b>	<b>2,898,992</b>	<b>486,752</b>	<b>(2,664,470)</b>	<b>-80.99%</b>	<b>41,512,248</b>	<b>35,557,730</b>	<b>85.66 %</b>



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 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 TECM Program Manager
Preparer's Name Eric Staats	Preparer's Title TECM Program Manager

## Subject

TECM Bond Drawdown Summary		
Key Number	District	Route Number

## Background Information

During the January 2023 Board meeting, the Transportation Board requested a summary of the Transportation Expansion & Congestion Mitigation (TECM) bond drawdown be presented to the Board periodically. Staff are committed to present the status on bond drawdowns in December of each year and also within six months of a bond sale.

There are two bond drawdown requirements established by the IRS that must be met in order to maintain our tax exempt status on each bond sale:

- 1) 5 percent within the first six months
- 2) 85 percent within 36 months

The table on the following page includes the TECM 2022A, 2023A, and 2024A Bond Series, the amount allocated to each corridor and project, and a summary of the drawdown as of the end of November 2024.

## Recommendations *(Action items require a resolution)*

--

## TECM Drawdown Report by Corridor (\$M)

Current through End of November 2024

District	Key Number	Location	Category	2022A Bonds	Drawdown (11/19/24)	Percent Used	Balance	2023A Bonds	Drawdown (11/19/24)	Percent Used	Balance	2024A Bonds	Drawdown (11/19/24)	Percent Used	Balance	Total***
<b>I-90, Washington State Line to Coeur d'Alene Corridor</b>				<b>68.9</b>				<b>22.5</b>				<b>2.0</b>				<b>93.4</b>
1	20442	I-90, SH-41 Interchange	Construction	65.8	49.5	75%	16.3	7.0	0.0	0%	7.0	-	-	-	-	72.8
1	22293	I-90, Washington State Line to Coeur d'Alene	Environmental	3.1	3.1	100%	0.0	6.5	6.5	100%	0.0	-	-	-	-	9.6
1	23607	I-90, SH-41 to NW Blvd	Development	-	-	-	-	9.0	9.0	100%	0.0	2.0	2.0	100%	0.0	11.0
<b>US-95 &amp; US-12 Clearwater River Crossings Corridor</b>				<b>0.0</b>				<b>4.0</b>				<b>4.0</b>				<b>8.0</b>
2	23333/4	US-95, Spalding & US-12 Arrow Bridges	Development	-	-	-	-	4.0	4.0	100%	0.0	4.0	0.7	18%	3.3	8.0
<b>I-84, Ada and Canyon Counties Corridor</b>				<b>4.0</b>				<b>65.7</b>				<b>-</b>				<b>69.7</b>
3	23437	I-84, Centennial IC to Franklin IC	Development	4.0	4.0	100%	0.0	0.8	0.8	100%	0.0	-	-	-	-	4.8
3	23437	I-84, Centennial IC to Franklin IC	Construction	-	-	-	-	64.9	20.7	32%	44.2	-	-	-	-	64.9
<b>SH-55, Sunnyslope to Nampa Corridor</b>				<b>13.2</b>				<b>39.0</b>				<b>57.6</b>				<b>109.8</b>
3	22715	SH-55, Farmway to Middleton	Development	4.2	4.2	100%	0.0	3.0	3.0	100%	0.0	-	-	-	-	7.2
3	22715	SH-55, Farmway to Middleton	Right-of-Way	-	-	-	-	25.0	23.5	94%	1.5	4.0	0.0	0%	4.0	29.0
3	22715	SH-55, Farmway to Middleton*	Construction	9.0	0.0	0%	9.0	11.0	0.0	0%	11.0	53.6	0.0	0%	53.6	73.6
<b>SH-16, I-84 to SH-44 Corridor</b>				<b>5.5</b>				<b>88.7</b>				<b>41.9</b>				<b>136.1</b>
3	23408	SH-16, Ustick Road to US 20/26	Construction	-	-	-	-	-	-	-	-	33.9	0.0	0%	33.9	33.9
3	23409	SH-16, Franklin Road to Ustick Road	Construction	-	-	-	-	55.1	28.5	52%	26.6	8.0	-	-	8.0	63.1
3	23410	SH-16, I84 to Franklin Road	Construction	5.5	5.5	100%	0.0	33.6	30.1	90%	3.5	-	-	-	-	39.1
<b>US-20/26, I-84 to SH-16 Corridor</b>				<b>36.2</b>				<b>34.5</b>				<b>0.0</b>				<b>70.7</b>
3	22165	US-20/26, I-84 to Middleton Rd	Construction	31.2	31.2	100%	0.0	5.0	5.0	100%	0.0	-	-	-	-	36.2
3	23337	US-20/26, Middleton Rd to Star Rd	Development	5.0	5.0	100%	0.0	4.5	4.5	100%	0.0	-	-	-	-	9.5
3	23337	US-20/26, Middleton Rd to Star Rd	Right-of-Way	-	-	-	-	25.0	9.6	38%	15.4	-	-	-	-	25.0
<b>SH-75, Timmerman Jct to Ketchum Corridor</b>				<b>0.0</b>				<b>15.0</b>				<b>0.0</b>				<b>15.0</b>
4	23342	SH-75, Bellevue North to Timber Way	Development	-	-	-	-	5.0	5.0	100%	0.0	-	-	-	-	5.0
4	23342	SH-75, Bellevue North to Timber Way	Right-of-Way	-	-	-	-	10.0	1.9	19%	8.1	-	-	-	-	10.0
<b>I-84, Jerome to Twin Falls Interchanges Corridor</b>				<b>0.0</b>				<b>91.2</b>				<b>4.1</b>				<b>95.3</b>
4	23343	I-84, Jerome to Twin Falls	Construction	-	-	-	-	91.2	74.8	82%	16.4	4.1	-	-	4.1	95.3
<b>I-84, Burley &amp; Heyburn Interchanges Corridor</b>				<b>5.5</b>				<b>3.0</b>				<b>130.0</b>				<b>138.5</b>
4	23344/5	I-84, Burley & Heyburn Interchanges	Development	5.5	5.5	100%	0.0	3.0	3.0	100%	0.0	-	-	-	-	8.5
4	23344	I-84, Burley Interchange	Construction	-	-	-	-	-	-	-	-	63.0	34.0	54%	29.0	63.0
4	23345	I-84, Heyburn Interchange	Construction	-	-	-	-	-	-	-	-	67.0	34.8	52%	32.2	67.0
<b>I-15, Pocatello to Blackfoot Corridor</b>				<b>91.7</b>				<b>23.0</b>				<b>132.4</b>				<b>247.1</b>
5	20589	I-86, I-15 Interchange	Construction	89.2	89.2	100%	0.0	11.0	9.4	85%	1.6	-	-	-	-	100.2
5	23346	I-15, Pocatello to Blackfoot	Environmental	2.5	2.5	100%	0.0	4.0	4.0	100%	0.0	-	-	-	-	6.5
5	23579	I-15, Northgate to Fort Hall	Development	-	-	-	-	8.0	8.0	100%	0.0	-	-	-	-	8.0
5	24307	I-15, Northgate to Fort Hall - South	Construction	-	-	-	-	-	-	-	-	67.4	12.9	19%	54.5	67.4
5	24308	I-15, Northgate to Fort Hall - North	Construction	-	-	-	-	-	-	-	-	65.0	20.4	31%	44.6	65.0
<b>US-20, Idaho Falls to Montana State Line Corridor</b>				<b>0.0</b>				<b>23.0</b>				<b>0.0</b>				<b>23.0</b>
6	23474	US-20, South St. Anthony	Construction	-	-	-	-	23.0	15.9	69%	7.1	-	-	-	-	23.0
<b>Total</b>				<b>225.0</b>	<b>199.7</b>	<b>92%</b>	<b>25.3</b>	<b>409.6</b>	<b>267.2</b>	<b>67%</b>	<b>142.4</b>	<b>372.0</b>	<b>104.8</b>	<b>28%</b>	<b>267.2</b>	<b>1006.6</b>

\* T22A/T23A Interest from Original Bond  
 \*\*\* Total bonded amount + bond interest

**Bond Series:** TECM 2022A  
**Original Bonded Amount:** \$216.0M  
**Closing date:** April 12, 2022  
**5% drawdown in first 6 months:** \$42.7M (20%)\*\*  
**85% drawdown within 36 months:** \$183.6M April 2025

TECM 2023A  
 \$398.6M  
 April 27, 2023  
 \$81.2M (20%)\*\*  
 \$338.8M April 2026

TECM 2024A  
 \$372.0M  
 March 27, 2024  
 \$70.7m (19%)\*\*  
 \$316.2M March 2027

\*\* actual amount drawn down in first 6 months



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 12/11/2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 20 min

Presenter's Name Holly Bailey	Presenter's Title Human Resources Officer
Preparer's Name Holly Bailey	Preparer's Title Human Resources Officer

## Subject

Employee Service Award Recognition		
Key Number	District	Route Number

## Background Information

Recognize ITD employees who hit a milestone service anniversary since the beginning of FY24. Special highlights of those with ITD for over 30 years. Milestone anniversaries occur every five years of credited service hours.

## Recommendations *(Action items require a resolution)*

--



# 2023–2024 Service Awards

## HQ Administration



Name	Years of Service	Name	Years of Service
KRISTINE BIVENS-CLOYD	40	TRAVIS FREI	15
STEPHANIE WRIGHT	35	TRAVIS OAKES	15
ELIZABETH HEALAS	30	BRENDA WILLIAMS	10
LORRAINE DENNIS	30	KIRK ANDERSON	10
MATTHEW MOORE	30	PATRICK HANRAHAN	10
BRYAN BROWN	25	RENAE POST	10
DOUGLAS BIZEAU	25	AJITA HISHIKAR	5
JENNIFER MILLER	25	AMBER SALISBURY	5
REED HOLLINSHEAD	25	CARMINA DAPIAOEN	5
ANTHONY PIRC	20	DAVID MCNAMA	5
DENISE COOLEY	20	JAIME CONLEY	5
CATHERINE SPENCER	15	KAYLEE STARMAN	5
DERRA KOLAR	15	KYLIE FOURTNER	5
GLENN ROBERTS JR	15	LINDA GOSSE	5
GREGORY DIETZ	15	PAMELA PRELLWITZ	5
JOHN TOMLINSON	15	RYAN ASHCRAFT	5
MACKENZIE STONE	15	SARAH PIETRAS	5

# 2023–2024 Service Awards

## HQ Highways



Name	Years of Service	Name	Years of Service
MICHAEL EBRIGHT	55	MARC DANLEY	15
PATRICIA FISH	35	MICHAEL JOHNSON	15
VICTORIA JEWELL	35	CHRISTY BROOKS	10
CATHERINE YOUNG	30	ERIC STAATS	10
DOROTHY AYDELOTTE	30	GERALD STOWELL	10
KELLY CAMPBELL	30	MARIA CALDERON	10
CHAD CLAWSON	25	SYDNEY LEWIS	10
DENNIS WAGNER	25	TIMOTHY MCNEFF	10
KEVIN SABLAN	25	BENJAMIN SCHUMACKER	5
MONICA CRIDER	25	CHRISTINA STRAUB	5
RAYMOND WONG	25	CONNIE EDWARDS	5
TERRY MAUPIN	25	DAVID SAMUELSON	5
AMY SCHROEDER	20	DONALD WILLIAMS	5
BEAU HANSEN	20	ERIC SCHUBERT	5
CAMILO SERRANO	20	GEOFFREY MOODY	5
JOSEPHINE MIDDLETON	20	GREG WITTENBURG	5
MARC MUNCH	20	GREGORY WALLINGFORD	5
PAUL HART	20	JONATHAN STUCKI	5
SHANON MURGOITIO	20	KYLE MARTIN	5
TOM FURRER	20	MICHAEL GAROUTTE	5
TYRELL WINTHER	20	MITCHELL OSTYN	5
DANA DIETZ	15	PAUL EMFIELD	5
ERIC KOKERNAK	15	RON DURAN	5
ERLAND SANDEEN	15	RYAN PETERSEN	5
HERBERT MCDOWELL	15	SAMUEL CARROLL	5
JACOB LEGLER	15	SOPHIE SCOTT	5
JOHN ARAMBARRI	15	TRAVIS VOLZ	5
LISA WEST	15	VICTOR BABIYCHUK	5

# 2023–2024 Service Awards




Name	Years of Service	Name	Years of Service
AMY SMITH	40	KIMBERLY GALE	10
DAVID METCALF	35	LORI GRAVES	10
JANET DARLING	35	BRAIDYN SEELEY	5
SUSAN MARSTON	35	BRIANNA PIERCE	5
MICHELLE RADFORD	30	CALEB LOHRENGEL	5
MONTE SCHMIDT	30	CARLA CRITCHFIELD	5
ADRIAN LINDSAY	25	DAVID LARSEN	5
CHARLES KESHIAN JR	25	HEATHER PERKINS	5
PAMELA SCHUERMAN	25	JENNIFER PIERCE	5
PHILIP YOUNGMAN	25	JEREMY WICKARD	5
LISA MCCLELLAN	20	LYNDA WHITE	5
TRACI MCWILLIAMS	20	MONICA HOBBS	5
DARLENE REEB	15	OBED SAENZ	5
CHARLES KENDRICK	10	RILEY TEUTSCH	5
COLE HUDMAN	10	SARA ANDERSON	5
HEATHER FLECK	10	TERA KENDRICK	5
JAMES WEST	10	TERESA SCRUGGS	5
KEENAN WALLACE	10	ZACHARY JORDAN	5



# 2023–2024 Service Awards

## ITD - HR

Name	Years of Service
JENNA PETTEK	15



# 2023–2024 Service Awards

## HQ Aeronautics

Name	Years of Service
TIM HENDERSON	25
SHELLY TOWNER	10
TIMOTHY STEFFEN	5

# 2023–2024 Service Awards District 1



Name	Years of Service	Name	Years of Service
YVONNE DINGMAN	30	JEREMY MILLER	10
DAMON ALLEN	25	KODY FRANCIS	10
JAMES VIEBROCK	25	MATTHEW WILSON	10
RANDOLPH DURLAND	25	PRESTON ELLIOTT	10
CHRISTOPHER WILLIAMS	20	TALMON GIBSON	10
JERRY WILSON	20	TYLER MCCULLY	10
MELANNIE LOPPNOW	20	CHRISTOPHER LANGE	5
RYAN HAWKINS	20	CHRISTOPHER WILSON	5
STEVEN NETTLETON	20	DIANE THIEL	5
DUSTIN CHASE	15	DILLON TOEWS	5
JENNIFER KLEIN	15	ISAC VALDERRAMA	5
KEITH ROBERTS	15	JERALD MACHADO	5
MICHAEL GARSIDE	15	JEREMIAH DAWSON	5
NATHAN HERBST	15	JIMMY KERBY	5
NICHOLAS PRIMMER	15	JOSHUA ATKIN	5
ROBERT BUECHNER JR	15	MASON PALMER	5
ROSS FARRELL	15	NATHAN LARIMORE	5
RYAN CRABTREE	15	PAUL CANEN	5
TODD CHANEY	15	RANDY SPENCER	5
TYLER CARRICO	15	STEVEN BAKKER	5
JASON KIMBERLING	10		

