



## A G E N D A

### District 3 Idaho Transportation Investment Program Outreach Workshop and Regular Meeting of the Idaho Transportation Board

June 12 & 13, 2024

#### June 12, 2024

District 3, Courtyard Marriott  
1789 S. Eagle Road  
Meridian, Idaho

#### District 3 Tour

- 9:30 Pick up board members at SpringHill Suites, 6325 N. Cloverdale
- 9:45 Arrive at District 3 Office
- 9:50 Pick up board members arriving at Aeronautics
- 10:00 Visit Coffey Shed to meet staff and learn about new equipment
- 11:00 Virtual tour of current and future planning projects
- 11:45 Depart to Courtyard Marriott
- 12:15 Board lunch

#### ITIP Outreach Workshop

- 1:30 Welcome
- 1:45 Review Project Display Boards
  - Interact with Board, ITD Executives and Staff
- 2:10 ITD's District 3 Priorities
- 2:30 ITD Section Updates: DMV, Aeronautics, Public Transportation and Highway Safety
- 2:50 Policy Directive Updates for Locals
- 2:55 Local Highway Technical Assistance Council Updates
- 3:05 Q&A
  - Local Partners Update Board and Ask Questions
- 3:55 Closing Remarks
- 4:00 Adjourn (estimated time)

\*All listed times are in MDT and are estimates only. The Board reserves the right to move agenda items and adjust the time schedule. The meeting is open to the public, except for the executive session.

-Attendance is mandatory and lunch cannot be claimed on per diem.



**June 13, 2024**  
District 3 Office  
8150 Chinden Blvd.  
Garden City, Idaho

Listen:

Dial 1-415-655-0003 US Toll  
a. access code: 2630 720 0504  
b. meeting password: 1234

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

KEY:

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

**Workshop**

**Time\***

**Information Items**

1. <b>Introduction and Overview</b> – Chief Administrative Officer Tolman	<b>8:00</b>
2. <b>Revenue Trends</b> – Economic and Research Mgr. Thompson	<b>8:05</b>
3. <b>FY26 Budget Overview</b> – Financial Manager Hansen	<b>8:15</b>
4. <b>Salary Equity Analysis</b> – Chief Deputy McElhinney	<b>8:25</b>
5. <b>Six-Year Capital Facilities Plan</b> – Capital Facilities Mgr. Pirc	<b>8:40</b>
6. <b>New Highway Maintenance Equipment</b> – Maintenance Ops. Mgr. Spoor and Maintenance Services/Fleet Mgr. Dick	<b>8:55</b>
7. <b>Break</b>	<b>9:15</b>
8. <b>FY26 Budget Line Item Details</b> – Financial Manager Hansen	<b>9:25</b>
9. <b>Summarize FY26 Budget Request</b> – Financial Manager Hansen	<b>9:35</b>
10. <b>Draft FY25 – 31 Idaho Transportation Investment Program (ITIP)</b> - Program Control Manager Wonacott	<b>9:45</b>
11. <b>Public Outreach</b> – Senior Public Information Officer Jahns	<b>10:05</b>

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8150 Chinden Blvd.  
Garden City, Idaho

**Business**

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		Page #	Time*
Action Item	<b>1. CALL MEETING TO ORDER</b>		<b>10:25</b>
Info Item	<b>2. SAFETY SHARE:</b> Safety Compliance Officer Larsen		
Action Item	<b>3. BOARD MINUTES – May 15 &amp; 16, 2024</b> .....	5	
Info Item	<b>4. BOARD MEETING DATES</b> .....	22	
	Next meeting is July 23 & 24 in Coeur d'Alene, District 1		
Action Item	<b>5. CONSENT CALENDAR</b> .....	23	
HWY	Safety Rest Area and Oasis Partnerships update.....	24	
HWY	GARVEE Program Annual Legislative Report.....	28	
HWY	State Highway Functional Classification 2024 update.....	31	
DIR	FY25-28 Strategic Plan Report .....	33	
HWY	Contracts to award.....	43	
Info Items	<b>6. INFORMATIONAL CALENDAR</b>		
HWY	Contract award information and current advertisements .....	52	
HWY	Professional services agreements and term agreement work tasks report .....	58	
HWY	Non-construction contract awards .....	66	
ADM	Monthly report of federal formula program funding through May 29 <sup>th</sup> .....	67	
ADM	State Fiscal Year 2024 financial statements .....	69	
	<b>7. ADOPT-A-HIGHWAY PRESENTATION</b>		<b>10:30</b>
	Vice Chair DeLorenzo: Canyon County Sheriff's Alternative Program		
	<b>8. DIRECTOR'S MONTHLY REPORT:</b> Director Stokes		<b>10:40</b>
	<b>9. DISTRICT ENGINEER REPORT:</b> District 3 Engineer Brinkman		<b>11:00</b>

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June 13, 2024  
Garden City, Idaho

Page # Time

## 10. AGENDA ITEMS

## Information Items

COM \_\_\_\_\_ Idaho Traffic Safety Commission annual update.....93 11:20  
Middleton

COM \_\_\_\_\_ District 3 safety partner update ..... 94 11:25  
Middleton/Wills

## Action Items

COM \_\_\_\_\_ FFY2025 Annual Grant Application approval ..... 95 11:35  
Middleton (Resolution on page 96)

HWY \_\_\_\_ Draft FY25 – 31 Idaho Transportation Investment Program review ..... 97 11:45  
Wonacott (Resolution on page 98)

HWY \_\_\_\_\_ Request to approve consultant agreements ..... 99 11:50  
Crider (Resolution on page 109)

## Information Item

HWY \_\_\_\_ SH-55 Eagle Road update..... 112 12:00  
Trimboli

## Action Items

HWY \_\_\_\_ SH-55, Farmway Road to Middleton Road bid award ..... 116 12:20  
Schroeder (Resolution on page 118)

**Action Item 11. EXECUTIVE SESSION** (Forest Conference Room) **12:25**  
PERSONNEL ISSUES [SECTION 74-206(a), (b)]  
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

## 12. ADJOURNMENT (estimated time)

1:05

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REGULAR MEETING  
IDAHO TRANSPORTATION BOARD

May 15 - 16, 2024

The Idaho Transportation Board met at 10:00 AM on Wednesday, May 15, 2024, in Twin Falls, Idaho. The following principals were present:

William (Bill) H. Moad, Chairman  
James R. Thompson – District 1  
Gary Osborn - District 2  
Julie DeLorenzo, Vice Chair – District 3  
Mitch Watkins, Member – District 4  
John Bulger, Member – District 5  
Bob Hoff, Member – District 6  
Scott Stokes, Director  
Dan McElhinney, Chief Deputy/Chief Operations Officer  
Lorraine Dennis, Business Executive to the Board

District 4 Tour and Outreach Workshop. The Board met at the District 4 Twin Falls Residency building where they engaged with staff and had hands-on experience learning about how to operate various road equipment. Following the tour, the Board convened at the Hilton Garden Inn for the Outreach Workshop with local transportation officials.

Chairman Moad and Member Watkins welcomed participants of the Idaho Transportation Investment Program (ITIP) Outreach Workshop. Director Stokes gave opening remarks, shared a video highlighting the Idaho Transportation Department's (ITD) functions, spoke of investing with purpose and highlighted ITD's 50-year anniversary. District 4 Engineer Jesse Barrus facilitated the workshop. Participants had time to view project and program display boards and interact with executive staff, the Board and district staff. They reconvened to hear presentations from ITD staff and the Local Highway Technical Assistance Council (LHTAC). CD McElhinney presented a statewide project delivery and construction success update and DE-4 Barrus presented a Local Transportation Grant Program update and District 4 priority projects information. Motor Vehicle Administrator Lisa McClellan gave an update on DMV, Aeronautics Administrator Tom Mahoney presented information on aeronautics, Senior Transportation Planner Shauna Miller provided an overview on Public Transportation, and Grants Officer Jillian Garrigues shared information on the Office of Highway Safety. Chief Administrative Officer Dave Tolman presented an update on ITD funding and distribution to Locals, and LHTAC Administrator Laila Kral provided an overview on LHTAC's programs and funding. The Workshop included an open forum for local transportation officials to ask questions and share comments and then concluded with closing remarks from Director Stokes.

WHEREUPON, the Idaho Transportation Board's tour and workshop recessed at 3:35 PM.

May 16, 2024

The Idaho Transportation Board convened at 8:00 AM on Thursday, May 16, 2024, for a tour of the US-93 building site and then began the business meeting at the District 4 Office in Shoshone, Idaho. Members and principals from previous day were present. Lead Deputy Attorney General Tim Thomas joined.

US-93 Site Tour. Board members and key principles stopped at the build site off US-93 that is being considered as a potential site to relocate the Jerome Maintenance Shed.

Safety Share. Transportation Tech. Operations K.C. Marcroft reported on spring run-off and the importance of watching for rocks and other hazards while driving.

Board Minutes. Member Hoff made a motion to approve the minutes of April 17 - 18, 2024, seconded by Member Vice Chair DeLorenzo, and the motion passed unanimously.

Board Meeting Dates. The next meeting is June 12 & 13 in Boise, District 3.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB24-31

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 local highway programming adjustments in the FY24-30 ITIP, adding projects to the Leading Idaho Local Bridge Program and contracts to reject.

1) Local highway programming adjustments in the FY24-30 Idaho Transportation Investment Program (ITIP). LHTAC prepared a program adjustment advancing projects and delaying others to balance allocated federal funds. The projects to be advanced are for Simco Road Rehabilitation and Safety Improvements, Mountain Home Highway District KNs 21981, 22879 and 24280. The projects to be delayed are Pine-Featherville Road Rehabilitation, Mountain Home Highway District KNs 22889 and 22606 in addition to several local safety projects to balance out funding in each program year.

2) Add projects to the Leading Idaho Local Bridge Program. At the March 14, 2024 quarterly business meeting, the LHTAC Council approved a request for an additional \$2,450,000 to fund feasibility studies, preliminary engineering and preliminary geotechnical/environmental work on 15 bridges in anticipation of the Idaho Legislature approving the third \$200 million round of funding for this program. Included in this list of bridges were four bridges that were

not previously approved for funding. The amount LHTAC Council approved for preliminary work on these four bridges is \$800,000 and the bridges requested for inclusion to the Program.

3) Contracts to reject. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate that require justification for key #18807, River Street, Walnut to Galena, Hailey, Staker & Parson Construction – bid amount \$4,317,082; and key #24243, various signal upgrades, Electric 1 West – bid amount \$2,156,120. The Locals and District do not believe re-advertising the project would result in lower bids and recommends rejecting the bid to revise the project scope and rebid at a later date.

Informational Items.

1) Contract awards and advertisements. There were 11 ITD contracts awarded that did not require Board approval from April 1 - 30, 2024. From October 1, 2023 to April 30, 2024, 62 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 April 1 – 28, 2024, 29 new professional services agreements and work tasks were processed, totaling \$15,249,653. Eight supplemental agreements to existing professional services agreements were processed during this period for \$680,420.

3) Non-construction contract awards. Per Board Policy 4001 that requires reporting non-construction professional service agreements executed in the previous month, there is one to report. Contract awarded to High Street Consulting Group for \$80,975.27.

4) Draft FY25-28 Strategic Plan Report. Idaho Code 67-1903 – 67-1904 requires all state agencies to submit an annual Strategic Plan covering a minimum of four years. The required elements as established in Idaho Code, and additional guidance set by DFM include a vision and mission statement, goals and objectives, performance measures and benchmarks, and key external factors. The draft plan is submitted for the Board's input with approval next month.

5) Monthly report of federal formula program funding through May 1. Idaho received obligation authority (OA) of \$421.3 million through September 30, 2024. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$477.3 million. FY24 OA through September 30, 2024 is 88.3% of apportionments. Allotted program funding is \$467.8 million with \$219.6 million remaining.

Adopt-A-Highway. Members of the Northside Wranglers 4H Club were absent. The award was not presented.

Board's State Highway System Adjustments Subcommittee Report. Vice Chair DeLorenzo reported the Subcommittee met on April 25, 2024 to discuss two issues - the US-93 Snake River

crossing and a US-26 relinquishment to Bonneville County. Both items are on today's agenda and supported by the Subcommittee.

Director's Monthly Report. Director Stokes reported Employee Appreciation Week was held last week that included presenting ITD's Impact Awards. Some highlights included two virtual statewide employee town hall sessions were held drawing about 500 people the first day and 300 the next. The department's Impact Awards recognizes employees in nine different categories - the safety team, maintenance team, and maintenance person of the year, trailblazer and vanguard awards, professional and engineer of the year, ideal workplace and Kimbol Allen Excellence in Innovation awards. Director Stokes announced the winners and provided some background. In keeping with celebrating ITD's 50-year anniversary, Director Stokes shared a photo of the Perrine Bridge that was under construction at the time.

District Engineer Report. District 4 Engineer Jesse Barrus presented his annual district update framed around the department's five focus areas in safety, invest the purpose, external engagement, ideal workplace and innovation. Some highlights included they have an employee who will receive a 55-year safety award. Twelve of the 21 projects for FY25 have been delivered. The Kimberly Interchange is expected to be done this year with S. Jerome Interchange early 2026, and the Heyburn and Burley Interchanges completion in fall 2027. In partnership with the City of Stanley, several traffic improvements were made on SH-21. District 4's Connie Jones received the Career Achievement Award and James Bennett was co-winner of the Kimbol Allen Award in Innovation. District 4 submitted 15 innovations estimating a savings of \$101,234 and 5824 hours saved.

In response to Chairman Moad's question regarding the increase in District 4's construction budget and the number of employees, DE-4 Barrus stated their budget has grown from about \$25 - \$30 million to \$350 million with just work on the Interstate. No additional employees were added. They leveraged consultants to perform the increased engineering and inspection work.

US-93 Traffic and 3rd Snake River Crossing. CD McElhinney outlined the study completed to date and acknowledged the regional and city partners who were present at the meeting including Third River Crossing Joint Powers board members led by Commissioner Reinke and Magic Valley MPO members.

DE-4 Jesse Barrus reported with the US-93 Traffic Feasibility Study done, consideration for river crossing options along the Snake River Canyon, and the formation of the MVMPO culminates a viable pathway forward to continue discussions to identify solutions.

MVMPO Member Jason Brown, also a City of Twin Falls Council Member, provided an overview on the roles and responsibilities of an MPO, the creation of the MVMPO and its membership, the MPO website, current and upcoming activities, and its position on a Snake River crossing. Some highlights included with the recent designation, there are now six MPO's in Idaho. The MVMPO held its first policy board meeting on March 13, 2024. The MPO is comprised of seven cities (Kimberly/Twin Falls), highway districts (Hillsdale/Jerome/Twin Falls),

and counties (Jerome/Twin Falls) and ITD. Currently, they are working on hiring an executive director. The MVMPO supports the continued development of a new Snake River crossing.

In response to Vice Chair DeLorenzo's question if the City of Jerome is outside the MPO area, MVMPO Member Brown stated they are; however, the City opted to be outside to retain its current business model. They still have a good working relationship with the City. Member Watkins commented, the City's choice to opt out is not a reflection of its support for a river crossing to which MVMPO Member Brown affirmed.

DE-4 Jesse Barrus provided an overview on the draft study goals, history of the Perrine and Hansen Bridges, existing daily traffic volumes, current and projected traffic congestion, commercial truck traffic trip data, and six projects/costs identified in the Traffic Feasibility Study. The City of Twin Falls confirmed in the study another bridge is not requested in the city limits. Some highlights of the study's findings and stakeholder meetings included the current US-93 intersections level of service is good with potential traffic volumes until 2050, but a west end crossing is a priority connecting south of Jerome to US-93 (or US-30 or SH-46 widening), and needed intersection improvements on US-93 in Twin Falls and widening of SH-50/Hansen Bridge. DE-4 Barrus concluded by outlining the three recommended proposals as stated in the resolution below.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, ITB24-32 mobility, and economic opportunity; and

WHEREAS, ITD District 4 has studied the regional traffic impacts and feasibility of a new Snake River Crossing in the Twin Falls area; and

WHEREAS, there is stakeholder and public support for a new Snake River Bridge Crossing west of Twin Falls as well as support for improvements to Blue Lakes Boulevard and Pole Line Road and improvements for SH-50 including Hansen Bridge; and

WHEREAS, ITD District 4 has received a recommendation from the Board's Subcommittee on State Highway System Adjustments to bring this to the Idaho Transportation Board.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves District 4 to invest in three projects including: 1) an intersection analysis and value engineering design for US-93, Blue Lakes Boulevard and Pole Line Road, that will result in a future project to improve traffic flow; 2) a bridge and roadway project for Hansen Bridge and SH-50 for five miles to widen the roadway within state right of way and widen or replace the Hansen Bridge over the Snake River; and 3) launch the NEPA process for a new Snake River Crossing that will utilize the recent feasibility study information and coordinate

with the new Magic Valley MPO to consider options for an additional downstream bridge crossing potentially extending SH-25 or SH-79, or widening US-30 or SH-46.

*BE IT FURTHERED RESOLVED*, that the Idaho Transportation Board approves the department to allocate an additional \$6.3 million to the \$2.7 million remaining funds from the feasibility study for this work for a total of \$9 million. New funding allocation will be \$4 million from FY24 Planning/Scoping funds and \$2.3 million from FY25 Planning/Scoping funds, and will be programmed utilizing the existing key number and two new key numbers in the FY24-30 ITIP.

In the interest of time, Chairman Moad moved up the Teen Traffic Safety Outreach board item to accommodate a guest co-presenter.

Teen Traffic Safety Outreach, District 4. Highway Safety Manager Josephine Middleton reported on the May Click It, Don't Risk It campaign that is running now through June 2<sup>nd</sup> with a focus in rural areas who are subject to longer emergency response times. Two brief public service announcements (PSA) were shared aimed at increasing seat belt usage from 87% to 100%.

Hailey Police Department Officer Morgan Ballis is the School Resource Officer for Wood River High School and President of the Idaho Association of School Resource Officers. He reported the IASRO is hosting its first conference in June with a focus on educating the community on seat belt usage, and aggressive and distracted driving.

In response to Member Watkins question if PSAs are available in Spanish, HSM Middleton stated they have some print material available; however, they are working with the partners to increase education with migrant workers.

State FY24 Financial Statements. Chief Administrative Officer Dave Tolman reported on the department's quarterly financial update. Some highlights included actual revenues to the State Highway Fund (SHF) are ahead of forecast about 2.5%. The Highway Distribution Account is about 2.3% ahead of forecast. Expenditures in SHF for contract construction are \$466.4 million. State Aeronautics Fund revenue is 2% below forecast and expenditures are lower in trustee and benefits due to project readiness by the Locals. The TECM Fund is slightly below forecast with expenditures as planned. The Strategic Initiatives Program Fund (SIPF) balance as of March 31, 2024 is \$230.2M and is fully programmed with projects. CAO Tolman noted interest revenue for the SIPF has not been recorded since June 2023 due to delays at the Treasurer's Office. Expenses for GARVEE is \$28.1M, TECM - \$170.8M, and CARES Act - \$3.2M.

