



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

District 4 Tour and Regular Meeting of the Idaho Transportation Board

May 14 - 15, 2025

**May 14, 2025**

**District 4**

### **DISTRICT 4 PROJECT TOUR**

	<b>Time*</b>
Depart Jerome airport to Hampton Inn, 1658 Fillmore, Twin Falls	9:30
Depart Hampton Inn to Heyburn Interchange via I-84 east	10:00
Heyburn Interchange project overview	10:45
Lunch in Burley	12:00
Depart for Burley Interchange site visit	1:30
Travel west via I-84 to South Jerome Interchange	2:30
Depart east on I-84, S. US-93 to Twin Falls	3:00
Arrive Twin Falls, tour ends	4:00

\*All times shown are in local time and 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.



**May 15, 2025**

District 4

216 S. Date Street

Shoshone, Idaho

Listen:

Dial 1-415-655-0003 US Toll

a. access code: 2632 551 6984

b. meeting password: 1234

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

KEY:

ADM = Administration COM = Communications/Highway Safety DIR = Director

HWY = Highways INV = Innovation/Workforce Development

		Page #	Time*
Action Item	1. CALL MEETING TO ORDER		8:30
Info Item	2. SAFETY “CLUTCH MOMENT” SHARE: Operations Engineer Hitchcock		
Action Item	3. BOARD MINUTES – April 17 & 18, 2025 .....	5	
Info Item	4. BOARD MEETING DATES..... Next meeting is June 11 & 12 in Boise, District 3	17	
Action Item	5. CONSENT CALENDAR.....	18	
HWY	___ State institution road improvement, Division of Veterans Services project ...	19	
Info Items	6. INFORMATIONAL CALENDAR		
HWY	___ Contract award information and current advertisements .....	21	
HWY	___ Professional services agreements and term agreement work tasks report .....	28	
HWY	___ Draft Long Range Transportation Plan 2050 update.....	38	
HWY	___ SH-21 & SH-75, Stanley speed zone adjustments .....	40	
HWY	___ US-30, Filer speed zone adjustment.....	44	
HWY	___ ITD Traffic Safety and Maintenance Operations Plan update.....	47	
DIR	___ Draft FY26-29 Strategic Plan Report .....	50	
	7. ADOPT-A-HIGHWAY PRESENTATION		8:40
	Member Watkins: Idaho West Magic Lake Recreation Club		
	8. DIRECTOR’S MONTHLY REPORT: Director Stokes		8:50
	9. DISTRICT ENGINEER REPORT: District 4 Engineer Barrus		9:10

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**May 15, 2025**  
Shoshone, Idaho

	Page #	Time
<b>Information Items</b>		
HWY ____ US-93 Traffic and 3 <sup>rd</sup> Snake River Bridge Crossing update..... McElhinney/Barrus	61	<b>9:25</b>
<b>10. BREAK</b>		<b>9:40</b>
<b>11. AGENDA ITEMS</b>		
ADM ____ State FY25 financial statements quarterly report..... Swajkoski	63	<b>9:55</b>
COM ____ 2026 ITD legislative ideas ..... Cameron	99	<b>10:05</b>
HWY ____ Review strategy and key assumptions for new Transportation Expansion and ..... Schroeder/Tolman Congestion Mitigation Bonding Program District Engineers	101	<b>10:15</b>
<b>Action Items</b>		
HWY ____ Board Unallocated Funds request, SH-34 pipe replacement project, District 5 ..... Hubbard (Resolution on page 105)	103	<b>11:00</b>
HWY ____ Board Unallocated Funds request, US-95 paving project in Riggins, District 2 .... Hoff (Resolution on page 108)	106	<b>11:10</b>
<b>Information Item</b>		
COM ____ Safety partner update and 2024 Zero Fatality Awards, District 4 ..... Smith	109	<b>11:20</b>
<b>Action Items</b>		
HWY ____ Public Transportation Advisory Council appointment, District 2 ..... Miller (Resolution on page 123)	110	<b>11:35</b>
HWY ____ Request to approve consultant agreements ..... Crider (Resolution on page 127)	124	<b>11:40</b>
<b>Information Item</b>		
HWY ____ Federal formula program funding update..... Wonacott	127A	<b>11:45</b>
<b>Action Item 12. EXECUTIVE SESSION (Video Conference Room)</b>		<b>12:00</b>
PERSONNEL ISSUES [SECTION 74-206(a), (b)]		
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]		

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May 15, 2025  
Shoshone, Idaho

Page  
#      Time

**Action Item**

HWY	_____	Administrative settlement over \$200,000 .....	128	<b>1:10</b>
Pond		(Resolution on page 129)		

**13. ADJOURNMENT** (estimated time) **1:15**

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REGULAR MEETING  
IDAHO TRANSPORTATION BOARD

April 17 - 18, 2025

The Idaho Transportation Board met at 10:00 AM on Thursday, April 17, 2025, in Pocatello, Idaho. The following principals were present:

William (Bill) H. Moad, Chairman  
Paul Franz – District 1  
Gary Osborn, Vice Chair - District 2  
Julie DeLorenzo, Member – District 3  
Mitch Watkins, Member – District 4  
John Bulger, Member – District 5  
Scott Stokes, Director  
Dan McElhinney, Chief Deputy/Chief Operations Officer  
Lorraine Dennis, Business Executive to the Board

District 5 Tour. The Board met at the District 5 office where staff provided project updates before touring various projects on I-15. The Board did a sight tour of the Inkom corridor bridges, I-86/I-15 System Interchange, third lane projects between Pocatello and Fort Hall, I-15 Blackfoot S. Interchange, Exit 89, and US-26/Blackfoot Interchange, Exit 93.

WHEREUPON, the Idaho Transportation Board's tour recessed at 3:00 PM.

April 18, 2025

The Idaho Transportation Board convened at 8:30 AM on Friday, April 18, 2025, at the Idaho State Police Office in Pocatello, Idaho. Members and principals from previous day were present. District 6 Member Bob Hoff and Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Transportation Operations Team Leader Jeremy Wood in keeping with Distracted Driving Awareness month reported on the importance of staying focused while driving. He shared a story about a neighbor who had a near miss while driving after a 14-hour work shift.

Board Minutes. Member Bulger made a motion to approve the minutes of March 20, 2025, seconded by Vice Chair Osborn, and the motion passed unanimously.

Board Meeting Dates. The next meeting is May 14 & 15 in Shoshone, District 4.

Consent Items. Vice Chair Osborn made a motion, seconded by Member Hoff, and passed unopposed, to approve the following resolution:  
RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-

ITB25-24 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 I-90, SH-41 to US-95 East, Post Falls Highway District property transfer agreement, contract to reject, and contracts for award.

1) I-90, SH-41 to US-95 East, Post Falls Highway District property transfer. The Post Falls Highway District (PFHD) has agreed to transfer ownership of parcel 180 to ITD for the I-90, SH-41 to US-95 East project, Key No. 24306. Per PFHD's property transfer agreement, the action requires the Board's consent to the agreement.

2) Contract to reject. The lower bid on the following project is more than ten percent over the engineer's estimate, requiring justification. Staff recommends rejecting the contract that is 71% over the EE. Key #21914, District 4, US-20/SH-75, rural conflict warning system, bidder Arco Electric Idaho for \$377,610.39.

3) Contracts award. The low bid on the following projects are more than ten percent over the engineer's estimate, requiring justification. Staff recommends awarding the contracts to the low bidder. Key #22402, LHTAC(2), Public Ave. Corridor Safety Improvement to low bidder Knife River Corp.-Mountain West for \$1,815,000. Key #22699, SH-69, Kuna to Meridian, District 3 to low bidder Knife River Corp.-Mountain West for \$3,178,178. Key #23183, SH-55 digital message sign SB, District 3 to low bidder Angle & Assoc. for \$630,570. The Districts do not believe re-advertising the projects would result in lower bids.

#### Informational Items.

1) Contract awards and advertisements. There were eight ITD and one Local contract awarded that did not require Board approval from March 1 – 31, 2025. From October 1, 2024 to March 31, 2025, 45 ITD and 13 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From March 1, 2025 through March 30, 2025, 28 new professional services agreements and work tasks were processed, totaling \$12,569,235. Seven supplemental agreements to existing professional services agreements were processed during this period for \$1,204,217.

3) Monthly report of federal formula program funding through March 31. Idaho received obligation authority (OA) through March 14, 2025; however, full-year FY25 OA has not yet been allocated to Idaho. Additional apportionments were allocated via the Appropriations Act. Idaho

received apportionments of \$469.6 million. Allotted program funding through March 14 is \$234.6 million with \$95.7 million remaining as of March 31.

4) SH-16 and SH-52, Emmett speed zone adjustment. District 3 completed an evaluation of traffic operations on State Highway 16 and State Highway 52 in Emmett. ITD determined establishing a 40 MPH speed zone between Mill Road and Substation Road to be an appropriate measure. Speed zone adjustments made to SH-16 MP 112.349 to MP 113.097 and SH-52 MP 29.545 to MP 30.422.

5) SH-52 and Mill Road Intersection traffic signal. The corridor of SH-16/SH-52 approaching and within Emmett city limits has raised community safety concerns due to the proximity to nearby schools. Through stakeholder engagement, ITD determined signaling the intersection would provide immediate safety benefits. Speed limit signage and safety enhancements have been installed and a traffic signal will be installed later this year.

6) Non-construction contract awards. Per Board Policy 4001 that requires reporting non-construction professional service agreements executed in the previous month, there were no contracts executed.

7) FY25 financial statements. Revenues to the State Highway Account from all state sources as of February 28<sup>th</sup> are ahead of forecast by 2.7% with revenues in the HDA are up by 0.20%. State revenues to the State Aeronautics Fund are above forecast by 9.96% or \$212K. The Department's expenditures were within planned budgets. Personnel costs savings of \$3.8M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$412.4M, and total construction expenditures from the five different funds sources total \$788.8M.

The balance of the long-term investments was \$188.2M. These funds are obligated against construction projects and encumbrances. The cash balance is \$107.3M. Expenditures in the Strategic Initiatives Program Fund is \$65.9M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$79.8M. For FY25, \$71.4M is committed to debt service. Expenditures from the Federal CARES Act fund are \$2.1M. Expenditures for the TECM bond program during this period is \$213.8M and \$616K for GARVEE.

In respect to the Professional Services Agreements Report, there was an error on the Supplemental Agreement for the SH-16, SH-44 to Junction 52 Environmental Re-evaluation, Emmett project. Member DeLorenzo noted the Board approved amount on June 15, 2023 needed to be corrected to \$3,059,412.

Adopt-A-Highway (AAH). Member Bulger presented the AAH 2024 Group of the Year Award to J.R. Simplot Company and Employees. In 2005, they adopted US-30, MP 330.8 – 332, in Pocatello by their Plant. Representatives thanked ITD and the Board for the award.

Policies Subcommittee Report. Vice Chair Osborn, Policies Subcommittee Chairman, reported the subcommittee met to review the department's cell phone use policy that is placed on today's agenda. The subcommittee supported staff's recommendations.

Director's Monthly Report. Director Stokes reported on ITD's funding sources for FY26 budget request, new Transportation, Expansion & Congestion Mitigation (TECM) and Strategic Initiatives (SI) funding levels, upcoming employee engagement and next week's National Work Zone Awareness (NWZA) week. Some highlights included ITD's primary funding sources come from federal, user fees, TECM sales, and SI funding. Starting in 2026, the legislature approved additional TECM funding adding \$20 million (to the existing \$80 million) each year through 2028. The additional funding will represent about \$800 million to \$1 billion of projects. General Funds for SI were reduced from \$300 million to \$275 million. Those funds are split 60/40 with the Locals and funds ITD's Safety and Capacity projects, which will be reduced by \$15 million annually. The Governor deems the first week in May as Employee Appreciation Week. ITD will hold various activities for staff. Director Stokes concluded by sharing an audio public service announcement in support of NWZA week stating 742 deaths occurred in work zones last year.

Legislative Update. Government Affairs Manager Colby Cameron gave his final legislative session update. He reported that Idaho's General Fund budget in FY2016 was about \$3.0 billion in comparison to the about \$5.5 billion in FY2026. Although the session was challenging, ITD continues to be well respected amongst policy leaders. Five new license plates were passed. We will start seeing those new plates this summer. On the budget revenue side, ITD's Strategic Initiative funds had a slight reduction. The Governor is committed to infrastructure, so ITD is still headed in the right direction. The abandon vehicle process changed that will help law enforcement a great deal.

District Engineer Report. District 5 Engineer Todd Hubbard presented his annual district update addressing staffing, project delivery, winter mobility, project updates, and a maintenance building update. Some highlights included a report on the significant amount of staff turnover. Many of the positions such as the engineer managers have barely two years average experience in their role, or foreman's with five out of the nine with less than three years. The district delivered 90% of their FY25 projects. The three-year I-86/I-15 System Interchange project will be completed this fall 2025. The I-15 Northgate to Fort Hall, third lane project will be done in 2027. Staff is working with Idaho Fish and Game (F&G) on design for the US-30 Rocky Point Wildlife Crossing pilot project that is near the Wyoming border. The collaboration is to ensure optimal migration crossing locations. The \$20.8 million grant-funded project will include 12 miles of wildlife fence. The new Montpelier maintenance building is anticipated to be done by next winter.

In response to Member Bulger's question if staff is working with Wyoming on the Wildlife Crossing project, DE-5 Hubbard stated they are – along with F&G. Collectively, they conducted site visits. They want to leverage everyone's experience to ensure the design works.

Vice Chair Osborn inquired about the height of the wildlife fences. They are 12-feet tall.

In response to Chairman Moad’s question regarding recruitment and retention of engineers and other states’ experience, Director Stokes responded it is a difficult labor market for everyone. DE-5 Hubbard added they have a great relationship with Idaho State University – where most of the engineers graduate from. Member Bulger inquired if there are any financial incentives for students. DE-5 Hubbard stated there are none; however, they hire hourly student interns with the hopes of them staying on. Member Watkins asked who ITD is competing with. DE-5 Hubbard reported they lose engineers to the private sector.

Trucking Advisory Council (TAC) Appointment, District 6. DMV Administrator Lisa McClellan presented the District 6 appointment of Braxton Crapo to the TAC. Mr. Crapo – with Crapo Trucking, a Brigham Young University graduate, has 26-years of experience in the trucking industry. Trucking Advisory Council Chairman Pocock supports Mr. Crapo’s nomination to the three-year term.

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

RES. NO. WHEREAS, Idaho Transportation Department Board Policy 4042 establishes the  
ITB25-25 Trucking Advisory Council (TAC); and

WHEREAS, the TAC shall be comprised of seven (7) members representing the six (6) Idaho Transportation Department Districts, plus one (1) member to serve as Chair to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves the appointment of Braxton Crapo to the District 6 TAC position for the term of May 1, 2025 through December 31, 2027.

ITD State Street Headquarters Building. Chief Administrative Officer (CAO) Dave Tolman reported on the State Street Headquarters (HQ) building assessment, legislative funding, and next steps. Some highlights included, in conjunction with the Division of Public Works, a property condition assessment was conducted by CSHQA architects in December 2024 and was subsequently shared with the Board at its January 2025 meeting. The 200-page assessment outlined specifics areas of remediation, cleanup, and projected a cost range of \$64 million to \$69.4 million. The report contained photos of items that need to be replaced such as the plumbing, ceiling grids and tile, doors, and vents. Extensive cleanup is needed to remove hazardous materials such as spray-on fire proofing and asbestos, for which material testing will be conducted. Electrical systems and a 1992 generator also needs to be replaced. In 2024, the legislature appropriated \$32.5 million, and in 2025, \$9.6 million for a total of \$42.1 million. Next steps are for ITD to work with DPW to retain services to begin the HQ building design and

complete detailed hazardous materials testing and its removal. In the next couple of months, staff will present scope of work options for the Board's consideration.

In response to Member Watkins' question about being able to complete the HQ design in the next couple of months, CAO Tolman stated it will take a year to do the full design.

In response to Member DeLorenzo's inquiry if any part of the HQ building was not impacted by the flood, CAO Tolman responded the removal of spray-on asbestos will impact the entire building – plus the plumbing and electrical need to be replaced. Essentially, the structure of the building will need to be redone – taking it down to the concrete.

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

RES. NO. WHEREAS, the ITD Campus on State Street located at 3311 W State Street, Boise, ITB25-26 Idaho consists of over 44 acres of property, one large building, and other improvements (collectively the "State Street Campus") and was previously the site of ITD's administrative headquarters; and

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

WHEREAS, the Idaho Legislature appropriated \$32.5 million during the legislative session in 2024 and an additional \$9.6 million during legislative session 2025 to rehabilitate the administrative facility on the State Street Campus; and

WHEREAS, a Property Condition Assessment Report for the ITD Headquarters was completed by industry professionals on December 18, 2024 that provided initial scope recommendations as presented at the January 2025 Board meeting.

*NOW, THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board directs staff to work with the Division of Public Works to engage a qualified design professional to begin preparations for renovation including, but not limited to hazardous materials testing, hazardous materials removal and design estimates; and

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board directs staff to report back to the Board with a recommended scope and seek Board authorization on scope options and estimates identified prior to beginning rehabilitation.

ITD FY25 Targeted Pay Actions and FY26 Change in Employee Compensation. Chief Innovation and Experience Officer Brenda Williams reviewed the FY25 and FY26 pay actions as detailed in the resolution below. FY25 pay actions for the targeted classifications will be

effective on April 13, 2025. FY26 pay actions for merit Change in Employee Compensation (CEC) will be effective June 8, 2025, and the Horizontal Career Path pay actions in July after the CEC implementation.

In response to Member Hoff's question if the FY26 CEC merit will be on top of the 4.5% for IT/Engineering classifications, CIEO Williams stated yes those employees are eligible.

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

RES. NO. WHEREAS, the Idaho Transportation Department's FY25 targeted pay actions  
ITB25-27 and FY26 Change in Employee Compensation (CEC) plan have been developed in line with legislative approval, the Division of Human Resources, and ITD's compensation policies and procedures; and

WHEREAS, Department staff presented the compensation plan for the proposed employee pay actions, including eligibility requirements, to the Idaho Transportation Board at its April 18, 2025 meeting.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the Department's FY25 targeted pay actions and FY26 Change in Employee Compensation Plan, with the components as follows:

- FY25 legislative ITD budget approval to implement a \$2.50 increase for transportation technicians and supervisors within the TTO and TOTL horizontal career path, including a step pay rate adjustment of this amount; and
- FY25 legislative ITD budget approval to implement specific financial classifications, ranging from 2.0% to 3.8%; and
- FY25 ITD targeted classifications pay increases to certain classifications that continue to be challenging to attract and retain; and
- FY26 legislative approval to provide a merit increase (CEC) to permanent employees with a performance evaluation on file (within the last 12 months) of an "Achieves" or better performance rating will be eligible for an increase based on their performance rating. The increase will range between \$1.05 and \$1.55 per hour; and
- FY26 legislative approval to distribute a 4.5% pay increase for permanent employees designated by the Division of Human Resources for IT/Engineering classifications regardless of performance or probationary status; and
- FY26 ITD's compensation policy is to increase an employee's pay rate to 80% of the midpoint. Employee pay rates that fall below 80% of the midpoint of the FY26 compensation pay schedule will be adjusted to ITD's 80% minimum pay rate, regardless of performance or probationary status; and
- FY26 ITD pay actions for employees in the Transportation Technician Operations (TTO), Transportation Operations Team Leader (TOTL),

Transportation Technician Engineering (TTE), and Technical Engineer Services Leader (TESL) career paths will advance to the next step pay rate, provided they meet the performance expectations required for advancement to the next step pay rate.

*BE IT FURTHER RESOLVED*, that the Board approves the Department to implement the FY25 targeted pay actions effective April 13, 2025, and the CEC plan effective June 8, 2025, funded with base.

*BE IT FURTHER RESOLVED*, that the Board directs staff to submit the FY26 CEC Plan to the Division of Human Resources and the Division of Financial Management.

Revisions to Administrative Policy 5558 Use of Electronic Devices While Driving and Operating ITD Vehicles and Equipment. Employee Safety Program Manager Randy Danner reviewed the proposed policy changes. The revision reflects changes in Idaho law. Input was taken into consideration from staff who travel frequently. All state vehicles and heavy equipment have Bluetooth systems installed from the factory. Allowing hands-free cell phone use for official business would improve efficiency for necessary ITD communications. ESRM Danner reviewed the conditions for cell phone voice communications in the hands-free mode and stipulated that texting, voice to text, and email or internet searches are still prohibited.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for  
ITB25-28 the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5558 Use of Electronic Devices While Driving and Operating ITD Vehicles and Equipment was due for a five-year review; and

WHEREAS, ITD desired to incorporate provisions for use of electronic devices in the hands-free mode; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations at its April 2, 2025 meeting.

*NOW THEREFORE BE IT RESOLVED*, that the Board concurs with revisions to Administrative Policy 5558 Use of Electronic Devices While Driving and Operating ITD Vehicles and Equipment.

Zero Fatality Awards and Safety Partners, District 5. Bingham County Sheriff Detective Chad Morgan reported on the importance of safety when sharing the road with farm



equipment vehicles. In partnership with the Farm Bureau, he played a video produced in time for the planting season that was made in Canyon County.

Idaho State Police (ISP) Corporal Travis Gurney, member of the Office of Highway Safety's Motorcycle Safety Committee, reported on the correlation between lack of motorcycle training and fatalities. In an effort to raise awareness, local law enforcement officers host the rider training Shiny Side Up motorcycle safety awareness event.

Bingham County Sheriff Detective Morgan and District 5 Engineer Hubbard presented a Zero Fatalities Award to Caribou County Sheriff, Caribou ISP, and ITD's Soda Spring maintenance shed staff for zero fatalities in 2024.

Director Stokes recognized Detective Morgan for his upcoming retirement and thanked him for his service to the community and ITD.

ITD Artificial Intelligence Review. Enterprise Technology Services (ETS) Manager Bill Finke presented an update on what ITD's artificial intelligence (AI) is, the cycle of AI, opportunities, risks, and ongoing efforts. Some highlights included there are two types of AI open/public (can be free, but little control) and closed/contained (isolated and controlled). ITD is focused on the latter. New technology triggers visibility and sets high expectations before leveling off to define actual productive benefits. There are three AI augmentation opportunities – people (chatbots), knowledge (data analysis) and experience (personalization). Costs, data leaks and bad responses are all risks of using AI. The Idaho legislature formed an AI Committee to provide guidance to agencies, and Information Technology Services (ITS) is partnering with agencies to set them and develop proof of concepts by June 2025. ITD is engaged in expanding proof of concepts to production systems (on-premise and Cloud based), developing training, and looking for opportunities that provide a return on the investment.

ETS IT Manager James Palmer reviewed two ITD proof of concepts – DMV's Administrative License Suspension program (people augmentation) and DMV's Resource Chatbot (knowledge augmentation). He played an ITD video demonstrating how each concept uses AI to assist staff and increase efficiency.

In response to Member Bulger's question regarding safeguards from bad data, ETS Manager Finke stated all source data from the two proof of concepts are from approved DMV documents. Staff can provide feedback so that AI Chatbots can be retrained if incorrect data is returned. Member Bulger inquired about protecting data from security breaches. ETS Manager Finke replied they only use data they upload, and it is not stored within the AI Chatbot system. Data is pulled from its source – the GEM system. No personal identifiable information is stored. The Chatbot is only the interaction to help with the transaction.

In response to Member Watkins' inquiry if ITD is working with other entities to help develop AI use, ETS Palmer stated ITD worked with Microsoft for two months to learn best

practices and ITS for on premise solutions. ETS Palmer added, modeling and training can be costly upfront, but over a five-year period it is cost effective versus storing AI in the Cloud. Member Watkins encouraged staff to seek expertise from other resources as they develop AI technology use.

Request to Approve Consultant Agreements. Consultant Services Engineer Mohsen Amirmojahedi presented the request for consultant agreement authorization for design and construction engineering and inspection (CE&I) services. The five projects, as shown in the resolution, are SH-53, Pleasant View Interchange by HMM; US-20, Chester to Ashton, Phase 1 by NV5; SH-3, St. Maries River Bridge by Dave Evans & Assoc.; SH-16 various projects (as shown) by Rosemary Brennan Curtin (RBCI); and US-20, Arco to Idaho Falls by Horrocks Engineers. CSE Amirmojahedi reviewed the project backgrounds and justifications and outlined the requested authorization for each project.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to  
ITB25-29 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 agreements 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 this agreement 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 AGREEMENT	TOTAL AUTHORIZATION
10005 <sup>1</sup> / CE&I	SH-53, Pleasant View IC, Kootenai County	1	\$455,065	-	\$1,195,891	\$1,650,956
20053 <sup>1</sup> / Design	US-20, Chester to Ashton Ph 1, Fremont County	6	\$3,045,274	\$3,960,597	\$1,801,198	\$4,846,472

23257 <sup>1</sup> / Design	SH-3, St. Maries River Bridge, Shoshone County	1	\$605,607	-	\$533,459	\$1,139,066
23408, 23409, 23410, 23956, 23958 <sup>1</sup> / CE&I	SH-16, Ustick Road to US 20/26; SH-16, I-84 to Ustick Road; SH-16, I-84 to Franklin Road; SH-16, I-84 System Interchange and Franklin Rd Interchange; SH-16, SH-44 Interchange; Ada and Canyon Counties	3	\$1,171,397	\$1,200,000	\$1,213,200	\$2,384,597
24394 <sup>1</sup> / Design	US-20, Arco to Idaho Falls, Design	6	\$5,547,918	\$5,547,918	\$7,956,233	\$13,504,151

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

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 10:58 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Vice Chair Osborn seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 12:08 PM.

Administrative Settlements Over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN23337, Project No. A023(337), US 20/26 Middleton Road to Star Road, Ada and Canyon Counties for Parcel 145.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way along  
ITB25-30 US 20/26, Middleton Rd. to Star Rd., for Project No. A023(337); and

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

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcel 145.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000.00 for the right-of-way acquisition along US 20/26, Middleton Rd. to Star Rd., for Project No. A023(337), KN 23337, Parcel 145.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 12:10 PM.

---

WILLIAM H. MOAD, CHAIRMAN  
Idaho Transportation Board

Read and Approved

\_\_\_\_\_, 2025

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

## 2025 BOARD MEETING DATES

DATE	CITY	LOCATION	DISTRICT
January 15	Boise	11331 W. Chinden Blvd.	HQ
February 19	Boise	11331 W. Chinden Blvd.	HQ
March 20	Boise	11331 W. Chinden Blvd.	HQ
April 17 & 18	Pocatello	5255 S 5 <sup>th</sup> Ave.	5
May 14 & 15	Shoshone	216 South Date St.	4
June 11 & 12	Boise	8150 W. Chinden Blvd.	3
July 23 & 24	Coeur d'Alene	600 W. Prairie Ave.	1
August 20 & 21	Rigby	206 N. Yellowstone Hwy.	6
September 17 & 18	Lewiston	2600 Frontage Road	2
October 15	Boise	11331 W. Chinden Blvd.	HQ
November 13	Boise	11331 W. Chinden Blvd.	HQ
December 10	Boise	11331 W. Chinden Blvd.	HQ



## **IDAHO TRANSPORTATION BOARD**

### **RESOLUTION FOR CONSENT ITEMS**

#### **Pages 19 - 20**

WHEREAS, consent calendar items are to be routine, non-controversial, self-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 State Institution Road Improvement project fund transfer.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

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

Presenter's Name Ty Winther	Presenter's Title Maintenance Operations Manager
Preparer's Name Ty Winther	Preparer's Title Maintenance Operations Manager

### Subject

FY26 State Institution Road Improvement		
Key Number	District	Route Number

### Background Information

Board Policy 4045 "State Institution Road Improvement" allocates \$30,000 annually for the construction, alteration, repair and maintenance of roadways in, through, and around the grounds of state institutions. The Department of Administration, Division of Public Works (DPW), will solicit projects and acquires the Governor's endorsement of projects prior to submitting the projects to the Idaho Transportation Board for consideration.