# 2023–2024 Service Awards

## District 2



Name	Years of Service	Name	Years of Service
MICHAEL AHLERS	40	SCOTT HASENOEHRL	10
PAUL FREI	35	SETH RICHMOND	10
ROBERT SCHUMACHER	25	TRAVIS BOCKMIER	10
TERRY LINABARY	25	VLADIMIR BOREK	10
EVAN ROBERTS	20	ADAM MILLER	5
JEFFREY DAVIS	20	ADAM OTT	5
KELVIN MURPHY	20	CALEB BURNETT	5
SHANE NIEMELA	20	GARRETT ROESNER	5
BRIAN BOMAR	15	JASON SPERBER	5
CHRISTOPHER STEWART	15	JESSE WEBB	5
JARED HOPKINS	15	LANCE MCCULLOUGH	5
JOHN ELDRED	15	MASON BENNETT	5
KALI WEIDNER-MAYER	15	MATTHEW JACKSON	5
NEAL SCOTT	15	MITCHELL MILLER	5
BRIAN MEISNER	10	ROBERT BALDWIN	5
CHARLEY DREADFULWATER	10	SCOTT MOSMAN	5
JAMES LOCKART	10	SCOTT NICHOLAS	5
JANET ZARATE	10	STEVEN VAN PELT	5
KELLY STAPLES	10	TAYLOR DOLLAR	5
MARK PFEIFER	10	WESTON BILLS	5
MATTHEW COON	10	WILLIE HUMPHREY	5
MICHAEL REDDEN	10		

# 2023–2024 Service Awards District 3



Name	Years of Service	Name	Years of Service
RANDY NORRIS	35	TONI WALKER	10
SANDRA STEWART	35	TYSON MCCOY	10
ERIC COPELAND	30	AKEEM SALINAS	5
LEE LONG	30	ANDREW LINDER	5
BRIAN INWARDS	25	BRADLEY KING	5
DAVID DANSEREAU	25	DAVID LYCKLAMA	5
EDWARD ROUKEMA	25	DAVID TAYLOR	5
JASON BRINKMAN	25	DUSTIN DAVIS	5
JEFFREY JOHNSTON	25	GARY VANDERSTRAETEN	5
JUAN SALINAS	25	GREGORY WOLFGANG	5
REX ELLER	25	HARRY STATHIS	5
TRACY ANDERSON	25	HOLLY ANDERSON	5
CHRISTOPHER BRANSTETTER	20	JACOB KUECKER	5
CLARK HUNTER	20	JEFFREY WILLEY	5
DANIEL GORLEY	20	JONATHAN LEWELLING	5
SCOTT RUDEL	20	JONI PARKS	5
BRAD STEINER	15	JOSEPH JONES	5
EDWARD BEARD JR	15	JOSHUA NOPENS	5
JASON COLLINGWOOD	15	KRISTOPHER GAYDA	5
JUSTIN WOLF	15	LUIS BARROSO	5
MARK STECHELIN	15	LUKE JACOBSON	5
ROBERT WILSON	15	LUKE RUDOLPH	5
SCOTT WITZEL	15	NATHAN MORRISS	5
BRIAN DURAN	10	RANDY SMITH	5
CHANTEL ASTORGA	10	REGAN HANSEN	5
GABRIEL SIELAFF	10	ROGER CAMPBELL	5
GREGORY CLARK	10	STACIE BIGGS	5
JEREMY GRANTHAM	10	TIMOTHY GOTT	5
MARCIE HOYT	10	TRAVIS HAMILTON	5
STYLES SALEK	10		



# 2023–2024 Service Awards

## District 4



Name	Years of Service	Name	Years of Service
DIANNE SCHLUND	55	KANDACE STEWART	10
SCOTT MALONE	40	LORI WHITESELL	10
PHILLIP ETCHART	30	ROBIN STRATTON	10
ANA SOLIS	25	STEVEN HUNTER	10
BRUCE CHRISTENSEN	25	ALBERT VEENSTRA	5
EDWARD BEAN JR	25	ALFONSO SANCHEZ	5
ANDREW YOUNG	20	AMY SLIPPEY	5
BEAU PULSE	20	BENJAMIN DANIELS	5
JASON FISHER	20	BRADLY LEGARRETA-ADAMS	5
JERRY FORD	20	BRANDON MENDOZA	5
NICHOLAS KNUDSEN	20	COOPER JOHNSON	5
ROBERT RITCHIE	20	LEONARD WARNECKE	5
BROCK DILLE	15	MICHAEL BARNES	5
DOUGLAS YEARSLEY	15	MICHAEL SHARP	5
JOCKO HUTCHISON	15	NICKOLAS WALLACE	5
TODD SPRENGER	15	PARKER MOON	5
BENJAMIN SOUTHERN	10	PATRICK LUNNEY	5
BRIAN DAVIDSON	10	RANDY SCHOOLCRAFT	5
DAVID CHARD	10	SABRINA SULLIVAN	5
DAVID HANSEN	10	SETH MCDANIEL	5
ERICA CRUZ-OROZCO	10	SHARA STOWELL	5
JOSHUA JONES	10		

# 2023–2024 Service Awards

## District 5



Name	Years of Service	Name	Years of Service
DAN THOMAS	40	NIKOLAUS STERBENTZ	10
JAMES HAYWARD	35	GREG HOLGERSON	10
CHARLES HEISLER JR	30	JODY SMITH	10
JEREMY WOOD	30	MELODIE HALSTEAD	10
RANDALL WOOLDRIDGE	25	TRAVIS MYLER	10
JUSTIN SKINNER	25	TYLER HUDMAN	10
DALE WHEELER	25	BRAD DAY	10
RODNEY RICHARDSON	25	KENT SCHULZ	10
TROY FOSTER	25	LANE STEVENS	10
KATHY BUFFAT	25	KEITH LOLOFIE	5
ANTHONY RICHARDS	20	ZAKARY JOHNSON	5
BRUCE DIAL	20	DAGAN ANDERSON	5
SCOTT REDDING	20	TIMOTHY NELSON	5
KELLY HALL	15	NATHAN GAMBLES	5
ROBERT COOPER	15	DEVIN WADSWORTH	5
CHARLES BECKER	15	DUSTIN NIELSEN	5
MARK PORTER	15	JEREMIAH DITTON	5
TODD HUBBARD	15	AARON MAUGHAN	5
GREYDON WRIGHT	15	ZACHORIE CAUDILL	5
RODNEY WILSON	10	JASON JONES	5
DAVID ROBERTS	10		

# 2023–2024 Service Awards

## District 6



Name	Years of Service	Name	Years of Service
ERIC LARSON	30	JON SHIPP	10
JOHN CLEVELAND	30	STEVEN STROSCHEIN	10
RYAN DAY	30	TRAVIS SMITH	10
CASEY MESSICK	25	BRANDON BATES	5
DAVID FULLMER	25	ERIC SCOTT	5
JASON MINZGHOR	25	ERICK ROBINSON	5
TROY STONE	25	JEFFERY REAVES	5
KARL GROVER	20	JUAN TALAVERA	5
RONNIE BUTLER	20	JUSTIN ROMRELL	5
BRYAN YOUNG	15	KATIE YOUNG	5
CLARK MOON	15	LOURA WALKER	5
DUSTY ORGILL	15	MATTHEW CRABTREE	5
KIRK COOK	15	ROBERT RAINEY JR	5
BLAKE HOBBS	10	ROBERT SMITH	5
BRANDON THURBER	10	SHANDON HUTCHENS	5
CORY BEVERLY	10	TODD SHERWOOD	5
GARTH DAVIS	10	TRYSTANN OVERACKER	5
JAMES ROBINSON	10	TYLER LEWIS	5
JARED LOOSLI	10		



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 12/11/2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 15

Presenter's Name Holly Bailey	Presenter's Title Human Resources Officer
Preparer's Name Holly Bailey	Preparer's Title Human Resources Officer

### Subject

Division of Human Resources Annual Report		
Key Number	District	Route Number

### Background Information

Provide an annual report to the Board in the areas of human resources and training per ITD Administrative Policy 5020, Employee Education and Training.

The Division of Human Resources supports ITD by providing full-service consultation and services in the areas of recruitment, employee relations, performance management, compensation and benefits.

Additionally, the Division of Human Resources provided employee and leadership development training.

The presentation will cover key accomplishments and strategic initiatives.

### Recommendations *(Action items require a resolution)*

--



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 10 min

Presenter's Name Amy Schroeder	Presenter's Title Division Administrator - Planning & TECM Program
Preparer's Name Roni Pratt	Preparer's Title Project Coordinator

## Subject

Grant Application Strategy and Status		
Key Number	District	Route Number

## Background Information

A state funded project programmed in System Support is allowing ITD to hire a consultant to assist with writing grants for select projects. Through a qualification-based Request for Proposals posted earlier this year, HDR was selected and has entered into an agreement for grant writing services. The budget in this agreement is anticipated to generate 3-4 grant applications, possibly more depending upon the level of district engagement and complexity of the applications.

The HQ Planning team worked with each district to identify projects that could likely compete well for grant opportunities. A shortlist of projects was generated based on project scope, cost, and timeline. Next steps are to match the projects up with the merit criteria of the possible grants being pursued.

The following projects have been shortlisted for this first round of grant pursuits:

- 1) SH-75, McKercher Blvd to Broadway Run
- 2) US-95, Spalding Bridge
- 3) US-20/26, Middleton Road to Star Road
- 4) I-15 Blackfoot: exit 89 interchange, exit 93 interchange, and widening between these interchanges
- 5) US-95 Longbridge planning and preliminary engineering

Districts are encouraged to develop and submit grant applications as well to increase the likelihood of being awarded various grants.

## Recommendations *(Action items require a resolution)*

--

# FEDERAL GRANT NOTIFICATION NEWSLETTER

November 25, 2024



*Your Safety • Your Mobility • Your Economic Opportunity*

## Keep These Things in Mind when Submitting Grant Applications:

### **The NOFO is Your Roadmap**

Everything that you need to know to win a federal transportation grant is explained in the federal Notice of Funding Opportunity (NOFO) and the links within it. The federal government wants the grant process to be fair so once the grant is announced the NOFO is your primary resource in addition to webinars provided by USDOT. Each application is scored on the merit of your answers to the questions in the NOFO, so reading and responding to it closely is key.

### **Eligibility is Essential to Win**

Sweepstakes use the phrase “you must be eligible to win.” This is also true of federal grants. Sometimes potential applicants get so excited about grants that they don’t confirm their project meets all the eligibility requirements in the NOFO or is a good candidate for federal funds.

### **Put Your Community First**

Don’t forget to explain your community and put the story of residents at the center of your application. The reviewer at USDOT has likely never been to your community, so how you describe the project in the context of your community and who it would help is essential to a successful application.

### **Do You Have a Project or an Idea?**

Transportation projects go through many phases to arrive at construction – ideation, planning, community outreach, preliminary engineering, environmental review, funding and construction. Many transportation grants allow applicants to apply for planning grants to take an idea and make it a project, and then come back for a second grant for construction.

### **Be Clear About Local Match Sources**

As you craft your grant application, it is important to be explicit on the sources of your “non-federal” or local matches. These matches are not reimbursable with federal funds and indicate the local investment in delivering the product. Each NOFO has a different requirement for the percentage of funds required for the non-federal match, including funding opportunities with flexible or reduced matches for communities.

### **Letters of Support are a Bonus, but Not Required**

Some cities ask their Congressional delegation and community groups to show support for project applications by submitting letters of support. While these can be helpful, they are not technically part of the merit review process.

### **Ask Questions and Ask for Feedback**

NOFOs are the guide to grants, but the USDOT always provides an opportunity for applicants to submit additional questions which they respond to as “Frequently Asked Questions” (FAQ). If you read the NOFO and still have questions, you reference the FAQ from past funding rounds or submit your questions to USDOT. You can also use the [USDOT Grants Navigator](#) to find resources.

This Federal Grant Notification Newsletter provides the latest information on federal grants available, deadlines, and news that will assist ITD and local agencies of transportation. For more detailed information on each of these grants, please see the attached summary sheet.

## FEDERAL FUNDING OPPORTUNITIES

- National Scenic Byways Program – **CLOSES December 16, 2024 (11:59pm ET)**
- FY24 Federal-State Partnership for Intercity Passenger Rail Grant Program – **CLOSES December 16, 2024 (11:59pm ET)**
- FY 2025 National Infrastructure Investments (RAISE) – **CLOSES January 30, 2025 11:59pm ET)**
- Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program – **CLOSES February 24, 2025 (11:59pm ET)**

### The first step in Federal Grant Application Process (for ITD submittals) is requesting spending authority approval from Idaho Division of Financial Management (DFM)

Idaho Code 67-3516(2) states *“funds available to any agency from sources other than state funds, if not cognizable at the time when appropriations were made whether state fiscal liability is increased or not, must have prior approval of the administrator of the division of financial management and the board of examiners in order that the funds may be expended, except those funds received under such conditions that preclude approval by the administrator of the division and/or board of examiners.”*

All state agencies applying for grants, contracts or projects **must have prior approval** by DFM. This DFM prior approval requirement does not apply to individuals in higher education applying for research grants. Specific information must be provided and a DFM Grant Approval Form must be filled out to state the purpose of the project, funding source, impact on the agency and pertinent other factors.

Each agency must also submit a letter signed by the agency director outlining an exit strategy in the event the grant expires.