In response to Member Bulger's question regarding the GARVEE debt service, CAO Tolman responded the bonds issued were 18-year so the debt service would be met in 2041.

2025 ITD Legislative Ideas. Government Affairs Manager Colby Cameron reported on the department's three clean up legislative ideas that are all coming from the DMV division. They are 1) exempt agency trailer plates and commercial motor vehicle temporary permits, 2) one-year permits and prior Idaho drivers license holder's knowledge testing, and 3) black and white photos for drivers licenses and ID cards. Next steps include submittal to the Division of Financial Management mid-June, Board review of draft legislation in June or July and final proposed legislation submittal to DFM mid-August.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for consultant agreement authorization. The projects, as shown in the resolution, are US-95, McArthur Lake, Boundary County by David Evans and Associates; and Ada County Highway District's Access to Opportunity federal grant by Parametrix. SDE Crider reviewed the previous approved agreement authorization and outlined the requested authorization for each project.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) ITB24-33 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	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AUTHORIZATION REQUEST	TOTAL AUTHORIZATION
20662 <sup>1</sup>	US-95, McArthur Lake, Boundary County	1	\$997,080	-	\$618,882	\$1,615,962
23833 <sup>1</sup>	Access to Opportunity, ACHD	ACHD	-	-	\$6,459,500	\$6,459,500

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

Roadway Relinquishment of a Portion of US-26 Near Idaho Falls, Bonneville County.

District 6 Engineer Jason Minzghor reviewed the proposed relinquishment of US-26 from Woodruff Ave (MP 335.78) to Beaches Corner (MP338.23). ITD and Bonneville County negotiated that ITD will pay to construct Jct. Hitt Road (25<sup>th</sup> E.), including the County's portion of the project, and complete the US-20/US-26 connector prior to the transfer. Staff met with the Board's Subcommittee on State Highway System Adjustments to seek concurrence prior to entering into negotiations with the County on a road closure and maintenance agreement for US-26. The County passed a resolution accepting the agreement terms and signed off on the agreement. The Official Minute, acknowledging the transfer, will be signed by the full Board upon approval, shown as Exhibit 567, which is made a part hereof with like effect. ITD will continue to maintain that segment of US-26 until both projects are done.

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

RES. NO. WHEREAS, Department staff and Bonneville County have drafted and signed a  
ITB24-34 Road Closure and Maintenance Agreement to transfer existing US-26 from  
Woodruff Ave (Mile Post 335.78) to Beaches Corner (Mile Post 338.23); and

WHEREAS, ITD has held a public hearing January 17, 2023 regarding the transfer of ownership and finding no significant opposition; and

WHEREAS, Bonneville County has signed the Road Closure and Maintenance Agreement at its public meeting on March 8, 2023; and

WHEREAS, Bonneville County has passed and recorded an approved resolution (#23-13) on November 15, 2023 to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, Department staff and Bonneville County staff or representative have negotiated that ITD will pay to construct Jct. Hitt Road (25th E.) including Bonneville County's portion of the project. Bonneville County agrees to take ownership of existing US-26 from Woodruff Ave (Mile Post 335.78) to Beaches Corner (Mile Post 338.23) effective after the completion of the Jct. Hitt Road (25th E.) and US-20/US-26 Connector projects; and

WHEREAS, Department staff has met with the Transportation Board's Subcommittee on State Highway System Adjustments, and the subcommittee passed a motion to present the State Highway System adjustment to the Board with a recommendation to approve it.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the existing US-26 from Woodruff Ave (Mile Post 335.78) to Beaches Corner (Mile Post 338.23) as shown in Exhibit B, be and hereby is removed from the State Highway System and relinquished to Bonneville County effective after the completion of the Jct. Hitt Road (25th E.) and US-20/US-26 Connector projects.

Add District 1 FY24 Project to the Pavement Preservation Program. District 1

Engineering Manager Marv Fenn presented the proposed project of adding an additional 0.2 miles of the Spokane Street Business Loop to an existing paving contract held by the City of Post Falls on their local portion of Spokane St. The project would align with the City's recent Local Transportation Grant Program award for the Spokane River Bridge to the I-90 Interchange rehabilitation project. Because of the high volume of maintenance of the I-90 Business Loop, and it being the sole access to cross the river, ITD would like to enter into an agreement with the City adding that additional pavement restoration for a total cost of \$700,000.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds  
ITB24-35 appropriated for construction, maintenance, and improvement of state  
highways; and

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

WHEREAS, ITD will enter into a state/local agreement to share project costs with the City of Post Falls for extending the Spokane Street roadway rehabilitation project.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves \$700,000 in funding for the ITD portion of the project from the FY24 end-of-year balance of the Highway Transportation Program, and to add a project to FY24 of the FY24-30 ITIP.

*BE IT FUTHER RESOLVED*, that the Board authorizes staff to enter into an agreement with the City of Post Falls for the completion of the Spokane St. Business Loop rehabilitation improvement project.

Add District Pavement Projects to FY25 in the FY24-30 ITIP. Project Manager Brad Wolfinger presented the request for the addition of five new pavement maintenance projects that will use FY25 state funds to address critical areas of deteriorating pavement for ITD's District's 1 through 5 – as noted in the table in the resolution below. Using FY25 state funds will allow for construction to take place in the 2024 construction season.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB24-36 Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public's interest for the Department to publish and accomplish a current, realistic, and fiscally constrained Idaho Transportation Investment Program (ITIP); and

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

WHEREAS, Board Policy 4011 directs the Department to establish and maintain a seven-year ITIP that effectively and fully utilizes all available transportation improvement funds; and

WHEREAS, Board Policy 4011 authorizes the Director to add/remove or advance/delay projects to certain programs, and also requires Board approval for mid-year changes to existing projects in the ITIP which involve major scope or delivery changes; and

WHEREAS, a list of new FY25 projects have been identified as beneficial to add to the FY24-FY30 ITIP and be constructed one year early utilizing available FY25 State funds.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the addition of five new District priority pavement projects to the FY24-FY30 ITIP utilizing available FY25 State funds as summarized in the table below.

District	Key #	Route	Project Name	Cost
D1	24660	I 90	I 90, SOUTH RV RD to KINGSTON I.C., SHOSHONE CO	\$4.0 M
D2	24697	US 95	MOSCOW PAVEMENT REPAIRS	\$2.5 M
D3	24667	I 84	I 84, INTERSTATE MP 89-90, ELMORE CO	\$2.0 M
D4	24668	SH 75	BELLEVUE CITY PAVEMENT REPAIR	\$1.6 M
D5	24672	SH 36	MP 10 TO STRAWBERRY SPRING	\$2.0 M
				<b>Total</b> <b>\$12.1 M</b>

Truck Parking Research Report. Freight Program Manager Caleb Forrey provided an update on the Truck Parking Research project reviewing trucking parking history and former surveys, parking inventory, national trends, Idaho's parking data, the Truck Parking Information and Management System (TPIMS) and recommendations. Some highlights included the

department hired HDR to conduct the Idaho Truck Parking Research project that was completed in November 2023. Program funding was made available with the passage of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). From national parking surveys taken 2014 – 2019, there has been a 6% increase in public spaces and 11% in private. In Idaho, there are 3,955 parking spaces at 118 locations. Some key takeaways from the Report included Idaho has a good mix of public and private availability and Idaho's peak demand hours with mid-week high demand align with national trends. USDOT grant funding is available to states to implement truck parking availability system technology. Efforts amongst states, including Idaho, within the North/West Passage are expanding to include TPIMS technology. FPM Forrey concluded by reviewing HDR's recommendations for projects, programs and policy implementation such as installation of occupancy detection to optimize existing capacity, expand private partnerships, and include parking expansion with other highway projects.

Member Thompson commented on the Report noting using technology that allows truck drivers to see the availability of parking options in advance is greatly needed.

In response to Member Bulger's question regarding the Oasis Partnership, FPM Forrey stated those are private partnerships, and although it does not guarantee parking spots, it does provide opportunities to engage in conversations to expand parking options.

In response to VC DeLorenzo's inquiry about where services for truck drivers are lacking, FPM Forrey stated capacity is needed during day hours – especially the noon hour. There are facilities off the interstate every 60 miles and those corridors should be the focus – along with an efficient way to share information through the TPIMS. ITD has not invested in the TPIMS yet. The TPIMS is run by the states. It is not a national system.

Member Watkins commented he supports the applications for finding parking spaces and encourages private partnerships that provide services for truckers. Member Thompson also commented that drivers are mandated to stop and log their time. If they cannot find a place to stop when needed it could be a real problem.

Chairman Moad shared his observations while traveling recently stating some interstates have posted signage, and other areas - especially under high wind warnings, offer no refuge. The Motor Carrier requirements dictate truck drivers to take a 30-minute break after eight hours of consecutive driving. They need places to get off the road and log time. He stated the need to be proactive in finding solutions for Interstate routes that may be overlooked due to the focus on corridors and recognized the investment would be substantial.

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

RES. NO. WHEREAS, it is in the public interest and truck driver's safety for the Department ITB24-37 to adopt enhancements to Idaho's Truck Parking infrastructure; and

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) legislation, truck parking has become a nationwide topic of interest among commercial drivers, industry leaders, the Federal government, and States; and

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

WHEREAS; ITD is prepared to implement the recommendation of the 2023 Idaho Truck Parking Report.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the 2023 Idaho Truck Parking Report and directs the Department to implement the Report's truck parking investment recommendations as presented.

City of Twin Falls Applicant Eligibility for FTA Urbanized Area. Senior Transportation Planner Shauna Miller presented the Magic Valley Metropolitan Planning Organization's (MVMPO) request that the City of Twin Falls become the recognized eligible applicant for Federal Transit Administration (FTA) Urbanized Area Funding. Small urbanized areas are populations between 50,000 and 199,999. Public transit providers would be eligible in FY24 to receive FTA funding that is apportioned to the state. The Governor recognized Twin Falls as an official MPO in December 2023.

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

RES. NO. WHEREAS, Idaho Transportation Department and its director are the designated recipients for the federal transit administration funding for the rural transit Program and the small urban transit program within the state of Idaho; and  
ITB24-38

WHEREAS, the Idaho Transportation Board serves as the designated body for approving the recognition of eligible applicants for Federal Transit Administration Urbanized Area Funding; and

WHEREAS, the Magic Valley Metropolitan Planning Organization has chosen the City of Twin Falls to become the eligible applicant for the Federal Transit Administration Urbanized Area Funding in the District 4 Small Urban Area.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the recognition of the City of Twin Falls as the eligible applicant for Federal Transit Administration Urbanized Area Funding for District 4.

Public Transportation 2024-2026 Congressional Application Funding Recommendations. Senior Transportation Planner Shauna Miller reviewed the congressional application funding timeline and process, evaluation criteria, and available funding for each program – 5310 Rural Elderly and Disabled (\$1.3 million), 5311 Rural Formula Grant (\$17.2 million), 5339 Rural Bus

and Bus Facility (\$8 million) and the state's Vehicle Investment Program (\$624,000). Total available funding is \$27.1 million. Some highlights included available funding for these programs are based on an allocation formula amongst ITD's six districts. Per program procedures, Level 1 priority is given to applicants (providers) who received previous funding. In respect to the 5310 Program, the Parma Senior Center requested \$50,000; however, no funds were recommended because this was their first application submittal in comparison to three other competitive providers within the same district who have received funding.

In response to Vice Chair DeLorenzo's question on why Parma Senior Center is not being recommended for funding, STP Miller explained the policy provides for priority levels of funding to ensure continuity of program services and they are unfortunately a Level 2. VC DeLorenzo inquired about how a new provider gets to receive funding with that criteria amongst multiple applicants in District 3 who are Level 1. STP Miller stated, although there is not enough funding for everyone, they connect with other partners to help provide funding opportunities such as with the Interagency Working Group. VC DeLorenzo commented that it is a real problem for these rural communities who need this funding and requested staff to review the current policy's funding priority levels.

In response to Member Bulger's question about AVOT's \$3.3 million 5310 funding request and if there are published guidelines to assist with application submittals, STP Miller stated they encourage providers to submit for their full needs. Member Bulger also asked about the difference between AVOT and the Parma Senior Center, who are both new providers, yet AVOT is recommended to receive \$232,463. STP Miller responded AVOT was the only applicant in District 6 and therefore eligible for the full allocation.

STP Miller provided an overview of the 5311 Program. Some highlights included of the \$17.2 million available funding, they received \$20.5 million in requests. Most applicants' requests were able to receive full funding recommendations.

VC DeLorenzo inquired if the Board can make substitute funding recommendations acknowledging concerns for the Parma Senior Center. DAG Thomas stated the Board can send the recommendations back to ITD for reevaluation. Director Stokes inquired about the award timeline and impacts to delaying overall grant awards. TSP Miller stated information is submitted via the federal grant system 3 to 6 months prior to the anticipated October award.

STP Miller resumed her presentation providing an overview of the 5339 and VIP Programs. Some highlights included of the \$8 million available for the 5339 Program, \$7.965 million is recommended for funding. The balance of unfunded project requests are recommended for CARES funding. Only two applications were received for the VIP Program of which one was incomplete and not eligible. Recommended funding is \$99,200 with a remaining balance of \$524,800.

At the request of DAG Thomas, Chairman Moad stated the Board would take a five-minute recess.

Member Bulger made a motion, seconded by Member Osborn, that the Board acknowledges the projects proposed as submitted, and approves the rural funding amount of \$26,602,536 for submittal to FTA for final approval and that the projects be included in the FY24-30 ITIP and programmed in FY25.

VC DeLorenzo made an amended motion, seconded by Member Thompson, to withdraw the 5310 Elderly and Person with Disabilities Program funding and have staff bring it back to the Board at its meeting next month, and to reduce the Program funding amount by \$1,350,592 for a total Program amount of \$25,251,944.

Chairman Moad called for a vote on the amended motion. It passed unanimously as amended.

Chairman Moad called for a vote on the original motion. The motion failed.

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting, reviewing, ITB24-39 and programming public transportation projects in the rural areas of Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the funding sources include three Federal Transit Administration grants, the 5310 Elderly and Persons with Disabilities Program, 5311 Rural Formula Program, and 5339 Bus and Bus Facilities Program, and one State grant Vehicle Investment Program; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence with comment from the Public Transportation Advisory Council on the proposed projects.

*NOW THEREFORE BE IT RESOLVED*, that the Board acknowledges the projects proposed as submitted, and approves the rural funding amount of \$26,602,536 for submittal to the Federal Transit Administration for final approval.

**Amended language:**

The Board withdraws the 5310 Elderly and Persons with Disabilities Program funding and have staff bring it back to the Board at its meeting next month and to reduce the Program funding amount by \$1,350,592 for a total Program amount to submit to FTA of \$25,251,944.

*BE IT FURTHER RESOLVED*, that these projects are submitted for inclusion in the FY24-30 Idaho Transportation Investment Program and programmed in FY25.

Public Transportation 2024-2026 CARES Relief Funding Program Recommendations.

Senior Transportation Planner Shauna Miller presented the recommended CARES funding application timeline, evaluation criteria, available funding and recommendations. Some highlights included of the available one-time \$5.7 million, they received requests totaling \$9.4 million. Transit providers who were not slated for funding, were recommended for 5339 Bus and Bus Facilities program funding. The Public Transportation Advisory Council reviewed and supported the proposed funding recommendations.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting, ITB24-40 reviewing, and programming public transportation projects in the rural areas of Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the funding sources include the FTA 5311 CARES Relief funds; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects.

*NOW THEREFORE BE IT RESOLVED*, that the Board acknowledges the projects proposed as submitted and approves the rural funding amount of \$5,681,872, for submittal to the FTA for final approval.

*BE IT FURTHER RESOLVED*, that these projects are submitted for inclusion in the FY24-30 Idaho Transportation Investment Program and programmed in FY25.

Public Transportation Advisory Council (PTAC) District 1 Appointment.

Senior Transportation Planner Shauna Miller provided an overview of the candidate for the District 1 PTAC appointment whose current term is due to end June 30, 2024. The application received was from the current member who is also the presiding chair and interested in being reappointed. The selected candidate's 3-year term is for July 1, 2024 to June 30, 2027. The candidate's application was also reviewed by PTAC at its April 25, 2024 meeting.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory ITB24-41 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 1 with one submitted application; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from March 22, 2024 to April 21, 2024; and

WHEREAS, the submitted application was reviewed by the PTAC at their April 25, 2024 meeting where the council determined the applicant meets qualifications to serve.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has determined to reappoint Ryan Luttman for the District 1 PTAC position for the term of July 1, 2024 through June 30, 2027.

Public Transportation Advisory Council District 4 Appointment. Senior Transportation Planner Shauna Miller provided an overview of the three candidates who submitted applications for the District 4 PTAC appointment, of which included the current district member whose term is due to end June 30, 2024. The selected candidate's 3-year term is for July 1, 2024 to June 30, 2027. The candidates' applications were also reviewed by PTAC at its April 25, 2024 meeting and determined qualified to serve.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory Council (PTAC); and  
ITB24-42

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 4 with three submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from March 22, 2024 to April 21, 2024; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at their April 25, 2024 meeting where the council determined the applicants are qualified to fill the District 4 position.

NOW THEREFORE BE IT RESOLVED that the Transportation Board has determined to reappoint Jeffrey McCurdy for the District 4 PTAC position for the term of July 1, 2024 through June 30, 2027.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 12:41 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Bulger seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 2:04 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 2:04 PM.

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WILLIAM H. MOAD, CHAIRMAN  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2024  
\_\_\_\_\_, Idaho

# BOARD MEETING DATES

2024

July 23 & 24 – CDA  
October 16 – Boise

August 21 & 22 – Rigby  
November 13 – Boise

September 18 & 19 – Lewiston  
December 11 - Boise

2024

JANUARY							FEBRUARY							MARCH							APRIL							
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“X” = holiday

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



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## **IDAHO TRANSPORTATION BOARD**

### **RESOLUTION FOR CONSENT ITEMS**

**Pages 24 - 51**

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

ITB 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 Safety Rest Area and Oasis Partnerships update, GARVEE Program Annual Legislative report, state highway functional classification update, FY25-28 Strategic Plan report, and contracts to award.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

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

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

Presenter's Name Steve Spoor	Presenter's Title Maintenance Operations Manager
Preparer's Name Cathy Ford	Preparer's Title Roadside Program Coordinator

## Subject

Update of Safety Rest Areas and Oasis Partnerships		
Key Number	District	Route Number

## Background Information

In accordance with Board Policies 4044 & 5044, this is an update to the Safety Rest Area program and includes an updated rest area map and chart.