For FY26, the recommended project funding is for an Idaho Division of Veterans Services (IDVS) project. The project is for concrete edging along roadways and paving a new access road for the Idaho Veterans Memorial at the Boise Veterans Cemetery.

The Permanent Building Fund Advisory Council's FY26 alteration and repairs recommendation includes \$600,000 for this project with \$30,000 of ITD funds bring the total budget to \$630,000.

This request is being made in accordance with Idaho Code 40-310(14). If approved, DPW will receive the funds and administer or cause to be administered these improvement projects. The Governor has submitted the attached letter in support of this project.

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

Approval to transfer funding in the amount of \$30,000 to the DPW for the proposed project.



**Governor Brad Little**

*State Capitol :: Boise, Idaho 83720  
(208) 334-2100 :: gov.idaho.gov*

April 23, 2025

Bill Moad, Chairman  
Idaho Transportation Board  
P.O. box 7129  
Boise, ID 83707-1129

Dear Mr. Chairman,

The Division of Public Works is recommending one project request of the Idaho Transportation Department (ITD). This request is being made per Idaho Code 40-310(14) establishing a program for the construction, alteration, repair, and maintenance of roadways in, through and around the grounds of State institutions. The Idaho Transportation Board has authorized an amount up to \$30,000 annually for this program under ITD Board Policy 4045 and 5045.

The recommended project for FY2026 funding is for an Idaho Division of Veterans Services (IDVS) project. The project is for concrete edging along roadways and paving a new access road for the Idaho Veterans Memorial at the Boise Veterans Cemetery.

PBFAC recommendation for FY2026 A&R included \$600,000 for this project; the \$30,000 ITD grant funds will bring the total budget to \$630,000.

Idaho Code requires the Governor's approval of this request for the project to proceed. Therefore, I hereby approve the IDVS request. The Division of Public Works and the Permanent Building Fund Advisory Council concur in this decision.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Little", is located below the "Sincerely," text.

Brad Little  
Governor of Idaho

BL/khs





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

**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 04/28/25					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
56	13	7	1	2	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 04/01/25 to 04/28/25	
ITD	Local
10	0

### FUTURE ACTIONS

The Current Advertisement Report is attached.

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

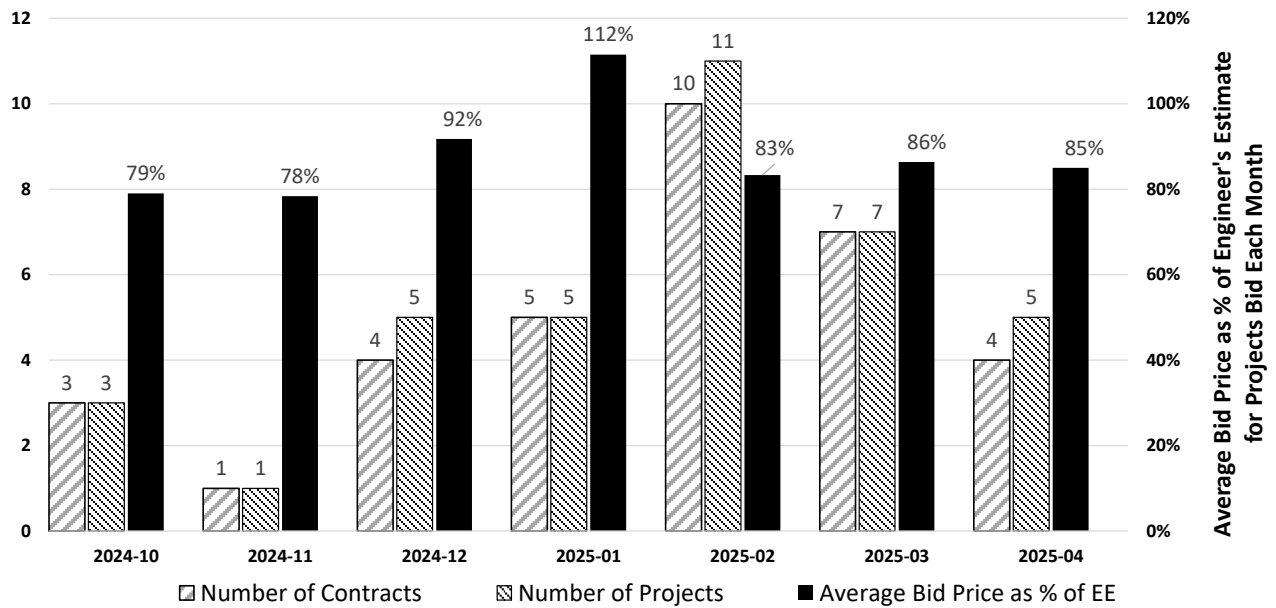
For Information Only.

## FFY25 State Infrastructure Project Bid Results: YTD Summary By Cost

### 37 Projects YTD through April 28, 2025

YTD Total for all 37 projects:

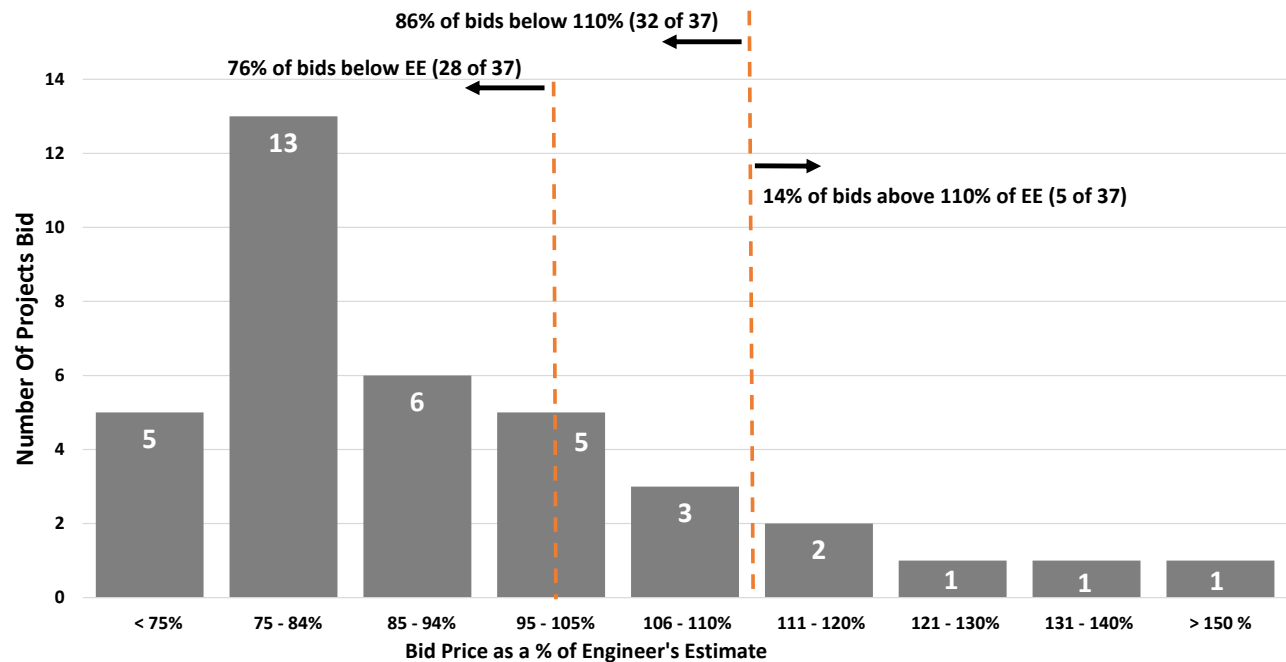
Ratio of Bid Costs / Engineer's Estimates = \$313.1M / \$357.8M = 88%



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

37 Projects YTD through April 28, 2025



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	24697/23657	US-95	4/1/2025	2	\$2,760,679.54	\$2,991,000.00	\$230,320.46 108%
US-95, Moscow Pavement Repairs					Federal		
Contractor: Knife River Corporation-Mountain West							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
6	23585/23398 SIA	Various	4/1/2025	2	\$470,825.07	\$482,902.84	\$12,077.77 103%
FY24 & FY25 D6 Inlay Pavement Markings					State		
Contractor: Specialized Pavement Markings LLC							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
2	24254b SIA	Various	4/1/2025	2	\$427,881.00	\$453,995.00	\$26,114.00 106%
D2 Miscellaneous Bridge Repairs					State		
Contractor: Coldwater Group Inc							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
4	24668 SIA	SH-75	4/1/2025	2	\$1,535,235.50	\$1,133,882.00	(\$401,353.50) 74%
SH-75, Bellevue City Pavement Repairs					State		
Contractor: Staker & Parson Companies DBA Idaho Materials & Construction							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
1	21934	SH-3	4/8/2025	4	\$2,058,890.40	\$1,343,000.00	(\$715,890.40) 65%
SH-3, Soldier Creek Bridge					Federal		
Contractor: Knife River Corporation-Mountain West							

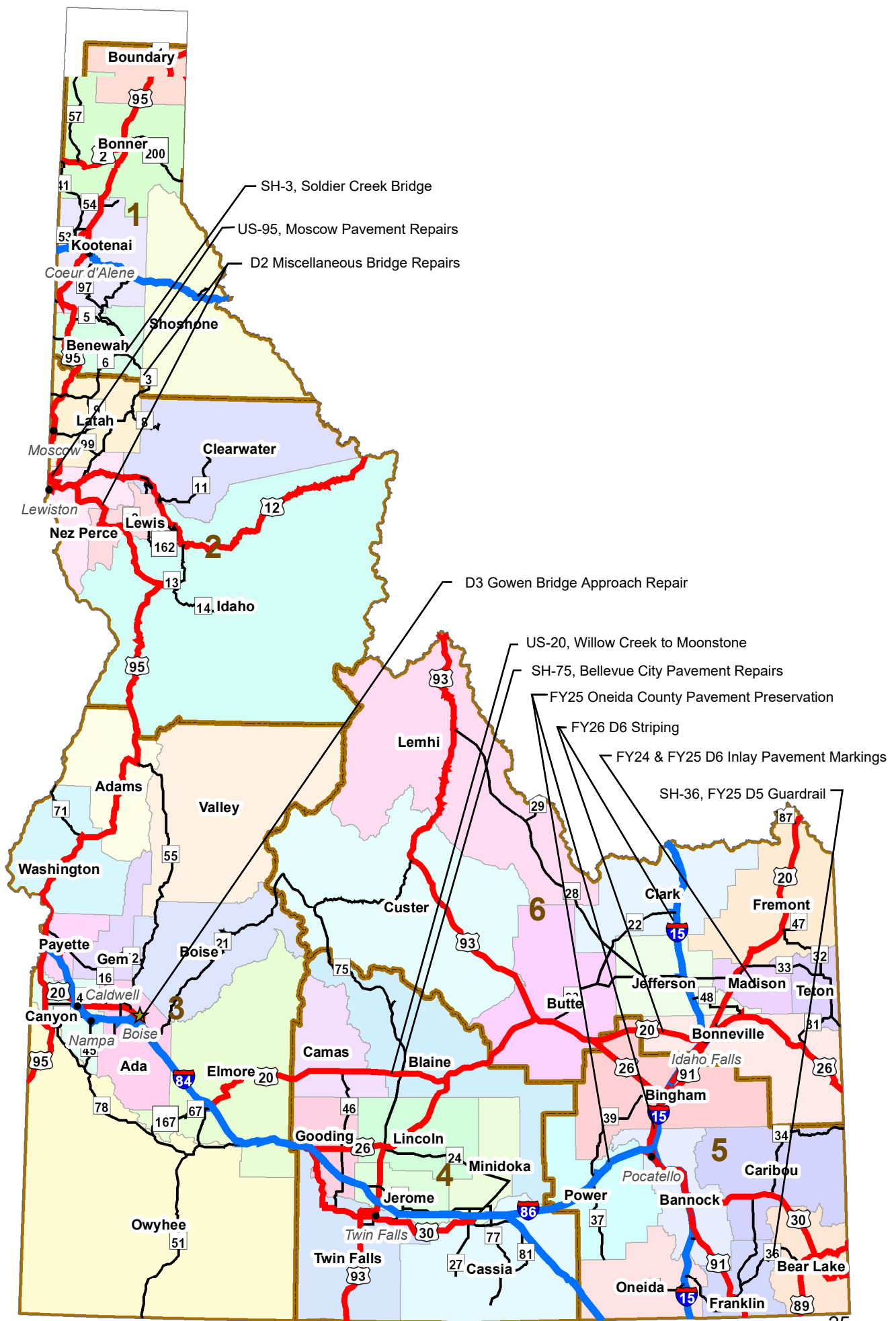
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
4	23640	US-20	4/8/2025	4	\$7,894,211.74	\$6,472,891.00	(\$1,421,320.74) 82%
US-20, Willow Creek to Moonstone					Federal		
Contractor: Staker & Parson Companies DBA Idaho Materials Construction							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
5	21815	Various	4/8/2025	2	\$3,615,739.58	\$2,784,485.06	(\$831,254.52) 77%
FY25 Oneida County Pavement Preservation					State		
Contractor: Kloefer inc							

District	Key No.	Route	Opening Date	No. of Bids Received	Estimate Quantity	Fixed Price	Quantity Bid
5	23568 SIA	SH-36	4/8/2025	2	3417.00 FT	\$205,000.00	4962.5 FT
SH-36, FY25 D5 Guardrail					State		
Contractor: All Rail Construction LLC							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
3	24254a SIA	I-84	4/8/2025	2	\$863,869.50	\$771,536.40	(\$92,333.10) 89%
D3 Gowen Bridge Approach Repair					State		
Contractor: Cannon Builders Inc							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
6	23817	Various	4/8/2025	2	\$736,593.03	\$608,910.00	(\$127,683.03) 83%
FY26 D6 Striping					State		
Contractor: Idaho Traffic Safety							



## Monthly Contract Advertisement As of 4-28-2025

District	Key No.	Route	Bid Opening Date
5	23612	US-30	4/29/2025
US-30, Georgetown Summit to Nounan Road			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
5	23122	I-15	4/29/2025
I-15 W.Blackfoot IC to Riverside Canal SBL			
\$5,000,000 to \$10,000,000			

District	Key No.	Route	Bid Opening Date
5	23570 SIA	I-15b	4/29/2025
FY25 D5 Replacement Sign Structures			
\$100,000 to \$250,000			

District	Key No.	Route	Bid Opening Date
1	23792 SIA	I-90	4/29/2025
I-90 FY25 D1 Striping			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
6	23250/23590 SIA	US-26 & US-93	4/29/2025
FY24 & FY25 D6 Road Closure Gates			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
4	21813	SH-81 & I-84	5/6/2025
FY25, SH-81 to I-84 Crack Repairs, Burley			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
2	24778 SIA	Various	5/6/2025
FY25 Bridge Approach Repairs D2			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
1	23791I SIA	Various	5/6/2025
FY25 D1 On-Call Fence Repair			
\$100,000 to \$250,000			

District	Key No.	Route	Bid Opening Date
4	20751	I-84	5/13/2025
I-84, MP 255 TO CO LN			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
6	21875	I-15	6/3/2025
FY25 D6 Bridge Repair			
\$2,500,000 to \$5,000,000			

District	Key No.	Route	Bid Opening Date
3	23958	SH-16 & SH-44	6/3/2025
SH-16, SH-44 INTERCHANGE			
\$25,000,000 or Greater			

District	Key No.	Route	Bid Opening Date
4	20505	SH-21 & SH-75	Postponed
SH-21 & SH-75, D4 #3 Seal Coats			
\$2,500,000 to \$5,000,000			



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

**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 32 new professional services agreements and work tasks totaling **\$12,492,095** and 8 supplemental agreements to existing professional services agreements totaling **\$1,524,725** from March 31, 2025 through April 26, 2025.

### 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>										
Construction Engineering, Inspection, Sampling & Testing	2	1	1	2		1	1			8
Roadway Design		1	1							2
Public Involvement			1							1
Materials/Geotechnical		2								2
Bridge Design	1	1								2
Bridge Inspection/Loading							1			1
Environmental		1								1
Planning					1					1
Survey					1					1
Hydraulics		2								2
Railroad		1								1
Aeronautics	1									1
Engineer of Record			1							1
<b>Local Public Agency Projects</b>	3	1		2		2				8
<b>Total</b>	7	10	4	4	2	3	2			32





## Board Agenda Item

ITD 2210 (Rev. 12-23)

### For ITD District Projects:

24 new professional services agreements and work tasks were processed during this period totaling **\$10,383,117**. 6 supplemental agreements totaling **\$1,223,465** was processed.

### District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 90, FY25 D1 BRIDGE REPAIRS ON I 90; STATE, FY25 D1 BRIDGE REPAIRS	Resources not Available CE&I	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HDR Engineering, Inc.	\$547,229
AERO PAVEMENT MANAGEMENT INSPECTIONS	Resources not Available Aeronautics	Aero Pavement Management Inspections	RFI from Term Agreement	Kimley-Horn and Associates, Inc.	\$203,284
I 90, MORNING MILL RD IC, SHOSHONE CO	Resources not Available Bridge Design	Bridge Design Services	Individual Project Solicitation	Horrocks, LLC	\$988,915
SH 54, SH 41 TO GREYSTONE LANE, KOOTENAI CO; I 90, WOLF LODGE TO CEDARS MTC SITE, KOOTENAI CO	Resources not Available Other	Sampling and Testing Closeout Services.	Individual Project Solicitation	Strata, Inc.	\$589,198



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### 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, S WINCHESTER TO CHAINUP TURNOUT, LEWIS CO	Resources not Environmental	Environmental Services	Direct from Term Agreement	Anderson Environmental Consulting, LLC (AEC)	Prev: \$97,272 This: \$47,914 Agreement Total to Date: \$145,186
SH 14, AQUATICS ORGANISM PASSAGES CULVERT REPLACEMENTS, IDAHO CO	Resources not Available Hydraulics	Hydraulic Services - Culvert Replacement	RFI from Term Agreement	Great West Engineering, Inc.	\$463,986
US 12, BIG SMITH CR & SWEDE CR AQUATICS ORGANISM PASSAGES REPLACEMENTS, IDAHO CO	Resources not Available Hydraulics	Hydraulics Services - Culvert Replacement	RFI from Term Agreement	Great West Engineering, Inc.	\$418,448
SH 3, ARROW BR TO M FK POTLATCH CR BR, NEZ PERCE CO	Resources not Available Materials / Geotechnical	Materials/Geotech Services	RFI from Term Agreement	Terracon Consultants, Inc.	\$161,139
STATE, FY25 D2 PLANNING & SCOPING	Resources not Materials / Geotechnical	Materials/Geotech Services	Direct from Term Agreement	Shannon & Wilson, Inc.	\$69,827
SH 11, QUARTZ CR (JAYPE BR), CLEARWATER CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Construction Engineering, Inspection, Sampling & Testing Services	Direct from Term Agreement	Jacobs Engineering Group, Inc.	\$36,454
US 95, MISSION CR TO GOLDEN EAGLE RD, NEZ PERCE CO	Resources not Available Roadway Design	Roadway Design Services	RFI from Term Agreement	TD&H Engineering, Inc.	Prev: \$393,444 This: \$102,427 Agreement Total to Date: \$495,871



## Board Agenda Item

ITD 2210 (Rev. 12-23)

SH 9, WASHINGTON, IDAHO & MONTANA (WIM) RAIL-HIGHWAY CROSSING 859361F, LATAH CO	Resources not Available Other	Railroad Crossing Replacement Services	Direct from Term Agreement	Keller Associates, Inc.	\$56,819
STATE, FY27b D2 BRIDGE REPAIR	Resources not Available Bridge Design	Bridge Repair Design	Individual Project Solicitation	HDR Engineering, Inc.	\$512,833

### **District 3**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 21, S FK PAYETTE BR (LOWMAN), BOISE CO	Resources not Available Engineer of Record Services	Engineer of Record Services	Direct from Term Agreement	Keller Associates, Inc.	Prev: \$48,866 This: \$11,847 Agreement Total to Date: \$60,713
SH 55, BANKS INTERSECTION IMPROVEMENTS	Resources not Available Roadway Design	Roadway Design Services	Individual Project Solicitation	Parametrix, Inc.	\$3,903,130 Board Approved: \$4,000,000 On: 3/10/2025
STATE, FY25 D3 BRIDGE REPAIRS	Resources not Available Public Involvement	Public Involvement services	Direct from Term Agreement	Rosemary Brennan Curtin, Inc. (RBCI)	\$53,032
SH 21, S FK PAYETTE BR (LOWMAN), BOISE CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HMH, LLC	\$568,662



# Board Agenda Item

ITD 2210 (Rev. 12-23)

## District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 84, HEYBURN IC, MINIDOKA CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Civil Science, Inc.	Prev: \$935,706 This: \$935,706 Agreement Total to Date: \$1,871,412 Board Approved: \$7,000,000 On: 9/22/2023
SH 75, ELKHORN RD TO RIVER ST, KETCHUM	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Civil Science, Inc.	\$295,896

## District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 91, FY24 PARK LAWN TO SIPHON RD, CHUBBUCK	Resources not Available Surveying	Surveying Services	Direct from Term Agreement	Dioptra LLC	Prev: \$104,739 This: \$19,734 Agreement Total to Date: \$124,473
US 91, CORRIDOR PLAN REFRESH	Resources not Available Planning	Planning	RFI from Term Agreement	Keller Associates, Inc.	\$136,894

## 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 BRIDGE REPAIR; US 26, JCT HITT ROAD (25TH E), BONNEVILLE CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Strata, Inc.	\$111,087



## 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, FY23 SHS BRIDGE INSPECTION	Resources not Available Bridge Load Rating	Bridge Loading Services	RFI from Term Agreement	Forsgren Associates, Inc.	Prev: \$249,815 This: \$109,584 Agreement Total to Date: \$359,399
STATE, STATEWIDE BRIDGE SAFETY REPAIRS	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Construction Engineering, Inspection, Sampling & Testing Services	Direct from Term Agreement	JUB Engineers, Inc.	\$39,072



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	SH 53, HAUSER LAKE RD TO N BRUSS RD, KOOTENAI CO	Ruen-Yeager & Associates, Inc.	4/4/2023, Construction Engineering, Inspection, Sampling & Testing Services	Additional Administrative Work	Prev: \$732,033 This: \$26,989 Agreement Total to Date: \$759,022
6	SH 28, SH 28, TENDOY TO BAKER & US 93 SALMON NORTH; US 93, MACKAY TO MACKAY RESERVOIR, CUSTER CO; SH 28, LEMHI RV BR TO TENDOY, LEMHI CO; US 93, WILLOW CR SUMMIT TO JCT SH 75, CUSTER CO	HMH, LLC	6/27/2024, Construction Engineering, Inspection, Sampling & Testing Services	Additional Construction Engineering, Inspection, Sampling & Testing Services (Supp#1)	Prev: \$955,160 This: \$126,354 Agreement Total to Date: \$1,081,514 Board Approved: \$1,815,641 On: 1/27/2025
6	SH 28, SH 28, TENDOY TO BAKER & US 93 SALMON NORTH; US 93, MACKAY TO MACKAY RESERVOIR, CUSTER CO; SH 28, LEMHI RV BR TO TENDOY, LEMHI CO; US 93, WILLOW CR SUMMIT TO JCT SH 75, CUSTER CO	HMH, LLC	6/27/2024, Construction Engineering, Inspection, Sampling & Testing Services	Additional Construction Engineering, Inspection, Sampling & Testing Services (Supp#2)	Prev: \$1,081,514 This: \$64,130 Agreement Total to Date: \$1,145,644 Board Approved: \$1,815,641 On: 1/27/2025



## Board Agenda Item

ITD 2210 (Rev. 12-23)

6	I 15, BINGHAM CO LN TO MP 119, BONNEVILLE CO; US 20, MP 264 TO MP 301 PAVEMENT REPAIR, D6; I 15, ROBERTS TO SAGE JCT, JEFFERSON CO; I 15, EXIT 119 TO ROBERTS, BONNEVILLE/JEFFERSON COS; I 15, FY24 D6 BRIDGE REPAIR	Civil Science, Inc.	7/1/2024, Construction Engineering, Inspection, Sampling & Testing Services	Additional Construction Engineering, Inspection, Sampling & Testing Services	Prev: \$1,296,904 This: \$5,989 Agreement Total to Date: \$1,302,893 Board Approved: \$1,500,000 On: 5/24/2024
6	SH 33, TETON CO INTERSECTION IMPROVEMENTS	HMH, LLC	5/22/2024, Construction Engineering, Inspection, Sampling & Testing Services	Additional Construction Engineering, Inspection, Sampling & Testing Services	Prev: \$195,414 This: \$23,449 Agreement Total to Date: \$218,863
6	US 20, JCT I-15 CONNECTOR, IDAHO FALLS	HDR Engineering, Inc.	3/24/2021, Preliminary Design and Environmental Services	Additional Environmental Services	Prev: \$8,433,666 This: \$976,554 Agreement Total to Date: \$9,410,220 Board Approved: \$15,200,000 On: 11/17/2022



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### For Local Public Agency Projects:

8 new professional services agreements totaling **\$2,108,978** were processed during this period.  
2 supplemental agreement(s) totaling **\$301,260** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
LOCAL, MCNEARNEY ROAD PATHS	CITY OF PONDERAY	Roadway Design Services	RFI from Term Agreement	Welch Comer and Associates, Inc.	\$115,529
STC-2721, 4100 N; 2100 E TO 2400 E, FILER HWY DISTRICT; STC-2715, E 4100 N REHABILITATION PH 2, BUHL HD	FILER HIGHWAY DISTRICT	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HMH, LLC	\$392,405
STC-5794, KIDD ISLAND, PH 2, KOOTENAI CO	WORLEY HIGHWAY DISTRICT	Roadway Design services	Individual Project Solicitation	JUB Engineers, Inc.	\$192,737
STC-2711, 1500 EAST RD, GOODING	WESTPOINT HIGHWAY DISTRICT	Roadway Design	Individual Project Solicitation	Forsgren Associates, Inc.	\$434,590
SMA-7376, WOODRUFF AVE; US 26 TO LINCOLN, IDAHO FALLS; SMA-7376, WOODRUFF AVE, MEPPEN CANAL TO LINCOLN OVERLAY	CITY OF IDAHO FALLS	Roadway Design	Individual Project Solicitation	Keller Associates, Inc.	\$342,448
STC-6809, N 500 W RECONSTRUCTION, TETON CO	TETON COUNTY	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Civil Science, Inc.	\$341,511
LOCAL, S 2ND ST SW; DAKOTA TO W COLLEGE AVE, ST MARIES	CITY OF ST MARIES	Roadway Design, Pathway Design, Environmental, and Survey Services	RFI from Term Agreement	HMH, LLC	\$51,756





## Board Agenda Item

ITD 2210 (Rev. 12-23)

OFFSYS, PUBLIC AVE CORRIDOR SAFETY IMPROVEMENTS, MOSCOW	CITY OF MOSCOW	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	HMH, LLC	Prev: \$122,975 This: \$238,002 Agreement Total to Date: \$360,977
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### **Supplemental Agreements to Existing Local Professional Services Agreements**

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
3	LOCAL, ORR MULTI-USE CITY PATHWAY, NAMPA	Precision Engineering, LLC	10/29/2024, Pathway, Roadway Design, Survey, Public Involvement, Environmental, and Geotech Services	Right of way negotiations and appraisals	Prev: \$246,810 This: \$133,539 Agreement Total to Date: \$380,349
3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	Jacobs Engineering Group, Inc.	6/28/2024, Construction Engineering, Inspection, Sampling & Testing Services	Additional Construction Engineering, Inspection, Sampling & Testing Services	Prev: \$290,791 This: \$167,721 Agreement Total to Date: \$458,512

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

For Information Only



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

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

Presenter's Name Dan McElhinney / Amy Schroeder	Presenter's Title Chief Deputy Director / Division Administrator
Preparer's Name Angie Heuring	Preparer's Title Highways Program Project Manager

### Subject

Draft Long Range Transportation Plan - 2050 Update		
Key Number	District	Route Number

### Background Information

As Idaho's population continues to grow, urban and rural traffic congestion is increasing in all communities. To review both current and additional highway routes needs, ITD is beginning the process of updating the Idaho Long Range Transportation Plan (LRTP) through 2050. The new draft will replace the current 2040 Long Range Transportation Plan which was reviewed and approved by the Board in December 2019.