This process **must be set in motion 30 days prior to grant submission.**

Information needed to facilitate this process is:

- Date Grant Submission is due
- Name of Grant Program
- Title of Grant Application Project
- Brief Description (including match source) and Long-Term Impact of Project
- Project Start Date
- Project End Date
- Federal Dollars Requested
- State Dollars for Match
- Local and/or Other Dollars for Match
- Description/Identification of Non-Federal Funding

*If a unit of local government is applying for a federal transportation grant and has no direct access (using FMIS or DELPHI systems) to receive federal funds, they **must follow** the same process as ITD listed above.*



# FEDERAL GRANT NOTIFICATION

## GRANT INFORMATION FORM

*Your Safety • Your Mobility • Your Economic Opportunity*

### General:

Grant Title:	Fiscal Year (FY) 2023-2024 National Scenic Byways Program
Grant Agency:	DOT - FHWA
Opportunity Number:	693JJ324NF00029

### Important Dates:

Posted Date:	09/17/2024
Application Close Date:	12/16/2024 11:59pm ET

### Description:

Grant Purpose:	The purpose of the NSBP is to help recognize, preserve, and enhance selected roads throughout the United States. The Consolidated Appropriations Act, 2023, enacted on December 29, 2022, appropriated \$20 million, and the Consolidated Appropriations Act, 2024, enacted on March 8, 2024, appropriated an additional \$7.5 million in Highway Infrastructure Program funds for the NSBP under 23 U.S.C. 162. Section 162 provides that grants and technical assistance be made available to State DOTs or Indian Tribes to (a) implement eligible projects on highways designated as National Scenic Byways, All-American Roads (collectively America's Byways®), State scenic byways, or Indian Tribe scenic byways; and (b) plan, design, and develop a State or Indian Tribe scenic byway program.
Grant Website:	<a href="#">Grants - National Scenic Byways Program - Planning, Environment, &amp; Real Estate - FHWA (dot.gov)</a>
Grant Notice of Funding Opportunity (NOFO):	<a href="#">Search Results Detail   Grants.gov</a> (select the Related Documents tab to find the NOFO to download)
Press Release:	
Webinars:	<a href="https://usdot.zoomgov.com/webinar/register/WN_6XRaR5MiR1-WERecb4a3cw">https://usdot.zoomgov.com/webinar/register/WN_6XRaR5MiR1-WERecb4a3cw</a>

### Grant Allocation:

Available Amount:	Total Available:	\$ 26,950,000
	Minimum Request:	
	Maximum Request:	\$ 650,000
	Maximum Per State:	
Funding Method:	Match	
Match Rate:	80/20	
Anticipated # Awards:	40	

### Eligibility Information:

Eligible Recipients:	Native American tribal governments (Federally recognized) State governments Others (see below)
----------------------	--



	<p><i>Other entities may partner with a State DOT or Tribal government to submit an application, but the eligible applicant (i.e., recipient) must be a State DOT or Indian Tribe.</i></p>
<p>Eligible Projects:</p>	<p>Eligible projects include:</p> <ul style="list-style-type: none"> <li>• access to recreation,</li> <li>• byway facilities,</li> <li>• construction,</li> <li>• corridor management plans,</li> <li>• highway improvements,</li> <li>• interpretive information</li> <li>• marketing programs</li> <li>• resource protection</li> <li>• safety improvements</li> <li>• State and Indian Tribe scenic byway programs</li> <li>• tourist information.</li> </ul> <p><i>Eligible projects are listed at 23 U.S.C. 162(c).</i></p>

If you anticipate applying for this grant, please contact  
 ITD’s Grant Administrator for more information:  
 Roni Pratt, Project Coordinator  
 208-501-5866   [Roni.Pratt@itd.idaho.gov](mailto:Roni.Pratt@itd.idaho.gov)



# FEDERAL GRANT NOTIFICATION

## GRANT INFORMATION FORM

*Your Safety • Your Mobility • Your Economic Opportunity*

### General:

Grant Title:	Fiscal Year 2024 Federal-State Partnership for Intercity Passenger Rail Program
Grant Agency:	DOT – Federal Rail Administration
Opportunity Number:	FR-FSP-24-003

### Important Dates:

Posted Date:	9/30/2024
Application Close Date:	12/16/2024 (11:59pm ET)

### Description:

Grant Purpose:	The purpose of the FSP Program is to reduce the State of Good Repair backlog, improve performance, or expand or establish new intercity passenger rail service. Program funding and selections are provided separately for projects located on and off the NEC. This notice solicits applications for projects located off the NEC.
Grant Website:	<a href="#">GrantSolutions</a>
Grant Notice of Funding Opportunity (NOFO):	<a href="#">Search Results Detail   Grants.gov</a>
Press Release:	<a href="#">GrantSolutions</a>
Webinars:	

### Grant Allocation:

Available Amount:	Total Available:	\$ 1,057,596,637
	Minimum Request:	
	Maximum Request:	\$ 1,057,596,637
	Maximum Per State:	
Funding Method:	Match	
Match Rate:	80 / 20	
Anticipated # Awards:	50	

### Eligibility Information:

Eligible Recipients:	<ol style="list-style-type: none"> <li>1. A State (including the District of Columbia);</li> <li>2. A group of States;</li> <li>3. An Interstate Compact;</li> <li>4. A public agency or publicly chartered authority established by one or more States;</li> <li>5. A political subdivision of a State;</li> <li>6. Amtrak, acting on its own behalf or under a cooperative agreement with one or more States;</li> <li>7. A Federally recognized Indian Tribe; and</li> <li>8. Any combination of the entities described in (1) through (7).</li> </ol>
----------------------	---

Eligible Projects:

1. A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a State of Good Repair;
2. A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary;
3. A project to expand or establish new intercity passenger rail service;
4. A group of related projects described in paragraphs (1) through (3); and
5. The planning, environmental studies, and final design for a project or group of projects described in paragraphs (1) through (4).

If you anticipate applying for this grant, please contact  
ITD's Grant Administrator for more information:

Roni Pratt, Project Coordinator  
208-501-5866 [Roni.Pratt@itd.idaho.gov](mailto:Roni.Pratt@itd.idaho.gov)



# FEDERAL GRANT NOTIFICATION

## GRANT INFORMATION FORM

*Your Safety • Your Mobility • Your Economic Opportunity*

### General:

Grant Title:	Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program
Grant Agency:	DOT – Federal Highway Administration
Opportunity Number:	693JJ325NF00008

### Important Dates:

Posted Date:	10/25/2024
Application Close Date:	02/24/2025 (11:59pm ET)

### Description:

Grant Purpose:	The purpose of the PROTECT Program is to provide grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
Grant Website:	<a href="#">Discretionary - PROTECT - Environment - FHWA</a>
Grant Notice of Funding Opportunity (NOFO):	<a href="#">Discretionary - PROTECT - Environment - FHWA</a>
Press Release:	
Webinars:	<a href="#">Discretionary - PROTECT - Environment - FHWA</a>

### Grant Allocation:

Available Amount:	Total Available:	\$ 876,000,000
	Minimum Request:	\$ 100,000
	Maximum Request:	\$ 876,000,000
	Maximum Per State:	
Funding Method:	Match	
Match Rate:	Varies by project	
Anticipated # Awards:	60	

### Eligibility Information:

Eligible Recipients:	<p>Eligible applicants for Planning, Resilience Improvement, and Community Resilience and Evacuation Route Grants:</p> <ul style="list-style-type: none"> <li>• States (including D.C. and Puerto Rico) or political subdivision of a State</li> <li>• Metropolitan planning organizations</li> <li>• Units of local governments</li> <li>• Special purpose districts or public authorities with a transportation function, including a port authority or a public transit agency</li> </ul>
----------------------	--

	<ul style="list-style-type: none"> <li>• Indian Tribes</li> <li>• Federal land management agencies that apply jointly with a State or group of States</li> <li>• A multi-State or multi-jurisdictional group of entities consisting of any eligible entities listed above</li> </ul>
Eligible Projects:	<p>Eligible uses include highway, transit, and certain port projects that include resilience planning, strengthening and protecting evacuation routes, enabling communities to address vulnerabilities and increasing the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.</p>

If you anticipate applying for this grant, please contact  
 ITD's Grant Administrator for more information:  
 Roni Pratt, Project Coordinator  
 208-501-5866 [Roni.Pratt@itd.idaho.gov](mailto:Roni.Pratt@itd.idaho.gov)



# FEDERAL GRANT NOTIFICATION

## GRANT INFORMATION FORM

*Your Safety • Your Mobility • Your Economic Opportunity*

### General:

Grant Title:	FY 2025 National Infrastructure Investments (RAISE)
Grant Agency:	Office of the Under Secretary for Policy
Opportunity Number:	DTOS59-25-RA-RAISE

### Important Dates:

Posted Date:	11/01/2024
Application Close Date:	01/30/2025

### Description:

Grant Purpose:	<p>The U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of RAISE allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.</p> <p>The RAISE program, previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, was established under the American Recovery and Reinvestment Act of 2009 and operated under annual appropriations acts until authorized by the Bipartisan Infrastructure Law (BIL) in November 2021.</p>
Grant Website:	<a href="#">Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program   US Department of Transportation</a>
Grant Notice of Funding Opportunity (NOFO):	<a href="#">FY 2025 RAISE Grants Notice of Funding Opportunity   US Department of Transportation</a>
Press Release:	
Webinars:	

### Grant Allocation:

Available Amount:	Total Available:	\$ 1,500,000,000
	Minimum Request:	\$ 1 million (Rural Areas) \$ 5 million (Urban Areas) Capital Grants No minimum funding request for Planning Grants
	Maximum Request:	\$ 25,000,000
	Maximum Per State:	Each applicant can submit up to three applications
Funding Method:	Match for Urban Projects	May be waived for Rural Projects
Match Rate:	80/20	Up to 100%
Anticipated # Awards:	150	

### Eligibility Information:

Eligible Recipients:	• States and the District of Columbia
----------------------	---------------------------------------

	<ul style="list-style-type: none"> <li>• Any territory or possession of the United States</li> <li>• A unit of local government</li> <li>• A public agency or publicly chartered authority established by one or more States</li> <li>• A special purpose district or public authority with a transportation function, including a port authority</li> <li>• A Federally recognized Indian Tribe or a consortium of such Indian Tribes</li> <li>• A transit agency</li> <li>• A multi-State or multijurisdictional group of entities that are separately eligible</li> </ul>
Eligible Projects:	<p>The eligibility requirements of RAISE allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.</p>

If you anticipate applying for this grant, please contact  
 ITD’s Grant Administrator for more information:  
 Roni Pratt, Project Coordinator  
 208-501-5866 [Roni.Pratt@itd.idaho.gov](mailto:Roni.Pratt@itd.idaho.gov)



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 10 min

Presenter's Name Damon Allen	Presenter's Title District 1 Engineer
Preparer's Name Damon Allen	Preparer's Title District 1 Engineer

## Subject

Add Sandpoint Longbridge Preliminary Engineering Project to the FY 25-31 ITIP		
Key Number NA	District 1	Route Number US 95

## Background Information

District 1 has been currently working under a 100 year maintenance plan to provide safe operation of the Sandpoint Longbridge, which we are in year 44 for the vehicular bridge and year 69 for the pedestrian bridge. The current vehicle bridge was constructed in 1981 and the pedestrian bridge was constructed in 1956.

During recent public meetings regarding the US-95 corridor, from Dufort Rd. to Lakeshore Dr. south of the Longbridge, there were many comments regarding the future of the Longbridge and its ultimate reconstruction. Additionally, the adjacent pedestrian bridge is severely weight restricted and major maintenance projects have been done to extend its marginal serviceability.

The original scope for a new proposal expands the bridge to 4 lanes with shoulders and an integral, but separated bike/ped facility. The environmental document for this effort was last re-evaluated approximately in 2005.

At this time, we would like to add a project to the FY25-31 ITIP to begin community outreach, update the NEPA documentation, and perform preliminary engineering. The project could be phased to construct only the north bound half of the bridge plus the bike/ped facility first. The construction of this first phase is estimated at \$225 million for the bridge only, with engineering costs estimated at 6% to 10% of the construction. By adding a project to the ITIP it would allow ITD staff to develop an application for a Bridge Investment Program (BIP) or PROTECT planning grant to fund all or a portion of the engineering and project development. The grant application would be generated through board approved project, KN 22823 for grant writing services.

Parallel to adding the Sandpoint Bridge preliminary design project to the program, we recommend funding \$200,000 preliminary engineering funds for state forces to begin administrative work.

Preliminary engineering would include but not limited to re evaluation of the environmental document, public input, scope permits such as Corps, Cost Guard, railroad agreements, survey, geotechnical investigation, situation and layout of bridge, foundation type, cross sectional scope, construction phasing, cost estimating etc.





# Board Agenda Item

ITD 2210 (Rev. 12-23)

**Recommendations** *(Action items require a resolution)*

Resolution on page 79.

## RESOLUTION

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

WHEREAS, it is prudent to plan for long term maintenance and operation of one the state's largest structures, Sandpoint Longbridge and pedestrian structure; and

WHEREAS, there is a pressing interest in future expansion and renewal for vehicles and pedestrians on the Sandpoint Longbridge; and

WHEREAS, grant opportunities are available that may provide the funds necessary to begin the planning and preliminary design of a replacement structure.

*NOW THERFORE BE IT RESOLVED*, that the Board approves adding the US 95 Sandpoint Longbridge preliminary engineering study to FY25 of the approved FY25-FY31 ITIP with a budget of \$200,000 for state resources in Preliminary Engineering.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 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 \$150,000 are procured through a Direct Select process.
- Work task agreements between \$150,000 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
23187 <sup>1</sup> / Design	SH-55, North Fork of the Payette River, Rainbow Bridge	3	\$1,550,000	\$1,550,000	\$626,000	\$2,176,000

- 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 83.



**DATE:** November 20, 2024

**Program Number(s)** A023(187)

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

**Key Number(s)** 23187

**FROM:** Jason Brinkman, PE  
District 3 Engineer

**Program ID, County, Etc.** SH-55, NORTH  
FORK OF THE PAYETTE RIVER,  
RAINBOW BRIDGE

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Delve Underground professional services agreement for the SH-55, North Fork of the Payette River, Rainbow Bridge

The purpose of the project is to replace the existing SH-55 Rainbow Bridge with a new bridge. Building a new bridge on an offset, adjacent to the existing bridge would improve site conditions for mobility of vehicles and preserve the existing historic Rainbow Bridge.

In August 2023, through Request for Proposals (RFP), Delve Underground was selected to provide geotechnical-related design services in two phases:

- Phase 1, assessment of the geological conditions for the bridge foundation and developing roadway materials and geological reconnaissance reports.
- Phase 2, geotechnical design of bridge foundations, walls, and cut and fill slopes from preliminary design to final design and Plans, Specifications, and Estimates (PS&E).

Phase 1 agreement was negotiated at \$1,550,000. In November 2023, the Board authorized agreement amount for \$1,550,000.