In 2024, the rest area chart was updated to reflect current (2023) Average Daily Traffic count data. Most rest area facilities currently meet requirements (MR) in the first section.

Second section shows rest area facilities either planned or not planned for future rehabilitation or expansion.

## Rest Area Projects Programmed

FY21 – The Snake River View rest area – Awarded a contract to renew the landscape areas around the building to include native landscape and a new irrigation system that will require less watering.

FY25 – Bliss EB & WB additional truck parking.

FY28 – Bliss & Juniper rest areas are planned to update ADA requirements and building improvements at all facilities.

FY29 – The North Blackfoot SB rest area will receive building improvements and ADA updates.

FY30 – The North Blackfoot NB rest area will receive building improvements and ADA updates.

Future projects not yet programmed include evaluating Sheep Creek rest area for increase truck parking.

The chart and map reflect current rest area partnership agreements available to travelers.

Attached are the revised safety rest area chart and map for Board approval.

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

Approve attached Rest Area Map and Chart.



# **Idaho Transportation Department**

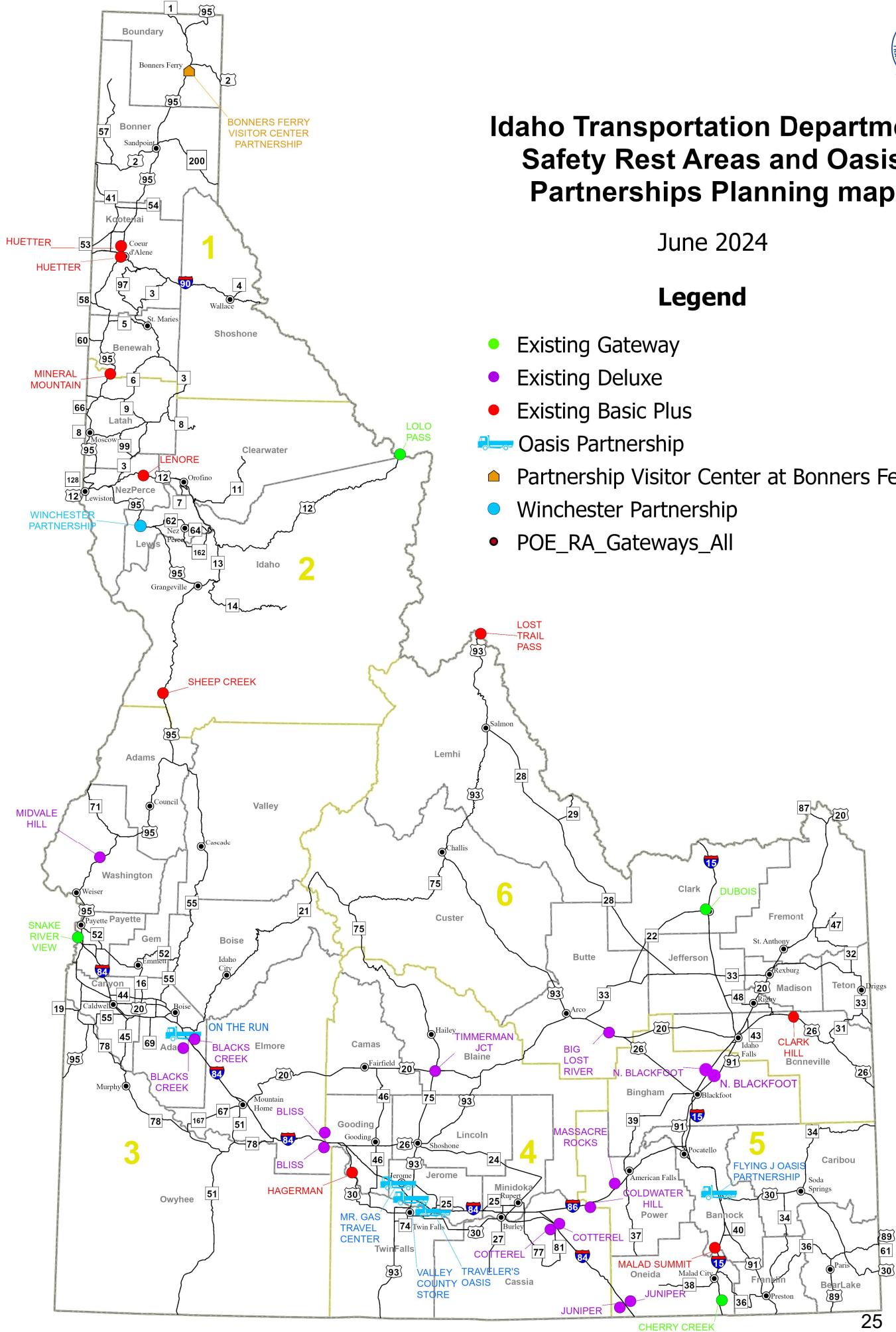
## **Safety Rest Areas and Oasis**

## **Partnerships Planning map**

June 2024

## Legend

- Existing Gateway
- Existing Deluxe
- Existing Basic Plus
-  Oasis Partnership
- Partnership Visitor Center at Bonners Ferry
- Winchester Partnership
- POE\_RA\_Gateways\_All



**2024**  
**SAFETY REST AREAS AND OASIS PARTNERSHIPS PROGRAM**

**BASIC PLUS** – a public roadside facility that is located in areas directly accessible to low to a medium volume State or US highways. A Basic Plus Safety Rest Area will provide the basic human needs to the traveling public plus furnish other amenities such as potable water, flush toilets, and picnic tables.

**DELUXE** – a public roadside facility that is located in areas directly accessible to a medium to high volume State, US, or Interstate highways. A Deluxe Safety Rest Area will include all of the amenities of a Basic Plus Safety Rest Area plus vending machines, designated pet areas and traveler information. The preferred design includes vestibules, where climactic conditions warrant, and at least one family-assist restroom to accommodate people with small children and those assisting others with disabilities.

**GATEWAY** – a public roadside facility that is located in areas directly accessible to a medium or high volume State, US or Interstate highway and located near important regions of the state or tourist entrances into the state. A Gateway Safety Rest Area will include all of the amenities of a DELUXE Safety Rest Area plus adequate space for a staffed Visitor Information Center.

**SAFETY REST AREA CLASSIFICATION**

**Existing Safety Rest Area Meeting Requirements**

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2023
MR	Basic Plus	Sheep Creek	2	US-95	189	2,600
MR	Basic Plus	Mineral Mountain	2	US-95	371	3,500
MR	Deluxe	Midvale	3	US-95	101	4,400
MR	Deluxe	Blacks Creek EB	3	I-84	62	30,000
MR	Deluxe	Blacks Creek WB	3	I-84	62	29,000
MR	Deluxe	Cotterell EB	4	I-84	229	11,500
MR	Deluxe	Cotterell WB	4	I-84	229	11,500
MR	Basic Plus	Hagerman	4	US-30	184	2,100
MR	Deluxe	Timmerman	4	US-20 /SH-75	177/101	2,200/ 4,500
MR	Gateway	Cherry Creek	5	I-15	7	12,500
MR	Deluxe	Big Lost River	6	US-20/26	265	2,600
MR	Basic Plus	Clark Hill	6	US-26	357	5,300
MR	Gateway	Dubois	6	I-15	167	3,400

**Existing Safety Rest Area  
(Rehabilitation, Expansion or Proposed Reconstruction Upgrade)**

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2023
RE	Basic Plus	Huetter WB	1	I-90	8	62,500
RE	Basic Plus	Huetter EB	1	I-90	8	62,500
RE	Basic Plus	Lenore	2	US-12	28	3,700
FY21	Gateway	Snake River View	3	I-84	1	26,000
FY25/28	Deluxe	Bliss EB	4	I-84	133	19,500
FY25/28	Deluxe	Bliss WB	4	I-84	133	19,500
FY28	Deluxe	Juniper NB	4	I-84	269	11,000
FY28	Deluxe	Juniper SB	4	I-84	269	11,000
FY29	Deluxe	North Blackfoot SB	5	I-15	101	28,500
FY30	Deluxe	North Blackfoot NB	5	I-15	101	28,500
RE	Basic Plus	Malad Summit	5	I-15	25	12,000
RE	Deluxe	Coldwater	5	I-86	19	8,000
RE	Deluxe	Massacre Rocks	5	I-86	31	8,300

### Public/Private & Oasis Partnerships

PROG FY	PUBLIC/PRIVATE STOP LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2023
MR	Oasis Partnership with On The Run at Boise	3	I-84/ Gowen IC	59 58	29,000/ 30,500
MR	Oasis Partnership with Flying J Truck Stop at McCammon	5	I-15B	4	6,700
MR	Winchester Partnership Rest Area	2	US-95	252	4,500
MR	Oasis Partnership with Valley County Store at Twin Falls	4	I-84	173	29,000
MR	Oasis Partnership with Mr. Gas Travel Center at Jerome	4	I-84	165	25,000
MR	Oasis Partnership with Travelers Oasis at Twin Falls	4	I-84	182	23,500

### Partnership Rest Area/Visitor Center

PROG FY	VISITOR CENTER LOCATION	PARTNER	DIST.	RTE	APPROX M.P.	HWY ADT 2023
MR	Visitor Center at Bonners Ferry	City of Bonners Ferry	1	US-95B	507	13,000
MR	Rest Area at Lost Trail Pass	Montana Department of Transportation	6	US-93	350	670
MR	Rest Area at Lolo Pass (Gateway)	U.S. Forest Service/ MDOT	2	US-12	174	610

**Total – 35 facilities (29 rest area facilities; 6 partnerships)**

MR – Indicates rest areas that currently meet requirements.

RE – Indicates rest area projects not currently planned that may need rehabilitation or expansion to meet requirements based on facility assessments.

FY – Indicates rest area projects currently planned for rehabilitation or expansion to meet ADA, truck parking & building requirements based on facility assessments.

Delete – Facilities that will be removed from the program and replaced with an OASIS Partnership Agreement.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

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

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

Presenter's Name Eric Staats, PE	Presenter's Title Transportation Program Manager
Preparer's Name Eric Staats, PE	Preparer's Title Transportation Program Manager

## Subject

GARVEE Program Annual Legislative Report		
Key Number	District	Route Number

## Background Information

In 2017, Senate Bill 1206 authorized an additional \$300 million GARVEE bonds. That legislation requires that the Board submit an annual report by June 30<sup>th</sup> of each year. The report describes the planned highway projects and projects under construction that are being financed with GARVEE bonds.

This annual report summarizes the amounts allocated to various GARVEE-approved corridors, summarizes the bond amounts, and graphically shows the location of projects included in this funding authorization.

All of the 2019 Series A GARVEE Bonds have been completely drawn down. Full draw down of the 2021 Series A GARVEE Bonds is on track and will be completely drawn down by summer 2024.

Projects utilizing these two series of bonds are on schedule and tracking well against the budgets:

- Construction of the Granite North project on US-95 (15 miles north of the Garwood area north of Coeur d'Alene) was expected to take three full construction seasons, however, the contractor expedited the work and it opened to traffic in summer 2022.
- The expansion of I-84 from Karcher interchange to Franklin Blvd is complete and the five miles between Franklin Road interchange and the Karcher Road interchange is open to traffic. GARVEE savings from other projects is being utilized on the two-mile Centennial Way to Franklin Road segment in Caldwell that will advertise this summer and be complete in 2026.
- Phase 2 of design of the SH-16 corridor between I-84 and US-20/26 is complete, with Phase 3 anticipated to be complete later this year.

This is the final GARVEE Annual Report based on current authorizations.

Upon approval of this consent item, staff will distribute the annual report.

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

Approval of the 2024 GARVEE Transportation Program Annual Report.



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## 2024 GARVEE Annual Report

### FUNDING

The 2017 Idaho Legislature passed Senate Bill 1206 authorizing \$300 million in additional Grant Anticipation Revenue Vehicle (GARVEE) Bonds for much-needed transportation improvements. The Idaho Transportation Department reviewed the unfunded projects in all of the approved GARVEE corridors and selected these improvements because of their positive benefits to safety and mobility. To complete the critical improvements, the Idaho Transportation Board committed several other sources of state and federal aid to the following transportation corridors:

Funding (millions)		
PROJECT	GARVEE	Total
US-95, Garwood to Sagle	\$75.6	\$84.7
I-84, Caldwell to Nampa	\$141.8	\$433.8 <sup>1</sup>
SH-16, I-84 to US-20/26 <sup>2</sup>	\$86.3	\$137.5
<b>Fund Source Total:</b>	<b>\$303.7<sup>3</sup></b>	<b>\$656.0</b>

<sup>1</sup> Includes Infrastructure for Rebuilding America (INFRA) Grant.

<sup>2</sup> Final design and right-of-way acquisition only. Construction being completed primarily with Leading Idaho and TECM funds, which are not included in this summary.

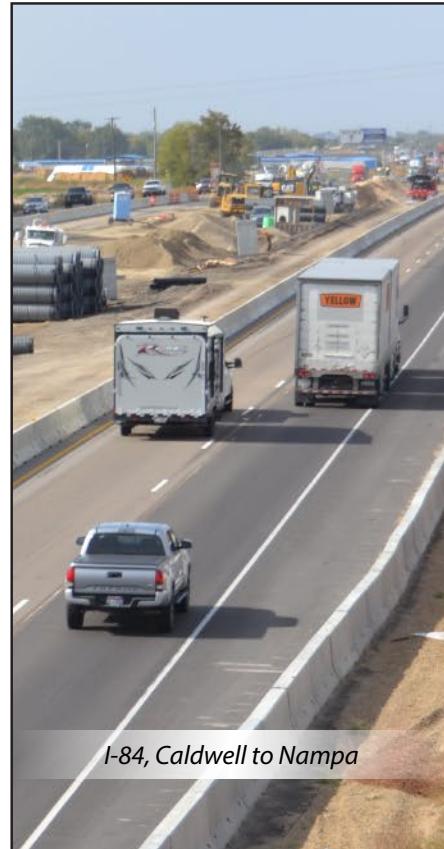
<sup>3</sup> Interest earnings in addition to the \$300 million bond proceeds.

### GARVEE BONDS

ITD secures its GARVEE bonds with a pledge of future federal transportation funding. Bonds are issued on an as-needed basis to ensure that funds are available for the duration of the contract while limiting interest costs, and with consideration of the bond market, interest rates, and draw-down periods.

ITD, in partnership with the Idaho Housing and Finance Association, has issued nine bond series to provide funds for construction projects. In addition, there have been four bond series refinanced and one was paid off with the \$18.5 million allocated funds during the 2022 legislative session, which has resulted in a total weighted average interest rate of 3.40%.

Idaho's GARVEE bonds were issued over multiple years with an 18-year term for each series and structured to have the annual debt service essentially the same each year. The annual debt service is approximately \$62.5M through July 2029. After which, the annual payment drops to approximately \$31.7M. The final debt payment, on the last GARVEE bonds sold in April 2021, is July 2039. This is the final GARVEE Annual Report based on current authorizations.

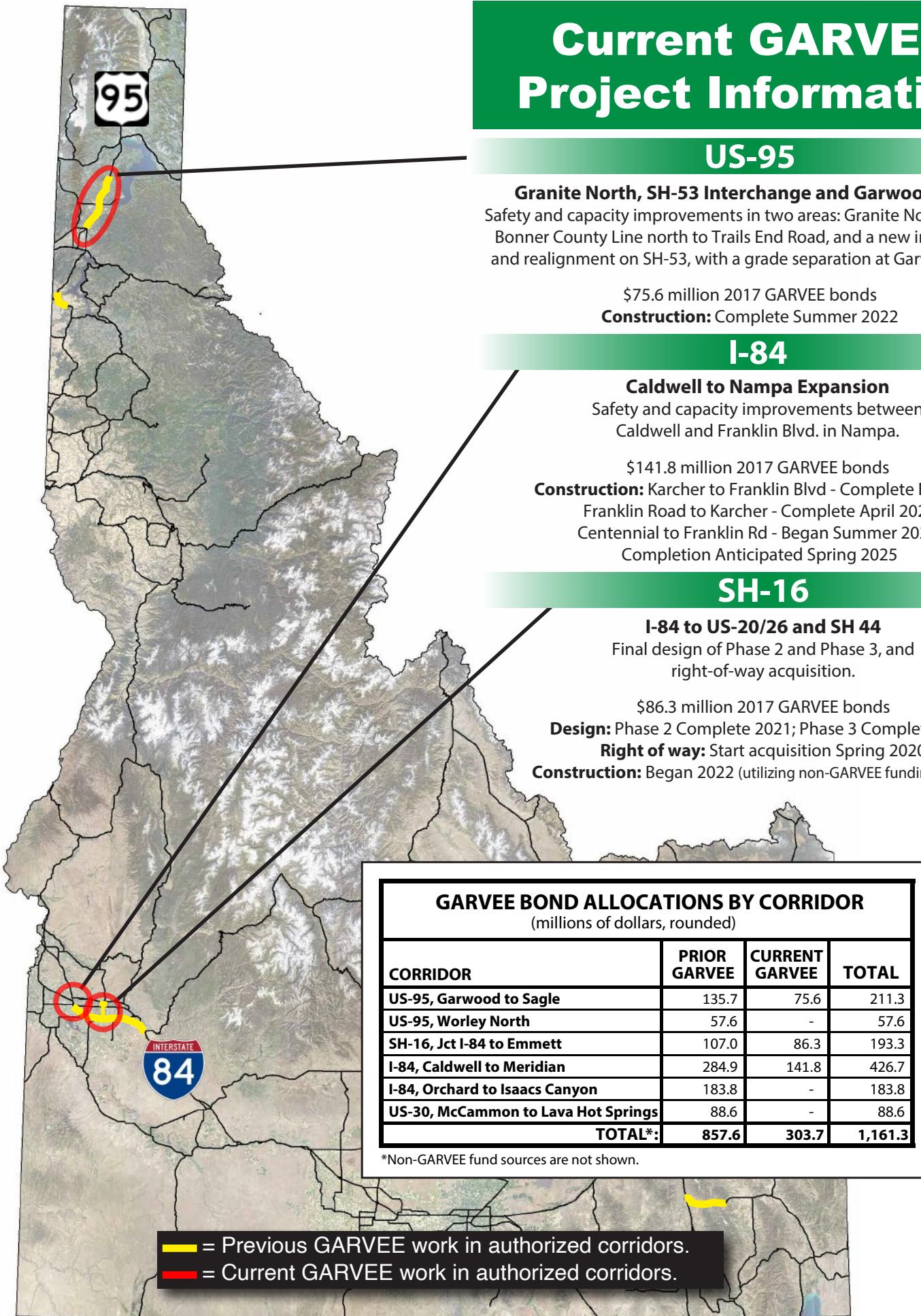


I-84, Caldwell to Nampa



SH-16, I-84 to US-20/26

# Current GARVEE Project Information





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

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

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

Presenter's Name Scott Luekenga	Presenter's Title Planning Manager
Preparer's Name Scott Luekenga	Preparer's Title Planning Manager

## Subject

2024 State Highway Functional Classification Annual Update		
Key Number 1-6	District	Route Number

## Background Information

In accordance with Board Policy 4060, an updated Functional Classification Map of the State Highway System (SHS) is to be presented to the Board for approval each year.