The Idaho Long Range Transportation Plan serves as a foundational strategic planning document for ITD and other transportation partners in order to outline transportation needs, aid prioritization and decision-making, and guide future investments in transportation infrastructure through 2050. Topics such as growth, project need, performance management, highway data analytics, new and emerging technologies, regional planning and implementation are addressed in the plan.

ITD staff will advertise a request for proposals (RFP) this month to hire a consultant to begin the development of the draft 2050 plan. The development of the plan will take between 18-24 months and include several phases of work including collection of traffic data and analysis of economic trends, traffic forecast modeling to accommodate future growth, assessing future needs in regions such as the Treasure Valley and Magic Valley, identification of future corridors and consideration for potential new transportation generators, and public engagement in ITD's six districts.

The plan will also review anticipated sources for federal, state and local funding.

ITD staff will present a progress report to the Board by December 2025.

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

For information only.

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(Item moved to a presentation on the agenda)



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

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

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

## Subject

SH-21 & SH-75, Stanley Speed Zone Adjustment		
Key Number	District 4	Route Number SH-21 & SH-75

## Background Information

In accordance with Note \*2 in Administrative Policy 5016, the following table are changes to the Minute Entries for Speed Control Zones in April 2025.

Stanley:

Route	Beg Milepost	End Milepost	Speed	
			Old	New
SH 21	130.650	130.869	35	25
SH 75	189.000	189.200	55	45

In cooperation with the city, District 4 completed an evaluation of traffic operations on State Highway 21 & State Highway 75 in Stanley reviewing vehicle operating speeds; bike and pedestrian activity; and crash experience. District 4 determined reducing the speed limit from 35 mph to 25 mph on SH-21 approaching the junction with SH-75, as well as establishing a 45 mph speed transition zone between the 35 mph and 55 mph speed zones on SH-75 entering town from the south, to be appropriate measures in efforts to address community concerns over vehicular operating speeds entering and travelling through town. In addition to the speed zone adjustments, existing speed feedback sign installations were relocated to match up with the new speed zone boundaries.

Please see the attached SH-21/75 Stanley Signing and Marking Plan Exhibit for reference.

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

Information only.



# SH-21 and SH-75 Signing & Marking Plan in Stanley





Proposed marking to be confirmed with the city before finalizing.



## Legend

Purple Pin – Post a Bicycle/Pedestrian Warning sign for eastbound traffic near MP 130.35.

Light Green Pin/Box – Create a striping plan to re-stripe the four-lane section from MP 130.43-130.62 to a two-lane section with a two-way-left-turn lane and an eastbound right-turn lane at the intersection of Wall St. This should include the installation of Two-Way Left Turn Only signs for both directions on SH-21 (see close-up of proposed striping on next page).

Red Line on SH-21 – Add a 25-mph speed zone on SH-21 from MP 130.65-130.87. For eastbound SH-21, post a 25-mph Speed Limit sign at the start of the zone near MP 130.65. For westbound SH-21, post a 25-mph Speed Limit sign near the start of the zone just west of the intersection of SH-21 and SH-75, and move the existing 35 mph Speed Limit sign to the end of the zone near MP 130.65 (or remove the existing 35-mph sign and post a new sign).

Orange Pin – Install a marked crosswalk with necessary Pedestrian Crossing signs and Arrow signs near MP 130.75. RRFBS may be added later by the city through the permit process.

Brown Pin – Post a Bicycle/Pedestrian Warning sign on SH-21 for westbound traffic just west of the intersection of SH-21 and SH-75.

Yellow Pin – Add a Two-Direction Large Arrow sign on the east side of the intersection of SH-21 and SH-75 facing eastbound SH-21.

Red Line on SH-75 – Add a 45-mph speed zone on SH-75 from MP 189.00-189.20. For northbound SH-75, post a 45-mph speed limit sign near MP 189.00. For southbound SH-75, replace the current 55-mph Speed Limit sign at MP 189.20 with a 45-mph Speed Limit sign and move the existing 55-mph speed limit sign to the end of the zone near MP 189.00 (or remove the existing 55-mph sign and post a new sign).



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

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

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

## Subject

US 30 speed zone adjustment in Filer		
Key Number	District 4	Route Number US 30

## Background Information

In accordance with Note \*2 in Administrative Policy 5016, the following table are changes to the Minute Entries for Speed Control Zones in April 2025.

Stanley:

Route	Beg Milepost	End Milepost	Speed	
			Old	New
US 30	209.770	209.780	60	45
US 30	209.970	210.670	35	25
US 30	211.140	211.240	60	45

In cooperation with the city, District 4 completed an evaluation of traffic operations on U.S. Highway 30 in Filer reviewing vehicle operating speeds; high school activity; and crash experience. When approaching town from the east, District 4 determined moving the 45/60 speed zone boundary further east of N 2300 E Rd. to be an appropriate measure in efforts to address community concerns over vehicular operating speeds by the Filer High School campus.

Additionally, the 25 mph school zone through town is formalized as a permanent 25 mph speed zone that is in effect during all times of the day; the change includes a needed adjustment to the 60 mph approaching town from the west to provide a 45 mph transition speed zone of appropriate length.

Please see the attached US 30 Filer High School Speed Zone Signage Plan exhibit for reference.

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

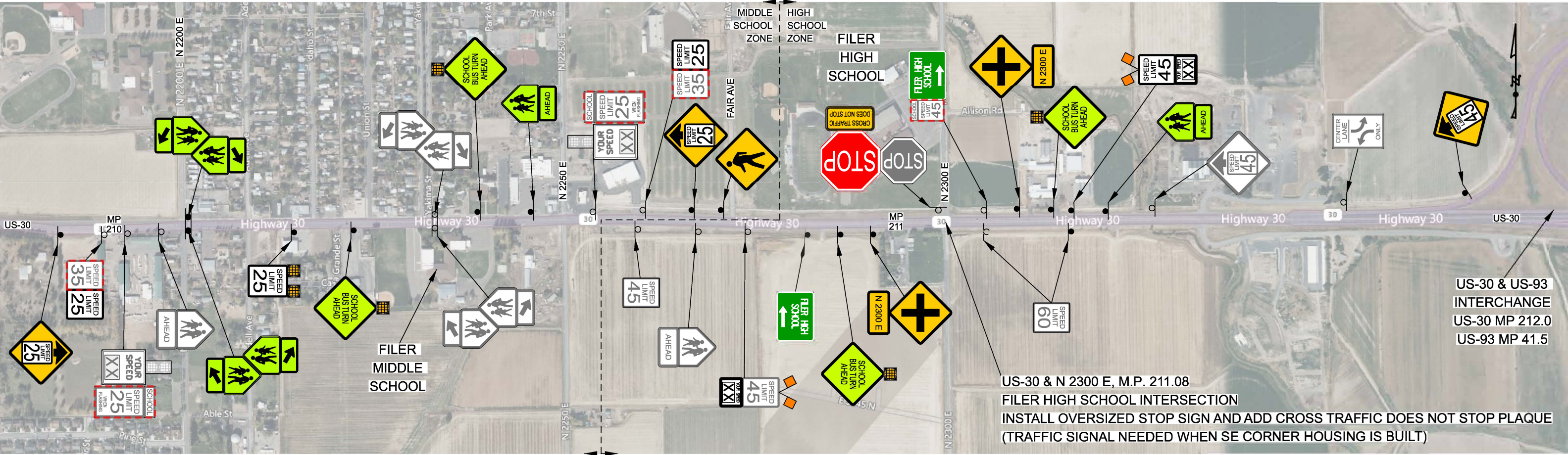
Information only.



# US-30 Filer Middle School / Filer High School

## School Zone Signage Exhibit - Final - 2 Miles on US 30, Traffic Operational Upgrade

May 13, 2025



LEGEND:

- EXISTING SIGN POST TO REMAIN
- EXISTING SIGN POST TO BE REMOVED
- PROPOSED SIGN POST
- EXISTING SIGN FACE TO REMAIN IN PLACE OR RELOCATE
- EXISTING SIGN FACE TO REMOVE
- NEW SIGN FACE
- FLASHING BEACON

Local Concerns:

- Speed limit near the high school intersection was 60 mph then tapers in town to 45 mph
- Nearby there is a US-93 ramp to US-30 so freeway traffic is entering Filer on a 5-lane section
- Drivers fail to reduce speed approaching the unsignalized school intersection
- US 30 is five lanes wide so increasing driver information may improve decision making
- Averages 9,200+ vehicles per day

What We Explored:

- Engaged community and school leaders including ISP and Filer police department in a series of safety task force meetings for ideas and to hear experiences
- Field reviewed to consider options, observe traffic and geometry, and developed a traffic operational improvement for safety task force group discussion with agreement on this signage exhibit
- Proposed a safety package with driver guidance and an extended 45 mph speed zone to cover the school zone
- Reviewed what other intersection signing and traffic safety options are available
- In response to driver confusion per PD, update 25 mph zone "when flashing" to permanent 25 mph zone



Task Force members: ITD CD/COO Dan McElhinney, Board Member Mitch Watkins, FSD Superintendent Kelli Schroeder, FMS Principal Nate Losser, School Resource Officer Sergeant John Darnall, FHS Principal Shane Hild, ITD District 4 Engineer Jesse Barrus, Filer Highway District Member Travis Brewer, ISP Lieutenant Tyler Barrett

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(Item reduced to two pages)





## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

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

Presenter's Name Kevin Sablan & Dan McElhinney	Presenter's Title Traffic Operations Manager & CD/COO
Preparer's Name Angie Heuring	Preparer's Title Highways Program Project Manager

### Subject

ITD Traffic Safety and Maintenance Operations (TSMO) Plan – Update		
Key Number	District	Route Number

### Background Information

In follow up to the February Board meeting workshop request, this update will outline for the Board the definition and traffic elements of the developing ITD Traffic Safety and Maintenance Operations (TSMO) plan for intelligent transportation systems to assist drivers.

The Idaho Transportation Department (ITD) has recently established the Traffic Safety and Maintenance Operations (TSMO) working group to advise the Chief Engineer on a set of strategies, some already in practice at ITD and some new technology, that enhance safety and optimize performance of the current highway system without adding capacity.

ITD Traffic Safety and Maintenance Operations (TSMO) is the ITD guidance on transportation systems management and operations for Idaho highways to maintain or restore the existing system performance through added efficiencies before extra capacity is needed.

Examples of Idaho TSMO strategies or traffic management elements are new traffic signals or upgrades, intersection widening for mobility, vehicle detection systems, coordinated corridor signal timing, variable speed limit (VSL) signs, dynamic message signs (DMS), delineation, closed circuit TV (CCTV), road weather information systems (RWIS), Idaho 511 traveler information system, and several other strategies.

Please find attached the ITD TSMO Plan Executive Summary which outlines the definition and purpose of the TSMO working team, highway benefits, list of examples of elements and strategies, with a timeline and next steps for future Board consideration.

During 2025 and early 2026, assessment of needs for current TSMO equipment and evaluating new system needs will be completed to recommend priorities for the Board to consider investing with purpose.

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

For information only. Please review the attached ITD TSMO Plan Executive Summary.

## Idaho Transportation Department (ITD) Traffic Safety and Maintenance Operations (TSMO) Plan – Scope and 2026 Timeline (May 2025)

### What is TSMO?

ITD established the Traffic Safety and Maintenance Operations (TSMO) guidance to bring together a set of strategies, both currently used and new technologies, that optimize and improve the performance of the existing transportation system infrastructure. TSMO focuses on enhancing operational efficiency through targeted improvements to current infrastructure to reduce congestion, improve safety, and boost the reliability of the transportation network. TSMO strategies can often delay or even eliminate the need for capacity expansion projects with timely, cost-efficient operational solutions.

### What are the benefits of TSMO?

TSMO strategies offer a range of benefits, including near term improvements to help communities improve safety, enhance reliable traffic flow and travel times, support work zone safety management, boost local economic vitality, and result in smarter highways informing drivers for safer decisions.

Examples of Idaho TSMO Strategies to include in Traffic Operations Projects*	
<b>Traffic Signal &amp; Intersection Upgrades</b>	<ul style="list-style-type: none"> <li>• New Rural Traffic Signals</li> <li>• New Urban Traffic Signals</li> <li>• Traffic Signal Upgrades</li> <li>• Intersection Widening for Mobility</li> <li>• Pavement Striping and Roadside Delineation</li> <li>• Vehicle Detection Systems and Counters</li> <li>• Coordinated Signal Timing on Corridors</li> <li>• Traffic Signal Maintenance</li> <li>• Intelligent Traffic Systems (ITS)</li> <li>• Fiber Optic Connections</li> </ul>
<b>Work Zone Safety Management</b>	<ul style="list-style-type: none"> <li>• Traffic Control Planning with Contractors</li> <li>• Workers Presence Detection</li> <li>• Speed Feedback Signs</li> <li>• Variable Speed Limit (VSL) Signs</li> </ul>
<b>Traffic Incident Management</b>	<ul style="list-style-type: none"> <li>• Closed Circuit TV (CCTV)</li> <li>• Dynamic Message Signs (DMS)</li> <li>• Incident Response</li> <li>• Traffic Incident Response Training</li> <li>• Traffic Management Center (TMC)</li> </ul>
<b>Road Condition Monitoring</b>	<ul style="list-style-type: none"> <li>• Road Weather Information Systems (RWIS)</li> <li>• Pavement Surface Condition Monitoring</li> </ul>
<b>Traveler Information</b>	<ul style="list-style-type: none"> <li>• Idaho 511</li> <li>• Dynamic Message Signs (DMS)</li> <li>• Road Weather Information System (RWIS)</li> </ul>

\* ITD Traffic Safety and Maintenance Operations (TSMO) is the ITD guidance on transportation systems management and operations for Idaho highways to maintain or restore the existing system performance through added efficiencies before extra capacity is needed.

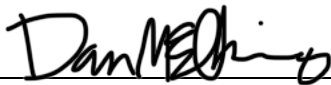
## Idaho Transportation Department (ITD) Traffic Safety and Maintenance Operations (TSMO) Plan – Scope and 2026 Timeline (May 2025)

### Timeline and Next Steps

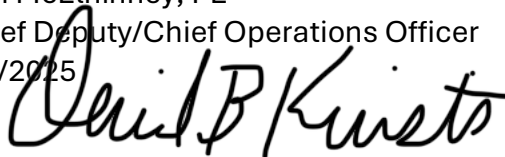
ITD initiated a statewide TSMO review led by Kevin Sablan, PE, State Traffic Operations Engineer, and has established a TSMO Steering Committee including a consultant, Jim Peters from Citizens Engineers, to help update ITD’s Statewide Strategic and Programmatic Traffic Safety and Maintenance Operations Plan and the Statewide Tactical Intelligent Transportation System Plan, teaming with District Engineers, Chief Engineer, and Chief Deputy/COO.

ITD and the TSMO Steering Committee will continue to facilitate and incorporate feedback on the Statewide TSMO Strategic and Tactical Plans, simultaneously working with the Districts to gather input on possible projects. ITD will coordinate with partners Idaho State Police, StateComm, MPOs, cities, and counties. The initial goal will be to develop a three-year needs list for TSMO projects for 2027-2029 that will be presented to the Board in May 2026 and annually.

2024	2025	2026	2027
<ul style="list-style-type: none"> <li>• Established ITD TSMO Steering Committee</li> <li>• Hired a consultant to review Idaho information and draft ITD TSMO Statewide Strategic and Tactical Plans</li> </ul>	<ul style="list-style-type: none"> <li>• Gather District feedback on draft TSMO Statewide Strategic and Tactical Plans and complete by Fall 2025</li> <li>• Develop TSMO projects list with each District</li> <li>• Prioritize and estimate costs</li> </ul>	<ul style="list-style-type: none"> <li>• Present final TSMO plan and projects list to the May 2026 Board meeting</li> <li>• Incorporate projects into the FY27-FY33 draft ITIP</li> <li>• Update Board annually</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to review TSMO projects into the program on an annual basis</li> <li>• Pursue federal grants or state funding for ITS/TSMO activities</li> <li>• Update the ITD TSMO Statewide Strategic Plan every five years (2030)</li> </ul>



Dan McElhinney, PE  
Chief Deputy/Chief Operations Officer  
5/2/2025



David B. Kuisti, PE  
Chief Engineer  
5/2/2025

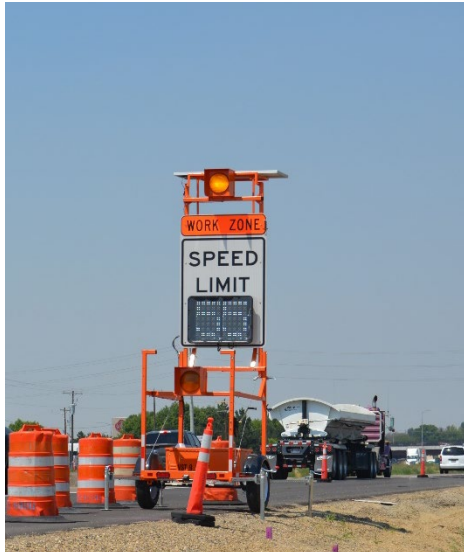


Kevin Sablan, PE  
State Traffic Operations Engineer  
5/2/2025

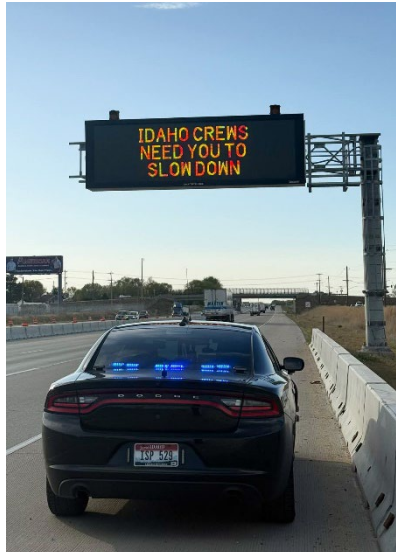


Angie Heuring  
Highways Program Project Manager  
5/2/2025

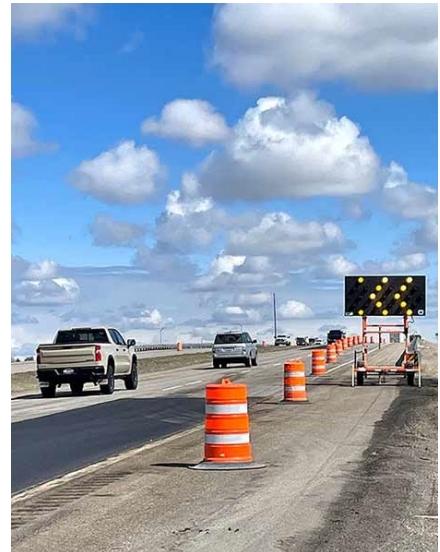
## Examples of Idaho Traffic Safety and Maintenance Operations (TSMO) Strategies



Variable speed limits (VSL)



Dynamic message signs (DMS)



Work zone safety management



Road Weather Information Systems (RWIS)



New rural traffic signals and coordinated timing on corridors



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

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

Presenter's Name L. Scott Stokes	Presenter's Title Director
Preparer's Name Lorraine Dennis	Preparer's Title Business Executive to the Board

### Subject

FY26-29 Strategic Plan Division of Financial Management (DFM) Report

Key Number	District	Route Number
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### Background Information

Idaho Code 67-1903 – 67-1904 requires all state agencies to annually submit a Strategic Plan covering a minimum of four years, including the fiscal year for which it is submitted, to DFM early July.

The format, structure and required elements for the Strategic Plan are set by DFM and include the following:

- Vision and Mission Statement
- Goals and Objectives
- Performance Measures and Benchmarks
- Key External Factors

The attached Strategic Plan is an opportunity for the Board to review it and provide feedback. As we are still currently in FY25, some of the performance metrics are estimates and noted accordingly in the draft report.

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

For preliminary review and feedback.





# Idaho Transportation Department

## FY26-29 Strategic Plan

**Your Safety • Your Mobility Economic Opportunity**



## Overview

The Idaho Transportation Department (ITD) has a vision of enhancing quality of life through transportation. We are committed to improving the quality of life of people in the communities we serve by delivering on our mission of Your Safety. Your Mobility. Your Economic Opportunity.

ITD is responsible for operating and maintaining more than 12,300 lane miles and 1,830 bridges; 2,523 miles of Idaho Byways and 32 state backcountry airstrips. The state highway system includes 34 rest areas and 12 ports of entry. The Division of Motor Vehicles registers more than two million vehicles and trailers and is responsible for the credentials of more than a million drivers.

Governor Brad Little's Leading Idaho initiative is critical to ITD's ongoing success: Much-needed funds are creating an immediate impact to address road safety and capacity. These important projects are also investing in the long-term infrastructure for our great state. ITD continues to deliver record investment levels.

As stewards to the public, ITD has a great responsibility to invest taxpayer dollars wisely for deliberate tangible benefits.

Modernized transportation is safer for everyone and drives economic opportunity. ITD is committed to customer service and working with statewide partners to deliver timely and meaningful transportation projects.

With so much changing around us, ITD will leverage our innovative spirit to advance services that benefit our customers.

As we prepare for the challenges that lie ahead of us, the key to our success will be continuing to focus on our strengths that make ITD a great organization. Therefore, ITD implements Five Focus Areas to drive our strategic goals and measured success.

### **Invest with Purpose**

We will work toward modernizing the transportation system and services by investing with purpose the funds provided by Governor Little and the legislature to enhance the quality of life in Idaho. This is intended to keep us all keenly aware of our stewardship to the public. As investment resources are made available, we are committed to deliver completed projects without delay for the fastest realization of public benefit.

### **External Outreach**

We will continue to emphasize and be intentional in our public outreach, engagement, and customer service solutions at ITD and be a strong partner with the private sector, local agencies, law enforcement, and communities that rely upon us. Communities care a great deal about transportation decisions so we have magnified our efforts to include them in investment decisions.

### **Ideal Workplace**

We are so fortunate to have a very talented and loyal workforce team. We will continually seek out ways to foster a rewarding employee experience by listening and engaging with one another and showing appreciation to our employees.

## **Innovation**

Employee innovation helps us respond to changing demands in our work. ITD employees are very committed to this mission and are in a unique position to provide insightful change that brings great value. We will elevate innovators across the organization and leverage employee ideas to better serve Idaho every day.

## **Employee Safety**

We are vigilant about employee safety. We will continue the important emphasis on employee safety because we want everyone to return home safely every day.

# **Vision**

Enhancing Quality of Life Through Transportation

# **Mission**

Your Safety. Your Mobility. Your Economic Opportunity.

# **Goals & Objectives**

The Idaho Transportation Department has set measurable objectives for each primary goal detailed below and further described in the “Measurement” section.

### **Provide the safest possible transportation system.**

Reduce highway and aircraft fatality rates.

### **Provide a mobility-focused transportation system that drives economic opportunity.**

Keep highways clear of snow and ice during winter storms.

Maintain pavement and bridges in good or fair condition.

Implement construction projects on time.

### **Continually improve the employee experience.**

Minimize employee turnover rates.

### **Continually innovate business practices.**

Save taxpayers’ money through employee-driven innovations.

Provide customers with 24/7, on-demand DMV services via Skip the Trip options.

## Measurement – What Are We Doing to Achieve our Goals?

ITD's dashboard of performance measures, benchmarks and objectives is available online. It can be found at: <https://apps.itd.idaho.gov/apps/Dashboard>

**Committed to: Provide the safest possible transportation system and work environment.**

We care about your safety because each person is a mother, father, son or daughter and even one fatality or serious injury is not acceptable.

A safe transportation system connects families and communities, enables a vibrant economy, and allows the movement of essential supplies and services.

Safety is essential to maintaining and enhancing Idaho's high quality of life.

Applicable major divisions: Highways and Bridges, Aeronautics

**Goal: Provide the safest possible transportation system.**

**Objective:** Reduce the fatality rate.

**Achievement:** ITD recorded a five-year fatality rate CY19-23 of 1.28

**Future Targets:** CY20-24 – 1.33, CY21-25 – 1.32, CY22-26 – 1.32

**How Target Was Chosen:** This represents federal standards for each state, and also incorporates to ITD's own internal research.

### Why This Is Important

Even one death on Idaho's highways is one death too many. Each death is a personal tragedy for the individual's family and friends and has an enormous financial cost to the community. Every life counts.

### How We Measure It

The measure is calculated by dividing the number of fatalities that occur over a five-year period by the number of vehicle miles traveled during that same five-year period. Estimates are provided due to data availability on National Highway Traffic Safety Administration (Fatality Analysis Reporting System) and Vehicle Miles Traveled.

### What We're Doing About It

The department advances programs to eliminate traffic deaths, serious injuries, and economic losses. These programs focus on engineering, education, enforcement and emergency response.

**Goal: Provide the safest possible transportation system.**

**Objective:** Reduce fatal aircraft accident rate.

**Achievement:** State of Idaho, 5-year aircraft fatality accident rate for CY20-24 of 3.37\*

**Future target:** CY21-25 - 2.00, CY22-26 – 1.95, CY23-27 – 1.90

How target was chosen: With the small number of fatal accidents annually in Idaho, these targets represent reductions in fatal accidents with projected increases in flight hours.

*\*Estimate pending NTSB and FAA data*

## Why This is Important

Even one death on any portion of Idaho's transportation system is one death too many. Improving Idaho's aviation safety minimizes tragedies families must endure, protects our natural resources with the state's numerous backcountry airfields, and increases the state's economic vitality.

## How We Measure It

Idaho flight hours are measured based on the total amount of 100 low-lead general aviation fuel sold in the state. The Division of Aeronautics then calculates the fatal aircraft accident rate per 100,000 flight hours based on the calculated hours flown and the number of fatal accidents. Data reflects a two-year delay based on National Transportation Safety Board and FAA investigation reporting timelines.

## What We Are Doing About It

The Division of Aeronautics develops aviation safety measures and programs to reduce accidents and fatalities. These programs include pilot safety seminars, written and video standard operating procedures at popular, state-managed backcountry airfields and publishing the annual Idaho Aviation Accident Scorecard with accident analysis.

## Committed to: Provide a mobility-focused transportation system that drives economic opportunity.

A mobility-focused transportation system sets the stage for a healthy economy that improves quality of life and prosperity for every citizen, as well as future generations.

Purposeful investments in transportation put people to work and facilitate strong communities that attract new business. This brings more jobs and ensures Idaho's economy remains strong. An efficient transportation system helps business be more efficient and competitive in a time sensitive global market.

Applicable major division: Highways and Bridges

## Goal: Provide a mobility-focused transportation system that drives economic opportunity.

**Objective:** Keep highways free of ice and snow at least 73% of the time during winter storms.

**Achievement:** FY25 (2024/2025 winter season), roads were kept clear 84% of the time during winter storms.

**Future Targets:** 73% Annually

**How Target Was Chosen:** 73% is above ITD initial target and represents performing to a high level of service.

## Why This Is Important

Idaho travelers need safe and reliable highways during winter storms. Preventing the accumulation of snow and ice or quickly removing it from highways increases safety, mobility, and improves commerce.

## How We Measure It

Idaho's highways are broken down into hundreds of sections. Nearly half of these highway sections, including the most heavily traveled corridors, have automated roadway condition sensors and weather information stations where winter storms most affect travel -- high elevation summits, steep grades, bridge overpasses, etc. This measure tracks the percent of time those highway sections are kept clear of ice and snow during winter storms.

## What We're Doing About It

ITD is using this data from the automated roadway condition sensors and weather information stations to continuously improve the effectiveness of its winter maintenance efforts across the state.

The department accomplishes this by customizing snowplowing practices and de-icing treatments along with strategic allocation of people and equipment.

**Goal: Provide a mobility-focused transportation system that drives economic opportunity.**

**Objective:** Maintain 80% of pavement and bridges on State Highways in good or fair condition.

**Pavement Achievement:** FY25, 87% of pavements were in good or fair condition.

**Bridge Achievement:** FY25, 82.8% of bridges were in good condition.

**Future Targets:** Maintain at or above 80% Annually

**How Target Was Chosen:** This target is the result of ITD research.

**Why This Is Important**

Pavement condition has an impact on the operating costs and safety of passenger and commercial vehicles. Regularly scheduled preventive maintenance, preservation and reconstruction treatments extend the useful life of pavements.