The services for the Phase 2 agreement are negotiated at \$626,000. These services will bring the total cost of services to be approximately \$2,176,000. This is approximately 2.5% of the programmed construction funding.

Currently there is a total of \$8,630,000 scheduled for design services by consultants.



# Board Agenda Item

## 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
23187 <sup>1</sup> / Design	SH-55, North Fork of the Payette River, Rainbow Bridge	3	\$1,550,000	\$1,550,000	\$626,000	\$2,176,000

- 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 12/11/2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 5 min

Presenter's Name Michelle Doane	Presenter's Title Business and Support Management Manager
Preparer's Name Michelle Doane	Preparer's Title Business and Support Management Manager

## Subject

Administrative Policy 5538 - Purchase, Payment, Inventory and Disposal of State Personal Property		
Key Number	District HQ	Route Number

## Background Information

The Administrative Division under the direction of the Chief Administrative Officer have modified the existing policy to further define the responsibilities, management and delegation authority to identify headquarters personnel responsible for the purchasing, payment, inventory and disposal of state personal property within the purview of the Idaho State Department of Administration and State Board of Examiners.

The policy was reviewed by the Board's Policies Subcommittee on November 13, 2024 who concurred with staff's recommendations to revise the policy.

## Recommendations *(Action items require a resolution)*

Resolution on page 89.



## PURCHASE, PAYMENT, INVENTORY AND DISPOSAL OF STATE PERSONAL PROPERTY

### Purpose

This policy defines the responsibility for the Department's purchase, payment, inventory and disposal of state personal property.

### Legal Authority

- Idaho Code 40-309 - Authority of Board to contract in the name of the state.
- Idaho Code 40-314(3) - Authority of Board to exercise any power or duty necessary to implement and carry out the provisions of Title 40 and the control of the financial affairs of the Board and the Department.
- Idaho Code 40-505 - The Director of the Idaho Transportation Department is the administrative officer of the Board.
- ~~Idaho Code 67-9205 – Powers and Duties of the Administrator 67-5717–67-5718–~~ Acquisition of property through the Division of Purchasing.
- Idaho Code 67-9208 - Solicitations
- Idaho Code 67-5732A - The Director may sell, transfer, recycle or discard state personal property which is of no further use to the Department.
- Idaho Code 67-5746 - The Director shall maintain an inventory system, and be accountable for the maintenance, security, and efficient economic use of the Department's personal property.

Department activities related to the purchase, payment, inventory and disposal of state personal~~state personal~~ property (all property belonging to the state of Idaho other than real property) and services are within the purview of the Idaho State Department of Administration and the State Board of Examiners. ~~No personal property, regardless of the value, may be taken, salvaged or used by Department employees.~~

To ensure compliance with all Idaho laws and regulations, the Chief Administrative Officer is responsible for managing ~~coordinating or and~~ delegating Department-wide activities ~~related to as follows:~~

- Purchase of state personal property or negotiation of service contracts for personal property services for Department use to Headquarters Purchasing Agent.
- Payment of state personal property or services for Department use to Headquarters Accounts Payable Financial Manager.
- ~~Negotiation of service contracts on personal property.~~
- ~~Accountability for Department-owned state personal property to Headquarters Purchasing and Supply Support Manager .~~
- Disposal of Department-owned state personal property to Headquarters Purchasing and Supply Support Manager and Headquarters Fleet Management.



56  
57  
58  
59  
60  
61  
62  
63  
64  
65  
66  
67  
68  
69  
70

- ~~• Sale of personal property for other agencies, when requested.~~
- ~~• Financial reporting for Department-owned state personal property to General Ledger Financial Manager.~~

~~District Engineers, Section Managers and higher authorities shall develop adequate specifications for their purchase requests.~~

~~No state personal property, regardless of the value, may be taken, salvaged or removed from the premises for personal use outside of work responsibilities by Department employees.~~

~~Signed~~  
~~Brian W. NessL. Scott Stokes~~  
Director

Date ~~November 25, 2014~~



## **PURCHASE, PAYMENT, INVENTORY AND DISPOSAL OF STATE PERSONAL PROPERTY**

### **Purpose**

This policy defines the responsibility for the Department's purchase, payment, inventory and disposal of state personal property.

### **Legal Authority**

- Idaho Code 40-309 - Authority of Board to contract in the name of the state.
- Idaho Code 40-314(3) - Authority of Board to exercise any power or duty necessary to implement and carry out the provisions of Title 40 and the control of the financial affairs of the Board and the Department.
- Idaho Code 40-505 - The Director of the Idaho Transportation Department is the administrative officer of the Board.
- Idaho Code 67-9205 – Powers and Duties of the Administrator – Acquisition of property through the Division of Purchasing.
- Idaho Code 67-9208 - Solicitations
- Idaho Code 67-5732A - The Director may sell, transfer, recycle or discard state personal property which is of no further use to the Department.
- Idaho Code 67-5746 - The Director shall maintain an inventory system, and be accountable for the maintenance, security, and efficient economic use of the Department's personal property.

Department activities related to the purchase, payment, inventory and disposal of state personal property (all property belonging to the state of Idaho other than real property) and services are within the purview of the Idaho State Department of Administration and the State Board of Examiners.

To ensure compliance with all Idaho laws and regulations, the Chief Administrative Officer is responsible for managing and delegating Department-wide activities as follows:

- Purchase of state personal property or negotiation of service contracts for personal property services for Department use to Headquarters Purchasing Agent.
- Payment of state personal property or services for Department use to Headquarters Accounts Payable Financial Manager.
- Accountability for Department-owned state personal property to Headquarters Purchasing and Supply Support Manager. Disposal of Department-owned state personal property to Headquarters Purchasing and Supply Support Manager and Headquarters Fleet Manager.
- Financial reporting for Department-owned state personal property to General Ledger Financial Manager.

No state personal property, regardless of the value, may be taken, salvaged or removed from the premises for personal use outside of work responsibilities by Department employees.

\_\_\_\_\_  
L. Scott Stokes  
Director

Date \_\_\_\_\_

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

WHEREAS, Administrative Policy 5538 Purchasing, Payment, Inventory and Disposal of State Personal Property was revised to refine language regarding responsibility of the Chief Administrative Officer and identify specific delegates for the various responsibilities for purchase, payment, inventory and disposal of state personal property within the purview of Idaho State Department of Administration and the State Board of Examiners.

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations, at its November 13, 2024 meeting.

*NOW THEREFORE BE IT RESOLVED*, that the Board concurs with the revisions to Administrative Policy 5538 Purchasing, Payment, Inventory and Disposal of State Personal Property.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 5 min

Presenter's Name Randy Danner	Presenter's Title Employee Safety and Risk Management
Preparer's Name Travis Hire	Preparer's Title Emergency Management

### Subject

Delete Administrative Policy 5516 (A-01-11) Hazardous Materials/Waste Activities		
Key Number	District	Route Number

### Background Information

Administrative Policy 5516/A-01-11 is no longer required. The area of responsibilities are redundant as the individual or section are accomplishing the tasks currently. Most requirements are in their current job descriptions, roles and responsibilities. This includes the training section who is accomplishing required hazmat training during in-processing, with the results tracked in the learning hub. The policy warrants deletion and has been coordinated and discussed with Safety, Districts, Environmental, Right of Way and Emergency Management.

Policy was reviewed by the Board’s Policies Subcommittee on November 13, 2024 who concurred with staff’s recommendation to delete the policy.

### Recommendations *(Action items require a resolution)*

Resolution on page 94.



## HAZARDOUS MATERIALS/WASTE ACTIVITIES

### Purpose

The purpose of this policy is to implement the Idaho Hazardous Materials/Weapons of Mass Destruction Incident and Response Support Plan and establish responsibility guidance to promote a safe environment for employees and the public.

### Legal Authority

- Idaho Code Title 39 Chapter 44 Hazardous Waste Management
- Idaho Code Title 39 Chapter 71 Hazardous Substance Emergency Response Act
- Idaho Code Title 39 Chapter 88 Idaho Underground Storage Tank Act
- Idaho Code Title 46 Chapter 10 State Disaster Preparedness Act
- Governor's Executive Order No. 2010-09 Mandates that the Idaho Transportation Department (ITD) shall support the disaster/emergency services of state and/or local agencies.
- 29 Code of Federal Regulations Part 1910 Occupational Safety and Health Standards
- 40 Code of Federal Regulations Part 261 Identification and Listing of Hazardous Waste
- 40 Code of Federal Regulations Part 262 Standards Applicable to Generators of Hazardous Waste
- 49 Code of Federal Regulations Part 172 Hazardous Materials Table, Special Provisions, Hazardous Materials Communications, Emergency Response Information, Training Requirements, and Security Plans

In accordance with federal and state of Idaho hazardous materials/waste legislation, the Idaho Emergency Operations Plan, and the Idaho Transportation Department's (ITD) commitment to human health and the environment, ITD shall take all appropriate action to control or eliminate exposing people and the environment to hazardous materials/waste.

### General Requirements

All ITD operations employees will receive a four hour hazardous materials training through the training office. Point of entry employees will receive hazmat training from the Idaho State Police. The Learning Hub tracks all hazmat training. Employees, who work with hazardous materials, ship or receive hazardous materials, or respond to hazardous materials incidents are required to attend specific training.

59  
60  
61  
62  
63  
64  
65  
66  
67  
68  
69  
70  
71  
72  
73  
74  
75  
76  
77  
78  
79  
80  
81  
82  
83  
84  
85  
86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100  
101  
102  
103  
104  
105  
106  
107  
108  
109  
110  
111  
112  
113  
114  
115  
116  
117  
118

---

**Areas of Responsibility**

District Engineers shall:

1. ~~Implement and follow the State Hazardous Materials /WMD Incident Command and Response Support Plan, supporting ITD policies and any changes to them.~~
2. ~~Verify that the district HMC's and their alternates are properly trained.~~
3. ~~Ensure that the HMC reports to the District Engineer or designee.~~
4. ~~Manage the generation and disposal of hazardous wastes/materials within their district.~~
5. ~~Report and respond to hazardous materials contamination encountered during construction, operation, and maintenance of state highways and ITD facilities when required or requested.~~
6. ~~Resident Engineers shall notify the District Environmental Planner and District Hazardous Materials Coordinator of unidentified or suspected hazardous wastes/materials located in construction projects.~~

The Emergency Management Planner shall:

1. ~~Manage ITD's role in Idaho's Hazardous Materials/WMD Incident Command and Response Support Plan and Idaho's Emergency Plan plus provide Emergency Response Guidebooks to ITD Districts/Divisions.~~
2. ~~Collect, manage, and disseminate information involving hazardous materials releases, and spill response occurring on ITD Property or right-of-way.~~
3. ~~Provide assistance, support and training on a yearly basis to Hazmat coordinators throughout ITD. Areas of support/discussion will include responding to hazardous materials contamination encountered during operation on state highways and ITD facilities.~~

The Environmental Section shall:

1. ~~Provide department wide technical assistance needed for compliance with hazardous materials/waste, handling, storage, disposal, generation or remediation.~~
2. ~~Assist, coordinate, support and respond to requests from the districts/divisions when hazardous materials contamination is encountered. This can be during operations or maintenance on ITD's right of way, facilities or during any phase of project development.~~
3. ~~When requested be available to provide assistance and support during emergencies.~~

119  
120  
121  
122  
123  
124  
125  
126  
127  
128  
129  
130  
131  
132  
133  
134  
135  
136  
137  
138  
139  
140  
141  
142  
143  
144  
145  
146  
147  
148  
149  
150  
151  
152  
153  
154  
155  
156  
157  
158  
159  
160  
161  
162  
163  
164  
165  
166  
167  
168  
169  
170  
171

The Right of Way Section shall:

1. Notify the District Environmental Planner and the HQ Environmental Section of unidentified or suspected hazardous wastes/materials prior to purchase.
2. Determine the value of property considering the presence of hazardous wastes/materials.
3. Obtain from property owners or contract purchasers a statement concerning their knowledge of hazardous wastes/materials on the subject property.

All districts, divisions, and sections shall review the hazardous materials/waste plans and policies and implement those plans. Close coordination between the Emergency Management Planner, Environmental, Employee Safety/Risk Management and the training sections are essential for the distribution of information and training needs in the hazardous materials/waste area.

\_\_\_\_\_  
Date: \_\_\_\_\_  
Brian W. Ness  
Director

This policy based on:

- 29 CFR 1910; 40 CFR 261,262; 49 CFR 172
- Title 39, Chapters 44, 71 and 88, and Title 46, Chapter 10, Idaho Code
- Executive Order No. 2006-10
- Decision by the Director

Department wide supervision and coordination assigned to:

- OHOS Engineer and Employee Safety/Risk Management Manager

Direction for activity and results assigned to:

- District Engineers, Aeronautics Administrator, Environmental Manager, Business and Support Management Manager, Emergency Management Planner, Hazardous Materials Coordinators, Supervisors and Employees

Department procedures contained in:

- This policy
- Environmental Process Manual Chapter 1400, Hazardous Materials
- Idaho Hazardous Materials/WMD/ Incident Command and Response Support Plan

Former dates of A-01-11:

9/18/91 and 5/25/2000

Cross reference to related Administrative Policies:

- A 04 04, PRESERVATION OF FISH AND WILDLIFE IN RELATION TO HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE
- A 04 07, ENVIRONMENTAL MONITORING
- A 05 09, FUEL STORAGE TANK INSURANCE
- A 05 34, CLOSURE OR RESTRICTED USE OF STATE HIGHWAYS
- A 05 38, DISASTER/EMERGENCY SUPPORT
- A 06 16, SECURITY OF DEPARTMENT FACILITIES
- A 06 17, REPORTING LOSSES TO HEADQUARTERS
- A 23 01, EMPLOYEE SAFETY AND RISK MANAGEMENT PROGRAM



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

WHEREAS, Administrative Policy 5515/A-01-11, Hazardous Materials/Waste Activities, was reviewed and recommended for deletion by Employee Safety and Risk Management, Environmental, Right of Way, Emergency Management, and the Districts, as the policy's requirements were deemed redundant with current job descriptions, roles, and responsibilities.

WHEREAS, the Transportation Board's Subcommittee on Policies reviewed the policy and concurred with staff's recommendations to delete the policy at its November 13, 2024 meeting.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the deletion of Administrative Policy 5515/A-01-11 Hazardous Materials/Waste Activities.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 10 min

Presenter's Name Blaine Schwendiman	Presenter's Title Planner, Transportation SR
Preparer's Name Blaine Schwendiman	Preparer's Title Planner, Transportation SR

## Subject

Rail-Highway Crossing Program Policies Update - 4085 and 5085		
Key Number n/a	District n/a	Route Number n/a

## Background Information

This purpose of this board item is to update the Rail-Highway Crossing Program (RHCP) Board Policy 4085 and Administrative Policy 5085.