Functional Classification is the process by which “streets and highway are grouped into classes, or systems, according to the character of service they are intended to provide.” Functional Classification carries with it expectations about roadway design, including speed, capacity and relationship to existing and future land use development.

FHWA distributes transportation funding based on functional classification designations; federal funding is available to projects on Interstate, Other Freeways and Expressways, Other Principal Arterials, Minor Arterials and Major Collector designations.

There have been no changes to Idaho's State Highway Systems Functional Classification map since approval by FHWA October 28, 2016.

### Attachments:

2024 SHS Functional Classification Map.

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

Department staff has reviewed the Functional Classification Map for the State Highway System and there are no changes for 2024 and recommends the Idaho Transportation Board approve the State Highway System Functional Classification Map.



# Idaho State Highway System Functional Classification Map

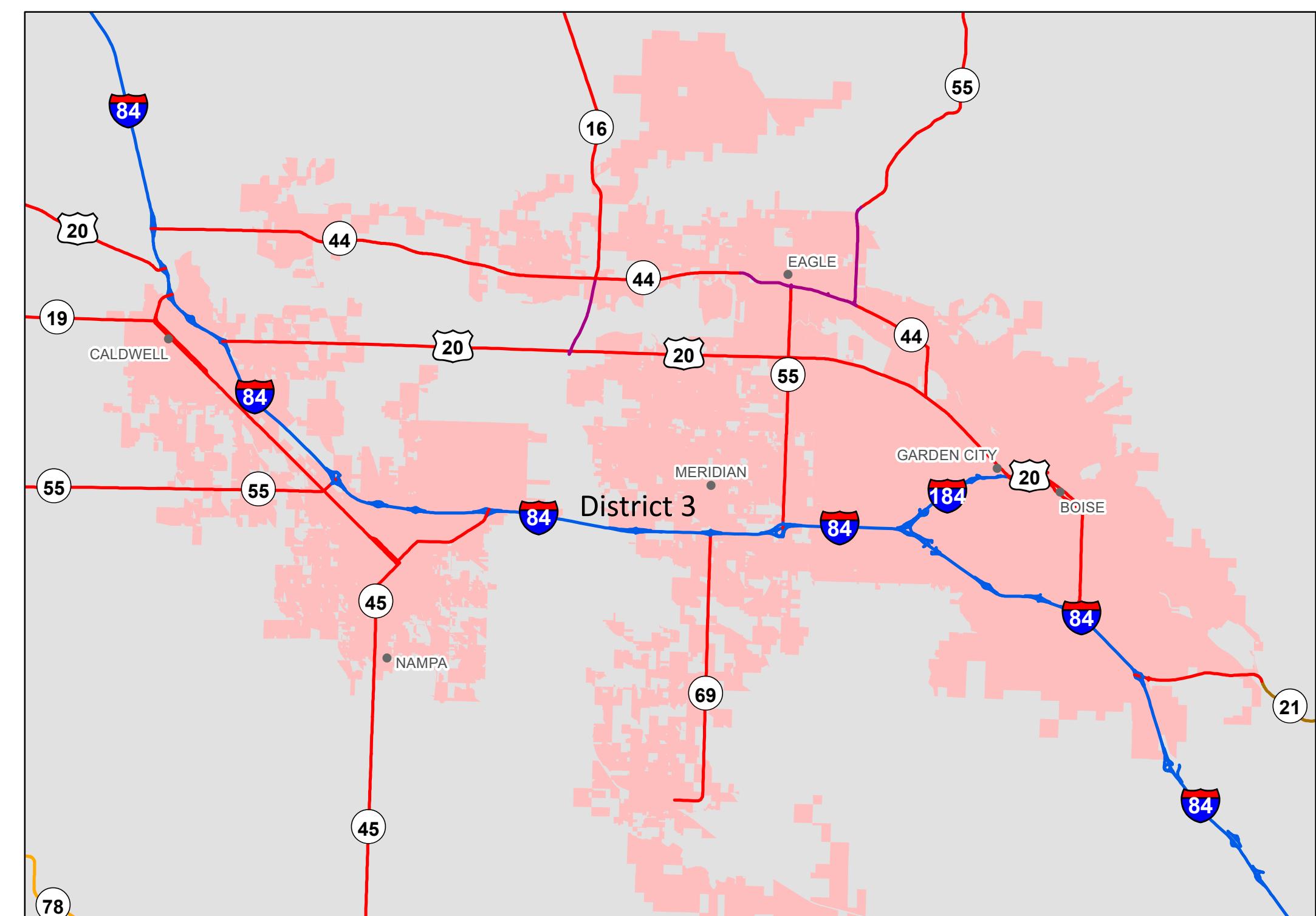
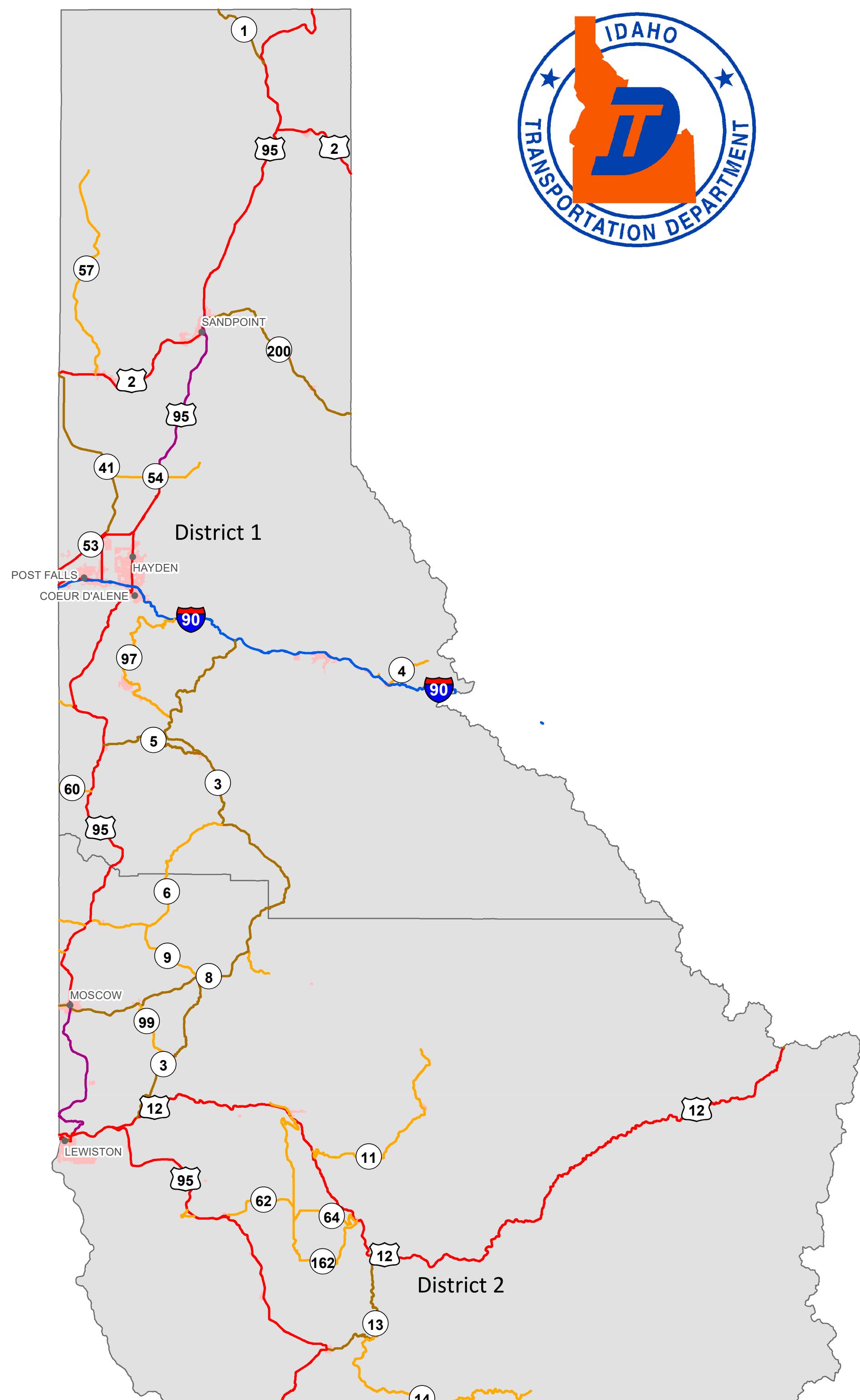
FHWA approved October 28, 2016

## Legend

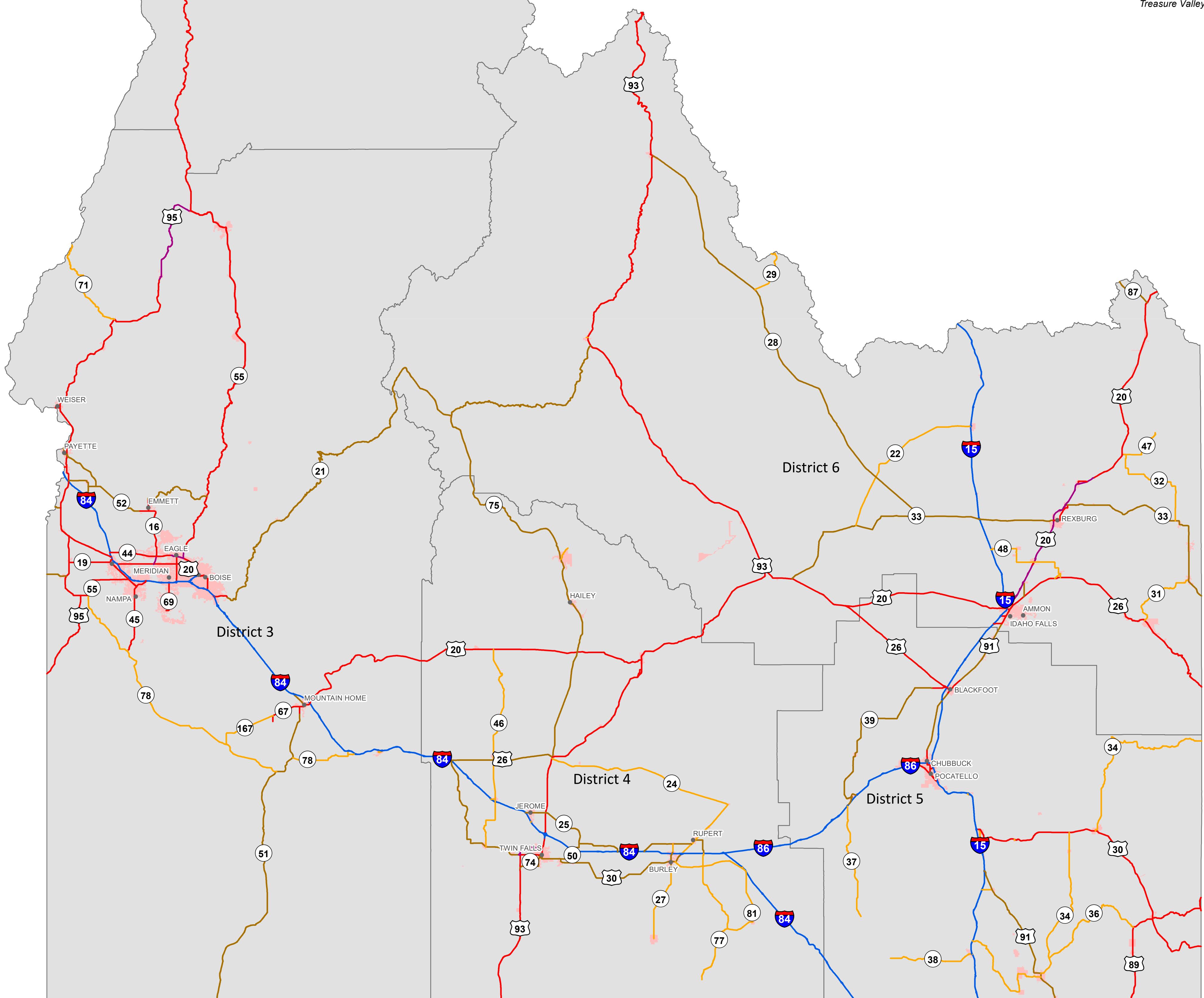
- Interstate
- Other Freeways or Expressways
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Urban Area



0 15 30 60 90 120 Miles



Treasure Valley Map Inset





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

**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 for the Board

## Subject

FY25-28 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 forward, including the fiscal year for which it is submitted, to DFM by July 5.

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

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

Notable changes this year were revising the goal for the voluntary turnover rate to total turnover rate, and aligning the target goals for Innovation and DMV's Skip the Trip from calendar year data to fiscal year.

The report was submitted to the Board on May 16, 2024 for review and input. No additional changes have been made.

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

Approval of the FY25-28 Strategic Plan Report.



# **Idaho Transportation Department**

## **FY25-28 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 strategic projects are also investing in the long-term infrastructure of our great state. In FY23, ITD delivered a record investment level of projects in record time.

As stewards to the public, ITD has a great responsibility to expend taxpayer dollars wisely for the betterment of our state.

Modernized transportation is safer for everyone and drives economic opportunity. ITD is committed to customer service and working with statewide partners to deliver on 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 has implemented 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 especially at a time when investment in transportation has increased. 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 make ITD better 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 CY18-22 of 1.27.

**Future Targets:** CY19-23 – 1.35, CY20-24 – 1.33, CY21-25 – 1.32

**How Target Was Chosen:** This represents federal standards for each state, and also adheres 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 CY19-23 of 2.93\*.

**Future target:** CY20-24 - 2.10, CY21-25 - 2.00, CY22-26 – 1.95

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:** FY24 (2023/2024 winter season), roads were kept clear 88% 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:** FY24, 86% of pavements were in good or fair condition.

**Bridge Achievement:** FY24, 81% 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 FFY24, ITD had 100% of programmed projects designed and ready to bid before the beginning of FY24.

**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 Idaho Transportation Investment Program (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 turnover rate to 10.8%

**Achievement:** FY23 turnover rate of 17%.

**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 FY24, saved (as of April 2024) \$8.5 million 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 1,507 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:** FY24, processed 1,550,000 (as of April 2024) via Skip the Trip.

**Future Targets:** FY25 – 1,615,000, FY26 – 1,680,000, and FY27 – 1,750,000

**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

### Growth

Idaho's population growth in the recent past and continued growth today puts more drivers on the highways. Although growth has slowed a bit from the skyrocketing pace of the last few years, Idaho remains one of the fastest-growing states in the nation. With such growth comes expectations of improved transportation services and system capabilities that match safety and capacity expectations on our state transportation network. 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.

### 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.

Due to significant flooding at the headquarters building on State Street in early 2022, employees have temporarily relocated to the Chinden Campus, Building 8. The Legislature allocated \$15 million to address deferred operational building projects around the state. ITD needs to complete the planning, remodeling, and relocation to the future Headquarters site.

### Employee Recruitment and Retention

Employee recruitment and retention is a risk to ITD's ability to deliver on its mission. External factors include the lack of competitive pay, workforce shortages and increased project demands. The dramatic increase in total turnover in the last two years is straining our experience levels during high demand.

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.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

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

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

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

## Subject

Board Approval for Contracts to Award		
Key Number	District	Route Number

## Background Information

### INFORMATION

The following table summarizes the contracts bid since the start of the fiscal year by jurisdiction, along with those requiring Board approval to award and Board approval to reject.

The attached chart only shows the ITD State Infrastructure Projects listed by Summary of Cost and Summary of Contract Count.

### NOTE:

The table below shows year to date summaries for both ITD and Local contracts bid. These ITD Contracts and the ITD project numbers do not match as there are times that multiple projects are companioned and bid and awarded as one contract.

Year to Date Bid Summary 10/01/23 to 05/31/24					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
71	17	13	7	1	1

### ACTION

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

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

Contracts requiring Board Approval to Award - Justification received 05/01/24 to 05/31/24	
ITD	Local
2	1

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

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

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL TO AWARD

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(3)	<b>22102</b>	OFF SYS	5/14/2024	3	\$3,103,023.81	\$3,933,282.00	\$830,258.19
Franklin Blvd. & Karcher Road Intersection							127%
Contractor: Staker & Parson Companies							Federal
DBA Idaho Materials & Construction							

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
5	<b>24381</b>	SH-34	5/21/2024	1	\$674,738.13	\$879,790.50	\$205,052.37
SH-34, D5 Guardrail Replacement							130%
Contractor: H-K Contractors Inc							State

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
6	<b>24399</b>	US-20	5/21/2024	2	\$2,268,063.00	\$2,949,969.00	\$681,906.00
US-20, MP 264 to MP 301 Pavement Repair							130%
Contractor: H-K Contractors Inc							State

DATE OF BID OPENING - **MAY 14, 2024**

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IDAHO FEDERAL AID PROJECT  
FRANKLIN BLVD & KARCHER RD INTERSECTION  
Canyon County  
Key No. 22102

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DESCRIPTION: The work on this project consists of constructing a dual lane offset roundabout and includes curb and gutter, sidewalk, lighting, pedestrian ramps, and lane widening

BIDDERS:

STAKER & PARSON COMPANIES dba IDAHO MATERIALS & CONSTRUCTION	\$3,933,282.00
NAMPA, ID	

**1 BIDS ACCEPTED**

ENGINEER'S ESTIMATE - **\$3,103,023.81**

LOW BID - **127% Percent of the Engineer's**

**Estimate NET +/- OF EE \$830,258.19**

**(AWARD)**

**(REJECT)**

**(REQUIRES BOARD APPROVAL)**

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

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

Karen  
Hanna

  
Digitally signed by  
Karen Hanna  
Date: 2024.06.10  
13:42:49 -06'00'

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**Karen Hanna**  
Contracts Manager

**Local Highway Technical  
Assistance Council**

3330 Grace Street  
Boise, Idaho 83703  
Phone 208.344.0565  
Fax 208.344.0789  
[www.lhtac.org](http://www.lhtac.org)



Phil Lampert  
**Chairman**

Kari Peterson  
**Vice Chair**

Kevin Renfrow  
**Secretary/Treasurer**

Laila Kral, P.E.  
**Administrator**

**Date:** June 10, 2024

**Project No.:** A022(102)

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

**Key No.:** 22102

**From:** Laila Kral, PE  
LHTAC Administrator *LK*.

**Project Identification, County**  
Franklin Blvd & Karcher Rd Int, Nampa

**RE:** Justification of Bid for Award

Bids were opened on May 14, 2024 for the 22102 Franklin Blvd & Karcher Rd Int, Nampa. Three bids were received for the project. The low bid is 26.8% over the Engineer's Estimate. The low bid and the third bid were determined to be irregular.