Ensuring that Idaho's bridges are in good condition protects transportation investments and lowers repair costs. It also helps maintain connectivity and commerce, which depends on the carrying capacity and reliability of roads and bridges.

**How We Measure It**

Pavement roughness and rutting are measured by driving a specially equipped rating van over the entire State Highway System during spring and summer. Cracking is measured in the summer and fall by a visual inspection and digital video recordings. Data and visual surface inspections are then used to rate percentages of pavement in good or fair condition each year.

The bridge measurement is the ratio of deck area (or plan dimension) of bridges in good condition to the deck area of the entire inventory of state bridges stated as a percentage.

**What We're Doing About It**

Additional planned revenues are allowing ITD to invest in critical projects and address the backlog of aging pavements and bridges. While our current measure is above our goal, our customer feedback and our prediction models confirm that additional attention is needed.

**Goal: Provide a mobility-focused transportation system that drives economic opportunity.**

**Objective:** Deliver projects scheduled for construction in any given year designed and ready to bid on or ahead of schedule.

**Achievement:** In FFY25, ITD had 100% of programmed projects designed and ready to bid before the beginning of FY25.

**Future Targets:** 100% Ready to Bid Annually

**How Target Was Chosen:** This represents the best possible outcome.

**Why This Is Important**

Completing highway infrastructure projects on time for Idaho's state highway system is an important aspect of credibility and customer service. Getting projects ready to bid involves planning, designing, environmental documentation, permitting, and right-of-way acquisition. Stakeholders depend on the department to deliver projects in the year they are scheduled in the Idaho Transportation Investment Program (ITIP). Projects for which designs are completed on time cost less and provide ITD and the construction industry adequate lead times. This allows flexibility to plan and schedule resources for the construction phases of the projects and to advance projects when resources allow.

### **How We Measure It**

ITD monitors the dates when highway infrastructure projects are ready to bid. This includes highway paving, guardrails, traffic signals, signs, bridge repair, and more. ITD measures the percent of projects ready to bid at the beginning of the respective federal fiscal year.

### **What We're Doing About It**

The Highway Leadership Team reviews the delivery status of the next year's projects monthly and provides assistance and commits additional resources as needed. Each infrastructure project in the ITIP is assigned a project manager who is responsible for coordinating the work on the project and setting and keeping the project schedule while maintaining the project scope and budget. Each project has a completed charter before entering the ITIP which includes an approved scope, schedule and budget. A Program Management Office (PMO) has been created to provide training and assistance in project delivery including scheduling and estimating. Private engineering teams have been contracted to supplement engineering capacity.

### **Committed to: Continually improve the employee experience**

Creating an ideal experience for employees, where they are engaged in meaningful work with opportunities for development and growth, drives better results with increased customer satisfaction.

Employees thrive in an environment where their innovation and contributions matter.

Employees are essential to delivering transportation systems and services, so attracting and retaining quality employees is critical to our success.

Applicable major division: All Divisions

### **Goal: Continually improve the employee experience.**

**Objective:** Hold employee total turnover rate to 10.8%

**Achievement:** FY25 turnover rate of 15.2% (estimate)

**Future Targets:** 10.8% Annually

**How Target Was Chosen:** Historical performance.

### **Why This Is Important**

Employees are the driving force of our agency. Retaining employees minimizes cost invested in time and dollars spent onboarding and training. Experienced and qualified staff are essential to providing quality oversight and financial integrity. Ultimately, it affords us the ability to provide essential services and deliver projects that benefit Idahoans.

### **How We Measure It**

Turnover percentage rates are calculated comparing data from the number of employees at the beginning and end of a fiscal year to total employee separations.

### **What We're Doing About It**

We are committed to creating an Ideal Workplace where employees are engaged in their work and provided opportunities for development and growth. This drives better results and services for the public and increases customer satisfaction. ITD is taking deliberate steps for increased engagement of all managers and supervisors with a focus on employee engagement, meaningful employee experiences, with recognition and appreciation.

## Committed to: Continually innovate business practices

Adapting to growth and change is essential to meeting customer expectations. Innovation provides freedom and motivation for employees to try new things and helps ITD to make the best use of our resources.

Saving time and money allows us to stretch resources further, making us a more efficient agency. An innovative culture keeps ITD focused on the future.

Applicable major division: Administration

### Goal: Continually innovate business practices.

**Objective:** Save taxpayer's money through employee-driven innovation.

**Achievement:** In FY25, saved \$5.1 million (estimate) in time and money.

**Future Targets:** Annual Savings \$3.4 million

**How Target Was Chosen:** Historical performance of employee-driven innovative efforts.

### Why This Is Important

Measuring the results of employee-driven innovation shows how savings from these efforts may be directed back to ITD priorities and put to work on as many transportation services as possible. In many cases the innovative savings are for the citizen such as in reduced DMV fees.

### How We Measure It

Employees calculate the dollars saved from their efforts as well as their time based on simple estimates. Time is converted into dollars at the flat average rate of \$30 per hour of time.

### What We're Doing About It

Innovate ITD! is an employee-driven program. Since 2014, ITD employees have generated a significant number of innovative ideas that save time, money and improve the ITD customer's experience, whether it is a DMV service or traveling the state. ITD has a senior leadership team (20 senior leaders) that steers this effort supported by leaders and employees across the state that inspire and motivate employees to create efficiencies and customer service improvements.

Applicable major division: Motor Vehicles

### Goal: Continually innovate business practices.

**Objective:** Provide customers with 24/7, on-demand DMV services via Skip the Trip modes

**Achievement:** FY25, processed 1,640,000 (estimate) via Skip the Trip.

**Future Targets:** FY26 – 1,680,000, FY27 – 1,750,000, FY28 – 1,800,000

**How Target Was Chosen:** Historical performance combined with projections and planned enhancements.

### Why This Is Important

The public is asking to interact with the DMV in a variety of different ways outside the traditional brick and mortar DMV office. Online, QR Codes, mail or through their Auto Dealers or Financial Institution are a few examples. These services minimize staffing requirements and eliminate the need for motorists to travel and wait in line. It allows them to Skip the Trip. This is also saving citizens in cost by elimination of some fees.



### **How We Measure It**

This measurement of online transactions quantifies the centralized auto and personal credentialing work done by ITD staff including the number of online, QR codes, and renew-by-mail transactions. Additionally, it includes auto credential transactions processed by authorized providers such as auto dealers and financial institutions.

### **What We're Doing About It**

ITD is committed to expanding the ability of customers to obtain registrations, licenses and permits through the channels the public interacts with that allows them to Skip the Trip to a county office. We will continue to focus on getting the word out for these options through targeted communications as additional features are added.

## **Key External Factors**

### **Employee Recruitment and Retention**

Employee recruitment and retention is a key component to ITD's ability to deliver on its mission. External factors include competitive pay, workforce shortages and increased project demands. Total turnover in the last two years is challenging our experience levels during high demand. Recent pay action proposals, with legislative support, will help to improve these challenges. ITD will continue to make decisions to retain a talented and experienced workforce that is crucial to its success.

Significant increases in the federal and state funding have presented new challenges in our ability to sustain adequate levels in customer service expectations, project delivery readiness, core capabilities and efficiency. We are also seeing how high growth in traffic has increased work zone complexity, demands on maintenance that are exceeding capacity, and having to manage unprecedented consultant outsourcing. Today, with increased funding, workload changes and challenges, and heavy demands on the system, ITD is reevaluating its workforce strategy.

### **Inflation/Rising Cost of Construction Materials**

Transportation funding is greatly impacted by the rising cost of project materials, the cost to transport these goods to project sites statewide, and the effect as inflation reduces purchasing power in the time period between when bids are submitted/opened and when work actually begins. Frequently, the costs as they existed at the bidding stage change significantly in the ensuing months.

### **Growing Communities and Transportation Capacity**

Idaho's population growth in the recent past and continued growth today puts more drivers on the highways. All Idahoans are feeling the impacts of a strong economy and growing communities. We need to enhance quality of life by planning for and improving transportation connections in growing communities. With such growth comes expectations of improved transportation services and system capabilities that match safety and capacity expectations on our state transportation network.

### **Federal Reauthorization Funding**

The Infrastructure Investment and Job Act (IIJA) is set to expire in September 2026. The new federal reauthorization of transportation will be dependent on funding commitments by congressional leadership.



**Facility Needs**

ITD's operations span the state and require a significant volume of facilities of various types to complete our mission. Facilities, equipment and modern resources allow our employees to be most efficient as we deliver our essential services to the traveling public.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

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

Presenter's Name Dan McElhinney, Jesse Barrus	Presenter's Title CD/COO, District 4 Engineer
Preparer's Name Angie Heuring	Preparer's Title Highways Program Project Manager

### Subject

US-93 Traffic and 3 <sup>rd</sup> Snake River Bridge Crossing Update		
Key Number 23340	District 4	Route Number SH-25, SH-79, SH-46, US-30, US-93, SH-50

### Background Information

This item will provide an update to the Board on the current status of the three projects identified from the US-93 Traffic and 3<sup>rd</sup> Snake River Bridge Crossing feasibility study.

During the May 2024 board meeting, the Idaho Transportation Board approved three initiatives identified from the US-93 Traffic and 3<sup>rd</sup> River Bridge Crossing feasibility study for three projects including:

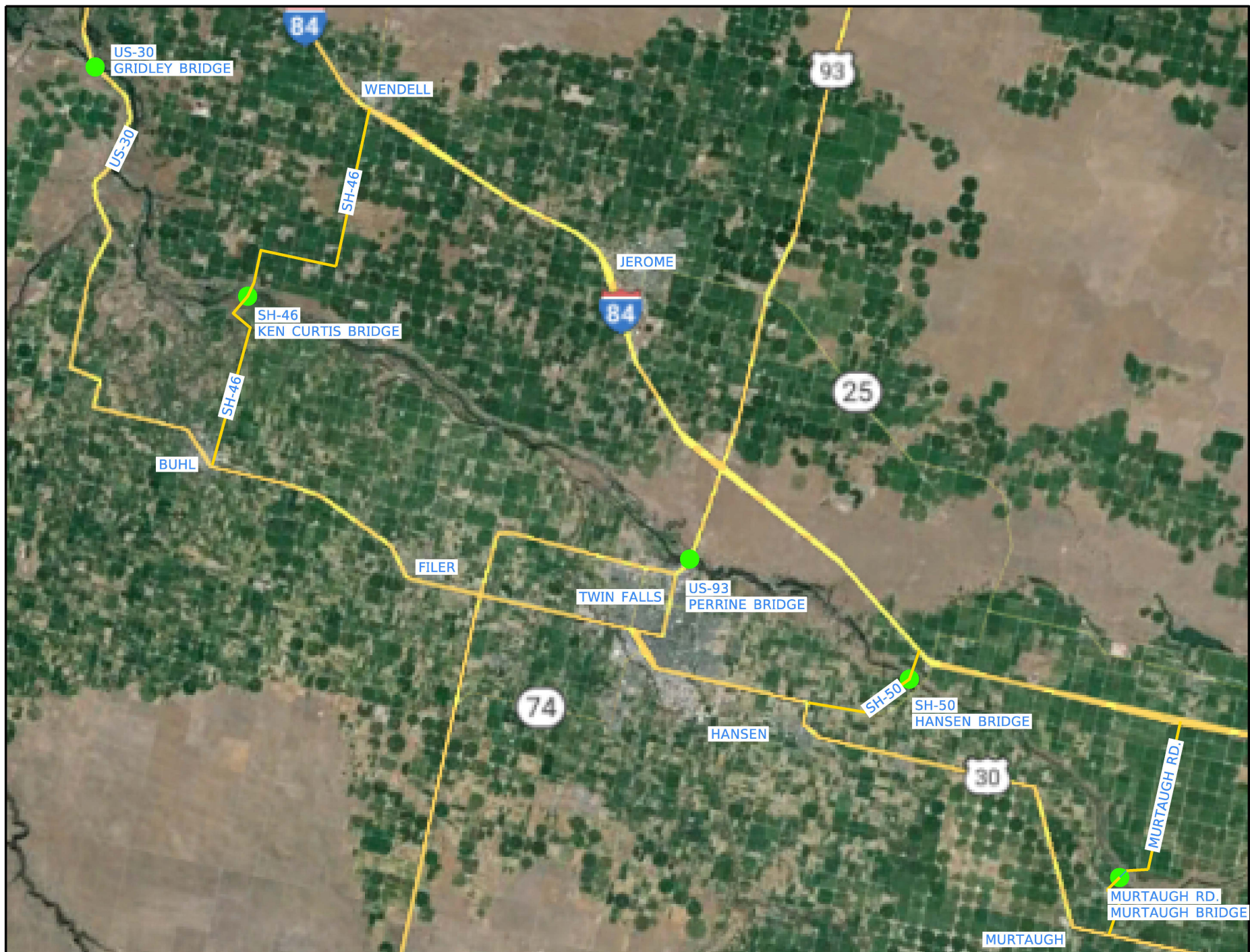
1. Bridge alternative and roadway study for widening or replacing the SH-50 Hansen Bridge and five miles of roadway widening
2. Intersection analysis and value engineering for US-93 intersection improvements at Blue Lakes Boulevard and Pole Line Road to improve traffic flow
3. 3<sup>rd</sup> Snake River Bridge Crossing submittal to FHWA of notice of intent (NOI) for approval to begin the NEPA environmental impact statement document

Since the Board decision, ITD has been evaluating how best to take the next steps on project scope and resources for the Snake River Bridge Crossing project. Most recently, considering the USDOT's expected NEPA environment process changes ongoing in D.C. during the first quarter of 2025, there is an opportunity to help expedite the federal process to complete environmental studies in large part due to regional consensus on the preferred alternative.

A presentation with the most recent status of these projects will be provided for board information.

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

For information only.





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

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

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 March 31<sup>st</sup>, 2025 Fiscal Year 2025 Financial Statements

The financial operations of the Department as of March 31<sup>st</sup>, nine 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 5.1%, (this includes Misc. Revenues and Equipment Buy Back). Revenues in the Highway Distribution Account, Fuels/Registration Direct, and Ethanol are above slightly below forecast at -0.87%
- State fuel tax revenues to the State Aeronautics Fund are above forecast at 7.34% or \$175K. 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 nine months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$4.1M or 3.66M 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 March of this fiscal year are \$447.6M. Compared to the last three fiscal years through the ninth month of the year:
  - FY24= \$463.3M
  - FY23= \$329.1M
  - FY22= \$298.4M

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 nine months from these funding sources was \$855.4M or \$77.4M higher than the highest point of the previous three years.

- FY24= \$778.0M
- FY23= \$558.8M
- FY22= \$402.7M

The balance of the long-term investments in the State Highway Fund as of the end of March is \$188.7M. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance of \$103.6M totals \$292.4M for the State Highway Fund.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first nine months, are \$70.0M. 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 \$11.2M based on the cash balance.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Deposits into the Transportation Expansion and Congestion Mitigation Fund is \$80M for the first nine months of the sales tax of 4.5%. Initial receipts into this fund for FY25 of \$65.7M is committed to debt service on the TECM Bonds, there was a correction of \$14.1M over the number reported last month. Expenditures in this fund for construction expenses on projects were \$48.7M.

As part of the CARES Act in 2020, ITD received a federal grant from the Federal Transit Administration of \$27.3M. The expenditures for this grant are \$23.8M since awarded. The budget for FY25 is \$5M, with expenditures of \$2.1M through the end of March of FY25.

Expenditures from the two active bond programs were \$288.4M for the TECM Capital Projects fund and \$616k for the GARVEE Capital Projects fund. Both programs are very active and advancing as planned.

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

For Information.

**MAY**  
**ITD BOARD PACKET**

**MARCH**  
**FY25**  
**FINANCIAL STATEMENTS**



User ID: whaszier  
 Report ID: AD-FN-GL-010  
 Run Date: 08 Apr 2025  
 % of Time  
 Remaining: 25.0

# 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 3/31/2025  
 (all amounts in '000)

Fiscal Year: 2025

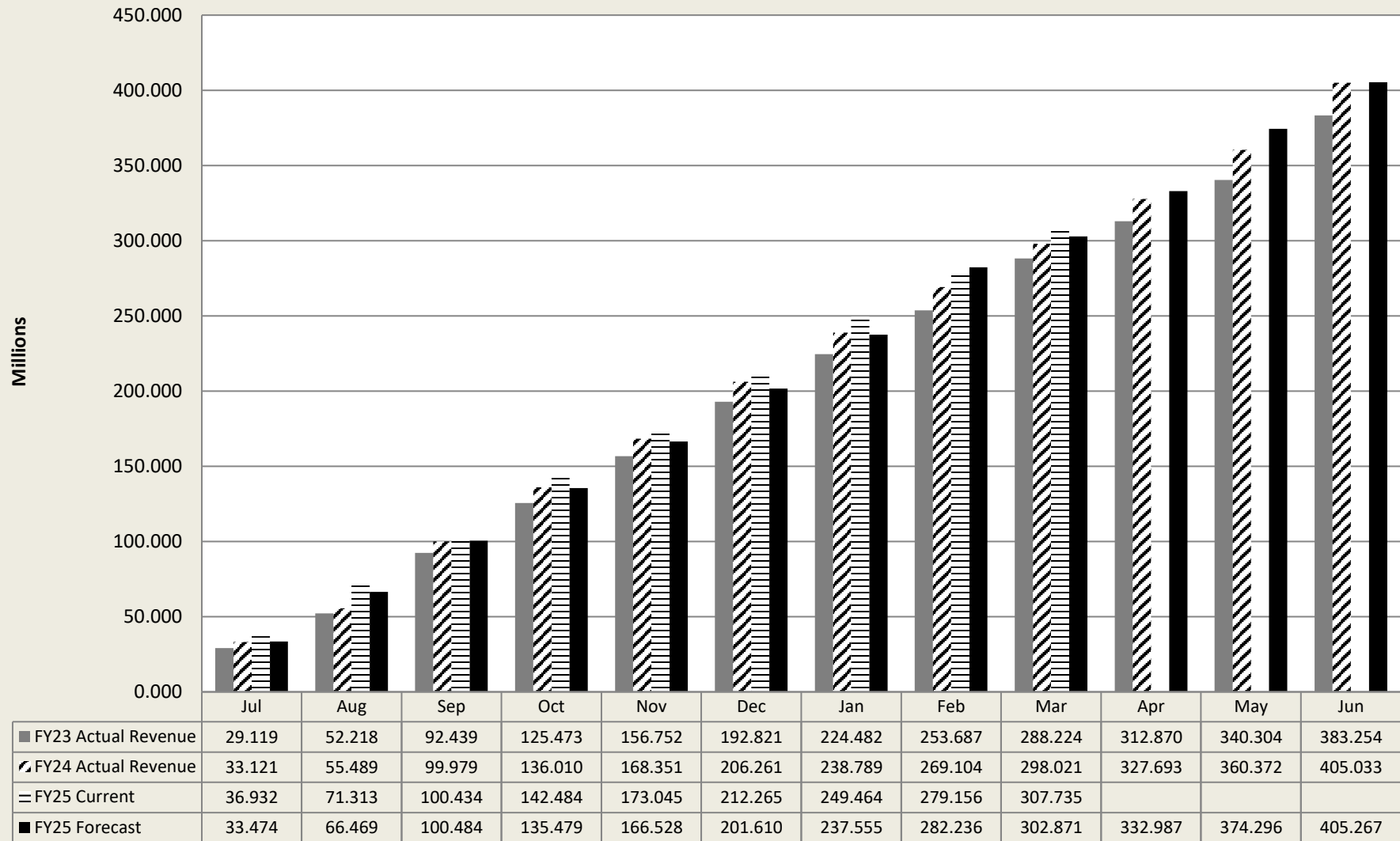
Funds Received					
	FY24 Actual YTD	FY25 Actual YTD	FY25 Forecast YTD	FY25 to FY24 Actual	FY 25 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	377,286	363,020	338,311	-3.8%	7.3%
State (Inc. H.D.A.)	298,021	307,734	302,871	3.3%	1.6%
Local	8,743	11,701	8,128	33.8%	44.0%
<b>Total State Highway Account:</b>	<b>684,049</b>	<b>682,455</b>	<b>649,310</b>	<b>-0.2%</b>	<b>5.1%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	194	77	294	-60.4%	-73.9%
State	3,101	4,376	4,027	41.1%	8.7%
<b>Total State Aeronautics Fund:</b>	<b>3,295</b>	<b>4,453</b>	<b>4,321</b>	<b>35.1%</b>	<b>3.1%</b>
<b>Total Fund Received:</b>	<b>687,344</b>	<b>686,908</b>	<b>653,630</b>	<b>-0.1%</b>	<b>5.1%</b>
Disbursements (includes Encumbrances)					
	FY24 Actual YTD	FY25 Actual YTD	FY25 Budget YTD	FY25 to FY24 Actual	FY 25 to Budget
Construction Payouts	466,379	446,898	426,530	-4.2%	4.8%
<b><u>Operations Expenses</u></b>					
Highways	194,252	189,770	208,899	-2.3%	-9.2%
DMV	21,825	24,830	28,187	13.8%	-11.9%
Administration	21,172	21,510	26,435	1.6%	-18.6%
Facilities	31,320	18,509	46,868	-40.9%	-60.5%
Aeronautics	5,958	10,704	5,200	79.7%	105.8%
<b>Total Operations Expenses:</b>	<b>274,527</b>	<b>265,323</b>	<b>315,589</b>	<b>-3.4%</b>	<b>-15.9%</b>
<b><u>Transfers</u></b>					
Debt Service	11,527	10,362	10,603	-10.1%	-2.3%
<b>Total Transfers:</b>	<b>11,527</b>	<b>10,362</b>	<b>10,603</b>	<b>-10.1%</b>	<b>-2.3%</b>
<b>Total Disbursements:</b>	<b>752,432</b>	<b>722,583</b>	<b>752,721</b>	<b>-4.0%</b>	<b>-4.0%</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	106,850	109,015	113,161	2.0%	-3.7%
Operating	75,196	72,037	93,843	-4.2%	-23.2%
Capital Outlay	69,061	56,422	86,554	-18.3%	-34.8%
Sub-Grantee	23,419	27,848	22,031	18.9%	26.4%
<b>Totals Operations Expenses:</b>	<b>274,527</b>	<b>265,323</b>	<b>315,589</b>	<b>-3.4%</b>	<b>-15.9%</b>
Contract Construction	466,379	446,898	426,530	-4.2%	4.8%
<b>Totals (excluding Transfers):</b>	<b>740,905</b>	<b>712,221</b>	<b>742,119</b>	<b>-3.9%</b>	<b>-4.0%</b>