This update will correct and clarify clerical errors, funding sources, and adjust the annual RHCP board presentation time period.

Board Policy 4085 was revised to clarify the program funding, to remove the State match of 10% since the Federal funding is now 100%, and to include wording in regard to an annual RHCP status report to be presented to the Idaho Transportation Board.

Administrative Policy 5085 was revised to clarify the program funding, to remove the State match of 10% since the Federal funding is 100%, include wording in regard to an annual RHCP status report to be presented to the Idaho Transportation Board, and to update the reference to the current Federal Highway Administration's Highway-Rail Crossing Handbook.

The Board's Subcommittee on Policies reviewed the policies at its November 13, 2024 meeting.

## Recommendations *(Action items require a resolution)*

Approve the resolution to update Board Policy 4085 and the Administrative Policy 5085. Resolution on page 106.



1 **RAIL-HIGHWAY CROSSING PROGRAM**

2 **Purpose**

3 The purpose of the Rail-Highway Crossing Program (RHCP) is to enhance safety at public  
4 rail-highway crossings throughout the State of Idaho and to promote rail safety education.

5 **Legal Authority**

6 The Department shall be responsible for executing the RHCP in accordance with:

7 Idaho Code 40-310 – The Board has the authority to locate, design, construction, reconstruct,  
8 alter, extend, repair and maintain state highways and plan, design and develop statewide  
9 transportation systems

10 [Idaho Code 40-312\(2\) – Authority of Board to promulgate rules for the expenditure of all](#)  
11 [moneys appropriated or allocated by law to the Department or the Board](#)

12 Idaho Code 40-314 – The Board shall exercise all powers necessary to carry out the provisions  
13 of Title 40 of the Idaho Code and the control of the financial affairs of the Department and  
14 Board

15 ~~[Idaho Code 40-312\(2\) – Authority of Board to promulgate rules for the expenditure of all](#)~~  
16 ~~[moneys appropriated or allocated by law to the Department or the Board.](#)~~

17 Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal  
18 government and local governments-

19 Idaho Code 40-702(5) – Establishment of the state highway account to include all federal  
20 surface transportation funds received from the United States government-

21 Idaho Code 62-301 and 62-303 – Cost sharing when eliminating or altering crossings of State  
22 highways and railroads

23 Idaho Code 62-304A, B, C, D – Railroad Grade Crossing Protection Fund

24 Idaho Code 62-306 – Construction and Maintenance of Railroad Grade Crossings

25 Idaho Code ~~6263~~-2412 (c) – State Fuel Tax distribution to the Railroad Grade Crossing  
26 Protection Account

27 Title 23, U.S. Code Section 130 – Railway-Highway Crossings - the cost of construction of  
28 projects for the elimination of hazards of railway-highway crossings, including the separation  
29 or protection of grades at crossings, the reconstruction of existing railroad grade crossing  
30 structures, the relocation of highways to eliminate grade crossings, and projects at grade  
31 crossings to eliminate hazards posed by blocked grade crossings due to idling trains, may be  
32 paid from sums apportioned in accordance with federal law from the federal funds set aside by  
33 this section.

34

35 **Funding**

36 The RHCP is comprised of two dedicated funding sources:

- 37 • Federal set-aside (~~Title 23, U.S. Code~~~~Federal~~ Section 130) from the Highway Safety  
38 Improvement Program (HSIP) apportionment
- 39 • \$250,000 annual allocation (~~Idaho Statute 63-2412 (c) from to~~ the State Railroad Grade  
40 Crossing Protection Account. ~~These funds are used as the State's 10% match (90%~~  
41 ~~Federal: 10% State) for the RHCP.~~

42 **Selection and Programming of Projects**

43 The Director shall establish a committee to nominate and assess projects on a statewide basis  
44 utilizing a data-assisted evaluation process. The committee shall estimate costs, prioritize,  
45 compile and present a recommended list of projects to the Board for approval.

46 The Director or delegate annually shall provide a maximum of twenty-five thousand dollars  
47 (\$25,000) from the State's Railroad Grade Crossing Protection Account to support public  
48 education and safety programs which promote awareness of public safety at rail-highway grade  
49 crossings.

50 **Program Management**

51 The Director or delegate shall coordinate with the districts when advancing and delaying projects  
52 based on project readiness. Delays and advances must conform to the available funding for a  
53 given year and be presented to the Board for approval.

54 Annually a status report of the RHCP shall be submitted and presented to the Board.

55

Approved by the ~~Director~~ Board on:

56

Date \_\_\_\_\_

57 ~~Jerry Whitehead~~ Bill Moad

58 Board Chairman

59



## **RAIL-HIGHWAY CROSSING PROGRAM**

### **Purpose**

The purpose of the Rail-Highway Crossing Program (RHCP) is to enhance safety at public rail-highway crossings throughout the State of Idaho and to promote rail safety education.

### **Legal Authority**

The Department shall be responsible for executing the RHCP in accordance with:

Idaho Code 40-310 – The Board has the authority to locate, design, construction, reconstruct, alter, extend, repair and maintain state highways and plan, design and develop statewide transportation systems

Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board

Idaho Code 40-314 – The Board shall exercise all powers necessary to carry out the provisions of Title 40 of the Idaho Code and the control of the financial affairs of the Department and Board

Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments

Idaho Code 40-702(5) – Establishment of the state highway account to include all federal surface transportation funds received from the United States government

Idaho Code 62-301 and 62-303 – Cost sharing when eliminating or altering crossings of State highways and railroads

Idaho Code 62-304A, B, C, D – Railroad Grade Crossing Protection Fund

Idaho Code 62-306 – Construction and Maintenance of Railroad Grade Crossings

Idaho Code 63-2412 (c) – State Fuel Tax distribution to the Railroad Grade Crossing Protection Account

Title 23, U.S. Code Section 130 – Railway-Highway Crossings - the cost of construction of projects for the elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, the relocation of highways to eliminate grade crossings, and projects at grade crossings to eliminate hazards posed by blocked grade crossings due to idling trains, may be paid from sums apportioned in accordance with federal law from the federal funds set aside by this section.

**Funding**

The RHCP is comprised of two dedicated funding sources:

- Federal set-aside (Title 23, U.S. Code Section 130) from the Highway Safety Improvement Program (HSIP) apportionment
- \$250,000 annual allocation (Idaho Statute 63-2412 (c)) to the State Railroad Grade Crossing Protection Account.

**Selection and Programming of Projects**

The Director shall establish a committee to nominate and assess projects on a statewide basis utilizing a data-assisted evaluation process. The committee shall estimate costs, prioritize, compile and present a recommended list of projects to the Board for approval.

The Director or delegate annually shall provide a maximum of twenty-five thousand dollars (\$25,000) from the State’s Railroad Grade Crossing Protection Account to support public education and safety programs which promote awareness of public safety at rail-highway grade crossings.

**Program Management**

The Director or delegate shall coordinate with the districts when advancing and delaying projects based on project readiness. Delays and advances must conform to the available funding for a given year and be presented to the Board for approval.

Annually a status report of the RHCP shall be submitted and presented to the Board.

Approved by the Board on:

Date \_\_\_\_\_

\_\_\_\_\_  
Bill Moad  
Board Chairman



**RAIL-HIGHWAY CROSSING PROGRAM**

**Purpose**

This policy implements Board Policy 4085 and instructs the Department on the management of the Rail-Highway Crossing Program (RHCP). The RHCP is established to enhance safety at public rail-highway crossings throughout the State of Idaho and to promote rail safety education.

**Legal Authority**

The Department shall be responsible for executing the RHCP in accordance with;

Idaho Code 40-310 – The Board has the authority to locate, design, construct, reconstruct, alter, extend, repair and maintain state highways and plan, design and develop statewide transportation systems

Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board

Idaho Code 40-314 – The Board shall exercise all powers necessary to carry out the provisions of Title 40 of the Idaho Code and the control of the financial affairs of the Department and Board

~~Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.~~

Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

Idaho Code 40-702(5) – Establishment of the State Highway Account to include all federal surface transportation funds received from the United States government.

Idaho Code 62-301 and 62-303 – Cost sharing when eliminating or altering crossings of state highways and railroads

Idaho Code 62-304A, B, C, D – Railroad Grade Crossing Protection Fund

Idaho Code 62-306 – Construction and maintenance of railroad grade crossings

Idaho Code ~~6263~~-2412 (c) – State Fuel Tax distribution to the Railroad Grade Crossing Protection Account

Title 23, U.S. Code Section 130 – Railway-Highway Crossings - the cost of construction of projects for the elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, the relocation of highways to eliminate grade crossings, and projects at grade crossings to eliminate hazards posed by blocked grade crossings due to idling trains, may be

34 paid from sums apportioned in accordance with federal law from the federal funds set aside by  
35 this section.

36

37

### 38 **Funding**

39 The RHCP is comprised of two dedicated funding sources:

- 40 • Federal set-aside (~~Title 23, U.S. Code~~Federal Section 130) from the Highway Safety  
41 Improvement Program (HSIP) apportionment.
- 42 • \$250,000 annual allocation (Idaho Statute 63-2412 (c) ~~from to~~ the State Railroad Grade  
43 Crossing Protection Account. ~~These funds are used as the State's 10% match (90%~~  
44 ~~Federal: 10% State) for the RHCP.~~

45 Partnering with railroad companies, local agencies and the Idaho Public Utilities Commission  
46 for in-kind work, rail-highway crossing inventory, labor donations, etc. is encouraged to meet  
47 RHCP goals.

### 48 **Eligible Projects, Types and Restrictions**

49 Eligible projects include:

- 50 • Installation of protective devices at public rail-highway crossings, such as gates, lights,  
51 etc.
- 52 • Elimination of hazard(s) at public rail-highway crossings, such as removal of visual  
53 impairments, realignment of crossing, installation of safety features (protective devices),  
54 etc.
- 55 • Data compilation and analysis
- 56 • Reports mandated by FHWA and/or FRA
- 57 • Rail safety education

58 A maximum of twenty-five thousand dollars (\$25,000) from the State Railroad Grade  
59 Crossing Protection Account shall be spent annually to support public education and safety  
60 programs which promote awareness of public safety at rail-highway grade crossings.

61 ~~No more than two percent (2%) of~~In conformance with Title 23 U.S. Code Section 130,  
62 ~~Federal Section 130~~no more than eight percent (8%) of these funds may be used for data  
63 compilation and analysis.

### 64 **Recommendation Committee: Railroad Operation and Safety Team (ROASTROaST)**

65 ROASTROaST proposes, reviews, evaluates and recommends projects. The voting members  
66 of ROASTROaST are comprised of a representative from each of ITD's six districts and the  
67 Idaho Operation Lifesaver State Coordinator. Ex officio members include: Federal Highway  
68 Administration, Local Highway Technical Assistance Council, ~~along with~~ ITD's Highway  
69 Design, ~~Traffic Services~~ Engineer, Freight Manager, Highway Safety Manager and Railroad/  
70 Utility Highway Crossing Program Manager. All proposed projects are vetted through the  
71 applicable district ROASTROaST members.



72 **Selection and Programming of Projects**

73 Projects will be selected based on priority and in accordance with FHWA/FRA eligibility  
 74 requirements and guidelines. ITD’s Railroad/Utility-Highway Crossing Program Manager will  
 75 solicit proposed projects based on current annual funding availability. Project selection criteria  
 76 includes consideration of the Federal Railroad Administration’s Web Based Accident Prediction  
 77 System (WBAPS)<sup>1</sup>, benefit cost ratio, project costs, project readiness, local/railroad knowledge,  
 78 safety features consistent with proximate crossings, designated emergency and school bus routes,  
 79 etc. Proposed projects will be reviewed, evaluated and ranked by the ROAST-ROaST based upon  
 80 project selection criteria, feasibility and eligibility. A list of recommended projects will be  
 81 submitted to the Idaho Transportation Board as a component of the annual update of the Idaho  
 82 Transportation Investment Program (ITIP).

83 Project prioritization is determined utilizing a weighted criteria ~~evaluation~~-scoring process. ~~This~~  
 84 ~~process will elevate projects that achieve higher weighted scores.~~

85 **Program Management**

86 Funds made available due to project delay, removal, or project savings will be re-distributed by  
 87 the Railroad/Utility-Highway Crossing Program Manager in collaboration with the ROAST  
 88 ROaST in the following priority:

- 89 1. Project Advancements: Advances shall be dependent upon project readiness and available  
 90 funding, vetted and recommended through the ROASTROaST, with consideration given  
 91 to projects on the prioritized list. Said recommendations for advances shall be presented  
 92 to and approved by the Idaho Transportation Board.
- 93 2. Cover unforeseen project cost increases due to change in standards or conditions. This is  
 94 not intended to cover changes in project scope.
- 95 3. Efforts will be made to transfer unused project funds to minor (*or emergency*) safety  
 96 enhancements or experimental features at public rail-highway crossings. Partnering with  
 97 railroad companies, local jurisdictions and safety organizations for these types of projects  
 98 will be encouraged.

99 Annually a status report of the RHCP shall be submitted and presented ~~annually~~ to the Board ~~in~~  
 100 September.

101 <sup>1</sup> In conformance with the US Department of Transportation, Federal Highway  
 102 Administration’s Railroad-Highway Grade Crossingcurrent Handbookhandbook, Revised  
 103 Second Edition August 2007. in regard to rail-highway crossings.

104 Approved by the Director on:

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

\_\_\_\_\_  
 Brian W. Ness  
 Director

\_\_\_\_\_  
 Date

105  
 106 L. Scott Stokes, Director



## **RAIL-HIGHWAY CROSSING PROGRAM**

### **Purpose**

This policy implements Board Policy 4085 and instructs the Department on the management of the Rail-Highway Crossing Program (RHCP). The RHCP is established to enhance safety at public rail-highway crossings throughout the State of Idaho and to promote rail safety education.