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

ITEM	DESCRIPTION	QUANTITY	ESTIMATED PRICE	BID PRICE	DIFFERENCE
205-005A	EXCAVATION	5700 CY	\$25 /CY	\$39	\$79,800
409-015A	CONCRETE PAVEMENT - RED PCC PAVEMENT	547 SY	\$100 /SY	\$306	\$112,682
614-015A	SIDEWALK	1494 SY	\$75 /SY	\$107	\$47,808
614-020A	DRIVEWAY (DIPPED SIDEWALK)	308 SY	\$100 /SY	\$332	\$71,456
S904-05A	SP - TEMPORARY TRAFFIC CONTROL	1 LS	\$125,000 /LS	\$165,955	\$40,955
S904-05B	SP - SEEPAGE BED	1 LS	\$30,000 /LS	\$102,030	\$72,030
S912-05A	SP - STAMPED RED CONCRETE	591 SY	\$90 /SY	\$250	\$94,560
		<b>TOTAL</b>			<b>\$519,291</b>

The Engineer's Estimate was based on the average unit price index for similar projects and on observation of past experience with similar projects. Adjustments were made based on construction time constraints and work window.

Two lump sum items, SP-Temporary Traffic Control and SP-Seepage Bed accounts for \$112,000 of the cost difference. These lump sum items are complex to estimate due to assumptions made during design on the Contractor's means and methods.

**Association of Idaho Cities**

Mayor Robert (BJ) Berlin

*City of Roberts*

Mayor Kari Peterson

*City of Fruitland*

Mayor Rod Plank

*City of Kellogg*

**Idaho Association of Highway Districts**

Commissioner Kevin Renfrow

*South Latah Highway District*

Commissioner Neal Gier

*Buhl Highway District*

Commissioner Gilbert Hofmeister

*Power County Highway District*

**Idaho Association of Counties**

Commissioner Phil Lampert

*Benewah County*

Commissioner Mark Rekow

*Gem County*

Commissioner Todd Smith

*Madison County*

**Ex-Officio Members**

Kelley Packer, Executive Director

*Association of Idaho Cities*

Nick Veldhouse, Executive Director

*Idaho Association of Highway Districts*

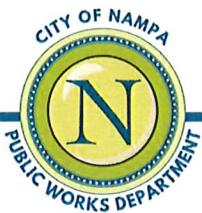
Seth Grigg, Executive Director

*Idaho Association of Counties*

The concrete items, Concrete Pavement - Red PCC, Sidewalk and Driveway (Dipped Sidewalk) combined were \$213,000 higher than the estimate. For this project they are relatively small quantity and contain color additives compared to the historical price estimates. The unit price should have been adjusted to account for this.

Construction of this local project will benefit the City of Nampa and it is unlikely that alterations to the plans or specifications would provide savings to the project.

LHTAC recommends the contract be awarded to the low bidder. Additional funds required to cover the additional cost will be provided by the City of Nampa.



May 23, 2024

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

Ms. Crider,

The City of Nampa has received the bid results from the bidding of KN 22102, Franklin Blvd and Karcher Rd Intersection, City of Nampa. The City acknowledges that the apparent low bidder was Idaho Materials and Construction at \$3,933,282, which is over the engineer's estimate.

The City of Nampa has reviewed the bid and wants to move forward with the project. We have been planning for both the design and construction of this project for many years. It is an important project for our city, and it is critical it proceeds as soon as possible. The City is committed to providing the funding to cover the overage. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Points".

Tom Points, P.E.  
Senior Director of Public Works  
City of Nampa

DATE OF BID OPENING - **MAY 21, 2024**

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**IDAHO PROJECT  
SH-34, D5 GUARDRAIL REPLACEMENT  
Franklin County  
Key No. 24381**

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**DESCRIPTION:** The work on this project consists of replacing existing guardrail to widen the existing shoulders to a minimum of 5 ft wide on SH-34 between MP 13.3 to 13.6. The additional new shoulder width will be paved and edged with asphalt curbing.

**BIDDERS:**

<b>H-K CONTRACTORS, INC.</b>	<b>\$879,790.50</b>
<b>IDAHO FALLS, ID</b>	

**1 BIDS ACCEPTED**

**ENGINEER'S ESTIMATE - \$674,738.13**

**LOW BID - 130% Percent of the Engineer's Estimate**

**NET +/- OF EE \$205,052.37**

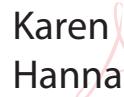
**(AWARD)**

**(REJECT)**

**(REQUIRES BOARD APPROVAL)**

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

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

  
Karen Hanna  
Digitally signed  
by Karen Hanna  
Date:  
2024.05.22  
10:30:16 -06'00'

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**Karen Hanna**  
Contracts Manager

**Department Memorandum**

Idaho Transportation Department

**DATE:** May 22, 2024**Program Number(s)** A024(381)
**TO:** Monica Crider, PE *MC*  
 State Design Engineer
**Key Number(s)** 24381
**FROM:** Todd Hubbard, PE *Todd*  
 District 5 Engineer *Hubbard*

 Digitally signed by  
 Todd Hubbard  
 Date: 2024.05.23  
 08:04:38 -06'00'

**Program ID, County, Etc.** US-34, D5 Guardrail  
 Replacement, Franklin  
 County

**RE:** Justification for Award of Bid

On May 21, 2024, 1 bid was opened for the above referenced project. The low bid of \$879,790.50 was 30% higher than the Engineer's estimate.

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

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
203-015A	Removal of Bituminous Surface	355.00 SY	\$4.37	\$89.00	\$30,043.65
205-005A	Excavation	395.00 CY	\$39.89	\$170.00	\$51,393.45
205-100A	Guardrail Terminal Grading	4 EA	\$6,700.00	\$13,500.00	\$47,300.00
Z629-05A	Mobilization	1 LS	\$112,862.00	\$289,491.75	\$176,629.75
Total Difference from these Items					\$ 305,366.85

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

We have reviewed the project items to determine if any major design changes would decrease the potential cost. We do not believe that any changes could be made for this project to decrease the project cost.

This project was bid late in the season which contributed to overall increased bid costs. We only received one bidder on the project that highlights the remote location and lack of interest in bidding on the project.

This project addresses the widening of shoulders and bringing the guardrail up to current standards.

The district has obtained additional funds through available statewide balancing. The district does not believe that re-advertisement will result in lower estimates. The district recommends award of this contract.

DATE OF BID OPENING - **MAY 21, 2024**

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**IDAHO PROJECT**  
**US-20, MP 264 TO MP 301 PAVEMENT REPAIR**  
Bingham, Bonneville, Butte County  
Key No. 24399

---

**DESCRIPTION:** The work on this project consists of asphalt patch repairs and a scrub seal on US-20 from **MP 264 to MP 301**

**BIDDERS:**

H-K CONTRACTORS, INC. IDAHO FALLS, ID	\$2,949,969.00
KNIFE RIVER CORPORATION - MOUNTAIN WEST Boise, ID	\$3,983,983.00

**2 BIDS ACCEPTED**

**ENGINEER'S ESTIMATE - \$2,268,063.00**

**LOW BID - 130% Percent of the Engineer's Estimate**

**NET +/- OF EE \$681,906.00**

**(AWARD)** **(REJECT)** **(REQUIRES BOARD APPROVAL)**

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

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

**Karen Hanna** Digitally signed  
by Karen Hanna  
Date: 2024.05.22  
10:41:09 -06'00'

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**Karen Hanna**  
Contracts Manager



# Department Memorandum

Idaho Transportation Department

**DATE:** May 22, 2024

**Program Number(s)** A024(399)

**TO:** Monica Crider, PE *MC*  
State Design Engineer *Karen Hatt for* **Key Number(s)** 24399

**FROM:** Jason Minzghor, PE  
District 6 Engineer **Program ID, County, Etc.**  
US-20, MP 264 to MP 301 pavement repair

**RE:** JUSTIFICATION FOR AWARD OF BID

On May 21, 2024, 2 bids were opened for the above referenced project. The low bid of \$2,949,969.00 was 30% higher than the Engineer's Estimate. The number 2 bid was 35.1% higher than the low bid.

The following item(s) account for most of the difference between the low bid and the Engineer's Estimate:

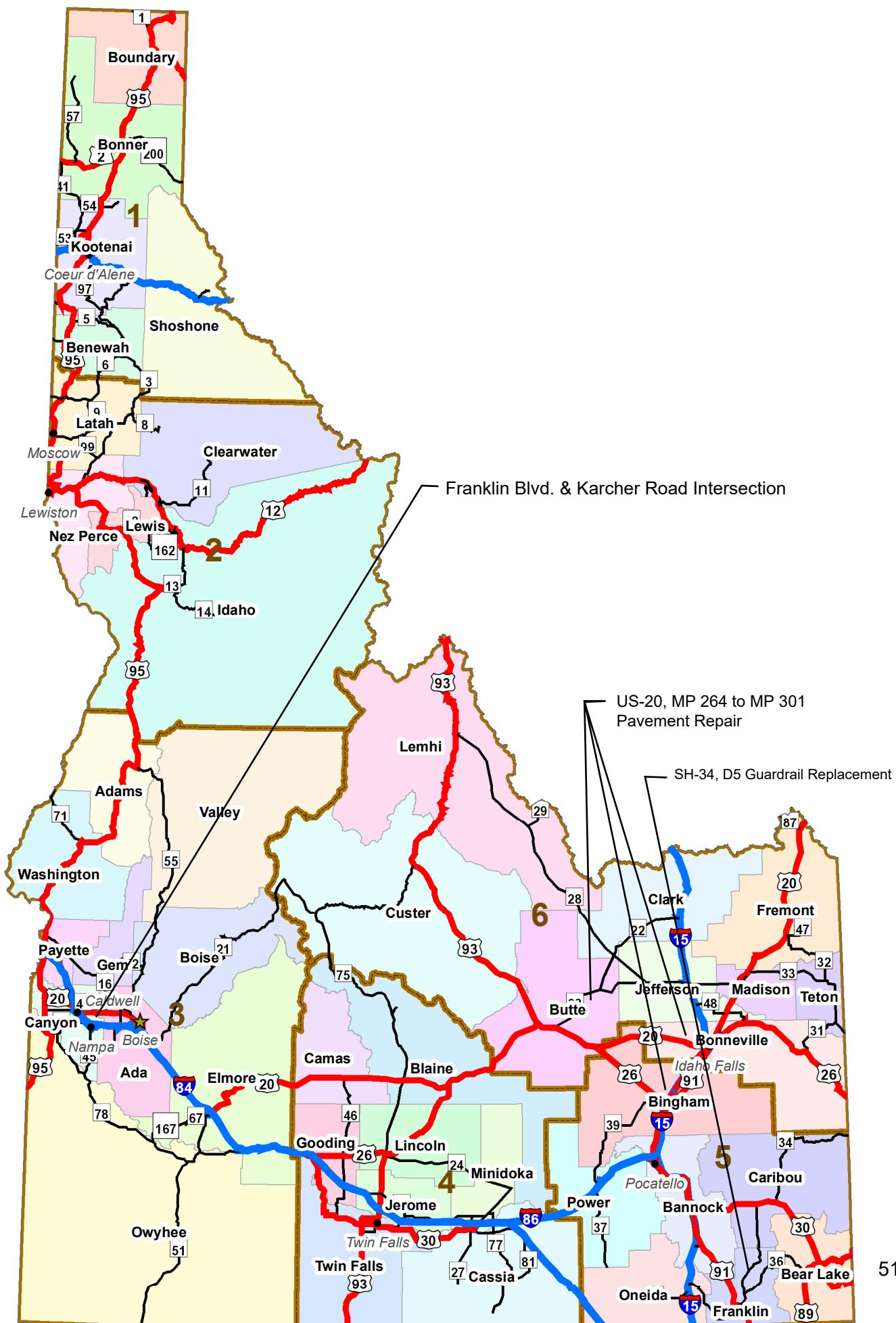
Item	Description	Quantity	Unit	Estimated Unit Price	Bid Unit Price	Difference
Z629-05A	MOBILIZATION	1	LS	\$200,000.00	\$875,903.00	\$675,903.00
431-005A	COLD MILLING	20,000	SY	\$7.00	\$12.00	\$100,000.00
S903-05A	SP EMULSIFIED ASPHALT FOR SCRUB SEAL	194,262	GAL	\$3.50	\$4.00	\$97,128.00
					Total Difference	<b>\$873,031.00</b>

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

This is a high priority repair project for the district. We believe the increase in Item Z629-05A- Mobilization, was due to the work being spot repairs for the milling and paving operations. This stop and go operation is not typical for contractors. We believe the bid unit prices are reasonable for 431-005A cold milling and S903-05A SP emulsified asphalt for scrub seal, but the quantities are high casing a significant cost difference for the item total.

This project addresses significant pavement deficiencies within the roadway of a commuter and commercial heavily traveled highway. To ensure that further deterioration doesn't occur to the roadway, the work needs to be awarded and constructed in the 2024 season.

The District will cover the additional cost with funds available from Statewide Balancing. The District does not believe that re-advertisement will result in lower estimates. The District recommends award of this contract.





# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

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

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

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

## Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

## Background Information

### INFORMATION

The following table summarizes the contracts bid since the start of the fiscal year by jurisdiction, along with those requiring Board approval to award and Board approval to reject.

The attached chart only shows the ITD State Infrastructure Projects listed by Summary of Cost and Summary of Contract Count.

### NOTE:

The table below shows year to date summaries for both ITD and Local contracts bid. These ITD Contracts and the ITD project numbers do not match as there are times that multiple projects are companioned and bid and awarded as one contract.

Year to Date Bid Summary 10/01/23 to 05/31/24					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
71	17	13	7	1	1

### RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 05/01/24 to 05/31/24	
ITD	Local
4	3

### FUTURE ACTIONS

The Current Advertisement Report is attached.

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

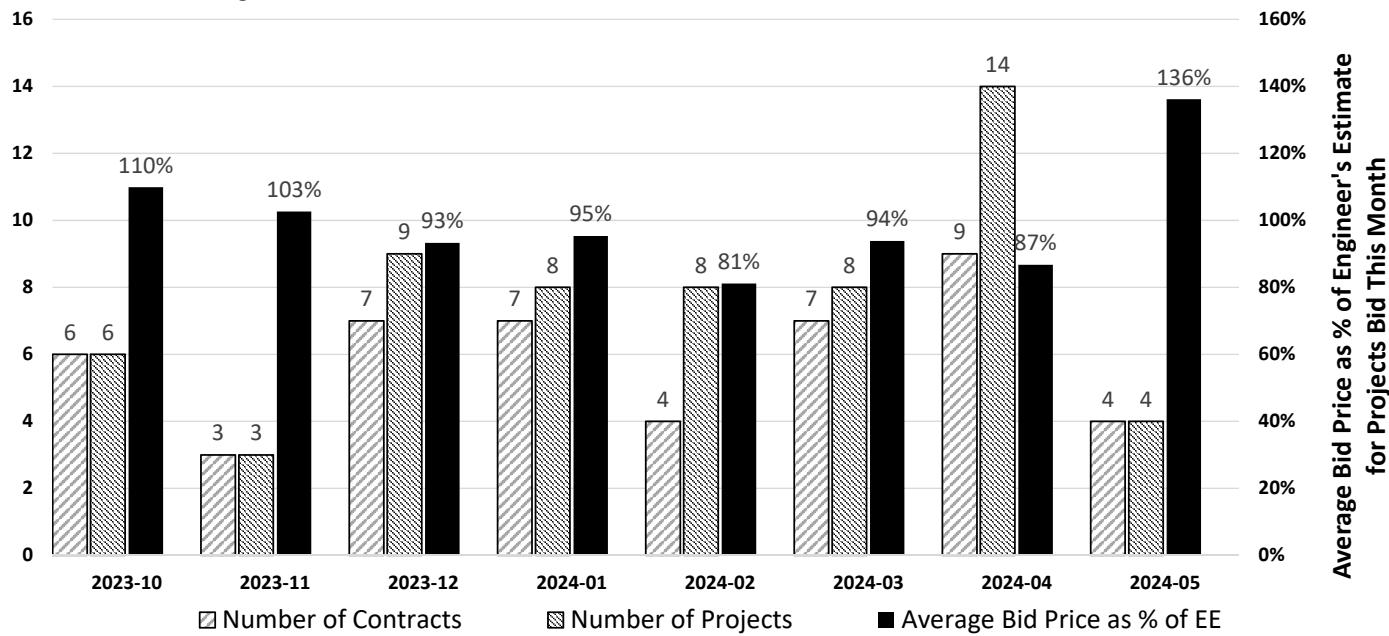
For Information Only.