# State Highway Fund 0260

## Fiscal Year 2025

### State Revenue Source Forecast vs Actual

#### March - For Period Ending 3/31/2025



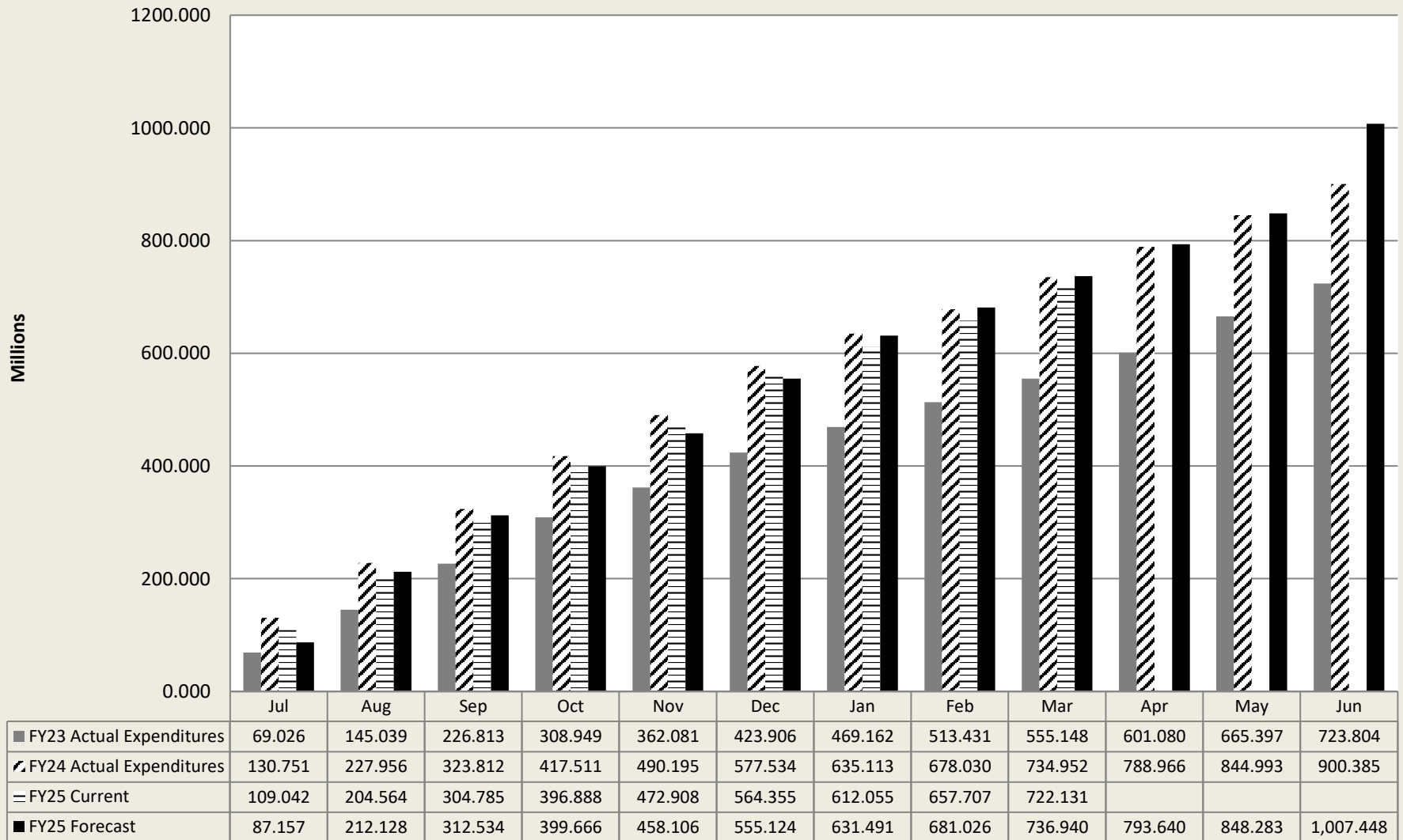


## State Highway Fund 0260

Fiscal Year 2025

Expenditures

March - For Period Ending 3/31/2025

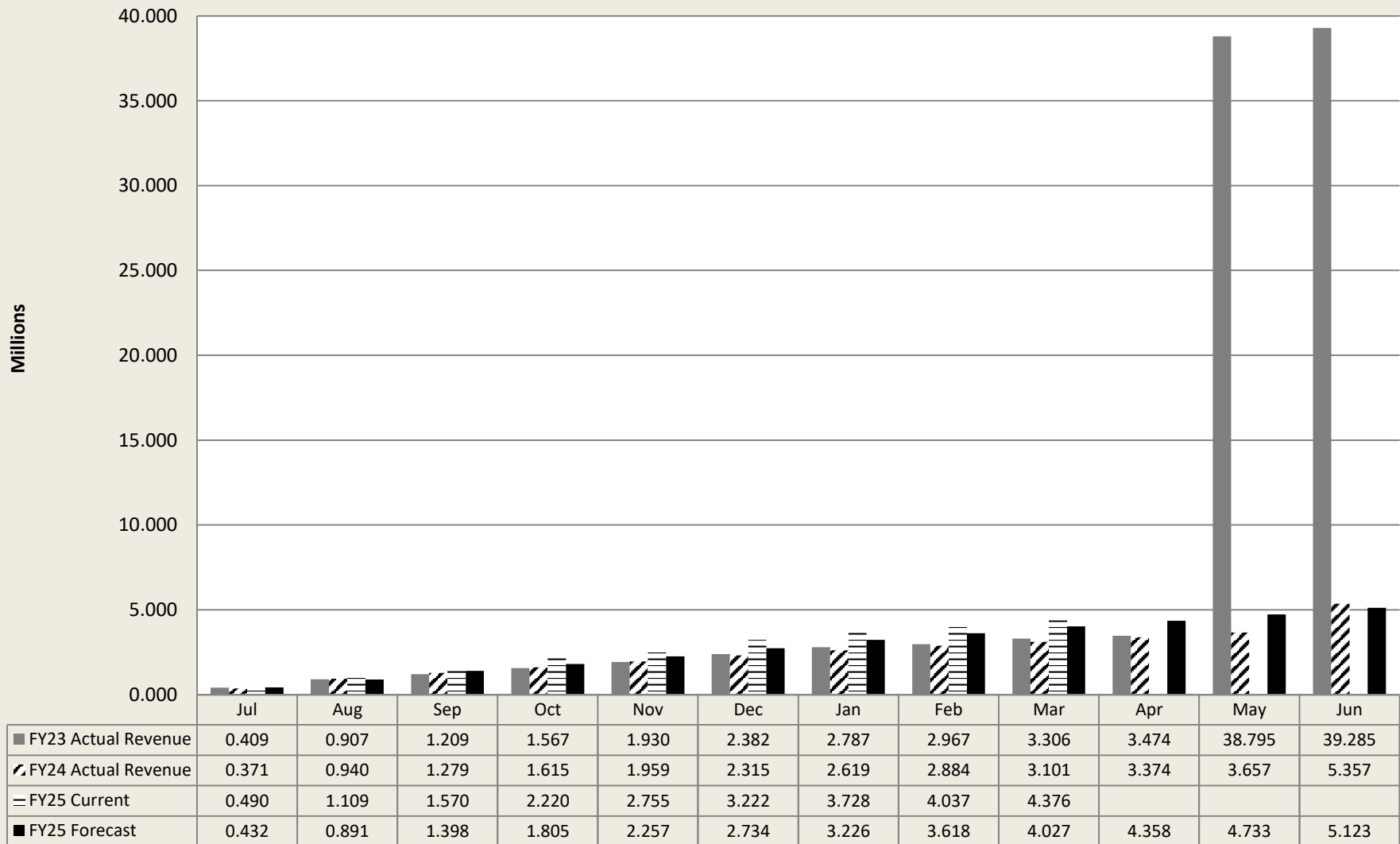


# Aeronautics Fund 0221

Fiscal Year 2025

## State and Interagency Revenue Sources Forecast vs Actual

March - For Period Ending 3/31/2025

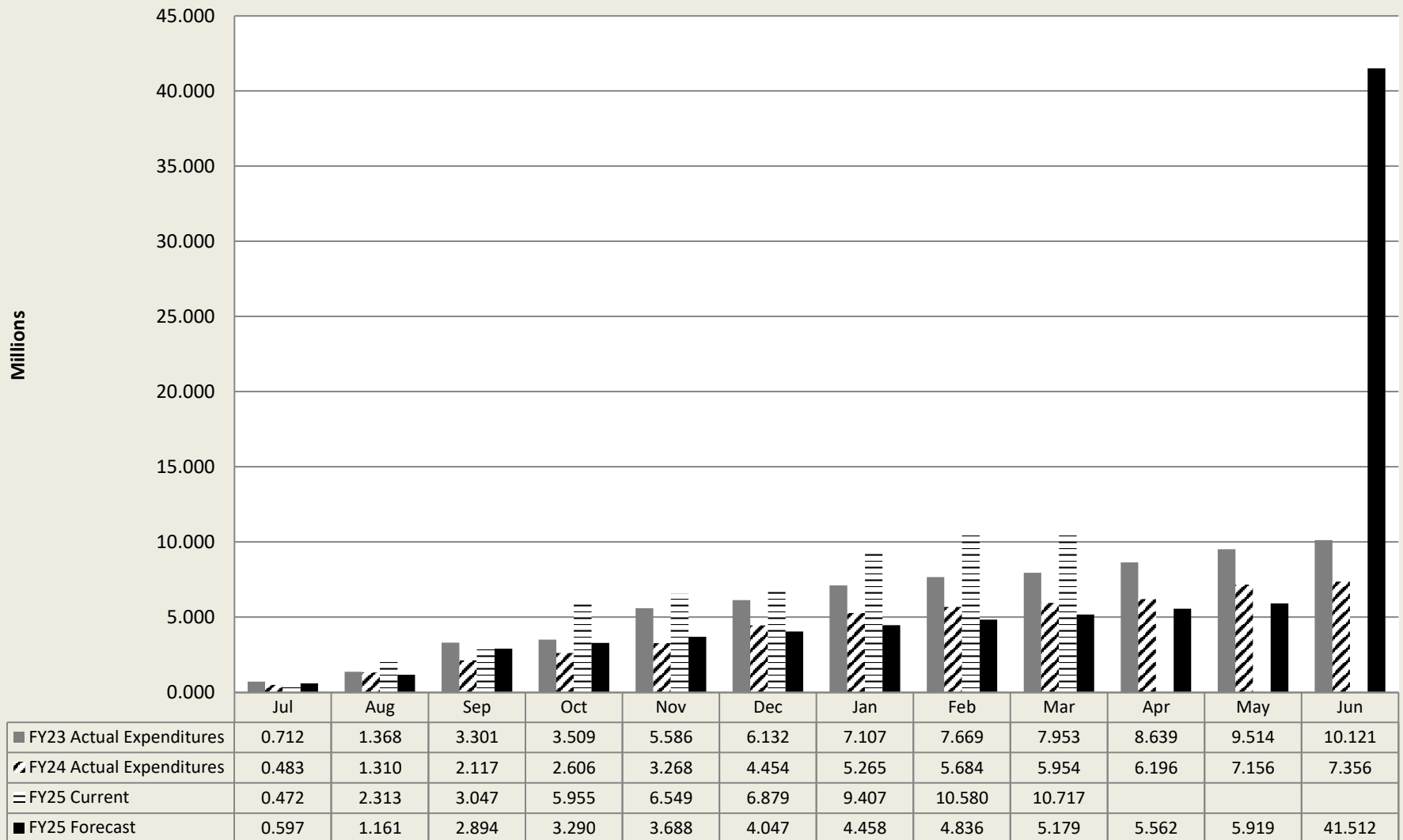


## Aeronautics Fund 0221

Fiscal Year 2025

Expenditures

March - For Period Ending 3/31/2025



UserID: whaszier  
Report ID: AD-FN-GL-002  
Run Date: 08 Apr 2025

# Idaho Transportation Department

OPERATING FUND BALANCE SHEET  
FOR THE PERIOD ENDED 3/31/2025

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Feb-25	Mar-25	Feb-25	Mar-25	Feb-25	Mar-25
ASSETS						
Cash on Hand (Change Fund)	0	0	4,500	4,500	0	0
Cash in Bank (Daily Operations)	34,498,457	34,738,779	107,335,947	103,655,244	189,286,326	185,759,775
Investments (Long Term: STO - Diversified Bond Fund)	2,045,534	2,051,302	188,242,072	188,775,666	0	0
Total Cash & Investments	36,543,991	36,790,080	295,582,519	292,435,409	189,286,326	185,759,775
Receivables - Other	0	0	1,016,230	1,073,009	0	0
- Due From Locals (Project Overruns)	0	0	1,140,083	1,346,912	0	0
- Inter Agency	25,641	2,939	7,071	3,693	0	0
Total Receivables	25,641	2,939	2,163,385	2,423,614	0	0
Inventory on Hand	0	0	20,108,890	20,787,987	0	0
Total Assets:	36,569,633	36,793,020	317,854,794	315,647,011	189,286,326	185,759,775
LIABILITIES						
Vouchers Payable	0	0	2,039	0	(0)	0
Sales Tax Payable	0	0	13,391	25,131	0	0
Deferred Revenue (Local Projects Match)	0	0	40,833,050	40,586,648	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	111,872	116,032	0	0
Total Liabilities:	0	0	40,960,351	40,727,811	(0)	0
FUND BALANCE						
Reserve for Encumbrance	503,386	525,418	78,392,303	82,705,947	0	0
Fund Balance	36,066,246	36,267,601	198,502,139	192,213,253	189,286,326	185,759,775
Total Fund Balance:	36,569,633	36,793,020	276,894,443	274,919,199	189,286,326	185,759,775
Total Liabilities and Fund Balance	36,569,633	36,793,020	317,854,794	315,647,011	189,286,326	185,759,775

UserID: whaszier  
Report ID: AD-FN-GL-002  
Run Date: 08 Apr 2025

# Idaho Transportation Department

OPERATING FUND BALANCE SHEET  
FOR THE PERIOD ENDED 3/31/2025

	Strategic Initiatives Fund (Dedicated) 0270.02		Strategic Initiatives Fund (Local) 0270.05		Strategic Initiatives Fund (Local Grant) 0270.06		Total Strategic Initiatives Fund 0270	
	Feb-25	Mar-25	Feb-25	Mar-25	Feb-25	Mar-25	Feb-25	Mar-25
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	348,786,937	345,701,835	391,182,764	392,447,127	19,391,300	19,453,976	759,361,002	757,602,939
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	348,786,937	345,701,835	391,182,764	392,447,127	19,391,300	19,453,976	759,361,002	757,602,939
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	348,786,937	345,701,835	391,182,764	392,447,127	19,391,300	19,453,976	759,361,002	757,602,939
LIABILITIES								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0	0	0
FUND BALANCE								
Reserve for Encumbrance	154,658	147,626	0	0	0	0	154,658	147,626
Fund Balance	348,632,280	345,554,210	391,182,764	392,447,127	19,391,300	19,453,976	759,206,344	757,455,313
Total Fund Balance:	348,786,937	345,554,210	391,182,764	392,447,127	19,391,300	19,453,976	759,361,002	757,455,313
Total Liabilities and Fund Balance	348,786,937	345,701,835	391,182,764	392,447,127	19,391,300	19,453,976	759,361,002	757,602,939

UserID: whaszier  
 Report ID: AD-FN-GL-002  
 Run Date: 08 Apr 2025

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 3/31/2025

	CARES Act Covid-19 0345	
	Feb-25	Mar-25
<b>ASSETS</b>		
Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(169,157)	(84,338)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	(169,157)	(84,338)
Receivables - Other	0	0
- Due From Locals (Project Overruns)	0	0
- Inter Agency	0	0
Total Receivables	0	0
Inventory on Hand	0	0
<b>Total Assets:</b>	<b>(169,157)</b>	<b>(84,338)</b>
<b>LIABILITIES</b>		
Vouchers Payable	0	0
Sales Tax Payable	0	0
Deferred Revenue (Local Projects Match)	0	0
Accounts Receivable Overpayment	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>		
Reserve for Encumbrance	1,971,261	1,953,796
Fund Balance	(2,140,418)	(2,038,134)
<b>Total Fund Balance:</b>	<b>(169,157)</b>	<b>(84,338)</b>
<b>Total Liabilities and Fund Balance</b>	<b>(169,157)</b>	<b>(84,338)</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 08 Apr 2025  
 % of Time  
 Remaining: 25.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

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)
Fiscal Year: 2025						
Budget Fiscal Year: 2025						
<b>REVENUES</b>						
<b>Federal Sources</b>						
FHWA - Highway	315,091,200	339,755,585	24,405,469	24,664,385	7.83 %	452,886,900
FHWA - COVID Relief	5,000,000	2,507,589	11,093	(2,492,411)	-49.85%	5,000,000
FHWA - Indirect Cost	0	(5,568)	0	(5,568)	0.00 %	0
Federal Transit Authority	12,700,000	13,679,620	679,020	979,620	7.71 %	20,000,000
NHTSA - Highway Safety	5,250,000	4,354,126	9,807	(895,874)	-17.06%	6,430,400
Other Federal Aid	270,000	2,728,956	2,384,058	2,458,956	910.72 %	830,000
<b>Total Federal Sources:</b>	<b>338,311,200</b>	<b>363,020,308</b>	<b>27,489,447</b>	<b>24,709,108</b>	<b>7.30 %</b>	<b>485,147,300</b>
<b>State Sources</b>						
Equipment Buy Back	2,406,000	2,447,254	0	41,254	1.71 %	12,406,000
Miscellaneous	29,088,683	36,275,747	3,790,156	7,187,064	24.71 %	39,931,000
<b>Total State Sources:</b>	<b>31,494,683</b>	<b>38,723,001</b>	<b>3,790,156</b>	<b>7,228,318</b>	<b>22.95 %</b>	<b>52,337,000</b>
<b>Local Sources</b>						
Match For Local Projects	8,127,788	11,693,089	1,227,629	3,565,301	43.87 %	10,500,000
Other Local Sources	0	7,500	0	7,500	0.00 %	0
<b>Total Local Sources:</b>	<b>8,127,788</b>	<b>11,700,589</b>	<b>1,227,629</b>	<b>3,572,801</b>	<b>43.96 %</b>	<b>10,500,000</b>
<b>TOTAL REVENUES:</b>	<b>377,933,671</b>	<b>413,443,898</b>	<b>32,507,231</b>	<b>35,510,227</b>	<b>9.40 %</b>	<b>547,984,300</b>
<b>TRANSFERS-IN</b>						
Highway Distribution	197,052,400	194,176,920	17,985,821	(2,875,480)	-1.46%	255,934,000
Fuel/Registration Direct	58,703,844	59,188,571	5,662,002	484,727	0.83 %	76,696,200
Ethanol Fuels Tax	15,619,700	15,646,916	1,141,403	27,216	0.17 %	20,300,000
<b>TOTAL TRANSFERS-IN:</b>	<b>271,375,944</b>	<b>269,012,407</b>	<b>24,789,225</b>	<b>(2,363,537)</b>	<b>-0.87%</b>	<b>352,930,200</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>649,309,615</b>	<b>682,456,305</b>	<b>57,296,456</b>	<b>33,146,690</b>	<b>5.10 %</b>	<b>900,914,500</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

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
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									
<b>EXPENDITURES</b>									
<b>Operations Expense</b>									
Permanent Staff Salaries	75,473,509	73,663,111	7,348,963	0	1,810,398	2.40 %	100,072,353	26,409,243	26.39 %
Board, Hourly, OT, Shift	1,670,748	1,705,127	286,849	0	(34,378)	-2.06%	11,019,164	9,314,038	84.53 %
Fringe Benefits	34,850,581	32,734,412	3,482,632	0	2,116,169	6.07 %	45,335,972	12,601,560	27.80 %
Travel Expense	2,024,179	1,576,046	141,604	0	448,133	22.14 %	2,709,614	1,133,568	41.84 %
Operating Expense	91,009,498	56,386,752	6,093,976	13,690,801	20,931,945	23.00 %	144,250,682	74,173,129	51.42 %
Capital Equipment Expense	46,585,712	16,274,746	2,361,430	21,695,250	8,615,717	18.49 %	55,971,140	18,001,145	32.16 %
Capital Facilities Expense	39,704,249	23,666,663	2,194,748	12,648,004	3,389,583	8.54 %	45,270,499	8,955,833	19.78 %
Trustee & Benefit Payments	19,090,981	19,197,925	1,623,010	0	(106,944)	-0.56%	26,730,600	7,532,675	28.18 %
<b>Total Operations Expense:</b>	<b>310,409,458</b>	<b>225,204,780</b>	<b>23,533,212</b>	<b>48,034,055</b>	<b>37,170,624</b>	<b>11.97 %</b>	<b>431,360,025</b>	<b>158,121,191</b>	<b>36.66 %</b>
<b>Contract Construction</b>									
Travel Expense	0	(1,693)	(1,693)	0	1,693	0.00 %	0	1,693	0.00 %
Operating Expense	8,006,975	5,468,443	771,878	1,151,141	1,387,391	17.33 %	11,625,205	5,005,621	43.06 %
Capital Equipment Expense	0	0	0	147,927	(147,927)	0.00 %	0	(147,927)	0.00 %
Capital Projects	417,820,799	440,609,158	34,455,924	15,400	(22,803,759)	-5.46%	562,362,824	121,738,266	21.65 %
Trustee & Benefit Payments	702,276	1,502,116	(32,329)	0	(799,840)	-113.89%	2,100,000	597,884	28.47 %
<b>Total Contract</b>	<b>426,530,050</b>	<b>447,578,023</b>	<b>35,193,780</b>	<b>1,314,468</b>	<b>(22,362,441)</b>	<b>-5.24%</b>	<b>576,088,029</b>	<b>127,195,537</b>	<b>22.08 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>736,939,508</b>	<b>672,782,803</b>	<b>58,726,992</b>	<b>49,348,523</b>	<b>14,808,181</b>	<b>2.01 %</b>	<b>1,007,448,054</b>	<b>285,316,728</b>	<b>28.32 %</b>
<b>TRANSFERS OUT</b>									
Operating	10,602,851	10,362,281	0	0	240,570	2.27 %	58,528,901	48,166,620	82.30 %
<b>TOTAL TRANSFERS OUT:</b>	<b>10,602,851</b>	<b>10,362,281</b>	<b>0</b>	<b>0</b>	<b>240,570</b>	<b>2.27 %</b>	<b>58,528,901</b>	<b>48,166,620</b>	<b>82.30 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>747,542,359</b>	<b>683,145,084</b>	<b>58,726,992</b>	<b>49,348,523</b>	<b>15,048,751</b>	<b>2.01 %</b>	<b>1,065,976,955</b>	<b>333,483,348</b>	<b>31.28 %</b>



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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

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>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	1,986,100	1,179,983	307,920	778,143	27,975	1.41 %	2,500,000	541,875	21.67 %
Operating Expenditures	Federal	5,976,100	4,288,052	463,958	372,998	1,315,050	22.01 %	9,025,205	4,364,155	48.36 %
Operating Expenditures	Local	44,775	408	0	0	44,367	99.09 %	100,000	99,592	99.59 %
<b>Total Operating Expenditures</b>		<b>8,006,975</b>	<b>5,468,443</b>	<b>771,878</b>	<b>1,151,141</b>	<b>1,387,391</b>	<b>17.33 %</b>	<b>11,625,205</b>	<b>5,005,621</b>	<b>43.06 %</b>
<b>In State Travel Expense</b>										
In State Travel Expense	Dedicated	0	(1,693)	(1,693)	0	1,693	0.00 %	0	1,693	0.00 %
<b>Total In State Travel Expense</b>		<b>0</b>	<b>(1,693)</b>	<b>(1,693)</b>	<b>0</b>	<b>1,693</b>	<b>0.00 %</b>	<b>0</b>	<b>1,693</b>	<b>0.00 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	103,420,600	109,458,506	7,444,623	15,400	(6,053,306)	-5.85%	172,276,957	62,803,051	36.45 %
Capital Outlay	Federal	301,244,800	318,942,377	25,681,401	0	(17,697,577)	-5.87%	382,562,668	63,620,291	16.63 %
Capital Outlay	Local	13,155,400	12,208,276	1,329,900	0	947,124	7.20 %	7,523,200	(4,685,076)	-62.28%
<b>Total Capital Outlay</b>		<b>417,820,799</b>	<b>440,609,158</b>	<b>34,455,924</b>	<b>15,400</b>	<b>(22,803,759)</b>	<b>-5.46%</b>	<b>562,362,824</b>	<b>121,738,266</b>	<b>21.65 %</b>
<b>Capital Equipment Expense</b>										
Capital Equipment Expense	Dedicated	0	0	0	147,927	(147,927)	0.00 %	0	(147,927)	0.00 %
<b>Total Capital Equipment Expense</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>147,927</b>	<b>(147,927)</b>	<b>0.00 %</b>	<b>0</b>	<b>(147,927)</b>	<b>0.00 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	103,293	59,353	925	0	43,940	42.54 %	500,000	440,647	88.13 %
Trustee & Benefit Payments	Federal	584,571	1,442,763	(33,253)	0	(858,192)	-146.81%	1,500,000	57,237	3.82 %
Trustee & Benefit Payments	Local	14,412	0	0	0	14,412	100.00 %	100,000	100,000	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>702,276</b>	<b>1,502,116</b>	<b>(32,329)</b>	<b>0</b>	<b>(799,840)</b>	<b>-113.89%</b>	<b>2,100,000</b>	<b>597,884</b>	<b>28.47 %</b>
<b>Total Contract Construction:</b>		<b>426,530,050</b>	<b>447,578,023</b>	<b>35,193,780</b>	<b>1,314,468</b>	<b>(22,362,441)</b>	<b>-5.24%</b>	<b>576,088,029</b>	<b>127,195,538</b>	<b>22.08 %</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

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		3,475,000	6,501,981	609,051	3,026,981	87.11 %	7,500,000
<b>TOTAL REVENUES:</b>		<b>3,475,000</b>	<b>6,501,981</b>	<b>609,051</b>	<b>3,026,981</b>	<b>87.11 %</b>	<b>7,500,000</b>
<b>TRANSFERS-IN</b>							
Cigarette Tax		4,000,000	0	0	(4,000,000)	-100.00%	10,090,100
Sales Tax		75,100,000	80,000,000	177,792	4,900,000	6.52 %	80,000,000
State Sources - Highway Distribution Account		0	14,118,141	14,118,141	14,118,141	0.00 %	0
<b>TOTAL TRANSFERS-IN:</b>		<b>79,100,000</b>	<b>94,118,141</b>	<b>14,295,933</b>	<b>15,018,141</b>	<b>18.99 %</b>	<b>90,090,100</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>82,575,000</b>	<b>100,620,122</b>	<b>14,904,984</b>	<b>18,045,122</b>	<b>21.85 %</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		124,392,051	48,694,059	10,027,813	0	75,697,992	60.85 %	165,856,077	117,162,018	70.64 %
<b>TOTAL EXPENDITURES:</b>		<b>124,392,051</b>	<b>48,694,059</b>	<b>10,027,813</b>	<b>0</b>	<b>75,697,992</b>	<b>60.85 %</b>	<b>165,856,077</b>	<b>117,162,018</b>	<b>70.64 %</b>
<b>TRANSFERS OUT</b>										
Operating		60,180,733	79,822,218	8,403,722	0	(19,641,485)	-32.64%	60,180,733	(19,641,485)	-32.64%
<b>TOTAL TRANSFERS OUT:</b>		<b>60,180,733</b>	<b>79,822,218</b>	<b>8,403,722</b>	<b>0</b>	<b>(19,641,485)</b>	<b>-32.64%</b>	<b>60,180,733</b>	<b>(19,641,485)</b>	<b>-32.64%</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>184,572,784</b>	<b>128,516,277</b>	<b>18,431,535</b>	<b>0</b>	<b>56,056,507</b>	<b>30.37 %</b>	<b>226,036,810</b>	<b>97,520,533</b>	<b>43.14 %</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 02 Dedicated (60%)

Fiscal Year:	2025	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
REVENUES							
State Sources - Misc		6,050,000	11,168,398	1,133,967	5,118,398	84.60 %	8,000,000
TOTAL REVENUES:		6,050,000	11,168,398	1,133,967	5,118,398	84.60 %	8,000,000
TRANSFERS-IN							
Statutory		181,680,000	181,680,000	0	0	0.00 %	181,680,000
TOTAL TRANSFERS-IN:		181,680,000	181,680,000	0	0	0.00 %	181,680,000
TOTAL REV AND TRANSFERS-IN:		187,730,000	192,848,398	1,133,967	5,118,398	2.73 %	189,680,000

Fiscal Year:	2025	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Capital Projects		190,619,919	70,104,113	4,219,069	147,626	120,368,180	63.15 %	254,159,894	183,908,156	72.36 %
TOTAL EXPENDITURES:		190,619,919	70,104,113	4,219,069	147,626	120,368,180	63.15 %	254,159,894	183,908,156	72.36 %
TOTAL EXPD AND TRANSFERS OUT:		190,619,919	70,104,113	4,219,069	147,626	120,368,180	63.15 %	254,159,894	183,908,156	72.36 %

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

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		7,600,000	12,591,412	1,264,363	4,991,412	65.68 %	10,000,000
<b>TOTAL REVENUES:</b>		<b>7,600,000</b>	<b>12,591,412</b>	<b>1,264,363</b>	<b>4,991,412</b>	<b>65.68 %</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>207,600,000</b>	<b>212,591,412</b>	<b>1,264,363</b>	<b>4,991,412</b>	<b>2.40 %</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		149,999,994	50,000,000	0	0	99,999,994	66.67 %	200,000,000	150,000,000	75.00 %
<b>TOTAL EXPENDITURES:</b>		<b>149,999,994</b>	<b>50,000,000</b>	<b>0</b>	<b>0</b>	<b>99,999,994</b>	<b>66.67 %</b>	<b>200,000,000</b>	<b>150,000,000</b>	<b>75.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>149,999,994</b>	<b>50,000,000</b>	<b>0</b>	<b>0</b>	<b>99,999,994</b>	<b>66.67 %</b>	<b>200,000,000</b>	<b>150,000,000</b>	<b>75.00 %</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

Fund: 0270 Strategic Initiatives Program Fund

Sub Fund: 0270 06 Local Grant

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
<b>REVENUES</b>						
State Sources - Misc	900,000	806,194	62,676	(93,806)	-10.42%	1,200,000
<b>TOTAL REVENUES:</b>	<b>900,000</b>	<b>806,194</b>	<b>62,676</b>	<b>(93,806)</b>	<b>-10.42%</b>	<b>1,200,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>900,000</b>	<b>806,194</b>	<b>62,676</b>	<b>(93,806)</b>	<b>-10.42%</b>	<b>1,200,000</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									
<b>EXPENDITURES</b>									
Trustee & Benefit Payments	23,662,907	11,447,660	0	0	12,215,247	51.62 %	27,162,907	15,715,247	57.86 %
<b>TOTAL EXPENDITURES:</b>	<b>23,662,907</b>	<b>11,447,660</b>	<b>0</b>	<b>0</b>	<b>12,215,247</b>	<b>51.62 %</b>	<b>27,162,907</b>	<b>15,715,247</b>	<b>57.86 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>23,662,907</b>	<b>11,447,660</b>	<b>0</b>	<b>0</b>	<b>12,215,247</b>	<b>51.62 %</b>	<b>27,162,907</b>	<b>15,715,247</b>	<b>57.86 %</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.