### **Legal Authority**

The Department shall be responsible for executing the RHCP in accordance with;

Idaho Code 40-310 – The Board has the authority to locate, design, construct, reconstruct, alter, extend, repair and maintain state highways and plan, design and develop statewide transportation systems

Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board

Idaho Code 40-314 – The Board shall exercise all powers necessary to carry out the provisions of Title 40 of the Idaho Code and the control of the financial affairs of the Department and Board

Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments

Idaho Code 40-702(5) – Establishment of the State Highway Account to include all federal surface transportation funds received from the United States government

Idaho Code 62-301 and 62-303 – Cost sharing when eliminating or altering crossings of state highways and railroads

Idaho Code 62-304A, B, C, D – Railroad Grade Crossing Protection Fund

Idaho Code 62-306 – Construction and maintenance of railroad grade crossings

Idaho Code 63-2412 (c) – State Fuel Tax distribution to the Railroad Grade Crossing Protection Account

Title 23, U.S. Code Section 130 – Railway-Highway Crossings - the cost of construction of projects for the elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, the relocation of highways to eliminate grade crossings, and projects at grade crossings to eliminate hazards posed by blocked grade crossings due to idling trains, may be paid from sums apportioned in accordance with federal law from the federal funds set aside by this section.

### **Funding**

The RHCP is comprised of two dedicated funding sources:

- Federal set-aside (Title 23, U.S. Code Section 130) from the Highway Safety Improvement Program (HSIP) apportionment
- \$250,000 annual allocation (Idaho Statute 63-2412(c)) to the State Railroad Grade Crossing Protection Account.

Partnering with railroad companies, local agencies and the Idaho Public Utilities Commission for in-kind work, rail-highway crossing inventory, labor donations, etc. is encouraged to meet RHCP goals.

### **Eligible Projects, Types and Restrictions**

Eligible projects include:

- Installation of protective devices at public rail-highway crossings, such as gates, lights, etc.
- Elimination of hazard(s) at public rail-highway crossings, such as removal of visual impairments, realignment of crossing, installation of safety features (protective devices), etc.
- Data compilation and analysis
- Reports mandated by FHWA and/or FRA
- Rail safety education

A maximum of twenty-five thousand dollars (\$25,000) from the State Railroad Grade Crossing Protection Account shall be spent annually to support public education and safety programs which promote awareness of public safety at rail-highway grade crossings.

In conformance with Title 23 U.S. Code Section 130, no more than eight percent (8%) of these funds may be used for data compilation and analysis.

### **Recommendation Committee: Railroad Operation and Safety Team (ROaST)**

ROaST proposes, reviews, evaluates and recommends projects. The voting members of ROaST are comprised of a representative from each of ITD's six districts and the Idaho Operation Lifesaver State Coordinator. Ex officio members include: Federal Highway Administration, Local Highway Technical Assistance Council, ITD's Highway Design, Traffic Services, Freight Manager, Highway Safety Manager and Rail-Highway Crossing Program Manager. All proposed projects are vetted through the applicable district ROaST members.

### **Selection and Programming of Projects**

Projects will be selected based on priority and in accordance with FHWA/FRA eligibility requirements and guidelines. ITD's Rail-Highway Crossing Program Manager will solicit proposed projects based on current annual funding availability. Project selection criteria includes consideration of the Federal Railroad Administration's Web Based Accident Prediction System (WBAPS)<sup>1</sup>, benefit cost ratio, project costs, project readiness, local/railroad knowledge, safety features consistent with proximate crossings, designated emergency and school bus routes, etc. Proposed projects will be reviewed, evaluated and ranked by the ROaST based upon project selection criteria, feasibility and eligibility. A list of recommended projects will be submitted to

the Idaho Transportation Board as a component of the annual update of the Idaho Transportation Investment Program (ITIP).

Project prioritization is determined utilizing a weighted criteria scoring process.

### **Program Management**

Funds made available due to project delay, removal, or project savings will be re-distributed by the Rail-Highway Crossing Program Manager in collaboration with the ROaST in the following priority:

1. Project Advancements: Advances shall be dependent upon project readiness and available funding, vetted and recommended through the ROaST, with consideration given to projects on the prioritized list. Said recommendations for advances shall be presented to and approved by the Idaho Transportation Board.
2. Cover unforeseen project cost increases due to change in standards or conditions. This is not intended to cover changes in project scope.
3. Efforts will be made to transfer unused project funds to minor (*or emergency*) safety enhancements or experimental features at public rail-highway crossings. Partnering with railroad companies, local jurisdictions and safety organizations for these types of projects will be encouraged.

Annually a status report of the RHCP shall be submitted and presented to the Board.

<sup>1</sup> In conformance with the US Department of Transportation, Federal Highway Administration's Highway-Rail Crossing Handbook, Third Edition July 2019.

Approved by the Director on:

Date \_\_\_\_\_

\_\_\_\_\_  
L. Scott Stokes  
Director

## RESOLUTON

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

WHEREAS, Board Policy 4085, Rail-Highway Crossing Program, was revised to clarify the program funding, to remove the State match of 10% as the Federal funding is 100%; and

WHEREAS, Administrative Policy 5085, Rail-Highway Crossing Program, was revised to include wording regarding the annual RHCP status report to be presented to the Transportation Board; and

WHEREAS, Administrative Policy 5085, Rail-Highway Crossing Program, was revised to clarify the program funding, to remove the State match of 10% since the Federal funding is 100%, include wording in regard to an annual RHCP status report to be presented to the Idaho Transportation Board, and to update the reference to the current Federal Highway Administration's Highway-Rail Crossing Handbook; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations at its November 13, 2024 meeting.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the revisions to Board Policy 4085, Rail-Highway Crossing Program.

*BE IT FURTHER RESOLVED*, that the Board concurs with revisions to the corresponding Administrative Policy 5085, Rail-Highway Crossing Program.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 5 min.

Presenter's Name Doral J. Hoff, P.E.	Presenter's Title District 2, District Engineer
Preparer's Name Bob Schumacher, P.E.	Preparer's Title District 2, District Engineering Manager

## Subject

Board Unallocated Funding Request for US-95, MP 189 Rock Slope Monitoring		
Key Number TBD	District 2	Route Number US-95

## Background Information

District 2 is recommending US-95 at Mile Post 189 for the use of FY25 Board Unallocated Funding.

This project will be on US-95 at MP 189.2. This project is for rock slope monitoring using mounted survey targets, LIDAR surveys and visual observations.

Based on the data collected from the surveys and observations, future stabilization and/or removal recommendations will be developed by our Geological Consultant.

The stability of this rock formation is a concern for the adjacent property owners and the traveling public in this rural remote location.

The estimated cost for this project is \$300,000.

## Recommendations *(Action items require a resolution)*

Add this project to the FY25 – FY31 ITIP. Total cost of \$300,000 using FY25 Board Unallocated Funds. Resolution on page 109.

**IDAHO TRANSPORTATION BOARD  
STATE FUNDED UNALLOCATED ACCOUNT**

**State Fiscal Year 2025**

as of 11/25/2024 , following Board approval

<i>Beginning Balance</i>					<b>\$ 10,000,000</b>
<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route. Name</u>	<u>Cost</u>	
08/22/24	6	24745	US 20, ELK CREEK INTERSECTION SIGNAL IMPROVEMENTS	\$ 2,000,000	
09/19/24	2	24749	US 12 & SH 3, GWEN FIRE RECOVERY	\$ 111,000	
09/19/24	3	24750	SH 21, WAPITI FIRE REPAIR	\$ 2,100,000	
11/13/24	2	24768	SH 14, MP 23 TO 33 ROADWAY RESTORATION	\$ 2,200,000	
REQUEST	2	NEW	US 95, ROCKFALL MONITORING	\$ 300,000	
				Total	\$ 6,711,000
<i>Ending Balance</i>					<b>\$ 3,289,000</b>

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds appropriated for construction, maintenance, and improvement of state highways; and

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

WHEREAS, it is the intent of the Board to effectively utilize all available federal, state, and local funding.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the US-95, MP 189, Rock Slope Monitoring, Idaho County, project be added to FY25 of the FY25-31 ITIP using FY25 Board Unallocated Funds at a total project cost of \$300,000.





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date December 11, 2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 10

Presenter's Name Aaron Bauges	Presenter's Title District 3 Planning Manager
Preparer's Name Aaron Bauges	Preparer's Title District 3 Planning Manager

## Subject

SH-44 and Palmer Lane Intersection Project		
Key Number	District 3	Route Number SH-44

## Background Information

District 3 seeks Board approval to add SH-44; PALMER LANE, ADA CO to the Idaho Transportation Investment Program (ITIP) using funds from Statewide Balancing.

The purpose of this project is to address safety and mobility concerns at the intersection at Palmer Lane and State Highway 44 (SH-44). With growth at an unprecedented rate in this area of Ada County, it is become more and more of a risk for drivers turning onto SH-44 from Palmer Lane to find sufficient gaps in the steady flow of traffic in both directions on SH-44. This project will be a partnership and cooperatively funded for construction with the City of Star, Ada County Highway District, the City of Eagle, and the Idaho Transportation Department.

The SH-44 and Palmer Lane Intersection project will address the interim safety and capacity needs by installing a signal and constructing additional lanes on the north and south legs of Palmer Lane to accommodate dedicated left turn lanes (3 lane section). This project will require right of way acquisition on Palmer Lane as well as potential utility relocations.

This request is for \$400,000 from Statewide Balancing for design and environmental only. Construction is not yet funded, but will be addressed through the annual program update. The estimated cost for construction is \$3.2 million.

## Recommendations *(Action items require a resolution)*

Resolution on page 111.

## RESOLUTION

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

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

WHEREAS, having a project in the ITIP provides maximum flexibility to work with other agencies and the local communities in the area; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the use of \$400,000 of Statewide Balancing funds in FY25 of the approved FY25-FY31 ITIP for the design and development of the SH-44 and Palmer Lane Intersection Project.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 12/11/2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 15 Min

Presenter's Name Winston Inouye	Presenter's Title FAC Chair
Preparer's Name Caleb Forrey	Preparer's Title Freight Program Manager

## Subject

Freight Advisory Committee Annual Report		
Key Number N/A	District N/A	Route Number N/A

## Background Information

In accordance with Board Policy 4048, this is the annual update on the Freight Advisory Committee. The presentation will include:

- FAC Membership – new Member Molly Beseris from District 5
- Freight Investment Plan projects update
- 129,000 Pounds applications
- Marine Highway M-84
- Upcoming – FAC Meeting February 11, 2025 in Boise hosted by Rob Roe at Western Trailer
- Upcoming – update State Rail Plan
- Upcoming – potential Port of Entry upgrades
- Upcoming – Truck Parking Expansion and Truck Parking Information Management System (TPIMS)

## Recommendations *(Action items require a resolution)*

--



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 12/11/2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 10 min

Presenter's Name Ryan Luttmann	Presenter's Title Public Transportation Advisory Council Chair
Preparer's Name Ron Duran	Preparer's Title Public Transportation Program Manager

## Subject

Public Transportation Advisory Council (PTAC) Annual Report		
Key Number	District	Route Number

## Background Information

Per Board Policy 4039, the Public Transportation Advisory Council (PTAC) will report to the Idaho Transportation Board annually on Public Transportation Programs.

Report will include Council goals and progress, initiatives, challenges, and summary of recommendations to the Idaho Transportation Department.

PTAC Officers include:

- D1 – Ryan Luttmann (Chair)
- D2 – Alisa Anderson
- D3 – Allan Schneider
- D4 – Jeff McCurdy
- D5 – Michael Lefevor
- D6 – Michelle Zeil-Dingman (Vice Chair)

## Recommendations *(Action items require a resolution)*

--



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 12/11/24

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 10 min

Presenter's Name Ron Duran	Presenter's Title Public Transportation Program Manager
Preparer's Name Ron Duran	Preparer's Title Public Transportation Program Manager

## Subject

Public Transportation Office Annual Update		
Key Number	District	Route Number

## Background Information

Per Administrative Policy 5038, the Public Transportation Program Manager will report to the Idaho Transportation Board annually on the Public Transportation Program.

The ITD-Public Transportation Office (ITD-PT) is the recipient of \$16 million Federal Transit Administration (FTA) dollars annually, and awards those funds through a competitive application program.

The ITD-Public Transportation Office works in conjunction with the Public Transportation Advisory Council, FTA, Metropolitan Planning Organizations, transit providers, and local stakeholders to assist in meeting the transportation needs throughout the state. The Public Transportation programs are strategically structured to ensure proper oversight of pass-through funding in accordance with federal regulations, with a focus on ITD's strategic mission of Your Safety, Your Mobility, Your Economic Opportunity.

## Recommendations *(Action items require a resolution)*

Information update only.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 11 Dec 2024

**No Presentation:** Consent Item  Informational Calendar Item

**Presentation:** Informational  Action with Resolution  Time Needed: 10

Presenter's Name Tom Mahoney	Presenter's Title Administrator, Division of Aeronautics
Preparer's Name Tom Mahoney	Preparer's Title Administrator, Division of Aeronautics

## Subject

Aircraft Fleet Task Force Report		
Key Number N/A	District All	Route Number N/A

## Background Information

The State's King Air aircraft has suffered a number of aging equipment issues and will need major investment to remain viable. The end of its service life is inevitable. The aircraft is used for emergency response, law enforcement transport and official travel for state business. In consultation with the Idaho Transportation Board and the Idaho Aeronautics Advisory Board, ITD formed a Fleet Task Force to assess the State of Idaho's aircraft fleet. The Task Force, with the support of the Idaho Aeronautics Advisory Board, recommends the State of Idaho purchase a new or used model of the same airplane (King Air 260) as a replacement of the King Air N121TD. Replacing the current aircraft with a newer one will ensure continuity of operations. Timing of maintenance needed and lead time for replacement options impact this recommendation.

## Recommendations *(Action items require a resolution)*

Approval of the resolution on page 128.

# 2024 Aircraft Replacement Study

## Idaho Transportation Department

### EXECUTIVE SUMMARY

The State of Idaho operates three airplanes under the direction of the Idaho Division of Aeronautics, a division of the Idaho Transportation Department (ITD). One of the planes - a King Air N121TD - is projected to meet its end of service life in 2037. While the King Air is currently maintained to be safe and airworthy, the end of its service life is inevitable. The aircraft is used for emergency response, law enforcement transport and official travel for state business. In consultation with the ITD Board and Idaho Aeronautics Advisory Board, ITD formed the 2023 Fleet Task Force to assess the State of Idaho's current aircraft fleet and to provide a summary of findings and recommendations. The task force, and with the support of ITD, recommends the State of Idaho purchase a new or used model of the same airplane (King Air 260) as a replacement of the King Air N121TD. Replacing the current aircraft with a newer one will ensure continuity of operations of the state's aviation needs when the current aircraft reaches its end of service. This aircraft is critical to continuity of operations; therefore, available inventory and current timelines for replacement options impact this recommendation.