## FFY24 State Infrastructure Project Bid Results: YTD Summary By Cost

60 Projects YTD through May 31, 2024

YTD Total for all 60 projects:

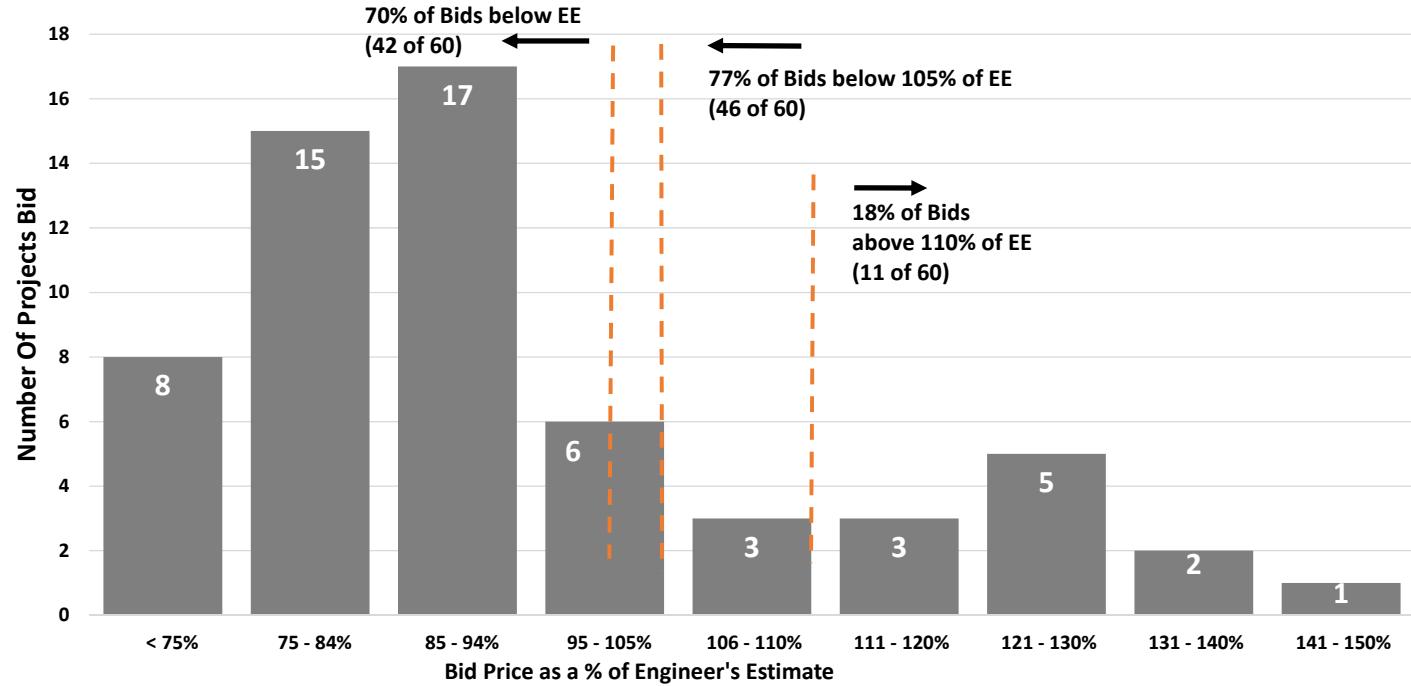
Ratio of Bid Costs / Engineer's Estimates = \$488.0 / \$490.2M = 99.6%



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

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

60 Projects YTD through May 31, 2024



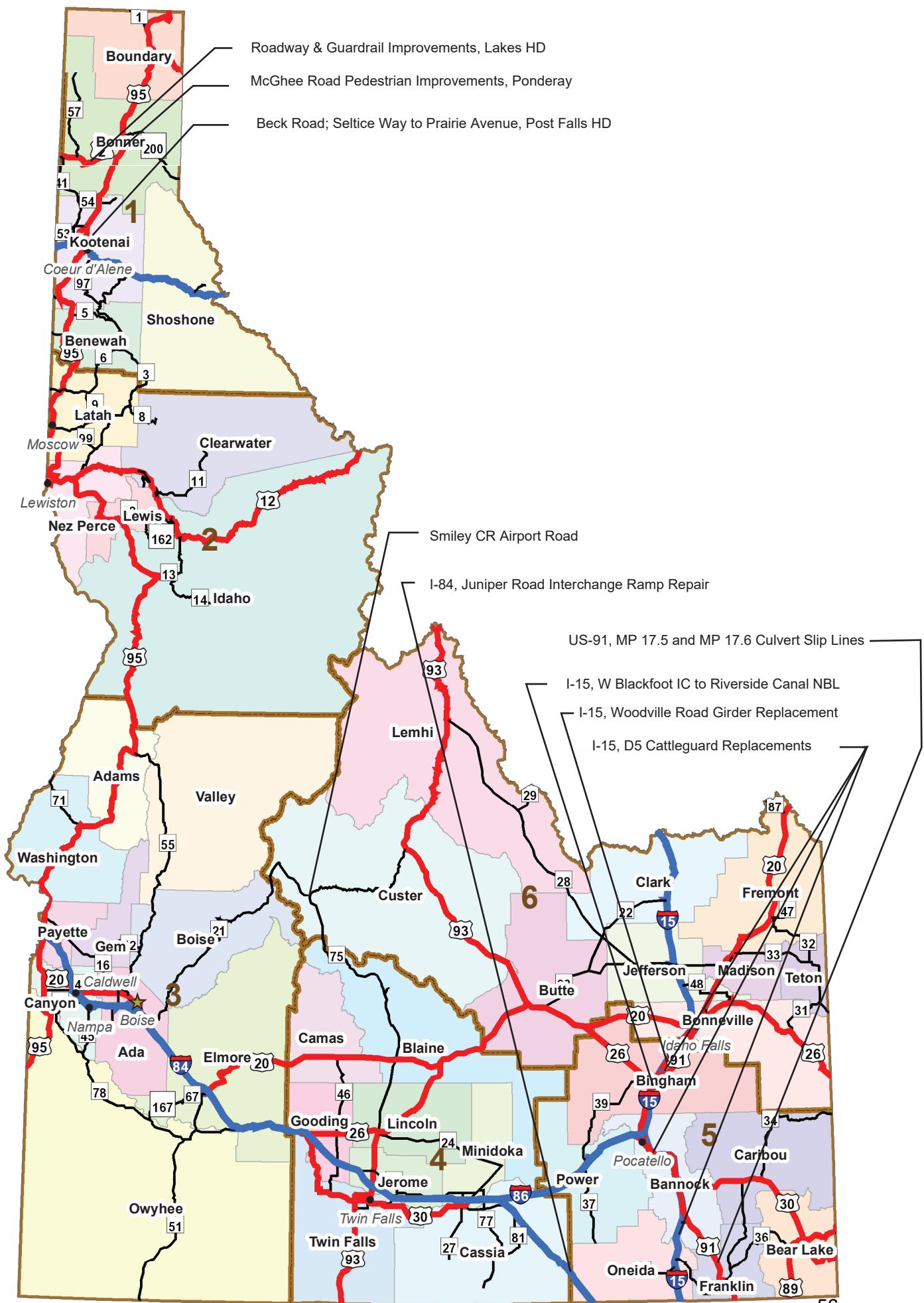
Note: Local and SIA Projects are not included

## Monthly Status Report to the Board

### PROJECTS BID BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
5	<b>22656</b>	I-15	4/30/2024	3	\$8,234,711.40	\$7,088,808.00	(\$1,145,903.40) 86%
I-15, W Blackfoot IC to Riverside Canal NBL							
Contractor: Knife River Corporation-Mountain West							
						Federal	
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
5	<b>24255d SIA</b>	I-15	4/30/2024	0	\$498,000.00	\$0.00	
I-15, D5 Cattleguard Replacements							
Contractor: NO BIDS RECEIVED							
						State	
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(1)	<b>23284</b>	OFF SYS	5/7/2024	2	\$465,664.56	\$380,845.95	(\$84,818.61) 82%
Roadway & Guardrail Improvements, Lakes HD							
Contractor: Frank Gurney Inc							
						Federal	
District	Key No.	Route	Opening Date	No. of Bids Received	Estimate Quantity	Fixed Price	Quantity Bid
4	<b>23636 SIA</b>	I-84	5/7/2024	0	1,550 TNS	\$260,000.00	0
I-84, Juniper Road Interchange Ramp Repair							
Contractor: NO BIDS RECEIVED							
						State	
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
5	<b>23719d</b>	I-15	5/7/2024	2	\$548,987.00	\$416,867.50	(\$132,119.50) 76%
I-15, Woodville Road Girder Replacement							
Contractor: JM Concrete Inc							
						State	
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(1)	<b>22398</b>	OFF SYS	5/14/2024	4	\$612,272.65	\$454,932.00	(\$157,340.65) 74%
McGhee Road Ped. Improvements, Ponderay							
Contractor: North Fork Enterprises							
						Federal	
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(1)	<b>19288</b>	OFF SYS	5/21/2024	5	\$2,443,796.90	\$1,460,703.68	(\$983,093.22) 60%
Beck Road: Seltice Way to Prairie Avenue, Post Falls HD							
Contractor: Poe Asphalt Paving Inc							
						Federal	
District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
4	<b>21897</b>	OFF SYS	5/21/2024	1	\$1,031,133.00	\$1,099,617.00	\$68,484.00 107%
Smiley CR Airport Road							
Contractor: Compliance Solutions & Contracting LLC							
						State	

District	Key No.	Route	Opening Date	No. of Bids Received	Eng. Est.	Low Bid	Net +/- % of EE
5	<b>23137 SIA</b>	US-91	5/21/2024	1	\$464,247.20	\$486,715.00	\$22,467.80
US-91, MP 17.5 and MP 17.6 Culvert Slip Lines							105%
Contractor: Whitaker Construction Co Inc					State		



## Monthly Contract Advertisement As of 5-31-2024

District	Key No.	Route	Bid Opening Date
6	23578	OFF SYS	6/4/2024
FY25 Idaho Falls Sign Upgrade			
\$1,000,000 to \$2,500,000			

District	Key No.	Route	Bid Opening Date
4	23635 SIA	SH-46	6/4/2024
FY25 D4 Hazardous Rock Mitigation			
\$100,000 to \$250,000			

District	Key No.	Route	Bid Opening Date
6	23586 SIA	US-20	6/4/2024
FY24 D6 Mill and Overlay			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
2	24657 SIA	US-95, US-12 & SH-3	6/11/2024
D2 Replace Non-Compliant Terminal Ends			
\$500,000 to \$1,000,000			

District	Key No.	Route	Bid Opening Date
5	24307	I-15	6/18/2024
I-15, Northgate to Fort Hall - South			
\$25,000,00 or Greater			

District	Key No.	Route	Bid Opening Date
5	24255d SIA	I-15	6/18/2024
I-15, D5 Cattleguard Replacements			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
6	23248 SIA	I-15	6/18/2024
FY24 D6 Mill & Overlay			
\$250,000 to \$500,000			

District	Key No.	Route	Bid Opening Date
5	24308	I-15	7/2/2024
I-15, Northgate to Fort Hall - North			
\$25,000,00 or Greater			

District	Key No.	Route	Bid Opening Date
1	10005	SH-53	7/2/2024
SH-53, Pleasant View IC			
\$25,000,00 or Greater			



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

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

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

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

## Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS		
Key Number	District	Route Number

## Background Information

### For all Agreements:

Consultant Services processed 25 new professional services agreements and work tasks totaling **\$8,406,246** and 11 supplemental agreements to existing professional services agreements totaling **\$14,996,889** from April 29, 2024 to May 27, 2024.

### New Professional Services Agreements and Work Tasks

Reason Consultant Needed	District								Total
	1	2	3	4	5	6	HQ	MGMT	
<b>Resources not Available</b>									
Construction Engineering, Inspection, Sampling & Testing	3			1		1			5
Roadway Design				2	1				3
Materials/Geotechnical	1		3						4
Planning							2		2
Environmental		1	2		1				4
Engineer of Record						1			1
<b>Local Public Agency Projects</b>	2	1	2	1					6
<b>Total</b>	6	2	7	4	2	2	2		25



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### For ITD District Projects:

19 new professional services agreements and work tasks were processed during this period totaling **\$7,015,208**. 9 supplemental agreements totaling **\$14,978,666** were processed.

#### District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 90, SH 41 INTERCHANGE, KOOTENAI CO	Resources not Available CE&I	CE&I Services, extended to 4/30/2025	Individual Project Solicitation	David Evans and Associates, Inc.	Prev: \$12,081,389 This: \$2,980,584 Agreement Total to Date: \$15,061,973 Board Approved: \$15,061,973 On: 4/18/2024
I 90, CD'A RV BR EBL & WBL, KOOTENAI CO	Resources not Available CE&I	CE&I Services.	Individual Project Solicitation	HDR Engineering, Inc.	\$24,733
SH 53, PLEASANT VIEW IC, KOOTENAI CO; SH 200, MCGHEE TO KOOTENAI ST, BONNER CO; SH 53, N LATAH ST TO MP 9.3, RATHDRUM; SH 54, SH 41 TO N GREYSTONE RD, KOOTENAI CO	Resources not Available Materials / Geotechnical	Sampling and Testing Closeout Services.	Individual Project Solicitation	Strata, Inc.	\$404,481
US 2, BROWN CR PASSING LN TO COMANCHE ST, BOUNDARY CO	Resources not Available CE&I	CE&I Services.	Individual Project Solicitation	Ruen-Yeager & Associates, Inc.	\$311,856

#### District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 12, SADDLE CAMP RD TO POST OFFICE CR, IDAHO CO	Resources not Available Environmental	Public Involvement and Environmental Services.	RFI from Term Agreement	Parametrix, Inc.	\$466,144

#### District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
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## Board Agenda Item

ITD 2210 (Rev. 12-23)

SH 55, BEACON LIGHT RD TO BROOKSIDE LN, BOISE	Resources not Available Materials / Geotechnical	Work task for additional drilling	Direct from Term Agreement	Schnabel Engineering	Prev: \$70,194 This: \$2,650 Agreement Total to Date: \$72,844
SH 21, MORES CR BR REPAIR	Resources not Available Environmental	Environmental Clearance Services.	Individual Project Solicitation	HDR Engineering, Inc.	\$529,338
SH 55, BANKS INTERSECTION	Resources not Available Environmental	Environmental Services.	Direct from Term Agreement	Parametrix, Inc.	\$8,967
SH 55, BANKS INTERSECTION	Resources not Available Materials / Geotechnical	Materials/Geotechnical Services.	Direct from Term Agreement	Terracon Consultants, Inc.	\$14,977
US 95, NEW MEADOWS TO SMOKEY BOULDER	Resources not Available Materials / Geotechnical	Materials Testing & Sampling Services.	RFI from Term Agreement	Atlas Technical Consultants LLC	\$327,263

### District 4

Project	Reason Consultant Needed	Description	Selection Method	Consultant	Amount
US 93, PERRINE BR REPAIR, TWIN FALLS CO	Resources not Available CE&I	Work task for CE&I Services.	RFI from Term Agreement	Burgess & Niple, Inc.	Prev: \$899,085 This: \$383,764 Agreement Total to Date: \$1,282,849 Board Approved: \$1,284,085 On: 3/15/2024
SH 75, BELLEVUE TO BROADWAY RUN, BLAINE CO	Resources not Available Roadway Design	Technical Review Services	Individual Project Solicitation	CONSOR North America, Inc.	\$283,670
US 93, CAREY TO HOTSPRINGS, BLAINE CO	Resources not Available Roadway Design	Work task for Roadway Design Services.	RFI from Term Agreement	Jacobs Engineering Group, Inc.	Prev: \$452,904 This: \$46,991 Agreement Total to Date: \$499,895

### District 5

Project	Reason Consultant Needed	Description	Selection Method	Consultant	Amount
US 26, MORELAND RD TO MP	Resources not Available Environmental	Environmental Services.	Direct from Term Agreement	Gorman Preservation Associates	\$24,457



## Board Agenda Item

ITD 2210 (Rev. 12-23)

303.5, BLACKFOOT					
US 30, SODA SPRINGS WCL TO ECL	Resources not Available Roadway Design	Roadway Design, Traffic Design, Materials/Geotech, Survey, and Environmental Services.	RFI from Term Agreement	GeoEngineers, Inc.	\$306,778

### District 6

Project	Reason Consultant Needed	Description	Selection Method	Consultant	Amount
NHS-7726, JCT UNIVERSITY BLVD (IC 332), REXBURG; SH 33, JCT US 20 (IC 333), REXBURG	Resources not Available Engineer of Record Services	Engineer of Record Services.	Individual Project Solicitation	Horrocks Engineers, Inc.	\$90,711
SH 33, TETON CO INTERSECTION IMPROVEMENTS	Resources not Available CE&I	CE&I Services.	Individual Project Solicitation	HMH, LLC	\$195,414

### Headquarters

Project	Reason Consultant Needed	Description	Selection Method	Consultant	Amount
STATE, FY24 STATEWIDE PLANNING	Resources not Available Planning	Write ITD Manual - Environmental	RFI from Term Agreement	Jacobs Engineering Group, Inc.	\$195,403
STATE, FY24 STATEWIDE PLANNING; STATE, REDIFIT RAIL PLAN UPDATE; STATE, FY23 STATEWIDE PLANNING	Resources not Available Planning	Feasibility, Studies, and Planning Services.	RFI from Term Agreement	Cambridge Systematics, Inc.	\$417,027

### Supplemental Agreements to Existing ITD Professional Service Agreements

District	Project	Consultant	Original Agreement Date/Description	Supplemental Agreement Description	Total Agreement Amount
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## Board Agenda Item

ITD 2210 (Rev. 12-23)

1	US 95, ALT ROUTE HUETTER BYPASS, NEPA STUDY, KOOTENAI CO	HDR Engineering, Inc.	6/13/2022, NEPA Study, Phase A: Gather and review previous NEPA information	NEPA Study, Phase D: Alternatives Analysis & Screening	Prev: \$830,401 This: \$1,437,080 Agreement Total to Date: \$2,267,481 Board Approved: \$2,276,984 On: 4/17/2024
2	US 12, ARROW BRIDGE, NEZ PERCE CO; US 95, SPALDING BRIDGE, NEZ PERCE CO	WSP USA, INC.	11/17/2021, Replacing Arrow & Spalding Bridges.	Final Design & PS&E.	Prev: \$6,424,350 This: \$11,627,923 Agreement Total to Date: \$18,052,273 Board Approved: \$20,000,000 On: 3/23/2023
2	US 95, JCT SH 6 TURNBAY, LATAH CO; US 95, WIR BRIDGE, LATAH CO; US 95, DEEP CR BR, LATAH CO	HMH, LLC	1/18/2022, CE&I Services.	Bridge deck repairs.	Prev: \$332,192 This: \$46,925 Agreement Total to Date: \$379,117
4	US 93, HOTSPRINGS TO FISH CREEK RD, BLAINE CO	HMH, LLC	6/1/2023, Survey for future bridge, hydraulics, wetland assessment.	The geotechnical report for the structure was not included originally.	Prev: \$168,738 This: \$338,636 Agreement Total to Date: \$507,374
4	I 84, DECLO POE EB, CASSIA CO	Horrocks Engineers, Inc.	5/12/2022, Materials/Geotechnical CE&I Services.	Project Management, On-Site Testing and meeting with contractor covering paving, signs, change order work for LCS, Radio Tower, fixing for the curb, gutter, grading the slope, and chip seal.	Prev: \$1,125,225 This: \$49,698 Agreement Total to Date: \$1,174,923 Board Approved: \$1,850,000 On: 6/16/2022
5	I 15, MAIN ST GS NBL & SBL, INKOM	HDR Engineering, Inc.	4/24/2019, Roadway Design Services through PS&E	Project Management, Survey and Mapping, Roadway Design, Environmental Services.	Prev: \$630,847 This: \$276,494 Agreement Total to Date: \$907,341



## Board Agenda Item

ITD 2210 (Rev. 12-23)

5	US 30, YELLOWSTONE TO GARRETT CORRIDOR, POCATELLO	J-U-B Engineers, Inc.	6/14/2023, Roadway Design, Phase I.	Cultural Task Services.	Prev: \$633,977 This: \$4,173 Agreement Total to Date: \$638,150
6	US 20, ASHTON TO SH-87, FREMONT CO	Horrocks Engineers, Inc.	2/1/2022, Planning & Environmental Linkage (PEL) Study.	Additional support for stakeholder engagement and meeting facilitation.	Prev: \$3,806,263 This: \$285,501 Agreement Total to Date: \$4,091,764 Board Approved: \$5,000,000 On: 7/22/2021
6	US 20, JCT I-15 CONNECTOR, IDAHO FALLS	HDR Engineering, Inc.	3/24/2021, Preliminary Design and Environmental Services.	Additional work to complete the 508 process, additional noise study, cultural work exceeds original assumptions, and financial plan exceeds original assumptions.	Prev: \$6,805,562 This: \$912,236 Agreement Total to Date: \$7,717,798 Board Approved: \$15,200,000 On: 11/17/2022



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### For Local Public Agency Projects:

6 new professional services agreements totaling **\$1,391,038** were processed during this period. 2 supplemental agreement totaling **\$18,223** was processed.