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 Run Date: 08 Apr 2025  
 % of Time  
 Remaining: 25.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

Fund: 0345 CARES Act Covid-19

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
<b>REVENUES</b>						
Federal Sources - Federal Transit Authority	6,050,000	3,955,726	120,420	(2,094,274)	-34.62%	8,500,000
<b>TOTAL REVENUES:</b>	<b>6,050,000</b>	<b>3,955,726</b>	<b>120,420</b>	<b>(2,094,274)</b>	<b>-34.62%</b>	<b>8,500,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>6,050,000</b>	<b>3,955,726</b>	<b>120,420</b>	<b>(2,094,274)</b>	<b>-34.62%</b>	<b>8,500,000</b>

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
<b>EXPENDITURES</b>									
Trustee & Benefit Payments	3,749,994	2,086,532	18,136	0	1,663,462	44.36 %	5,000,000	2,913,468	58.27 %
<b>TOTAL EXPENDITURES:</b>	<b>3,749,994</b>	<b>2,086,532</b>	<b>18,136</b>	<b>0</b>	<b>1,663,462</b>	<b>44.36 %</b>	<b>5,000,000</b>	<b>2,913,468</b>	<b>58.27 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>3,749,994</b>	<b>2,086,532</b>	<b>18,136</b>	<b>0</b>	<b>1,663,462</b>	<b>44.36 %</b>	<b>5,000,000</b>	<b>2,913,468</b>	<b>58.27 %</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 08 Apr 2025  
 % of Time  
 Remaining: 25.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

Fund: 0372 TECM Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
<b>REVENUES</b>						
State Sources - Misc	0	573,324	116,996	573,324	0.00 %	0
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>573,324</b>	<b>116,996</b>	<b>573,324</b>	<b>0.00 %</b>	<b>0</b>
<b>TRANSFERS-IN</b>						
State Sources - Operating	0	79,822,218	8,403,722	79,822,218	0.00 %	0
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>79,822,218</b>	<b>8,403,722</b>	<b>79,822,218</b>	<b>0.00 %</b>	<b>0</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>80,395,543</b>	<b>8,520,718</b>	<b>80,395,542</b>	<b>0.00 %</b>	<b>0</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									
<b>EXPENDITURES</b>									
Bond Principal / Interest	43,843,466	43,843,466	5,029,854	0	0	0.00 %	58,933,028	15,089,562	25.60 %
<b>TOTAL EXPENDITURES:</b>	<b>43,843,466</b>	<b>43,843,466</b>	<b>5,029,854</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>58,933,028</b>	<b>15,089,562</b>	<b>25.60 %</b>
<b>TRANSFERS OUT</b>									
Operating	0	14,118,141	14,118,141	0	(14,118,141)	0.00 %	0	(14,118,141)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>	<b>0</b>	<b>14,118,141</b>	<b>14,118,141</b>	<b>0</b>	<b>(14,118,141)</b>	<b>0.00 %</b>	<b>0</b>	<b>(14,118,141)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>43,843,466</b>	<b>57,961,607</b>	<b>19,147,995</b>	<b>0</b>	<b>(14,118,141)</b>	<b>-32.20%</b>	<b>58,933,028</b>	<b>971,421</b>	<b>1.65 %</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: 08 Apr 2025  
% of Time  
Remaining: 25.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

Fund: 0373 TECM Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
Fiscal Year: 2025	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Budget Fiscal Year: 2025						
REVENUES						
State Sources - Misc	185,000,000	291,420,368	20,277,633	106,420,368	57.52 %	230,000,000
TOTAL REVENUES:	185,000,000	291,420,368	20,277,633	106,420,368	57.52 %	230,000,000
TOTAL REV AND TRANSFERS-IN:	185,000,000	291,420,368	20,277,633	106,420,368	57.52 %	230,000,000

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Continuous Appropriation Forecast	Appropriation Forecast Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
EXPENDITURES									
Capital Projects	228,568,922	288,423,631	17,146,901	0	(59,854,709)	-26.19%	268,768,121	(19,655,510)	-7.31%
TOTAL EXPENDITURES:	228,568,922	288,423,631	17,146,901	0	(59,854,709)	-26.19%	268,768,121	(19,655,510)	-7.31%
TOTAL EXPD AND TRANSFERS OUT:	228,568,922	288,423,631	17,146,901	0	(59,854,709)	-26.19%	268,768,121	(19,655,510)	-7.31%

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: 08 Apr 2025  
 % of Time  
 Remaining: 25.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

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		5,500,000	601,708	281	(4,898,292)	-89.06%	7,000,000
<b>TOTAL REVENUES:</b>		<b>5,500,000</b>	<b>601,708</b>	<b>281</b>	<b>(4,898,292)</b>	<b>-89.06%</b>	<b>7,000,000</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>5,500,000</b>	<b>601,708</b>	<b>281</b>	<b>(4,898,292)</b>	<b>-89.06%</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		5,500,000	616,217	0	0	4,883,783	88.80 %	7,000,000	6,383,783	91.20 %
<b>TOTAL EXPENDITURES:</b>		<b>5,500,000</b>	<b>616,217</b>	<b>0</b>	<b>0</b>	<b>4,883,783</b>	<b>88.80 %</b>	<b>7,000,000</b>	<b>6,383,783</b>	<b>91.20 %</b>
<b>TRANSFERS OUT</b>										
Operating		0	7,728	307	0	(7,728)	0.00 %	0	(7,728)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>		<b>0</b>	<b>7,728</b>	<b>307</b>	<b>0</b>	<b>(7,728)</b>	<b>0.00 %</b>	<b>0</b>	<b>(7,728)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>5,500,000</b>	<b>623,945</b>	<b>307</b>	<b>0</b>	<b>4,876,055</b>	<b>88.66 %</b>	<b>7,000,000</b>	<b>6,376,055</b>	<b>91.09 %</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: 08 Apr 2025  
 % of Time  
 Remaining: 25.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Revenue Forecast
	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)
Fiscal Year: 2025						
Budget Fiscal Year: 2025						
<b>REVENUES</b>						
State Sources - Misc	0	165,179	13,413	165,179	0.00 %	0
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>165,179</b>	<b>13,413</b>	<b>165,179</b>	<b>0.00 %</b>	<b>0</b>
<b>TRANSFERS-IN</b>						
Operating	0	4,700,000	0	4,700,000	0.00 %	0
State Sources - Operating	7,000,000	10,370,009	307	3,370,009	48.14 %	58,528,901
<b>TOTAL TRANSFERS-IN:</b>	<b>7,000,000</b>	<b>15,070,009</b>	<b>307</b>	<b>8,070,009</b>	<b>115.29 %</b>	<b>58,528,901</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>7,000,000</b>	<b>15,235,188</b>	<b>13,720</b>	<b>8,235,188</b>	<b>117.65 %</b>	<b>58,528,901</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
	(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>									
Bond Principal / Interest	61,221,073	61,221,074	409,253	0	(1)	0.00%	62,448,832	1,227,758	1.97 %
<b>TOTAL EXPENDITURES:</b>	<b>61,221,073</b>	<b>61,221,074</b>	<b>409,253</b>	<b>0</b>	<b>(1)</b>	<b>0.00%</b>	<b>62,448,832</b>	<b>1,227,758</b>	<b>1.97 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>61,221,073</b>	<b>61,221,074</b>	<b>409,253</b>	<b>0</b>	<b>(1)</b>	<b>0.00%</b>	<b>62,448,832</b>	<b>1,227,758</b>	<b>1.97 %</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: 08 Apr 2025  
 % of Time  
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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2025

Fund: 0221 State Aeronautics 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						
<b>REVENUES</b>						
Federal Sources - FAA	294,000	76,718	0	(217,282)	-73.91%	668,500
State Sources - Misc	1,397,079	1,602,991	125,248	205,912	14.74 %	1,823,500
Interagency Sources - Misc	240,500	208,699	0	(31,801)	-13.22%	300,000
<b>TOTAL REVENUES:</b>	<b>1,931,579</b>	<b>1,888,408</b>	<b>125,248</b>	<b>(43,171)</b>	<b>-2.24%</b>	<b>2,792,000</b>
<b>TRANSFERS-IN</b>						
Operating	2,388,973	2,564,442	213,475	175,469	7.34 %	2,999,999
<b>TOTAL TRANSFERS-IN:</b>	<b>2,388,973</b>	<b>2,564,442</b>	<b>213,475</b>	<b>175,469</b>	<b>7.34 %</b>	<b>2,999,999</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>4,320,552</b>	<b>4,452,849</b>	<b>338,723</b>	<b>132,298</b>	<b>3.06 %</b>	<b>5,791,999</b>

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2025	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2025									
<b>EXPENDITURES</b>									
Permanent Staff Salaries	778,400	605,870	60,408	0	172,530	22.16 %	1,011,920	406,050	40.13 %
Board, Hourly, OT, Shift Diff	64,316	58,345	50	0	5,971	9.28 %	154,841	96,496	62.32 %
Fringe Benefits	323,576	248,388	25,080	0	75,189	23.24 %	420,639	172,251	40.95 %
Travel Expense	61,070	62,555	6,623	0	(1,485)	-2.43%	74,175	11,620	15.67 %
Operating Expenditures	747,911	454,631	19,160	30,499	262,781	35.14 %	2,244,225	1,759,095	78.38 %
Capital Equipment Expense	133,300	10,907	0	73,774	48,619	36.47 %	133,300	48,619	36.47 %
Capital Facilities Expense	130,505	110,963	0	411,327	(391,785)	-300.21%	1,785,005	1,262,715	70.74 %
Trustee & Benefit Payments	2,940,000	8,649,983	4,016	0	(5,709,983)	-194.22%	35,688,143	27,038,160	75.76 %
<b>TOTAL EXPENDITURES:</b>	<b>5,179,078</b>	<b>10,201,642</b>	<b>115,336</b>	<b>515,600</b>	<b>(5,538,163)</b>	<b>-106.93%</b>	<b>41,512,248</b>	<b>30,795,006</b>	<b>74.18 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>5,179,078</b>	<b>10,201,642</b>	<b>115,336</b>	<b>515,600</b>	<b>(5,538,163)</b>	<b>-106.93%</b>	<b>41,512,248</b>	<b>30,795,006</b>	<b>74.18 %</b>

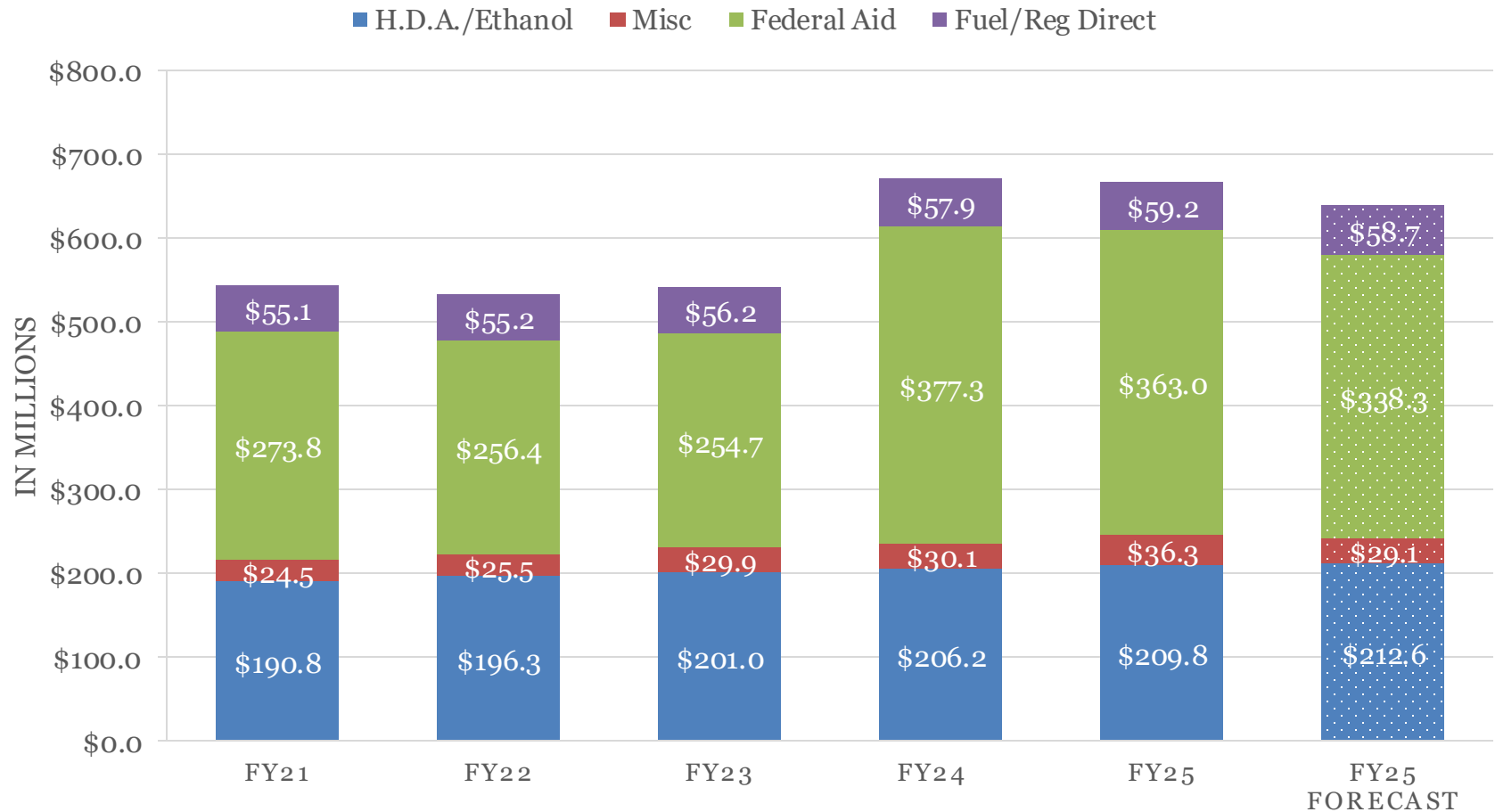
# ITD Board FY25 Financial Report

(3<sup>rd</sup> Quarter Update, May 15, 2025)

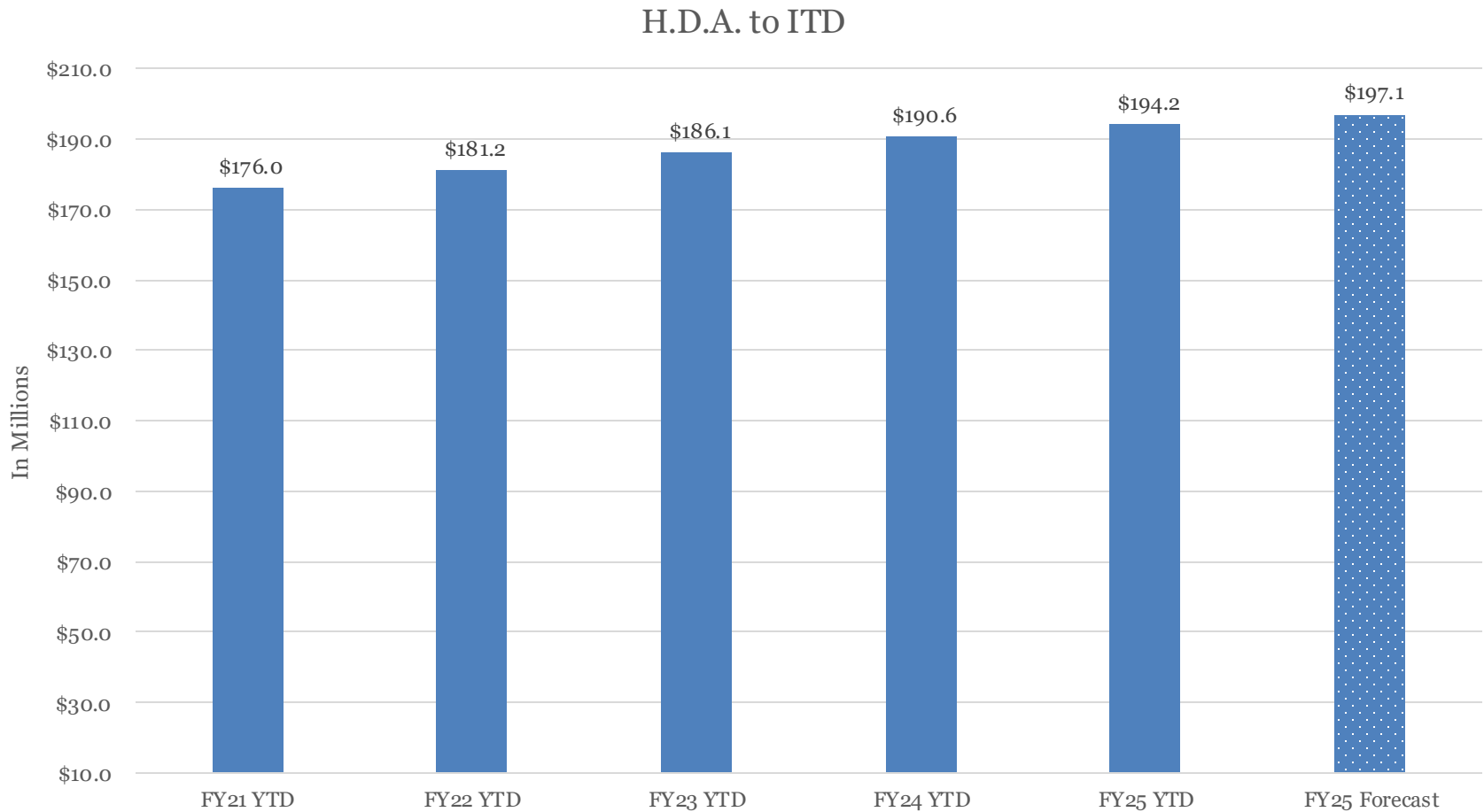


**YOUR *Safety* • • • ► YOUR *Mobility* • • • ► YOUR *Economic Opportunity***

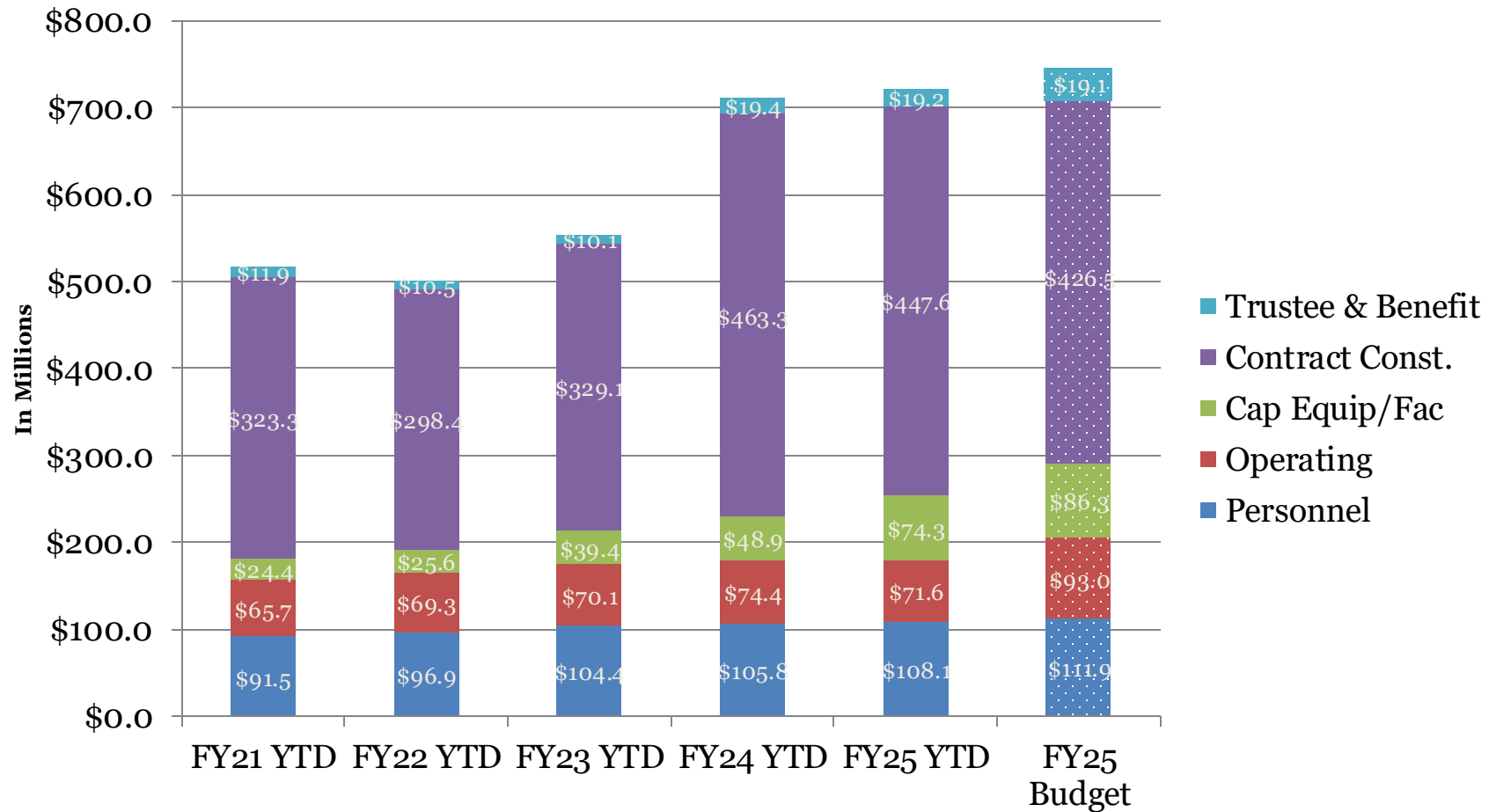
# Revenue Trends Actual vs. Forecast State Highway Fund FY25 (July 1<sup>st</sup> - March 31<sup>st</sup>)