### REPORT OBJECTIVE

The objective of this report is to summarize the findings and recommendations of the 2023 Fleet Task Force, which evaluated the state's air transportation requirements. The task force was comprised of industry experts and stakeholders (see Appendix A for a list of task force members). The report findings and recommendations have been reviewed by ITD and the Idaho Aeronautics Advisory Board.

### MISSION/PRIMARY PURPOSE OF KING AIR N121TD

The State of Idaho's primary aircraft for all-weather travel is a 1979 King Air N121TD twin-engine aircraft. After 20 years of military service, the aircraft was transferred in 1999 from the U.S. Army to the Idaho State Police under the Federal 1033 program. ITD funded a major refurbishment of the aircraft to extend its life, and it is currently operated by the Division of Aeronautics on behalf of the Idaho State Police. The primary purpose of this aircraft is to transport people for emergency response, law enforcement transport and official travel on state business. The King Air is the State of Idaho's only mode of aviation transportation for all-weather passenger travel.

Examples of King Air transportation include: Secure travel during high-risk law enforcement operations like SWAT Team activation and prisoner transport; emergency response to wildfires and other natural disasters; and executive level business

functions, including statewide election auditing. These needs are urgent, essential and are often initiated with little advanced notice.

There are times when air travel is the only reasonable method of transportation to access remote areas of Idaho. The long distances and associated driving time through mountainous topography can make air travel the best method of transportation.

The size, range, and passenger capacity of the King Air meet requirements when the aircraft is airworthy. Through the first eight months of 2024, the aircraft has been airworthy only 62% of the time due to inspections and component failures in wing flaps, fuel monitoring, air conditioning, and windshield. The aircraft is 45 years old and projected to meet its design structural limit in 2037. See Appendix B for Aircraft Availability, January to August 2024.

In the period after the 2023 Fleet Task Force initiated its work, the aircraft has been challenged by several critical events. Three examples from 2024 operations show the challenges of maintaining the King Air in an airworthy condition:

1. The first occurred on a passenger flight from northern Idaho when the pilot noticed electrical smoke smell and subsequent popped circuit breaker in the flap control system. An aging flap cable system failed to stop an electrical motor after the flaps had reached their retracted position after takeoff. The failure allowed the motor to continue running until it overheated and produced smoke while six passengers were on board. Extensive damage occurred to the flap system, but the pilot was able to safely land the aircraft without using flaps. The aircraft was out of commission for 10 days and ultimately repaired at a cost of \$35,000.
2. A second event occurred during cruise flight when the pilot noticed the right fuel tank was indicating zero fuel in the tank. The pilot noted the engine continued to run and the fuel flow indications were normal. Maintenance investigation revealed a wire in the fuel quantity system had failed which shorted the system preventing the pilot from knowing how much fuel was onboard. The cost to fix the fuel sensor problem was \$1,800.
3. The third example was the longest and resulted in the aircraft being grounded for four weeks. Pre-planned commitments were disrupted and had to be rescheduled. The aircraft is pressurized with air from the engines. That air must be cooled before entering the aircraft. Multiple components of this system failed, and refurbished maintenance parts also failed. In the end, it cost \$25,000 to thoroughly overhaul the system and return the aircraft to service.

## REPLACEMENT REQUIREMENTS OF KING AIR N121TD

The 2023 Fleet Task Force identified the following requirements to ensure continuity of operations with a replacement aircraft:





- Turbine (enhanced reliability relative to piston engine)
- Multi-engine (enhanced reliability relative to single engine)
- Pressurized (flight at altitude above most icing with safe cabin altitude for passengers)
- Day/Night/All Weather (can fly safely through most weather conditions)
- Medium range (most flights occur in Idaho)
- Single pilot capable (lower personnel cost for those flights not needing two pilots)
- External Storage (transport hazardous materials in wings and not inside passenger cabin)
- Passenger capacity (8 - 10 desired. Current aircraft is 10 plus 2 pilots)

## OPERATIONAL CONSIDERATIONS

### Safety Improvements of Newer Aircraft

Aircraft manufacturers learn from the past to produce safer and more reliable aircraft. Several examples illustrate the benefits. Newer aircraft have integrated systems, which allow for more automated operations. Historically, pilot-related errors are responsible for approximately half of all aviation accidents. Reducing these errors, especially during critical operations such as emergencies as well as takeoffs and landings in poor weather conditions, has led to a dramatic reduction in accidents in the commercial airline operations. Idaho's Division of Aeronautics strives to match the airlines' record of safety. Specific examples of improvements include integrated avionics which allow for easier go arounds for aborted landings and increased engine thrust which allows for safer operation in the event one engine fails in a two-engine aircraft. That increased thrust also allows a more modern aircraft to fly higher and avoid flying through icing conditions and cumulonimbus clouds (thunderstorms).

### Maintenance / Operational Improvements

Newer King Airs have different systems with higher reliability and lower maintenance costs. The systems include hydraulic landing gear instead of mechanical, four bladed propellers with improved efficiency for safer takeoffs and landings, airframe aerodynamic improvements including winglets for higher performance and strakes for stability. Additionally, newer aircraft are more fuel efficient which has cost and environmental benefits.

### Continuity of Operations

The King Air is crucial to Idaho Government continuity of operations. It serves state agencies for emergencies and secure law enforcement travel. The aircraft is the State of Idaho's only mode of aviation transportation for all-weather passenger travel.

Currently, the state uses the Daher Kodiak aircraft as a backup to the King Air. If the King Air were removed from the state's fleet, the Kodiak could be the primary



transport aircraft. However, there are many flights that would not be possible with the Kodiak due to fuel and weather limitations. The Kodiak is limited in the amount of weight it can carry. With full fuel it is typically limited to a pilot and two passengers. The aircraft is often operated with less than full fuel. A typical flight from Boise to Coeur d'Alene could be flown with four passengers and sufficient fuel for adverse weather requirements. What's not possible is to fly from eastern Idaho to northern Idaho with more than three passengers with sufficient fuel reserves. The King Air can make these flights easily and carry six to ten passengers, a typical load.

Regarding weather restrictions, many of the state's destinations are in northern or eastern Idaho. Both locations frequently exhibit inclement weather during the late fall, winter and early spring months. While the Kodiak does have some anti-ice capability, it is limited in the amount of time it can fly in those conditions due to its fluid-based anti-icing system. The King Air uses a more robust inflation anti-ice system which can operate indefinitely. More importantly, the King Air is a pressurized aircraft which can normally fly above icing conditions during cruise flight and is exposed to icing conditions primarily during departure and arrival. The Kodiak is not pressurized and normally cruises at 12,000 feet altitude, which is often in the worst of the icing conditions. For much of the winter, a Kodiak is unsuitable for safe flight to the required destinations.

### **Efficiency of Government Resources**

Idaho's more than 83,000 square miles make it the 11<sup>th</sup> largest state in the nation by land area. Vehicle travel from southern or eastern Idaho to northern Idaho usually consumes a full day. Without efficient air travel, a one-day trip can become a three-day trip with two nights of lodging. When also considering the cost of the employees' time and per diem expenses, vehicle travel can be more costly overall and also causes a burden to stretched state agency resources due to the loss of employee productivity during lengthy travel. Commercial air flight can be an efficient use of government resources, particularly when fewer employees need to travel, but this service is only available in seven Idaho cities and direct flights are limited. State aircraft can operate to almost all 75 airports in Idaho's airport system plan. A cost comparison for three typical destinations are included in Appendix D. The cost of hotel rooms and employee wages during travel time are the key factors that show air travel is more efficient when three or more people travel. Although the typical passenger load in the King is five, often the aircraft carries eight to ten.

## **RECOMMENDATION**

The 2023 Fleet Task Force recommends replacing the current King Air aircraft to meet State of Idaho aviation transportation needs. A new or newer King Air 200 series aircraft will meet mission requirements better than alternatives. Considering the long



lead times required to acquire these types of aircraft, the State should begin the replacement process immediately to maintain mission capability.

The Task Force considered retaining the current King Air after acquisition of another primary aircraft. While this option would reduce flying hours and extend the life of the aircraft, it would also have significant fixed costs such as insurance and calendar time-based inspections. After a replacement aircraft is operational, the task force recommends disposing the current King Air per the requirements of federal program 1033.

### **Similar New Aircraft (King Air 260)**

A new aircraft of the same size and type will meet requirements. A new aircraft will include warranty coverage that will limit maintenance costs for several years. Currently, these aircraft are in high demand and a lead time of approximately two years is required from signing a purchase contract until aircraft delivery. Normal lead time is approximately 12 - 14 months but has been lengthened by a large order placed by the U.S. Navy. These new aircraft come with several safety improvements over legacy King Airs. First, the newer aircraft includes the latest engine technology, which increases reliability and allows for higher cruising altitudes to avoid inclement weather. Avionics are integrated, which reduces chance of pilot error, especially in critical times such as a missed approach when attempting to land. Improved pressurization and auto throttles can also reduce workload. Several systems - such as air conditioning, landing gear and autopilot - are more reliable from design changes that incorporate lessons learned from previous generations of King Air aircraft.

## **ALTERNATIVES**

The 2023 Fleet Task Force analyzed many alternative solutions in its assessment. Below is a summary of alternatives (See Appendix C for a Total Cost of Ownership Comparison):

- First, there is an option to refurbish the existing King Air. It is an expensive option that does not address the aircraft's projected end of life in 2037.
- Next, there are several alternatives to purchasing a new aircraft but none of them meet the program's current need for size, capacity and function as well as the new King Air option.
- Finally, the task force analyzed several non-ownership options. It was ultimately determined, however, that these are unfavorable long-term solutions but could potentially serve as short-term options.

### **Refurbish Current Aircraft**

Although refurbished in 1999, the former military aircraft has become less available with only a 62% availability rate for January to August 2024 due to maintenance issues. Many are related to aging aircraft.



Replacement parts are increasingly difficult to find and several costly maintenance actions will be required to keep the aircraft serviceable. The aircraft will need approximately \$3 million in work by 2031 to remain airworthy through 2037. Most of those funds will be needed within five years to perform an overhaul or replacement of both engines. Other necessary expenses include exterior corrosion control, interior refurbishment, and a reliable autopilot.

In the financial analysis shown in Appendix C, assumptions have been made regarding maintenance costs for a refurbished aircraft based on an industry cost model. In the past year unforeseen maintenance costs have resulted in exceeding the costs estimated in this model. ITD has experienced failure in parts before the end of replacement intervals and failure in parts that supposedly have indefinite lengths of service.

One additional consideration is the inability to recoup any investment if the aircraft is returned to the federal government. The aircraft cannot be sold and will be returned with no credit for improvements made (see below regarding Federal Program 1033). Alternatively, if an improved aircraft were owned by the State, some of the increased residual value would return to the state upon disposal of the aircraft.

The current aircraft could be operated with continued investment of approximately \$3 million over the next six years in engines, flight controls, interior and exterior corrosion control. These funds could be better spent on a newer aircraft, which would be in service for decades.

### **Upgrade to Larger Aircraft (King Air 350/360)**

The larger version of the King Air was certified under a different set of aviation regulations than the state's current King Air (Part 25 vs 23) due to its increase in gross weight. Certification under Part 25 for the larger transport category aircraft might require longer runways than Part 23 for normal category. Considering that some of the destinations in Idaho have shorter runways, a King Air 200 series might be able to operate legally at more fields than the larger 300 series. Another consideration is the increased cost of a 300 series vs 200. While operating costs are similar, acquisition cost of the larger aircraft is about \$1.5 million more. The advantage being that the aircraft can fly longer distances (approximately 1,500 miles vs 1,000 miles with four passengers). However, the increased range capability is not needed as most flights are within Idaho and well within reach of the 200 series. Finally, the 300 series requires a type-rating for pilots, which could increase initial training cost.

### **Pilatus PC-12**

The single-engine Pilatus compares favorably with a King Air but lacks external storage for hazardous materials. Additionally, although the reliability of PC-12 engines is high, a multi-engine aircraft can retain capability to fly to an alternate airport in the event of an engine failure. Considering the need for external storage and safety



considerations of two engines over Idaho's mountainous terrain, the 2023 Fleet Task Force agreed a multi-engine aircraft is preferable.

### **Cessna Citation Series Jet (CJ2/2+/3/4)**

This popular series of light jet aircraft, while similar in price to alternatives above, carries fewer people. Higher speed jets of equivalent capacity can be more economical on trips over approximately 500 miles. ITD's routine trips are less than 400 miles, a range where turbo-prop aircraft are more economical. Certified under the same rules as the larger King Air 350/360, operation of these jets is limited to fewer airports than those accessible with a King Air 200 series aircraft.

### **Similar Used Aircraft (King Air 250/KA 200GT)**

A newer King Air of the same size/class would satisfy mission requirements and could be available sooner, provided that a suitable used aircraft could be found. Due to the long lead times required to purchase new aircraft, the used market is highly competitive, and few aircraft are currently available. An aircraft with only a few years of service and reasonable hours would include much of the improvements described for a new aircraft but would likely not include warranty coverage. These aircraft tend to hold their value and the market prices them to be comparable in overall life-cycle cost to a new aircraft. The attached present value analysis shows leading alternatives.

### **Federal Program 1033**

This program allows law enforcement to acquire excess military equipment. The current King Air was procured through this program and must be returned (not sold) when no longer required by the State. The Idaho State Police is monitoring the 1033 program for any aircraft that meet ITD requirements. The currently available C-12s (military equivalent to King Air) would require major investment to convert them for state use. Considering recent military purchases of King Air aircraft and the high operations tempo due to world events, it's unlikely a suitable aircraft will appear in the 1033 program prior to needing to replace the current aircraft.

### **Leased Aircraft**

The state could also explore options of leasing an aircraft instead of buying. Lease costs can range from ½ - 1% of aircraft value per month. Even in a best-case scenario the hourly cost would be higher than acquiring an aircraft and keeping it long term. Leasing could be a fiscally responsible alternative if needed to bridge a gap between returning the current aircraft back to federal government and acquisition of a replacement aircraft.

### **Fractional Ownership**

Aviation management companies are another option. In a shared-ownership model, a centralized management company operates a fleet and provides an aircraft, not necessarily the same aircraft, to the part-owner upon request. The benefit of this model is primarily aircraft availability because owners can use any of the aircraft in



the fleet. However, users must factor in the increased cost of moving the aircraft from its home location to where it's needed. Lead time to respond to emergencies might be increased. Research on insurance costs to the State would be required.

### **Charter**

Charter flights are a viable option to augment the aviation needs of the State of Idaho and are used regularly when state assets are unavailable. A good example is business travel, and there are a variety of companies around the state suitable for this purpose. Availability of charter flights can sometimes be a challenge, especially when competing with high travel times like summer vacations and holidays. Charter flights are not recommended as the sole source of aviation travel given timeliness and security needs, such as emergency response and law enforcement needs.