Project	Sponsor	Description	Selection Method	Consultant	Amount
STC-2841, BIRCH CR RD SAFETY IMPRV, OAKLEY HD	OAKLEY HIGHWAY DISTRICT	Roadway Design Services.	RFI from Term Agreement	Civil Science, Inc.	\$188,650
LOCAL, 1ST STREET, PHASE 3B SURFACE IMPROVEMENTS, MCCALL	CITY OF MCCALL	CE&I Services.	Individual Project Solicitation	Horrocks Engineers, Inc.	\$161,727
STC-5758, 6TH ST; S FK CDA RV BR, WALLACE	CITY OF WALLACE	CE&I Services	Individual Project Solicitation	HMH, LLC	\$587,637
SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS	CITY OF NAMPA	Roadway Design Services.	RFI from Term Agreement	Burgess & Niple, Inc.	\$256,678
STC-2710, RIVER ROAD GUARDRAIL IMPROVEMENT, GOODING CO	BLISS HIGHWAY DISTRICT 2	Roadway Design Services.	RFI from Term Agreement	HMH, LLC	\$96,431
OFFSYS, MCGHEE RD PED IMPROVEMENTS, PONDERAY	CITY OF PONDERAY	CE&I Services.	Direct from Term Agreement	HMH, LLC	\$99,915

### Supplemental Agreements to Existing Local Professional Service Agreements



## Board Agenda Item

ITD 2210 (Rev. 12-23)

<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	STC-5770, WISCONSIN ST; HIGH ST TO US 2, PRIEST RIVER	Ruen-Yeager & Associates, Inc.	2/8/2024, CE&I Services.	Additional CE&I Services	Prev: \$156,666 This: \$13,963 Agreement Total to Date: \$170,629
6	LOCAL, TETON COUNTY HWY 33 MULTI- MODAL PATHWAY	Harmony Design & Engineering	7/10/2023, Pathways - survey, roadway design, environmental evaluation.	Modifying and combining bid packages with another TAP project on the south end of the project	Prev: \$45,920 This: \$4,260 Agreement Total to Date: \$50,180

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

For Information Only



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 6/13/2024

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

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

Presenter's Name Michele Doane	Presenter's Title BSM Manager
Preparer's Name Kaylee Starman	Preparer's Title BSM Contract Manager

## Subject

Non-Construction Professional Service Contracts issued by Business & Support Management

Key Number N/A	District N/A	Route Number N/A
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## Background Information

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

PSA #	Description	Contractor	Commodity Description	Service From	Service To	Contract Amount
T003213	ITD Tactical ITS Deployment Plan	Citizen Engineers	Service, Consultant Not IT or Engineering	4/18/2024	4/17/2025	\$24,979.00
T003212	ITD Statewide Transportation Systems Management and Operations Plan	Citizen Engineers	Service, Consultant Not IT or Engineering	5/16/2024	5/15/2025	\$149,950.00

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



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

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

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

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

## Subject

Monthly Reporting of Federal Formula Program Funding Through May 29, 2024

Key Number N/A	District N/A	Route Number N/A
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## Background Information

Idaho has received obligation authority through 9/30/24.

Obligation authority through September 30 is \$421.6 million. This includes \$33.6 million of *Highway Infrastructure General Funds* carried over from FY21 through FY23, and \$45 million *IIJA Bridge formula (General Fund) funds*. These General Funds are also included in the apportionments detailed below.

The Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$477.6 million. FY24 obligation authority through 9/30/24 is 88.3% of apportionments.

## Exhibit 1: Formula Funding for FY2024

<b>IIJA FY2024</b>	
<b>Apportionments + COVID + Hwy Infra.</b>	
Federal Aid Only	\$477,567
Including Match	\$515,397
<b>Obligation Limits through 9/30/2024</b>	
Federal Aid Only	\$421,586
Including Match	\$454,981

Notes:

1. All dollars in Thousands
2. 'Approved Program' amounts from March 2024 Highway Funding Plan.
3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 5/29/24.



## Exhibit 2 Board Agenda Item

ITD 2210 (Rev. 12-23)

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

Program	Allotted Program Funding through 9/30/24	Program Funding Remaining as of 5/29/24
All Other SHS Programs	\$256,271	\$30,872
GARVEE Formula Debt Service*	\$12,440	\$50,876
State Planning and Research*	\$8,613	\$635
Metropolitan Planning*	\$2,408	\$0
Freight	\$1,058	\$6,213
Railroad Crossings	\$513	\$973
Recreational Trails	\$0	\$1,135
STBG - Transportation Mgt. Area	(\$205)	\$11,277
Transportation Alternatives (TMA)*	\$535	\$655
Carbon - TMA	\$0	\$2,479
STBG - Local Large Urban	\$424	\$7,876
Carbon - Large Urban	\$446	\$1,418
STBG - Local Small Urban	\$3,936	(\$467)
STBG – Local Rural	\$11,058	\$1,294
Transportation Alternatives (Urban/Rural)*	\$2,742	\$4,633
Local Bridge*	\$4,573	\$6,622
Off System Bridge*	(\$737)	\$7,487
Local Safety	\$2,267	\$5,332
NEVI (Electric Vehicles)*	\$0	\$20,453
<b>Total</b>	<b>\$306,341</b>	<b>\$159,765</b>

Notes:

1. All dollars in Thousands.
2. Allotments based on the March 2024 Highway Funding Plan.
3. Funding amounts include match and reflect total formula funding available.
4. Data reflects both obligation and de-obligation activity through May 29th.

\* 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 June 13, 2024

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

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

Presenter's Name David Tolman	Presenter's Title Chief Administrative Officer
Preparer's Name David Tolman	Preparer's Title Chief Administrative Officer

## Subject

State Fiscal Year 2024 Financial Statements		
Key Number	District	Route Number

## Background Information

### July 01, 2023 thru April 30, 2024, Fiscal Year 2024 Financial Statements

The financial operations of the Department as of April 30, 2024, ten months through this fiscal year.

- Revenues to the State Highway Account from all state sources as shown on the financial statements are ahead of forecast by 3.6% (this includes Misc. Revenues and Equipment Buy Back). Revenues in the Highway Distribution Account, Fuels/Registration Direct, and Ethanol are also ahead of forecast (2.5%).
- State fuel tax revenues to the State Aeronautics Fund are currently below forecast by -0.9% or -\$23.6K. 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 ten months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$4.9M or 4.1% is due to vacancies and timing between a position becoming vacant and filled. Management is working diligently to keep vacancies as low as possible.
- Contract construction cash expenditures in the State Highway Account for July - April of this fiscal year are \$491.3M. Compared to the last three fiscal years through the first ten months of the year:
  - FY23= \$351.8M
  - FY22= \$315.2M
  - FY21= \$342.4M

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 ten months from these funding sources was \$847.1M or \$241.2M higher than the highest point of the previous three years.

- FY23= \$605.9M
- FY22= \$427.8M
- FY21= \$427.4M

The balance of the long-term investments as of the end of April is \$182.9M. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$97.2M) totals \$280.1M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first ten months, are \$98.8M. This is the fund where the Governor's "Leading Idaho" transfer of \$181.7M completed in July was deposited. There are no additional receipts other than interest earned to date of \$1.0M based on the cash balance.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$80.0M is the first ten months of the sales tax of 4.5%. Additionally, we have started to receive Cigarette Tax revenue into this fund. Currently ITD has received \$2M from this unanticipated revenue. Initial receipts into this fund for FY24 of \$37.3M is committed to debt service on the TECM Bonds. Expenditures in this fund for construction expenses on projects were \$25.9M.

As part of the CARES Act in 2020, ITD received a federal grant from the Federal Transit Administration of \$27.3M. The first three years of expenditures for this was \$14.3M. The expenses during the first ten of FY24 was \$3.3M, for a total expenditure of \$17.3M since the beginning of the grant.

Expenditures from the two active bond programs were \$199.7M for the TECM Capital Projects fund and \$31.4M for the GARVEE Capital Projects fund. Both programs are very active and advancing as planned.

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

For Information.

**JUNE**  
**ITD BOARD PACKET**

**APRIL**  
**FY24**  
**FINANCIAL STATEMENTS**

User ID: whaszier  
 Report ID: AD-FN-GL-010  
 Run Date: 10 May 2024  
 % of Time Remaining: 16.67

# Idaho Transportation Department

## SUMMARY OF RECEIPTS AND DISBURSEMENTS STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND BUDGET TO ACTUAL

Fiscal Year: 2024

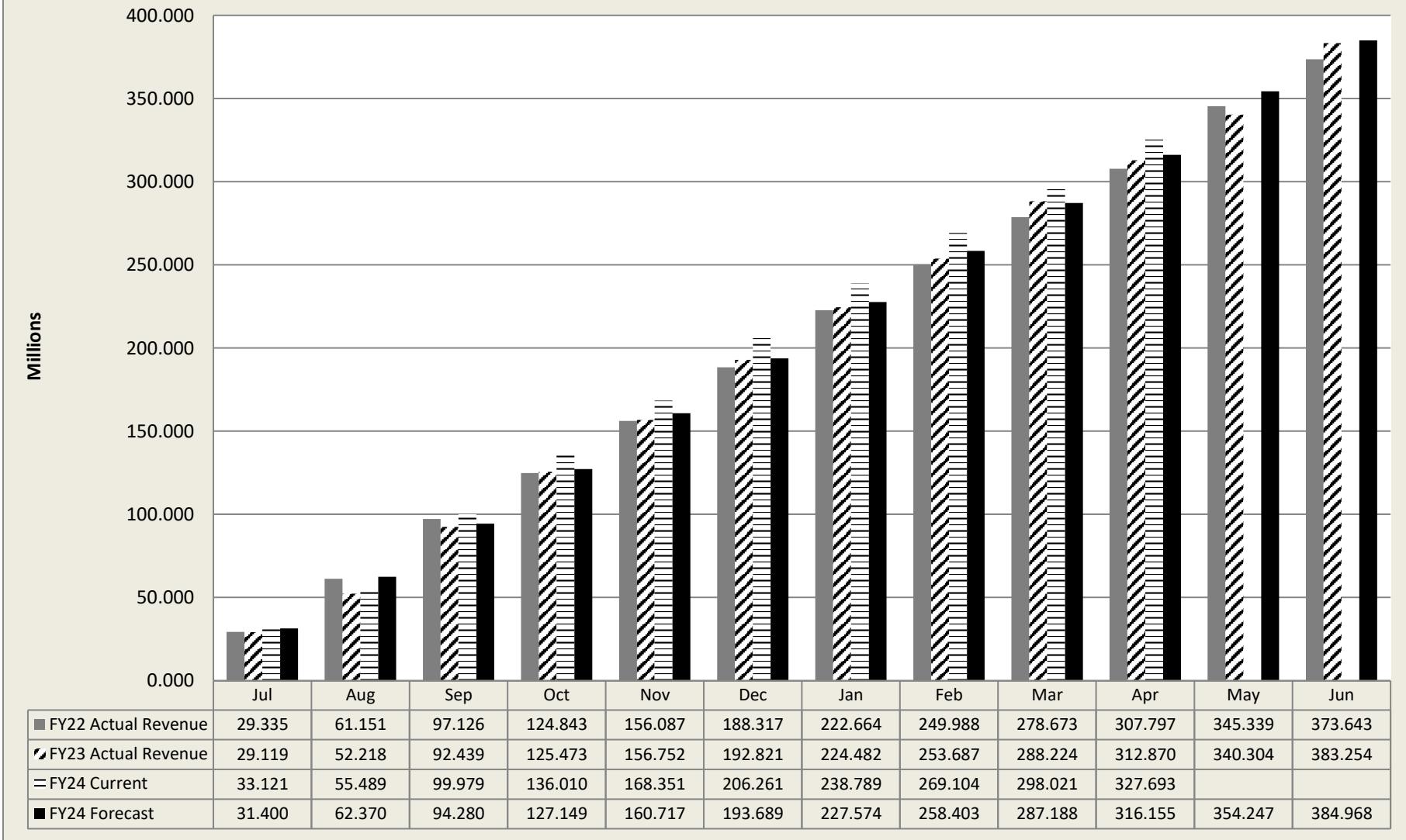
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 4/30/2024  
 (all amounts in '000)

Funds Received					
	FY23 Actual YTD	FY24 Actual YTD	FY24 Forecast YTD	FY24 to FY23 Actual	FY 24 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	275,984	399,745	253,920	44.8%	57.4%
State (Inc. H.D.A.)	312,870	327,693	316,155	4.7%	3.6%
Local	5,051	9,167	6,794	81.5%	34.9%
<b>Total State Highway Account:</b>	<b>593,905</b>	<b>736,606</b>	<b>576,870</b>	<b>24.0%</b>	<b>27.7%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	174	210	256	20.6%	-17.9%
State	3,474	3,374	3,041	-2.9%	11.0%
<b>Total State Aeronautics Fund:</b>	<b>3,648</b>	<b>3,584</b>	<b>3,297</b>	<b>-1.8%</b>	<b>8.7%</b>
<b>Total Fund Received:</b>	<b>597,553</b>	<b>740,190</b>	<b>580,166</b>	<b>23.9%</b>	<b>27.6%</b>
Disbursements (includes Encumbrances)					
	FY23 Actual YTD	FY24 Actual YTD	FY24 Budget YTD	FY24 to FY23 Actual	FY 24 to Budget
Construction Payouts	353,838	494,370	344,511	39.7%	43.5%
<b><u>Operations Expenses</u></b>					
Highways	181,177	213,875	232,809	18.0%	-8.1%
DMV	26,011	25,361	33,504	-2.5%	-24.3%
Administration	23,717	24,279	25,964	2.4%	-6.5%
Facilities	16,328	31,077	38,345	90.3%	-19.0%
Aeronautics	8,649	6,200	5,590	-28.3%	10.9%
<b>Total Operations Expenses:</b>	<b>255,882</b>	<b>300,792</b>	<b>336,213</b>	<b>17.6%</b>	<b>-10.5%</b>
<b><u>Transfers</u></b>					
Debt Service	12,653	11,527	11,482	-8.9%	0.4%
<b>Total Transfers:</b>	<b>12,653</b>	<b>11,527</b>	<b>11,482</b>	<b>-8.9%</b>	<b>0.4%</b>
<b>Total Disbursements:</b>	<b>622,372</b>	<b>806,689</b>	<b>692,205</b>	<b>29.6%</b>	<b>16.5%</b>
<b><u>Expenditures by Type</u></b>					
	FY23 Actual YTD	FY24 Actual YTD	FY24 Budget YTD	FY24 to FY23 Actual	FY 24 to Budget
Personnel	116,081	117,679	122,664	1.4%	-4.1%
Operating	76,031	85,050	100,006	11.9%	-15.0%
Capital Outlay	45,200	70,884	89,940	56.8%	-21.2%
Sub-Grantee	18,570	27,179	23,603	46.4%	15.2%
<b>Totals Operations Expenses:</b>	<b>255,882</b>	<b>300,792</b>	<b>336,212</b>	<b>17.6%</b>	<b>-10.5%</b>
Contract Construction	353,838	494,370	344,511	39.7%	43.5%
<b>Totals (excluding Transfers):</b>	<b>609,720</b>	<b>795,163</b>	<b>680,723</b>	<b>30.4%</b>	<b>16.8%</b>