## HDA to State Highway Fund Trend FY25 (July 1<sup>st</sup>- March 31<sup>st</sup>)

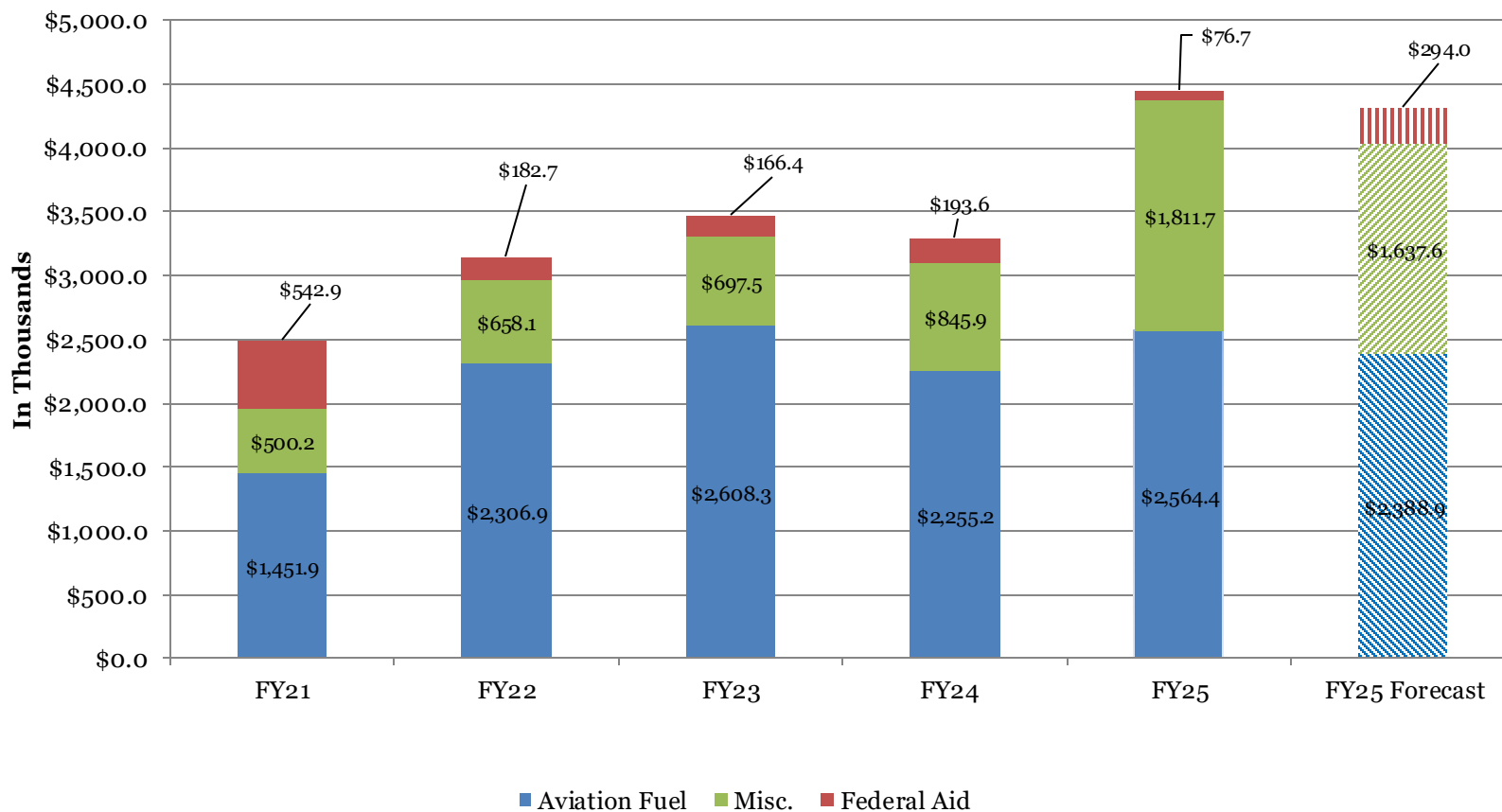


# Expenditure Trend State Highway Fund FY25 (July 1<sup>st</sup>- March 31<sup>st</sup>)



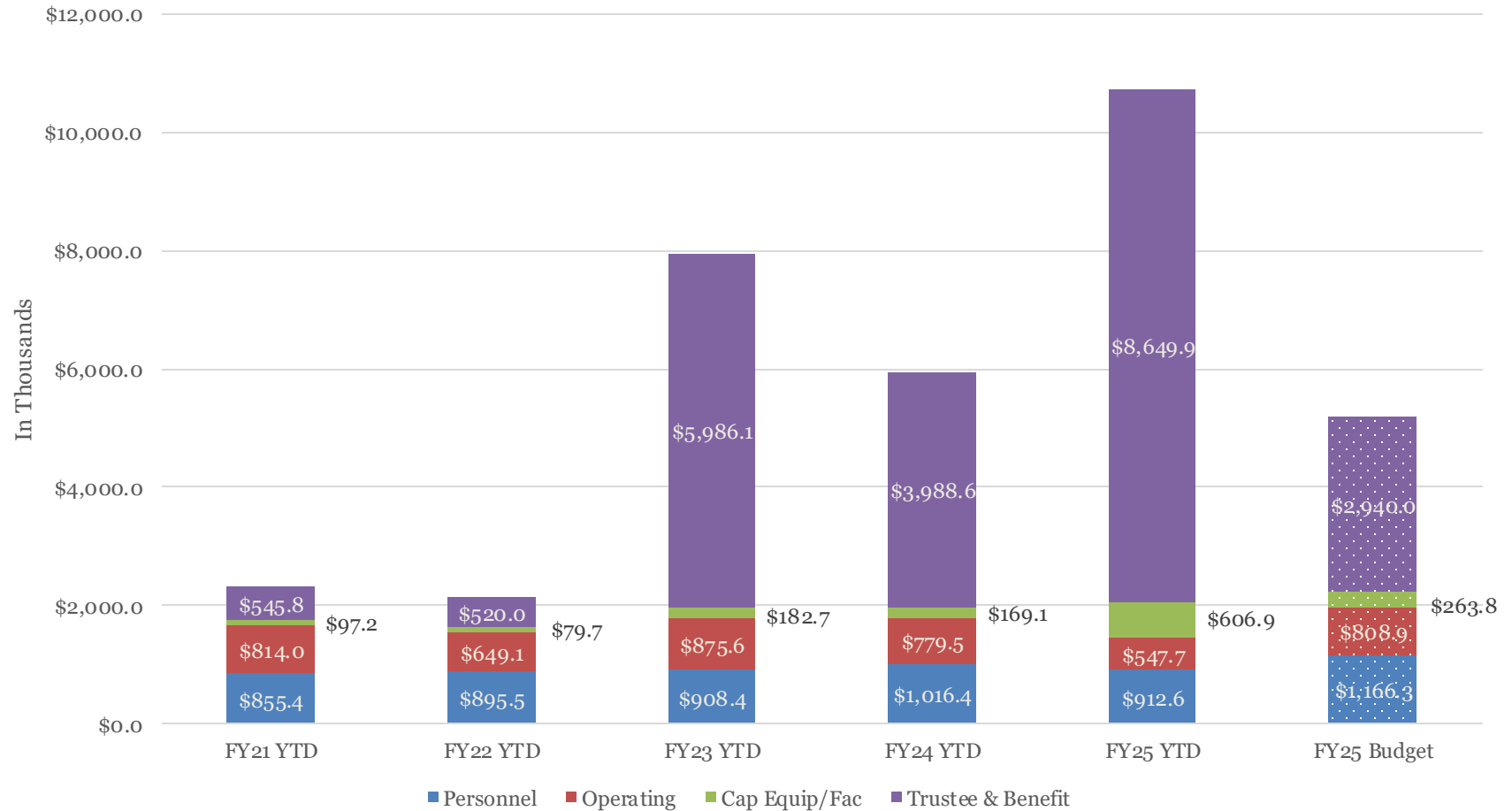


# Revenue Trends Actual vs. Forecast State Aeronautics Fund FY25 (July 1<sup>st</sup>- March 31<sup>st</sup>)

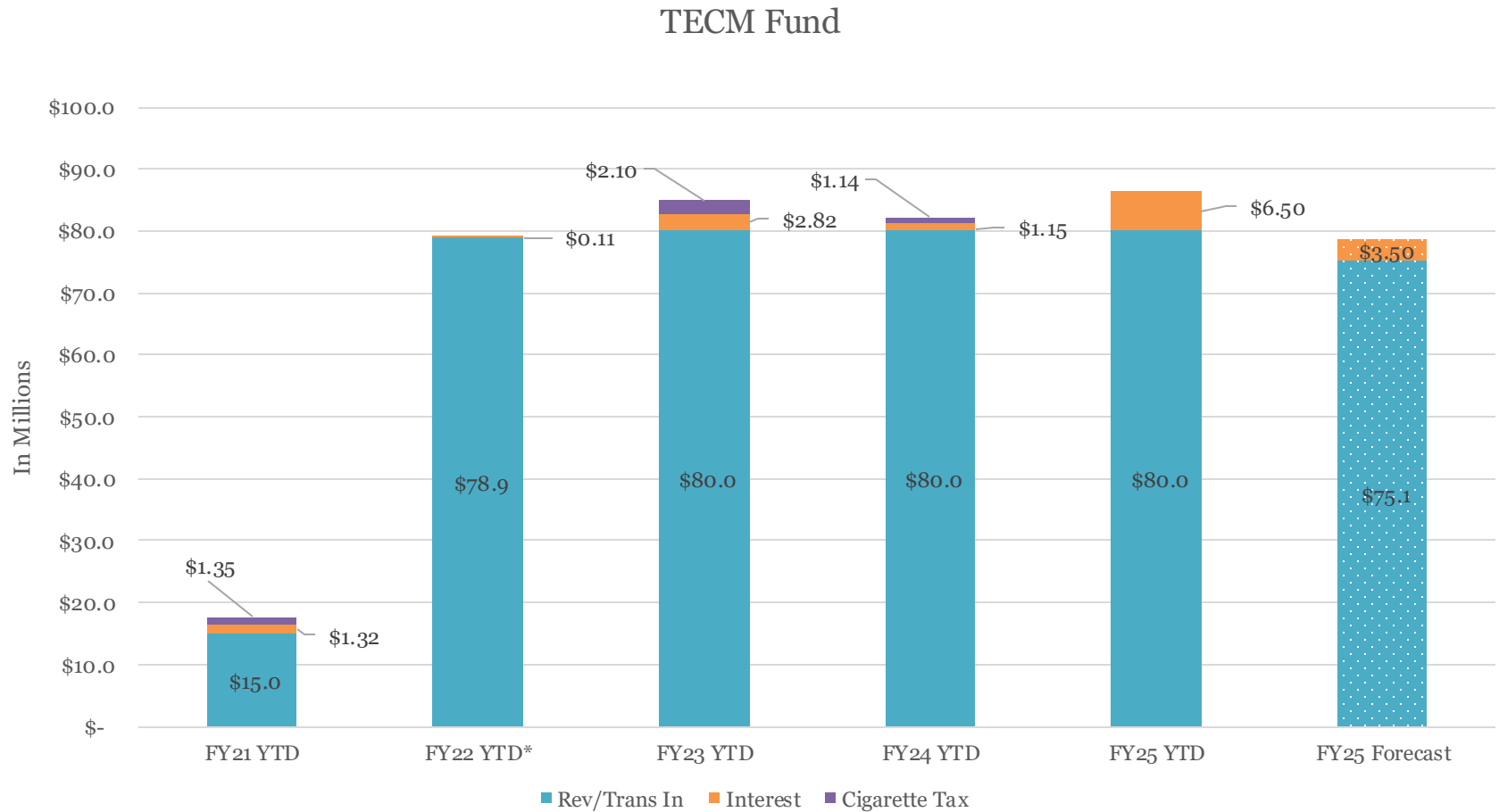


# FY25 YTD Expenditure Trend State Aeronautics Fund

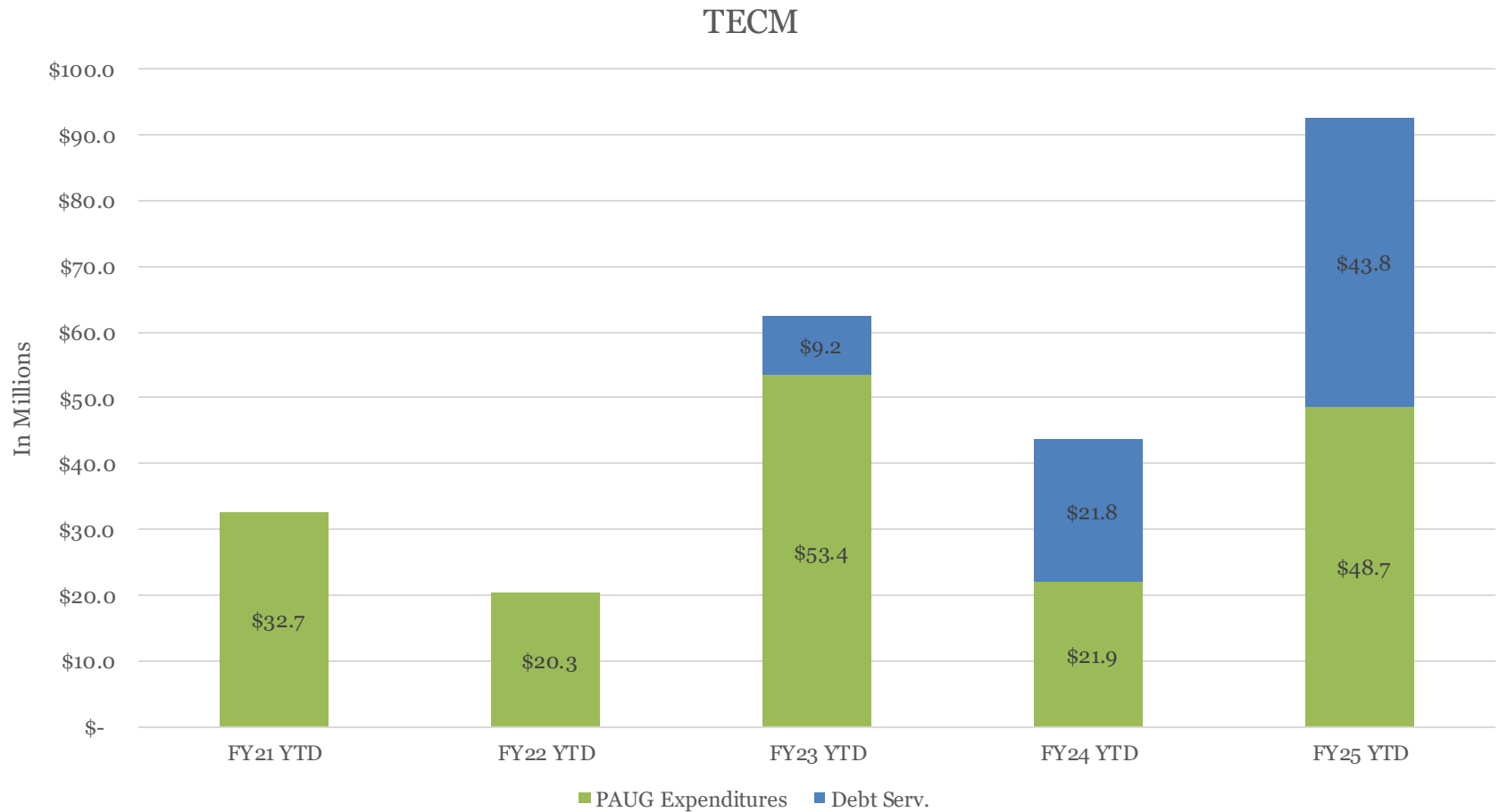
FY25 (July 1<sup>st</sup>- March 31<sup>st</sup>)



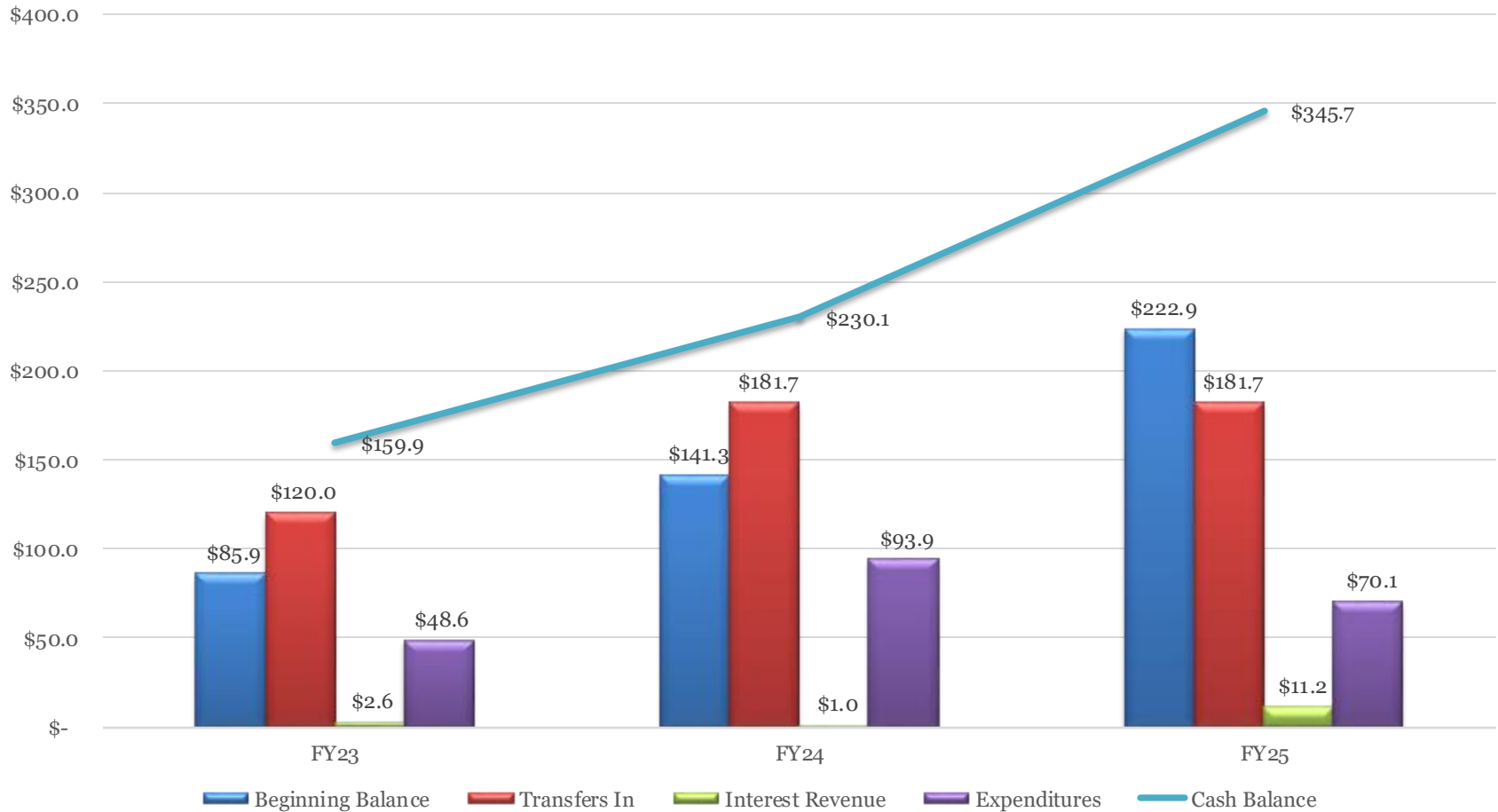
# TECM Revenue Trend vs Forecast FY25 (July 1<sup>st</sup>- March 31<sup>st</sup>)



# TECM Expenditure Trend FY25 (July 1<sup>st</sup>-March 31<sup>st</sup>)



# Strategic Initiatives Program Fund FY25 (July 1<sup>st</sup>-December 31<sup>st</sup>)



# Strategic Initiatives Program Fund

- Ending June 30, 2024 Balance = \$222.9 M
- Transfer In = \$181.7 M
- Interest Revenue = \$ 11.2 M
- Less Expenditures in FY25 = \$ ( 70.1 M)
- March 31<sup>st</sup>, 2025 Balance = \$345.7 M



# Bond Proceed Expenses

FY25 (July 1<sup>st</sup>-March 31<sup>st</sup>)

- GARVEE FY25 YTD Expenditures = \$616k
- TECM FY25 YTD Expenditures =\$288.4M
- ITD is on track to expend all bond proceeds within required time frames





# CARES Act Funding

FY25 (July 1<sup>st</sup>-March 31<sup>st</sup>)

- In FY20 Idaho received \$27.3M in CARES Act Funding for Public Transit.
- FY25 YTD Expenses (Includes Encumbrances) = \$2.1M
- Life to date expenses = \$23.8M





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 5/15/25

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

**Presentation:** Informational ☒ Action with Resolution ☐ Time Needed: 10 Min

Presenter's Name Colby Cameron	Presenter's Title Governmental Affairs Manager
Preparer's Name Colby Cameron	Preparer's Title Governmental Affairs Manager

## Subject

2026 ITD Legislative Ideas		
Key Number	District	Route Number

## Background Information

Staff is discussing possible legislative ideas for the 2026 Legislative Session and is seeking the Board's feedback on the following concepts.

### 1. Bridge Inspection Account match federal funds

**Reason:** Public Safety

- Idaho Code: 63-2412
- There is a bridge inspection account authorized in statute that receives \$175,000 in dedicated funding from the Highway Distribution Account (HDA). The current funding amount will need to be adjusted up to \$300,000 to keep the fund upright for FY27.

### 2. Highway Distribution Account clean up – 2015 revenue changes

**Reason:** Streamlining and efficiency of agency efforts

- Idaho Code: 40-701, 63-2412, 63-214
- The HDA state/local revenue split was updated after a 2015 state revenue policy change then later Idaho State Police was removed from the HDA funding over a 5-year period. The implementation of all the changes is complete and the HDA distribution should be cleaned up to represent the current public policy/60-40 split.

### 3. Remove certified letter requirements from Administrative License Suspension (ALS)

**Reason:** Streamlining and efficiency of agency efforts

- Idaho Code: 49-1203, 18-8002(3)(c), 18-8002A(2)(b)
- Certified copies are not consistent with modern record keeping policies and implementation of Division of Human Resources. "Certified copies" should be updated to "record" of judgment.
- Change references from 7 calendar days to 7 business days to request an ALS hearing
- Add clarification that if a hearing is not requested it will be recorded as a default judgment.

### 4. 3-year validation for Old Timer and Classic Plates

**Reason:** Streamlining and efficiency of agency efforts

- Idaho Code: 49-443(1), 49-443(2), 49-443B(1)
- The 3-year verification requirement for Classic and Old Timer Plates is an outdated concept and there is no functional benefit. The process is a hardship on the department and the customer as well. The \$3 fee is not sufficient to cover the department's costs.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### **5. Electronic notification opt-in satisfies all notification requirements**

**Reason:** Streamlining and efficiency of agency efforts

- Idaho Code: 49-202
- Include that electronic notifications satisfy all mailing notification requirements of Chapters 3, 4, 5, and 16 if a customer opts-in to receiving electronic notifications from the department.

### **6. Identity validation requirements – combine multiple statutes into one**

**Reason:** Clean up and alignment of statutes.

- Idaho Code: 49-504
- More counties are implementing hybrid offices (processing both vehicle registrations and drivers licenses). Identity validation should be standardized for chapters 3, 4, and 5.

Provide a brief update on the Idaho Code Cleanup Act effort by ITD (House Bill 14 from the 2025 Legislative Session).

ITD agency legislation will follow the Executive Agency Legislative Process as outlined by the Governor's office. The ideas will be submitted to the Division of Financial Management (DFM) by end of June. Draft legislation will be prepared from the ideas and presented to the Board at the regular June or July meeting. Then the proposed drafts are due to DFM in early August.

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

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## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

**Presentation:** Informational ☒ Action with Resolution ☐ Time Needed: 45 min

Presenter's Name Amy Schroeder Dave Tolman District Engineers	Presenter's Title Division Administrator - Planning & TECM Program Chief Administrative Officer District Engineers
Preparer's Name Amy Schroeder	Preparer's Title DA - Planning & TECM Program

### Subject

Review Strategy and Key Assumptions for New TECM Bonding Program		
Key Number	District	Route Number

### Background Information

The Transportation Expansion and Congestion Mitigation (TECM) bonding program began with the passage of the 2021 legislation that increased and dedicated the sales tax offset for debt service to \$80 million annually. The TECM program team, district project managers, and headquarters support staff have accelerated delivery of the board-approved projects remarkably well, with consultant support in design and strong partnerships with the contracting community.

The first TECM funded projects that were advertised in 2021, and in the first bond sale in 2022, are nearing completion. The US-20/26, I-84 to Middleton Road project opened to traffic last fall. Two other projects are on schedule to be complete this summer – the South St. Anthony Interchange and the I-86/I-15 Interchange in Pocatello.

The fourth and final bond pricing on that initial \$80 million occurred February 25, 2025. The TECM bonds were sold in four consecutive years with an average interest rate of 3.89% and a total of \$1.3 billion. There are three final projects in the spring 2025 bond sale that are currently being advertised, and this will fully utilize the first four bonds and the first \$80 million in debt service.

This year the governor recommended an additional \$50 million for TECM debt service in his budget. The House put forth a bill that would increase the TECM funds by \$20 million per year for the next three fiscal years, for a total of \$60 million additional funds to service new debt. House Bill 025 passed the House and Senate unanimously.

This informational presentation is intended to initiate a discussion with the Idaho Transportation Board about the strategy and key assumptions to consider for the continuation of the TECM bonding program. The presentation will include a discussion about candidate corridors for consideration based on district priority and overall readiness. As this is informational in nature, a future board item will be needed to take action on which corridors and projects to include in the program.

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

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In 2025, the Idaho State legislature proposed and the Governor approved additional funding for Transportation Expansion & Congestion Mitigation (TECM) in the amount of \$20 million more per year for FY2026, FY2027, and FY2028. When combined with the \$80 million authorized in FY2022, the total is up to \$140 million to be used to service debt on bonds.

High priority corridors with projects that could be ready in 3-4 years are being considered. This list shows the current Board-approved TECM corridors and proposed amendments to the TECM corridors to utilize the additional TECM funding.

Board Approved TECM Corridors					
	District	Corridor	Currently Utilizing TECM Funds	Completed Original Scope	Proposed Amendment to Corridor Limits For Potential Additional TECM Funding
1	1	US-95, Garwood to Sagle			
2	1	I-90, Washington State Line to Coeur d'Alene	✓		
3	2	US-95 & US-12 Clearwater River Crossings	✓		
4	3	SH-16, I-84 to SH-44	✓	✓	✓ SH-16, I-84 to Emmett
5	3	I-84, Ada & Canyon Counties	✓		✓ I-84, Canyon County to Mountain Home
6	3	US-20/26, I-84 to SH-16	✓		
7	3	SH-55, Sunnyslope to Nampa	✓		
8	3	SH-44, I-84 to Star			
9	4	SH-75, Timmerman to Ketchum	✓		
10	4	I-84, Jerome to Twin Falls	✓	✓	
11	4	I-84, Burley & Heyburn Interchanges	✓	✓	
12	5	I-15, Pocatello to Idaho Falls	✓		
13	6	US-20, Idaho Falls to Montana State Line	✓		✓ US-20, Arco to Montana State Line

**Corridor limits proposed to be amended:**

**SH-16, I-84 to Emmett**

The SH-16 corridor is fully funded from I-84 to SH-44. Traffic volumes are increasing dramatically north of SH-44 with eminent need for expansion to address safety and capacity.

**I-84, Canyon County to Mountain Home**

Increased traffic volumes, peak hour congestion and safety concerns are contributing to the need to expand I-84 east from Boise toward Mountain Home.

**US-20, Arco to Montana State Line**

Extending this corridor to the west toward Arco would allow the consideration of freight, recreational traffic and other peak traffic.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

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

Presenter's Name Todd Hubbard	Presenter's Title District 5 Engineer
Preparer's Name Todd Hubbard	Preparer's Title District 5 Engineer

### Subject

FY25 Board Unallocated Request, SH-34 First West Lateral Pipe Replacement

Key Number	District 5	Route Number SH-34
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### Background Information

The purpose of this agenda item is to seek Board approval to add the SH-34, First West Lateral Pipe Replacement project to the program, per policy 5011 Idaho Transportation Investment Program (ITIP).

The First West Lateral runs under State Highway 34 in the City of Grace and is owned by the Last Chance Canal Company. The department extended the 72"x44" arch pipe in 1954 under the roadway. In discussion with the Canal Company, this is when the lateral was also piped along the city street. The pipe is aging and the Canal Company is concerned about failure.

The Canal Company engineered a new design to include two (2) 36" pipe to replace the aging 72"x44" arch pipe. The Canal Company wants to replace the pipe in fall 2025.

This request is to pay for the cost of replacing the pipe under SH-34. The engineer for the Canal Company is still finalizing the design and cost estimate. The department will enter into an agreement for the share of the cost under the road. The total estimated department cost is up to \$122,150. The project would be funded with FY25 Board Unallocated Funds, if approved.

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

Resolution on page 105.

# IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2025

as of 4/25/2025 , 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, YALE-KILGORE 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	\$ 2,000,000		
11/13/24	2	24768	SH 14, MP 23 TO 33 ROADWAY RESTORATION	\$ 2,173,600		
12/11/24	2	24796	US 95, GEOTECHNICAL ASSESSMENT & SLOPE MONITORING, D2	\$ 300,000		
02/19/25	4	24243	STATE, D4 SIGNAL UPGRADES	\$ 900,000		
02/19/25	6	24802	SH 48, TRAFFIC SIGNAL INSTALLATION, D6	\$ 500,000		
02/19/25	3	24824	SH 55, ROUND VALLEY TO MCCALL CORRIDOR STUDY	\$ 600,000		
02/19/25	3	24823	US 95, PAYETTE TO WEISER CONTINUOUS PASSING LANES	\$ 400,000		
02/19/25	3	24821	I 84, GOWEN RD TO MOUNTAIN HOME	\$ 400,000		
02/19/25	3	24822	SH 69, SOUTHERN EXTENSION TO I 84 AT BLACKS CR RD INTERCHANGE	\$ 400,000		
03/26/25	2	24248	US 95, ROADWAY REPAIR, RIGGINS	\$ 93,250		
REQUEST	5	NEW	SH 34, FIRST WEST LATERAL PIPE REPLACEMENT, D5	\$ 122,150		
				Total	\$	10,000,000
					<i>Ending Balance</i>	<b>\$ -</b>



## RESOLUTION

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

WHEREAS, it is in the public interest for ITD to replace the aging pipe under SH-34; and

WHEREAS, the Last Chance Canal Company is prepared to replace the aging pipe; and

WHEREAS, the district will enter into an agreement with Last Chance Canal Company; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the addition of SH-34, First West Lateral Pipe Replacement to the approved FY25-31 ITIP using \$122,150 FY25 Board Unallocated Funds.

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



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

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

Presenter's Name Doral J. Hoff, P.E.	Presenter's Title District 2 Engineer
Preparer's Name Curtis J. Arnzen, P.E.	Preparer's Title District 2 Design/Construction A

## Subject

FY25 Board Unallocated Funding Request for US-95 in Riggins		
Key Number 24248	District 2	Route Number US-95

## Background Information

Board Unallocated Funds in the amount of \$600,000, were obligated for the replacement of the existing manhole collars and covers on US-95 in Riggins, Idaho. The replacement project was advertised and awarded to Knife River Corporation for construction in May and June of 2025. At the precon meeting on March 24, 2025, the Mayor of Riggins requested that downtown Riggins be paved from MP194.605 to 196.46 through the area where the manhole covers and collars are being replaced because the pavement is in poor condition.

After review of the request, the pavement within these mileposts have significant fatigue cracking and is nearing the end of its service life. If the manhole lids and collars are replaced now without the new paving, they would likely need to be replaced again in a few years in conjunction with a seperate paving project. The contractor gave ITD a cost proposal for the new paving and ITD believes the cost proposal is in-line with recent bids that have similar quantities of plant mix. The total cost of the requested additional improvements is \$909,327. The additional paving would repair significantly fatigued pavement on US-95 in Riggins and the manhole covers and collars would not require replacement until the new pavement becomes fatigued (approximately 20 years), which is a good use of transportation funding.

The source of Board Unallocated Funds for this request is from a District 6 project that has a cost estimate less than what was approved by the Board. At the August 2024 board meeting, District 6 requested FY25 Board Unallocated Funds in the amount of \$2,000,000 to install a traffic signal at the intersection of US-20 and Elk Creek (MP 389.245) in Fremont County. This became ITD key number 24745, which was submitted for advertisement in April 2025. The project obligated significantly less than the \$2,000,000 available for construction, freeing up enough FY25 Board Unallocated Funds to cover the \$909,327 cost increase being requested on KN 24248.

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

Resolution on page 108.

IDAHO TRANSPORTATION BOARD  
STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2025

as of 5/1/2025 , following Board approval

Beginning Balance					\$ 10,000,000
<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, YALE-KILGORE 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	\$ 2,000,000	
11/13/24	2	24768	SH 14, MP 23 TO 33 ROADWAY RESTORATION	\$ 2,173,600	
12/11/24	2	24796	US 95, GEOTECHNICAL ASSESSMENT & SLOPE MONITORING, D2	\$ 300,000	
02/19/25	4	24243	STATE, D4 SIGNAL UPGRADES	\$ 900,000	
02/19/25	6	24802	SH 48, TRAFFIC SIGNAL INSTALLATION, D6	\$ 500,000	
02/19/25	3	24824	SH 55, ROUND VALLEY TO MCCALL CORRIDOR STUDY	\$ 600,000	
02/19/25	3	24823	US 95, PAYETTE TO WEISER CONTINUOUS PASSING LANES	\$ 400,000	
02/19/25	3	24821	I 84, GOWEN RD TO MOUNTAIN HOME	\$ 400,000	
02/19/25	3	24822	SH 69, SOUTHERN EXTENSION TO I 84 AT BLACKS CR RD INTERCHANGE	\$ 400,000	
03/26/25	2	24248	US 95, ROADWAY REPAIR, RIGGINS	\$ 93,250	
REQUEST	5	NEW	SH 34, FIRST WEST LATERAL PIPE REPLACEMENT, D5	\$ 122,150	
05/15/25	6	24745	US 20, YALE-KILGORE INTERSECTION SIGNAL IMPROVEMENTS	\$ (909,327)	
REQUEST	2	24248	US 95, ROADWAY REPAIR, RIGGINS	\$ 909,327	
				Total	\$ 10,000,000
Ending Balance					\$ -

## RESOLUTION

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

WHEREAS, it is in the public interest for ITD to complete paving operations in conjunction with the replacement of manhole collars and covers on US-95 in Riggins in District 2; and

WHEREAS, ITD is prepared to incorporate this change order work into an existing project that is also funded with FY 2025 Board Unallocated Funds in order to extend the pavement life.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves including a surface treatment on US-95 in Riggins for Key No. 24248 at a cost of approximately \$909,327 using FY25 Board Unallocated Funds.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 5/15/2025

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

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

Presenter's Name Tabitha Smith	Presenter's Title Grants Contracts Officer
Preparer's Name Josephine Middleton	Preparer's Title HSM

### Subject

District 4 Safety Partner Update & 2024 Zero Fatality Awards		
Key Number	District	Route Number

### Background Information

The Office of Highway Safety will present its new statewide seatbelt campaign and participation in the National "Click It, Don't Risk It" mobilization, which takes place over the Memorial Day weekend and is the start of the 100 deadliest days on our roads.

Young drivers aged 15-19 were involved in over 6,000 crashes that resulted in 40 fatalities in 2023. Of the youth drivers killed, 45% were not wearing a seat belt, and 80% of the teenaged passengers killed were not wearing seat belts.

"Battle of the Belts" is a peer-to-peer competition held each year to promote seat belt use among teens. The top three winners receive scholarship funds from State Farm. This year, we had 67 applicants from schools in almost every ITD district. Jerome High School student, Daxton Sharp, took first place in this year's competition. Daxton will attend the board meeting with his father and will be surprised with a check for first place.

Camas County was one of four counties that had zero fatalities in 2024. Representatives from Camas County and the District 4 maintenance staff have been invited to attend the board meeting to accept awards on behalf of their sheriff's office and EMS responders.