## **CONCLUSION**

While the King Air aircraft is currently maintained to be safe and airworthy, the end of its service life is inevitable. The 2023 Fleet Task Force analyzed many alternative solutions in its assessment. Costly repairs and renovation will be required to extend the aircraft's useful life. The current lead time is three years for purchase and delivery of a new King Air. The task force recommends replacing the current King Air aircraft to meet State of Idaho aviation transportation needs.

## Appendix A - List of Task Force members

### Aeronautics Division

- Tom Mahoney, Administrator
- Tim Steffen, Director of Flight Operations

### Idaho Aeronautics Advisory Board

- Mark Sweeney (former)
- John Blakley

### Idaho Transportation Board

- Bob Hoff
- Jim Kempton (former)

### Idaho Office of Emergency Management

- Brad Richy

### ITD Chief Administrative Officer

- Dave Tolman

### Public Members

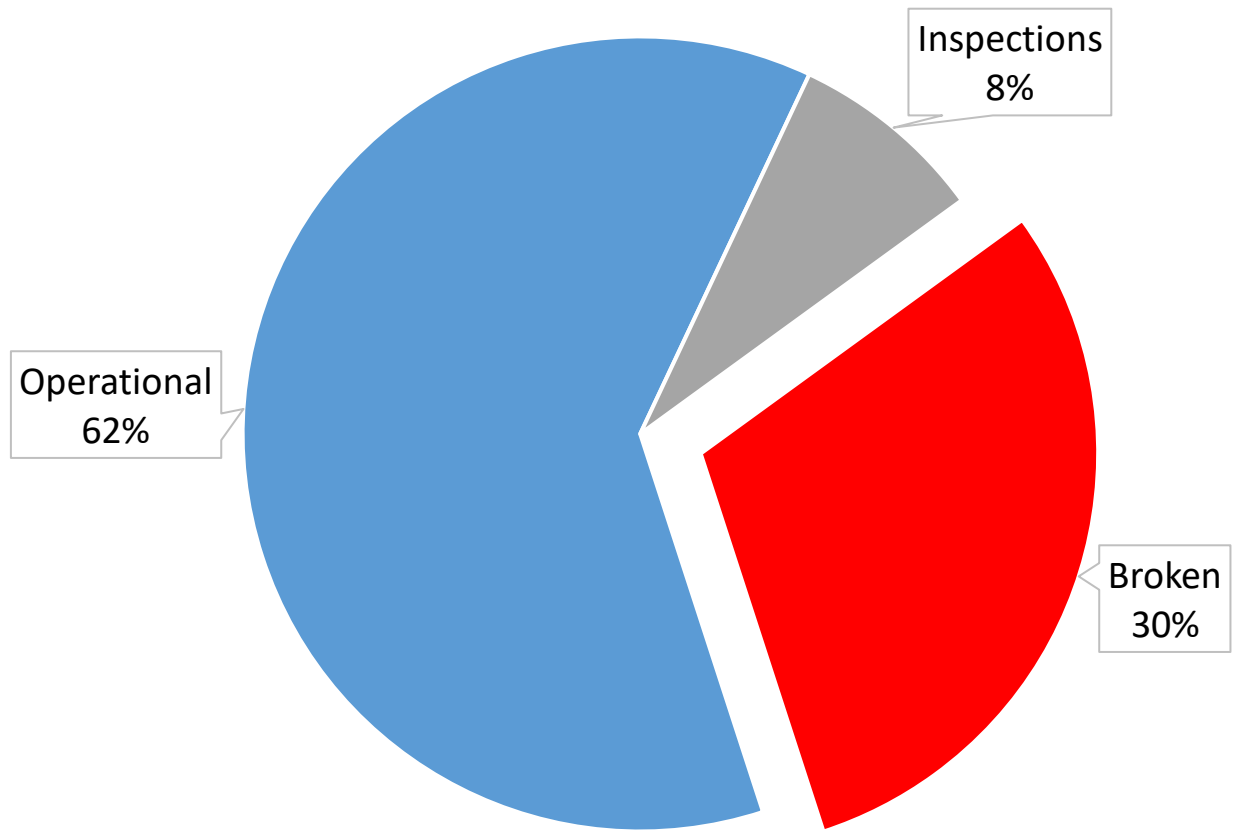
- Tim Komberec, Empire Airline CEO
- Jeff Matlock, Micron pilot

### Idaho State Police

- Bill Gardiner



### King Air Status, January to August 2024





## Appendix C Total Cost of Ownership Comparison

Analysis of the Division of Aeronautics											
Options to Consider for the Primary Aircraft											
Discount Rate:	5% NEW KING AIR 260										4-Nov-24
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Grand Total
Operating Costs	\$ 656,650	\$ 656,650	\$ 656,650	\$ 656,650	\$ 656,650	\$ 656,650	\$ 656,650	\$ 656,650	\$ 656,650	\$ 656,650	\$ 6,566,500
Depreciation	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 800,000
Purchase	\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000,000
Sale	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (7,200,000)	\$ (7,200,000)
	\$ 8,736,650	\$ 736,650	\$ 736,650	\$ 736,650	\$ 736,650	\$ 736,650	\$ 736,650	\$ 736,650	\$ 736,650	\$ 736,650	\$ (6,463,350)
Present Value	(\$8,320,619)	(\$668,163)	(\$636,346)	(\$606,044)	(\$577,185)	(\$549,700)	(\$523,523)	(\$498,594)	(\$474,851)		\$3,967,936
Total PV 10 year cost of ownership	(\$8,887,088)										
Discount Rate:	5% USED KING AIR 250										
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Grand Total
Operating Costs	\$ 639,800	\$ 639,800	\$ 639,800	\$ 639,800	\$ 639,800	\$ 639,800	\$ 639,800	\$ 639,800	\$ 639,800	\$ 639,800	\$ 6,398,000
Depreciation	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 600,000
Purchase	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
Sale	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,400,000)	\$ (5,400,000)
	\$ 6,699,800	\$ 699,800	\$ 699,800	\$ 699,800	\$ 699,800	\$ 699,800	\$ 699,800	\$ 699,800	\$ 699,800	\$ 699,800	\$ (4,700,200)
Present Value	(\$6,380,762)	(\$634,739)	(\$604,514)	(\$575,727)	(\$548,312)	(\$522,202)	(\$497,335)	(\$473,652)	(\$451,097)		\$2,885,515
Total PV 10 year cost of ownership	(\$7,802,824)										
Discount Rate:	5% Refurbish Current 1979 KING AIR 200										
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Grand Total
Operating Costs	\$ 668,555	\$ 668,555	\$ 668,555	\$ 668,555	\$ 668,555	\$ 668,555	\$ 668,555	\$ 668,555	\$ 668,555	\$ 668,555	\$ 6,685,550
Depreciation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Upgrades	\$ 280,000	\$ 545,100	\$ 6,700	\$ 1,311,700	\$ 938,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,081,600
Sale	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 948,555	\$ 1,213,655	\$ 675,255	\$ 1,980,255	\$ 1,606,655	\$ 668,555	\$ 668,555	\$ 668,555	\$ 668,555	\$ 668,555	\$ 668,555
Present Value	(\$903,386)	(\$1,100,821)	(\$583,311)	(\$1,629,161)	(\$1,258,856)	(\$498,886)	(\$475,130)	(\$452,504)	(\$430,957)	(\$410,435)	
Total PV 10 year cost of ownership	(\$7,743,445)										
Discount Rate:	5% Leased Plane										
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Grand Total
Operating Costs	\$ 656,560	\$ 656,560	\$ 656,560	\$ 656,560	\$ 656,560	\$ 656,560	\$ 656,560	\$ 656,560	\$ 656,560	\$ 656,560	\$ 6,565,600
Depreciation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lease Cost	\$ 720,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 7,200,000
Sale	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 1,376,560	\$ 1,376,560	\$ 1,376,560	\$ 1,376,560	\$ 1,376,560	\$ 1,376,560	\$ 1,376,560	\$ 1,376,560	\$ 1,376,560	\$ 1,376,560	\$ 13,765,600
Present Value	(\$1,311,010)	(\$1,248,580)	(\$1,189,124)	(\$1,132,499)	(\$1,078,571)	(\$1,027,210)	(\$978,295)	(\$931,710)	(\$887,343)	(\$845,088)	
Total PV 10 year cost of ownership	(\$10,629,431)										



## Appendix D: Travel Cost Comparison from Boise for 1 Day Meeting

### Idaho Falls

CAR		Distance (miles)	Time (hours)	Number of Travelers	1	2	3	4	5	6	7	8	9	10	
		560	9.0	Travel Salary <sup>1</sup>	\$84.00	\$756	\$1,512	\$2,268	\$3,024	\$3,780	\$4,536	\$5,292	\$6,048	\$6,804	\$7,560
				Mileage <sup>2</sup>	0.67	\$375	\$375	\$375	\$375	\$375	\$375	\$375	\$375	\$375	\$375
				Per Diem <sup>3</sup>	\$137.50	\$138	\$275	\$413	\$550	\$688	\$825	\$963	\$1,100	\$1,238	\$1,375
# of nights	2			Hotel <sup>4</sup>	\$125.00	\$250	\$500	\$750	\$1,000	\$1,250	\$1,500	\$1,750	\$2,000	\$2,250	\$2,500
				<b>Total</b>		<b>\$1,519</b>	<b>\$2,662</b>	<b>\$3,806</b>	<b>\$4,949</b>	<b>\$6,093</b>	<b>\$7,236</b>	<b>\$8,380</b>	<b>\$9,523</b>	<b>\$10,667</b>	<b>\$11,810</b>
				Per Person		\$1,519	\$1,331	\$1,269	\$1,237	\$1,219	\$1,206	\$1,197	\$1,190	\$1,185	\$1,181
				<b>Flying saves:</b>											
				<b>Driving saves:</b>		<b>\$1,414</b>	<b>\$500</b>								

Notes

- 1 Passengers wages during travel time
- 2 IRS Mileage rate to estimate cost of vehicle use. All passengers in one vehicle.
- 3 Per diem. Day 1: Lunch & Dinner, Day 2: All 3 meals, Day 3: Breakfast & Lunch
- 4 Estimate for state government rate
- 5 Per diem: lunch only
- 6 Pilot standby time expense

### Coeur d'Alene

CAR		Distance (miles)	Time (hours)	Number of Travelers	1	2	3	4	5	6	7	8	9	10	
		906	14.0	Travel Salary <sup>1</sup>	\$84.00	\$1,176	\$2,352	\$3,528	\$4,704	\$5,880	\$7,056	\$8,232	\$9,408	\$10,584	\$11,760
				Mileage <sup>2</sup>	0.67	\$607	\$607	\$607	\$607	\$607	\$607	\$607	\$607	\$607	\$607
				Per Diem <sup>3</sup>	\$137.50	\$138	\$275	\$413	\$550	\$688	\$825	\$963	\$1,100	\$1,238	\$1,375
# of nights	2			Hotel <sup>4</sup>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				<b>Total</b>		<b>\$1,921</b>	<b>\$3,234</b>	<b>\$4,548</b>	<b>\$5,861</b>	<b>\$7,175</b>	<b>\$8,488</b>	<b>\$9,802</b>	<b>\$11,115</b>	<b>\$12,429</b>	<b>\$13,742</b>
				Per Person		\$1,921	\$1,617	\$1,516	\$1,465	\$1,435	\$1,415	\$1,400	\$1,389	\$1,381	\$1,374
				<b>Flying saves:</b>				<b>\$105</b>	<b>\$1,105</b>	<b>\$2,105</b>	<b>\$3,105</b>	<b>\$4,106</b>	<b>\$5,106</b>	<b>\$6,106</b>	<b>\$7,106</b>
				<b>Driving saves:</b>		<b>\$1,896</b>	<b>\$896</b>								

### Salmon

CAR		Distance (miles)	Time (hours)	Number of Travelers	1	2	3	4	5	6	7	8	9	10	
		496	11.0	Travel Salary <sup>1</sup>	\$84.00	\$924	\$1,848	\$2,772	\$3,696	\$4,620	\$5,544	\$6,468	\$7,392	\$8,316	\$9,240
				Mileage <sup>2</sup>	0.67	\$332	\$332	\$332	\$332	\$332	\$332	\$332	\$332	\$332	\$332
				Per Diem <sup>3</sup>	\$137.50	\$138	\$275	\$413	\$550	\$688	\$825	\$963	\$1,100	\$1,238	\$1,375
# of nights	2			Hotel <sup>4</sup>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				<b>Total</b>		<b>\$1,394</b>	<b>\$2,455</b>	<b>\$3,517</b>	<b>\$4,578</b>	<b>\$5,640</b>	<b>\$6,701</b>	<b>\$7,763</b>	<b>\$8,824</b>	<b>\$9,886</b>	<b>\$10,947</b>
				Per Person		\$1,394	\$1,228	\$1,172	\$1,145	\$1,128	\$1,117	\$1,109	\$1,103	\$1,098	\$1,095
				<b>Flying saves:</b>				<b>\$652</b>	<b>\$1,526</b>	<b>\$2,400</b>	<b>\$3,275</b>	<b>\$4,149</b>	<b>\$5,023</b>	<b>\$5,897</b>	<b>\$6,772</b>
				<b>Driving saves:</b>		<b>\$1,097</b>	<b>\$222</b>								

WHEREAS, the State operates an all-weather, pressurized aircraft for critical state business including law enforcement, emergency response, and support of constitutional office functions, and

WHEREAS, the current King Air aircraft is 45 years old and is becoming increasingly unreliable due to aging aircraft maintenance problems and requires at least \$2,500,000 to extend its life beyond 50 years, and

WHEREAS, the current aircraft was transferred to the Idaho state government as part of the Federal 1033 surplus military equipment program which requires the aircraft to be returned, and

WHEREAS, any investment in the current aircraft cannot be recouped in disposal of the aircraft when it is returned to the Federal government, and

WHEREAS, the aircraft fleet should be treated in a similar manner as other capital investment equipment through ITD's equipment replacement program, and

WHEREAS, an independent task force recommends a newer King Air 200 series aircraft is a suitable replacement for the existing aircraft,

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board accepts the recommendation of the Aircraft Replacement Study Task Force in its 2024 Report which was endorsed by the Aeronautics Advisory Board.

*BE IT FURTHER RESOLVED*, that the Director of the Idaho Transportation Department is authorized to advance the recommendation for acquisition of a newer King Air aircraft of a similar series to the Governor's office for consideration.