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

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## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

**Presentation:** Informational ☐ Action with Resolution ☒ Time Needed: 5

Presenter's Name Shauna Miller	Presenter's Title Senior Transportation Planner
Preparer's Name Shauna Miller	Preparer's Title Senior Transportation Planner

### Subject

Public Transportation Advisory Council (PTAC) District 2 Appointment		
Key Number N/A	District 2	Route Number N/A

### Background Information

The Public Transportation Advisory Council (PTAC) created per Idaho Code 40-514, is to provide the Idaho Transportation Department industry perspective and advice regarding matters concerning public transportation in Idaho and advice on the needs, challenges, and barriers of public transportation providers around the state.

The District 2 PTAC term ends June 30, 2025. In order to fill the vacancy, the Public Transportation (PT) Office solicited applications for the District 2 PTAC member position in early 2025. One application was received and was reviewed by the PT Office and the PTAC members.

At the April 3, 2025 meeting, the PTAC moved by unanimous consensus that the applicant was qualified to serve on the PTAC.

The applicant appointed will serve a term of July 1, 2025 through June 30, 2028.

The PT Office requests the Idaho Transportation Board review the application provided in the following pages and determine if they would like to appointment the proposed candidate.

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

Resolution on page 123.

Suzanne Seigneur  
415 Conestoga Drive  
Moscow, ID 83843  
[Sseigneur1@gmail.com](mailto:sseigneur1@gmail.com)

February 27, 2025

Shauna Miller  
Idaho Transportation Department  
Public Transportation Office  
206 Frontage Road  
Lewiston, ID 83501  
[shauna.miller@itd.idaho.gov](mailto:shauna.miller@itd.idaho.gov)

Dear Idaho Transportation Department:

I am writing to formally express my interest in serving as a representative for District 2 on the Public Transportation Advisory Committee (PTAC). With over 13 years of experience in Idaho's public transportation sector, I am deeply committed to improving transit services and ensuring accessible, efficient transportation options for our communities.

My background includes working for the Community Transportation Association of Idaho, to support statewide ridesharing and mobility initiatives. Additionally, for the past decade, I have worked as a transportation provider, directly serving passengers and mentoring other providers in District 2. These experiences have given me a solid understanding of both the challenges and opportunities in public transit and have helped me build connections with many of the public and private providers in District 2.

I believe my experience, combined with my dedication to enhancing transportation systems in Idaho, would make me a valuable addition to the PTAC. I would welcome the opportunity to contribute my insights and collaborate with other stakeholders to improve public transit in our region.

Thank you for your time and consideration. I look forward to the possibility of serving on the committee and would be happy to discuss my qualifications further. Please feel free to contact me at (208) 841-1050 or [sseigneur1@gmail.com](mailto:sseigneur1@gmail.com).

Sincerely,

A handwritten signature in black ink, appearing to read 'Suzanne Seigneur', with a stylized, flowing script.

Suzanne Seigneur





# Public Transportation Advisory Council (PTAC) Application

## District 2 Appointment

### Application Contact:

Shauna Miller, Grants & Contracts Officer

Shauna.Miller@ITD.Idaho.gov

208 334-8533

### PTAC Application Process

1. January 16, 2025: Application Released
2. March 02, 2025: Application Close
3. March 03, 2025 – April 02, 2025: Public Comment
4. Applications sent to:
  - ITD – Public Transportation Office, Attn: Shauna Miller, 206 Frontage RD, Lewiston, ID 83501
  - Or email to: [Shauna.Miller@itd.idaho.gov](mailto:Shauna.Miller@itd.idaho.gov)
5. Public Transportation Advisory Council: PTAC will meet to discuss applications and qualification
6. Idaho Transportation Department: Idaho Transportation Board selects member



## **Designation/Authority**

The authority for the Public Transportation Advisory Council (PTAC) is established and outlined in Idaho Code 40-514 and ITD Board Policy 4039.

Idaho Code 40-514 created the Public Transportation Advisory Council (PTAC) to advise the Idaho Transportation Department (ITD) on issues and policies regarding public transportation in Idaho.

## **Purpose**

As outlined in Idaho Code, the Public Transportation Advisory Council (PTAC) to advise the Idaho Transportation Department (ITD) on issues and policies regarding public transportation in Idaho.

The council shall participate in planning activities, identify transportation needs, and promote coordinated transportation systems. Before setting programs and priorities, the council shall seek pertinent information, facts and data from local governments, agencies and providers regarding rural public transportation issues.

PTAC shall work to ensure the public transportation program is safe, financially sustainable within the current funding constraints, and is capable of appropriately adjusting to the changing transportation landscape. PTAC activities should include promoting coordinated transportation system, engaging in planning activities, and identifying transportation needs.

## **Composition and Representation**

The advisory council shall be composed of six members appointed by the Idaho Transportation Board. Appointed members shall be representatives of local governments and agencies, private organizations, citizen groups and private providers that have an interest in public transportation, and people with disabilities and the elderly who utilize public transportation. The board shall appoint said members from recommendations submitted by said organizations, groups, providers, users and state agencies in each district. One member shall be appointed from each of the six transportation department director districts as provided in section 40-303, Idaho Code. The term of each member shall be three years and the initial appointments to the council shall be such that two members shall be appointed each year thereafter. The members shall be reimbursed for attending the meetings according to the provisions of Section 59-509(g), Idaho Code. The PTAC members shall be reimbursed by ITD-PT for travel expenses according to the limits specified in Section 67-2008, Idaho Code.

PTAC member terms go from July 1 through June 30. Below is the schedule of expirations along with counties served.

- ITD District 1: June 30, 2027
  - Counties: Bonner, Boundary, Shoshone, Kootenai, and Benewah
- ITD District 2: June 30, 2025
  - Counties: Latah, Clearwater, Nez Perce, Lewis, and Idaho



- ITD District 3: June 30, 2026
  - Counties: Valley, Adams, Washington, Payette, Ada, Boise, Canyon, Gem, Elmore, and Owyhee
- ITD District 4: June 30, 2027
  - Counties: Blaine, Camas, Lincoln, Twin Falls, Jerome, Gooding, Cassia, and Minidoka
- ITD District 5: June 30, 2026
  - Bingham, Caribou, Bear Lake, Franklin, Power, Bannock, and Oneida
- ITD District 6: June 30, 2025
  - Counties: Lemhi, Custer, Clark, Butte, Jefferson, Madison, Teton, Bonneville, and Fremont

At the conclusion of each PTAC member term, a full application process is required. While there is no provision for an automatic renewal of PTAC membership, it is allowable for members to receive consecutive appointments as a result of the application process.

Applications to serve on PTAC are coordinated by the ITD-PT Office. A call for applications must remain open for at least 30 calendar days, and applications received must be posted for public comment for at least 30 calendar days. Applications will then be reviewed by the seated members of the PTAC and a final appointment will be made by the Idaho Transportation Board.

### **Committee Role and Responsibility**

The PTAC shall:

- Meet at least three times per year; and
- Discuss agenda items relevant to our purpose and scope; and
- Provide meeting notices and agendas in accordance with the Idaho Open Meeting Laws; and
- Annually elect a chair from among its representatives.

### **Chair**

Candidates for the position of Chair shall be nominated by members of PTAC. They shall be elected by nomination and a simple majority of those voting in person. The term shall be for a one year period, and is eligible to serve consecutive terms.

The Chair's responsibilities include:

- Serving as the group's spokesperson,
- Partnering with the ITD-PT Office to assist in program recommendations
- Participating in agenda development activities on behalf of the group, and
- Other functions as appropriate.



## **Committee Representatives Roles and Responsibilities**

It is the role of the PTAC members to represent their constituent base, and to participate in the functions of the PTAC in a manner that represents the program's statewide interest. PTAC members are expected to participate in the meetings.

PTAC members are responsible for participating in scheduled meetings, serving on ad hoc committees as assigned, and committing to the terms they are designated to fill. Each committee member will make a good faith effort to attend each full advisory committee session. Attendance in person is preferred, but if that is not possible, attendance may be by teleconference or videoconference.

All members of PTAC shall be voting members. Fifty one percent of the regular members will constitute a quorum for purposes of conducting PTAC business. PTAC decisions will be made by utilizing consensus-building processes to reach as much agreement as possible, with a voting option to conclude a process where consensus can't be clearly established in the time available. PTAC can call for a simple majority of those voting.

In the event a representative reaches three absences, the Chair will approach the PTAC member and discuss with them their continued commitment and proposed action per the absences. Members will be expected to vacate their seat on PTAC after having missed three consecutive meetings and are nonresponsive to the Chair's attempts to contact them after having missed two consecutive meetings.

Members of the advisory council shall be reimbursed according to the provisions of section 59-509(g), Idaho Code.

## **Meetings**

PTAC shall meet three times per year. The PTAC meetings shall have a:

- Spring Meeting
- Summer Meeting
- Fall Meeting

Meetings shall be open and shall be noticed consistent with ITD Open Meeting Requirements.

The PTAC Chair or delegate will issue a call for agenda items approximately four weeks prior to a meeting. Subsequent to that, ITD-PT will work with the Chair to develop the agenda, which will be issued to the representatives with supporting background materials approximately two weeks prior to the meeting. PTAC will discuss all agenda items submitted to it by any member of the group.

Additionally, a PTAC member will present an annual update to the Idaho Transportation Board at the December meeting. Per Board Policy 4039 PTAC shall highlight district PTAC activities, system improvements and issues, and goals/objectives for the next 12 months.



## Conflict of Interest

As a member of the Public Transportation Advisory Council (PTAC), you will be leading and participating in meetings and processes related to public transportation.

This PTAC function requires that you fully disclose any real or potential conflict of interest that may influence or appear to influence your objectivity, judgment, or decisions. Based on the specific detail of any possible conflict of interest, you may be asked to recuse yourself from elements of the evaluation and recommendation process. If at any point you determine that a conflict of interest may exist, it is your responsibility to notify the presiding PTAC chair to determine the most appropriate action.

Examples of a conflict of interest, or the appearance of a conflict of interest, exist when a council member:

- Is directly or indirectly associated with the project applicant.
- Is employed, working as an intern, or considered for employment by the project applicant.
- Is a student or volunteer with the project applicant?
- Is providing, or intends to provide, direct or in-kind financial assistance related to the applicant or project application.
- Is elected to, appointed to, or employed by an organization that is providing, or intends to provide, direct or in-kind financial assistance to an applicant or the project application.
- Is a member of a committee or board, voting or otherwise, of the project applicant?
- Participated in the preparation of a submitted project application.
- Maintains an ownership position of any type, including securities or other evidences of debt, with the project applicant.
- Has a personal relationship with someone who has an interest in the project application.

The above examples and are not intended as a complete list. If you have any questions concerning possible conflicts of interest, contact Public Transportation Program Manager prior to signing this form.

I have read and fully understand this *Conflict of Interest Statement (Attachment A)* and will immediately advise the presiding PTAC Chair or the Public Transportation Program Manager of any potential conflict during my term on the PTAC.

Suzanne Seigneur

Print Name

Signature

Feb, 27, 2025

Date



## **Public Transportation Advisory Committee (PTAC) Application Form**

### **Required for Submission**

Please include the following information:

- Cover Letter
- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Resume that includes work experience, educational background, and any other relevant experience.

### **Contact Information**

Full Name: Suzanne Seigneur

Street Address: \_\_\_\_\_

City/State/Zip: Moscow, ID 83843 Phone: 208-841-1050

Email: \_\_\_\_\_

### **Organization Affiliation (if any):**

Name: Employed by the City of Lewiston until 7/01/25, then will retire

Street Address: \_\_\_\_\_ City/State/Zip: \_\_\_\_\_

### **District you are applying for:**

District 1 ☐ District 2 ☒ District 3 ☐ District 4 ☐ District 5 ☐ District 6 ☐

# SUZANNE SEIGNEUR

415 Conestoga Drive • Moscow, ID 83843 • (208) 841-1050 • sseigneur1@gmail.com

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An effective, versatile professional with over 13 years experience in public transportation and over 20 years experience in marketing and communications.

## Professional Experience, Transportation

### City of Lewiston

#### ***Transit Manager***, 9/16 to present

Oversee the planning, operations, and administration of the City's transit system, ensuring compliance with federal, state, and local regulations. Manage budgets, funding, and capital expenditures while identifying opportunities for system improvements, efficiency and greater coverage. Supervise staff, enforce safety policies, and investigate incidents to enhance operations. Negotiate contracts, develop long-term transit plans, and collaborate with partners to secure funding and resources. Engage in marketing efforts to promote transit services and increase ridership while representing the system to city leadership and stakeholders.

### Council on Aging/Coast Transportation, Colfax WA

#### ***Transportation Director***, 4/15 to 8/16

Provided strategic, administrative and operational direction for all aspects of this "special needs", demand response, transportation program of the Council on Aging, serving the four counties of SE Washington and the 5 counties of Idaho's District 2. Administered operating and capital contracts with WSDOT and ITD, including direction and supervision of operations, financial matters, and performance. Planned, developed, and implemented various marketing programs as well as monitored performance and worked with local agencies to provide efficient, coordinated public transportation services.

### Community Transportation Association of Idaho (CTAI), Moscow ID

#### ***Mobility Manager for District 2***, 11/13 to 3/15.

Worked to improve transportation services for Idahoans within transportation District 2 for persons with disabilities, older adults, and low-income individuals by optimizing transportation resources provided across multiple public, private, and non-profit programs. Responsible for Transportation Demand Management (TDM) short-range planning, outreach activities, and participation in projects for improving coordination among public transportation and other transportation service providers with the intent of expanding the availability of services within a community.

### Boise State University, Boise ID

#### ***Transportation Demand Management (TDM) and Outreach Coordinator, Transportation and Parking***, 2/13 to 10/13. *Resigned to relocate for husband's job*

Designed, developed, and implemented TDM marketing and outreach programs to encourage the use of alternative transportation to campus, as well as promoted services provided by the Campus Planning and Facilities department, including Architecture and Engineering Services, Facilities and Operations, and Environmental Safety.

## **Community Transportation Association of Idaho (CTAI), Boise ID**

### ***Idaho RideShare Coordinator, 4/11 to 1/13***

Worked 20 hours weekly to manage the RideShare Program for the State of Idaho, encouraging commuters to carpool, vanpool, and take alternative transportation in order to reduce single occupant vehicle trips (SOV) around Idaho.

- Developed and implemented communications and outreach programs including the creation and update of a two-year, state-wide RideShare Plan
- Developed first state-wide ride share event, called Idaho RideShare Week
- Quadrupled the number of active users on idahorideshare.org, and tripled the number of individuals with accounts

## **Professional Experience, Marketing and Communications**

### **Intel Corp., Hillsboro, OR**

#### ***Client Communications Manager, Employee Communications, 5/01 to 4/06***

Developed strategy and drove creation of employee communications designed to positively influence employee perception of Intel's Human Resource programs (attract, retain, and reward). Responsibilities included developing marketing communications strategy and plans, managing large communications programs with multiple business partners, developing employee messaging and positioning, and producing HR collateral that included Intel's Employer Image branding and Intel branding.

#### *Achievements include:*

- Delivered the most compelling Mission and Values poster and employee badge to date (most visible employee communications). Received a grade "A" from CEO's office, using employee focus groups (a first) to demonstrate to management which communications best motivated employees
- Developed first communications benchmarking research w/ 10 industry companies for Intel HR clients. This research was instrumental in educating HR managers regarding communications necessary to influence employees and achieve objectives
- Managed the first employee segmentation research enabling HR to better communicate to different types of employees, and set the direction for future communications investment

#### ***Marketing Programs Manager, 2/97 to 4/01***

Drove sales for a variety of Intel products and services (networking products, microprocessors, internet service) through the development of marketing communications and promotions plans, campaigns, materials, and videos. Worked with worldwide counterparts to analyze customer needs, and determine optimal communication and channel strategies to meet sales objectives.

### **McClenahan Bruer Communications, Beaverton, OR**

#### ***Senior Communications Counsel, 1/96 to 1/97***

Provided strategic and creative marketing communications counsel, with an emphasis on public relations, to clients in the electronic design automation (EDA) industry. Responsible for developing and implementing marketing communications plans, writing press materials and collateral, assisting in creative development, and maintaining relationships with key industry analysts and editors.



## **Dynamix, Inc., Eugene, OR**

### ***Assistant Brand Manager, 6/94 to 6/95***

Planned and executed all marketing and promotional opportunities for several games for this PC game manufacturer: including communications, retail sales promotions, pricing, ROI analysis, market research, brand identity, and packaging. Successfully brought several PC game brands to market before the marketing department relocated. Experienced in marketing simulation, action and adventure, and children's games.

## **Spectra-Physics, Inc., Eugene, OR**

### ***Market Communications Manager, 1/93 to 5/94***

Responsible for managing the marketing communications department: all advertising, PR, direct mail, trade shows, events, collateral, lead qualification, and literature distribution programs, in three bar-code scanner markets. Launched the flagship grocery scanner so successfully, the top competitor attempted (unsuccessfully) to order Spectra-Physics to cease and desist distributing promotional materials. Responsible for a budget of \$700,000 annually. Managed a department of three, as well as outside agencies, to meet objectives and goals.

## **Intel Corp. , PC and LAN Enhancement Division, Beaverton, OR**

### ***Marketing Communications Manager, 2/91 to 12/92***

Managed all communications activities for one business unit with direct profit and loss responsibility. Developed and implemented both the strategic and tactical plans for advertising, PR, promotions, collateral, packaging, sales tools, and trade shows. Managed outside agencies and internal resources to meet objectives and goals. Responsible for a budget of over \$1,000,000 annually.

### ***Trade Show and Events Specialist, 12/89 to 2/91***

Planned, coordinated and executed all trade shows and related events for this retail division of Intel. Successfully provided strategic direction as well as managed outside agencies and internal volunteers. Achievements include developing the first sales lead-tracking qualification program, successful pre-show promotions, and the first trade show return on investment (ROI).

### ***Public Relations Specialist, 11/87 to 11/89***

Directed and coordinated PR activities for 5 product lines. Worked with the PR agency to develop strategic plans and implement tactics. Achievements include twelve product introductions and five annual PR plans.

## **Education**

**Bachelor of Science Degree, Marketing, University of Oregon, Eugene, Oregon**



Rebecca Couch  
PO Box 759  
Asotin, WA 99402  
[director@lewisclarkmpo.org](mailto:director@lewisclarkmpo.org)  
208-298-1345

February 27, 2025

Shauna Miller  
Idaho Transportation Department  
Public Transportation Office  
206 Frontage Road  
Lewiston, ID 83501  
[shauna.miller@itd.idaho.gov](mailto:shauna.miller@itd.idaho.gov)

**Subject: Recommendation for Suzanne Seigneur – Public Transportation Advisory Committee, District 2**

To Whom It May Concern,

I am pleased to recommend Suzanne Seigneur for the Public Transportation Advisory Committee (PTAC) for District 2. With over 13 years of experience in public transportation in Idaho, Suzanne has extensive transit knowledge and has demonstrated her dedication to constantly improving transit services and supporting local providers.

Suzanne began her career at the Community Transportation Association of Idaho, leading the rideshare program to promote carpooling, then as a mobility manager promoting public transportation in District 2. For the past decade, she has worked as a transportation provider, delivering essential services and mentoring others in District 2 to expand transit options. As the Manager of the Lewiston Transit System, Suzanne has served on the Lewis Clark Valley Metropolitan Planning Organization Technical Advisory Committee and has been a major asset for the MPO in advancing transit services to meet the needs of the public in the Lewis Clark Valley.

Her hands-on experience, leadership, and commitment to collaboration make her an excellent candidate for the PTAC. Suzanne's insights and dedication to public transportation will be a great asset to the committee.

I strongly recommend her for this role. Please feel free to contact me at 208-298-1345 or [director@lewisclarkmpo.org](mailto:director@lewisclarkmpo.org) for any further information.

Sincerely,

*Rebecca Couch*

Rebecca Couch, Director  
Lewis Clark Valley Metropolitan Planning Organization

*On the Road to the Future!*

Telephone 208-298-1345 | [www.lewisclarkmpo.org](http://www.lewisclarkmpo.org) | PO Box 759 – Asotin WA – 99402  
Member Agencies: City of Asotin, WA, City of Clarkston, WA, City of Lewiston, ID, Asotin County, WA, Nez Perce County, ID



Heart of the Arts



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Council Member

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Council Member



Bill Belknap  
City Administrator



City of Moscow, City Hall  
c/o Bill Belknap, City Administrator  
206 East 3rd Street  
P.O. Box 9203  
Moscow ID 83843  
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Fax (208) 883-7018

Website: [www.ci.moscow.id.us](http://www.ci.moscow.id.us)  
Hearing Impaired (208) 883-7019



February 28, 2025

Scott Stokes, Director  
Bill Moad, Chairman  
Idaho Transportation Department  
11311 W. Chinden Blvd  
PO Box 7129  
Boise, ID 83707-1129

Subject: Recommendation for Suzanne Seigneur – Public Transportation Advisory Committee, District 2

Dear Director Stokes, Chairman Moad, and Members of the ITD Board,

I am pleased to provide this letter of recommendation for Suzanne Seigneur in support of her application for the Public Transportation Advisory Committee (PTAC) representing District 2 as my successor. Suzanne has 13 years of dedicated service to public transportation in Idaho and has demonstrated a strong commitment to improving transportation services and supporting transit providers statewide.

I have worked with Suzanne since she began her career with the Community Transportation Association of Idaho, with the rideshare program, promoting ridesharing and carpooling solutions. Over the past decade, she has worked as a transportation provider, not only delivering essential services to the community but also mentoring other transportation providers in District 2, helping to strengthen and expand transit options in the region.

Suzanne brings a deep understanding of the challenges and opportunities within public transportation. Her hands-on experience, leadership, and dedication to fostering collaboration among providers make her a good candidate for the PTAC. Her insights and commitment to improving transportation services in District 2 would be a valuable asset to the committee.

I strongly recommend Suzanne for this position. Her experience, expertise, and passion for public transportation will contribute to the success of the Public Transportation Advisory Committee.

Please feel free to contact me at 208-596-8242 or [aanderson@ci.moscow.id.us](mailto:aanderson@ci.moscow.id.us) if you require any further information.

Sincerely,

  
Alisa J. Anderson, Grants Manager

WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 2 with one submitted application; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted application from March 3, 2025 to April 2, 2025; and

WHEREAS, the submitted application was reviewed by the PTAC at their April 3, 2025 meeting where the council determined the applicant is qualified to fill the District 2 position.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board has determined to appoint Suzanne Seigneur for the District 2 Public Transportation Advisory Council position for the term July 1, 2025 through June 30, 2028.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date May 15, 2025

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

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

Presenter's Name Monica Crider	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 AGREEMENT	TOTAL AUTHORIZATION
23456 <sup>1</sup> / Design	I-84, Meridian Rd to Eagle Rd IC, Meridian	3	\$1,495,478	\$1,500,000	\$90,150	\$1,585,628

- 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*)

Resolution on page 127.



**DATE:** March 20, 2025

**Program Number(s)** A23(456)

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

**Key Number(s)** 23456

**FROM:** Jason Brinkman  
District 3 Engineer

**Program ID, County, Etc.** I-84, MERIDIAN  
RD IC TO EAGLE RD IC, MERIDIAN

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Ardurra Group, Inc. professional services agreement for I-84, Meridian Rd to Eagle Rd IC, Meridian

The purpose of this project is to improve mobility and safety on I-84 between the Meridian Road Interchange and the Eagle Road Interchange by adding an auxiliary lane on I-84 and an additional lane and shoulder on the eastbound on- and off-ramps.

In March 2022, through a Request for Proposal (RFP), Ardurra Group, Inc. was selected to provide design services.

In August 2022, The Board authorized the agreement amount for design services up to \$1,500,000. The original agreement was written for \$1,495,478.

Traffic study results show the need for a second right turn lane on the eastbound off ramp at Eagle Road. The additional work has been negotiated at \$90,150, bringing the total cost of design services to \$1,585,628. This is approximately 12% of the programmed construction funding.

Currently, there is \$1,500,000 obligated for Design Services by consultants. Additional funding will be covered by statewide balancing. No agreement will be written without enough obligated funding.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### RESOLUTION

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

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

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

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

KEY NUMBER/ SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AGREEMENT	TOTAL AUTHORIZATION
23456 <sup>1</sup> / Design	I-84, Meridian Rd to Eagle Rd IC, Meridian	3	\$1,495,478	\$1,500,000	\$90,150	\$1,585,628

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 May 15, 2025 **No**

**Presentation:** Consent Item ☐ Informational Calendar Item ☐

**Presentation:** Informational ☒ Action with Resolution ☐ Time Needed: 5 mins

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

Federal Formula Program Funding Update		
Key Number N/A	District N/A	Route Number N/A

## Background Information

Idaho has received full FY25 obligation authority through September 30, 2025 via a continuing resolution passed on March 15, 2025.

Obligation authority through September 30th is \$406.6 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 and the Fiscally Responsible Highway Funding Act of 2024. Idaho has received apportionments of \$469.7 million. FY25 obligation authority through September 30, 2025 is 86.6% of apportionments.

### Exhibit 1: Formula Funding for FY2025

<b>IIJA FY2025</b>	
<b>Apportionments + Bridge + Hwy Infra.</b>	
Federal Aid Only	\$469,648
Including Match	\$506,850
<b>Obligation Limits through 9/30/2025</b>	
Federal Aid Only	\$406,584
Including Match	\$447,298

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from December 2024 Highway Funding Plan.
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 9/30/25.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

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

Program	Allotted Program Funding through 9/30/25	Program Funding Remaining as of 4/30/25
All Other SHS Programs	\$280,040	\$152,575
GARVEE Formula Debt Service*	\$63,432	\$51,941
State Planning and Research*	\$9,434	\$5,243
Metropolitan Planning*	\$2,442	\$1,338
Freight	\$7,432	\$7,080
Railroad Crossings	\$2,152	\$425
Recreational Trails	\$1,137	\$1,137
STBG - Transportation Mgt. Area	\$8,890	\$6,692
Transportation Alternatives (TMA)*	\$1,219	\$620
Carbon - TMA	\$783	\$783
STBG - Local Large Urban	\$7,572	\$7,008
Carbon - Large Urban	\$6,103	\$4,253
STBG - Local Small Urban	\$3,533	\$3,344
STBG – Local Rural	\$13,239	\$14,761
Transportation Alternatives (Urban/Rural)*	\$7,554	\$6,391
Local Bridge*	\$17,794	\$18,358
Off System Bridge*	\$6,750	\$5,226
Local Safety	\$7,792	\$9,465
<b>Total</b>	<b>\$447,298</b>	<b>\$296,641</b>

Notes:

1. All dollars in Thousands.
  2. Allotments based on the December 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 April 30<sup>th</sup>.
- \* 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 May 15, 2025

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

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

Presenter's Name Justin Pond	Presenter's Title Right of Way Manager
Preparer's Name Justin Pond	Preparer's Title Right of Way Manager

### Subject

Administrative Settlement over \$200,000.00		
Key Number 20033	District 4	Route Number SH-75

### Background Information

As per Board Policy 4005, the Director or a delegate may authorize an administrative settlement for up to \$200,000 over the reviewed fair market value of properties appraised up to \$1,000,000. Proposed settlements exceeding \$200,000 shall come before the Board for approval. An administrative settlement is a settlement, authorized by the responsible official, in excess of the approved just compensation. Under appropriate circumstances, an administrative settlement may be made to motivate an amicable settlement with an owner and thus avoid recourse to legal proceedings.

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

Approve: KN 20033, Project No. A020(033) SH-75, Elkhorn Rd to River St, Ketchum, Parcels 43 & 82, an administrative settlement over \$200,000.00. Resolution on page 129.

WHEREAS, the Idaho Transportation Department is acquiring right-of-way along SH-75, Elkhorn Rd. to River St., for Project No. A020(033); and

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

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcels 43 and 82.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an administrative settlement over \$200,000 for the right-of-way acquisition along SH-75, Elkhorn Rd. to River St., for Project No. A020(033), Key Number 20033, Parcels 43 and 82.