# State Highway Fund 0260

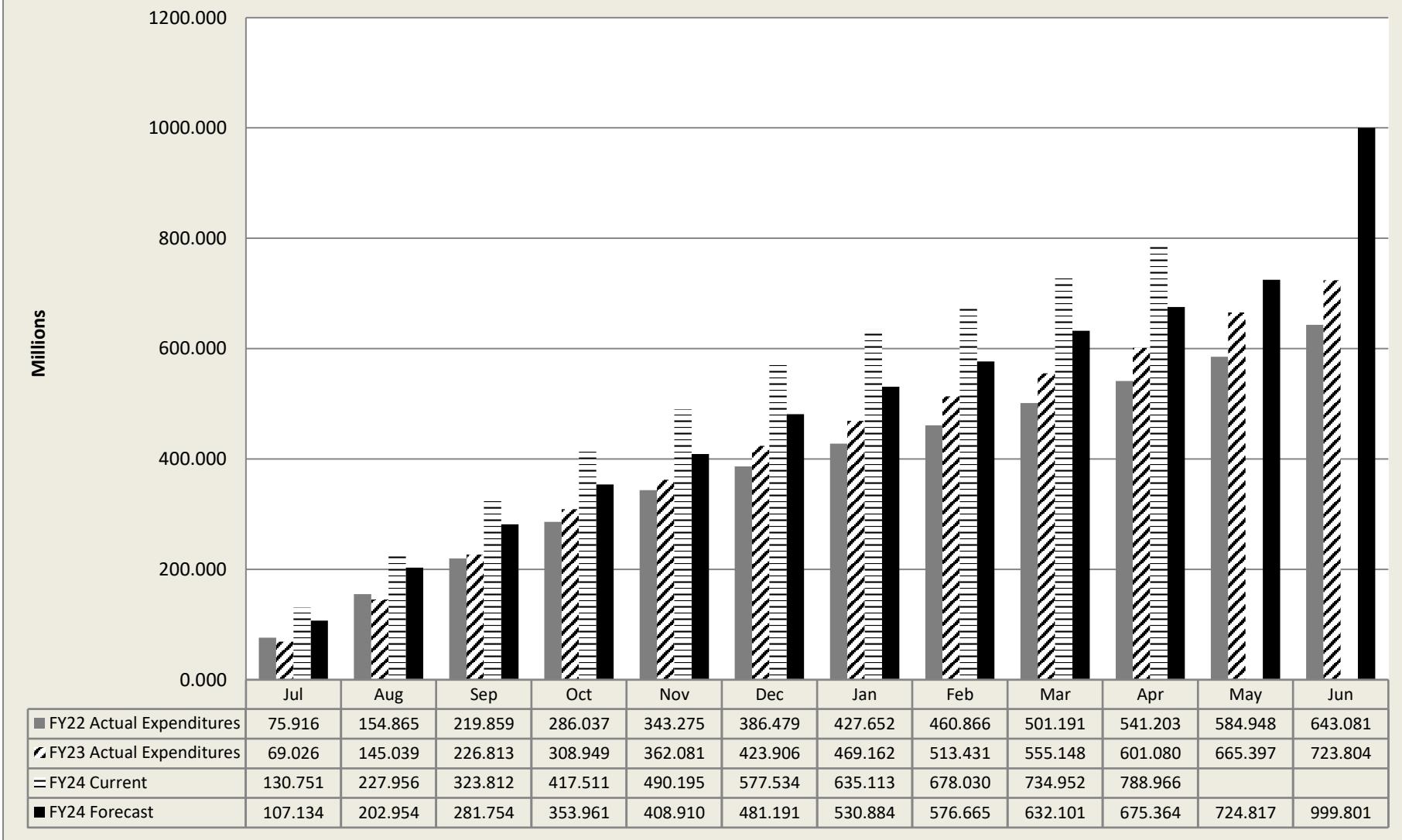
**Fiscal Year 2024**

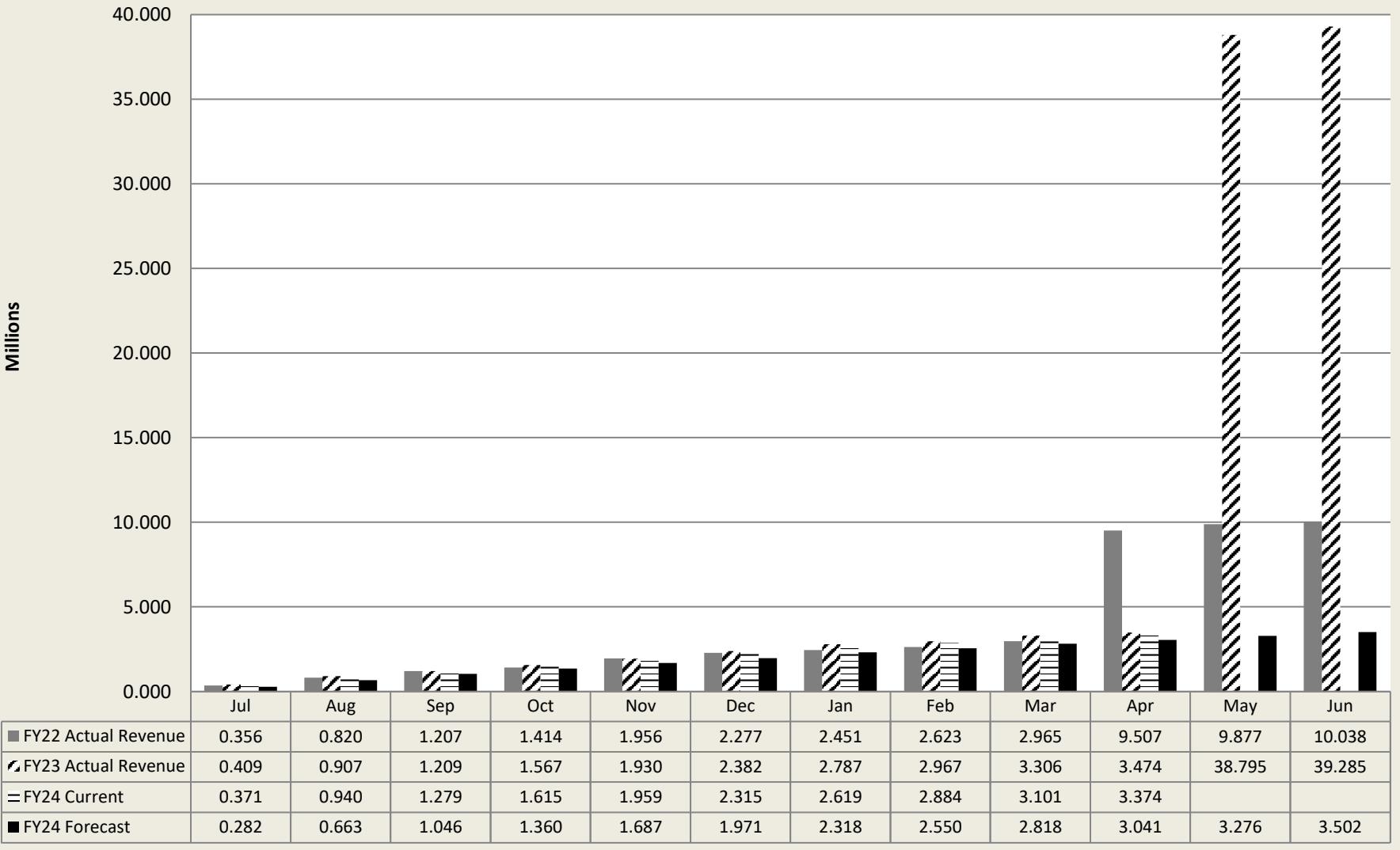
**State Revenue Source Forecast vs Actual**  
**April - For Period Ending 4/30/2024**

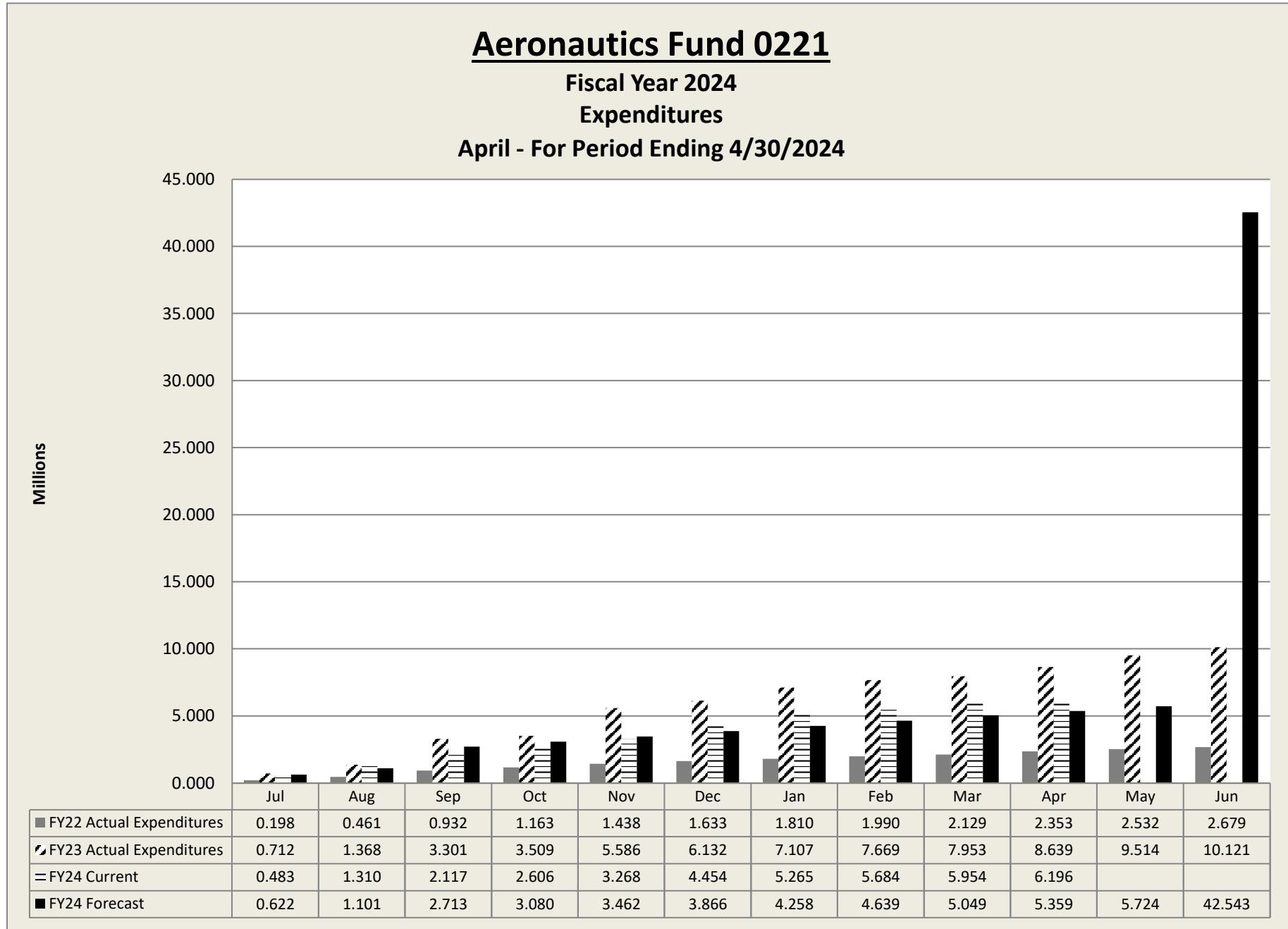


# State Highway Fund 0260

Fiscal Year 2024  
Expenditures  
April - For Period Ending 4/30/2024



**Aeronautics Fund 0221****Fiscal Year 2024****State and Interagency Revenue Sources Forecast vs Actual**  
**April - For Period Ending 4/30/2024**



UserID: whaszier  
 Report ID: AD-FN-GL-002  
 Run Date: 10 May 2024

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2024

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Mar-24	Apr-24	Mar-24	Apr-24	Mar-24	Apr-24
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	4,850	4,500	0	0
Cash in Bank (Daily Operations)	39,909,383	39,775,269	103,071,140	97,185,359	213,188,803	210,097,849
Investments (Long Term: STO - Diversified Bond Fund)	1,982,213	1,987,759	182,383,595	182,896,747	0	0
<b>Total Cash &amp; Investments</b>	<b>41,891,595</b>	<b>41,763,028</b>	<b>285,459,585</b>	<b>280,086,606</b>	<b>213,188,803</b>	<b>210,097,849</b>
Receivables - Other	0	647	1,019,429	1,027,232	0	0
- Due From Locals (Project Overruns)	0	0	393,332	406,715	0	0
- Inter Agency	43,368	63,954	12,936	210	0	0
<b>Total Receivables</b>	<b>43,368</b>	<b>64,601</b>	<b>1,425,697</b>	<b>1,434,157</b>	<b>0</b>	<b>0</b>
Inventory on Hand	0	0	21,535,289	22,250,993	0	0
<b>Total Assets:</b>	<b>41,934,963</b>	<b>41,827,629</b>	<b>308,420,571</b>	<b>303,771,756</b>	<b>213,188,803</b>	<b>210,097,849</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	3,060	145	0	0
Sales Tax Payable	0	0	22,236	14,540	0	0
Deferred Revenue (Local Projects Match)	0	0	30,557,505	30,310,408	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	111,872	119,271	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>30,694,673</b>	<b>30,444,364</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	333,341	179,127	65,793,393	62,110,795	0	0
Fund Balance	41,601,622	41,648,502	211,932,505	211,216,597	213,188,803	210,097,849
<b>Total Fund Balance:</b>	<b>41,934,963</b>	<b>41,827,629</b>	<b>277,725,898</b>	<b>273,327,392</b>	<b>213,188,803</b>	<b>210,097,849</b>
<b>Total Liabilities and Fund Balance</b>	<b>41,934,963</b>	<b>41,827,629</b>	<b>308,420,571</b>	<b>303,771,755</b>	<b>213,188,803</b>	<b>210,097,849</b>

UserID: whaszier  
 Report ID: AD-FN-GL-002  
 Run Date: 10 May 2024

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET

FOR THE PERIOD ENDED 4/30/2024

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Strategic Initiatives Fund (Grant Share) 0270.06		Total Strategic Initiatives Fund 0270	
	Mar-24	Apr-24	Mar-24	Apr-24	Mar-24	Apr-24	Mar-24	Apr-24
<b>ASSETS</b>								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	230,191,816	225,287,449	268,394,314	220,894,314	50,450,777	40,686,088	549,036,907	486,867,851
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	<b>230,191,816</b>	<b>225,287,449</b>	<b>268,394,314</b>	<b>220,894,314</b>	<b>50,450,777</b>	<b>40,686,088</b>	<b>549,036,907</b>	<b>486,867,851</b>
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	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Inventory on Hand	0	0	0	0	0	0	0	0
<b>Total Assets:</b>	<b>230,191,816</b>	<b>225,287,449</b>	<b>268,394,314</b>	<b>220,894,314</b>	<b>50,450,777</b>	<b>40,686,088</b>	<b>549,036,907</b>	<b>486,867,851</b>
<b>LIABILITIES</b>								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
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
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>								
Reserve for Encumbrance	0	175,492	0	0	0	0	0	175,492
Fund Balance	<b>230,191,816</b>	<b>225,111,956</b>	<b>268,394,314</b>	<b>220,894,314</b>	<b>50,450,777</b>	<b>40,686,088</b>	<b>549,036,907</b>	<b>486,692,359</b>
<b>Total Fund Balance:</b>	<b>230,191,816</b>	<b>225,111,956</b>	<b>268,394,314</b>	<b>220,894,314</b>	<b>50,450,777</b>	<b>40,686,088</b>	<b>549,036,907</b>	<b>486,692,359</b>
<b>Total Liabilities and Fund Balance</b>	<b>230,191,816</b>	<b>225,287,449</b>	<b>268,394,314</b>	<b>220,894,314</b>	<b>50,450,777</b>	<b>40,686,088</b>	<b>549,036,907</b>	<b>486,867,851</b>

UserID: whaszier  
Report ID: AD-FN-GL-002  
Run Date: 10 May 2024

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET

FOR THE PERIOD ENDED 4/30/2024

CARES Act  
Covid-19  
0345

Mar-24      Apr-24

### ASSETS

Cash on Hand (Change Fund)	0	0
Cash in Bank (Daily Operations)	(74,893)	(193,116)
Investments (Long Term: STO - Diversified Bond Fund)	0	0
Total Cash & Investments	(74,893)	(193,116)
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>(74,893)</b>	<b>(193,116)</b>

### LIABILITIES

Vouchers Payable	0	0
Sales Tax Payable	0	0
Deferred Revenue (Local Projects Match)	0	0
Accounts Receivable Overpayment	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>

### FUND BALANCE

Reserve for Encumbrance	0	3,858,377
Fund Balance	(74,893)	(4,051,493)
<b>Total Fund Balance:</b>	<b>(74,893)</b>	<b>(193,116)</b>
<b>Total Liabilities and Fund Balance</b>	<b>(74,893)</b>	<b>(193,116)</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 10 May 2024  
 % of Time Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

#### FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2024

Fund: 0260 State Highway Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Appropriation (F)	Appropriation Balance (G = F - B)	Percent Remaining (H = G / F)
<b>Fiscal Year:</b> 2024								
<b>Budget Fiscal Year:</b> 2024	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)	(G = F - B)	(H = G / F)
<b>REVENUES</b>								
<b>Federal Sources</b>								
FHWA - Highway	238,987,300	366,100,003	21,330,046	127,112,703	53.19 %	453,716,900	87,616,897	19.31 %
FHWA - COVID Relief	0	14,408,386	1,123,630	14,408,386	0.00 %	0	(14,408,386)	0.00 %
FHWA - Indirect Cost	0	(22,215)	(31)	(22,215)	0.00 %	0	22,215	0.00 %
Federal Transit Authority	9,100,000	14,029,589	0	4,929,589	54.17 %	19,208,500	5,178,911	26.96 %
NHTSA - Highway Safety	3,250,000	4,679,121	4,492	1,429,121	43.97 %	6,430,400	1,751,279	27.23 %
Other Federal Aid	2,583,000	550,449	1,572	(2,032,551)	-78.69%	6,102,600	5,552,151	90.98 %
<b>Total Federal Sources:</b>	<b>253,920,300</b>	<b>399,745,333</b>	<b>22,459,709</b>	<b>145,825,033</b>	<b>57.43 %</b>	<b>485,458,400</b>	<b>85,713,067</b>	<b>17.66 %</b>
<b>State Sources</b>								
Equipment Buy Back	3,677,100	3,677,025	690,000	(75)	0.00%	12,406,000	8,728,975	70.36 %
Miscellaneous Revenues	29,652,954	34,226,000	3,300,203	4,573,046	15.42 %	36,425,444	2,199,444	6.04 %
<b>Total State Sources:</b>	<b>33,330,054</b>	<b>37,903,025</b>	<b>3,990,203</b>	<b>4,572,971</b>	<b>13.72 %</b>	<b>48,831,444</b>	<b>10,928,419</b>	<b>22.38 %</b>
<b>Local Sources</b>								
Match For Local Projects	6,793,993	9,159,767	424,283	2,365,774	34.82 %	8,276,000	(883,767)	-10.68%
Other Local Sources	0	7,500	0	7,500	0.00 %	0	(7,500)	0.00 %
<b>Total Local Sources:</b>	<b>6,793,993</b>	<b>9,167,267</b>	<b>424,283</b>	<b>2,373,274</b>	<b>34.93 %</b>	<b>8,276,000</b>	<b>(891,267)</b>	<b>-10.77%</b>
<b>TOTAL REVENUES:</b>	<b>294,044,347</b>	<b>446,815,625</b>	<b>26,874,195</b>	<b>152,771,278</b>	<b>51.96 %</b>	<b>542,565,844</b>	<b>95,750,219</b>	<b>17.65 %</b>
<b>TRANSFERS-IN</b>								
Highway Distribution	204,750,900	209,360,786	18,736,115	4,609,886	2.25 %	243,302,000	33,941,214	13.95 %
Fuel/Registration Direct	61,736,083	63,381,853	5,513,987	1,645,770	2.67 %	73,634,700	10,252,848	13.92 %
Ethanol Fuels Tax	16,338,400	17,047,542	1,432,061	709,142	4.34 %	19,200,000	2,152,458	11.21 %
<b>TOTAL TRANSFERS-IN:</b>	<b>282,825,383</b>	<b>289,790,180</b>	<b>25,682,164</b>	<b>6,964,798</b>	<b>2.46 %</b>	<b>336,136,700</b>	<b>46,346,520</b>	<b>13.79 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>576,869,730</b>	<b>736,605,805</b>	<b>52,556,359</b>	<b>159,736,076</b>	<b>27.69 %</b>	<b>878,702,544</b>	<b>142,096,739</b>	<b>16.17 %</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 4/30/2024

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year:	2024	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>EXPENDITURES</b>										
<b>Operations Expense</b>										
Permanent Staff Salaries	83,031,754	78,806,131	7,184,947	0	4,225,623	5.09 %	102,070,917	23,264,786	22.79 %	
Board, Hourly, OT, Shift Diff	1,454,725	1,403,759	110,276	0	50,966	3.50 %	3,945,393	2,541,635	64.42 %	
Fringe Benefits	37,039,503	36,366,651	3,447,374	0	672,852	1.82 %	44,116,790	7,750,139	17.57 %	
Travel Expense	2,301,343	1,711,896	254,003	0	589,447	25.61 %	2,865,924	1,154,028	40.27 %	
Operating Expense	96,850,301	70,503,603	9,588,452	11,992,266	14,354,432	14.82 %	120,914,395	38,418,526	31.77 %	
Capital Equipment Expense	51,635,124	17,783,266	4,278,955	22,141,646	11,710,212	22.68 %	55,419,444	15,494,532	27.96 %	
Capital Facilities Expense	38,087,768	23,560,851	1,275,582	7,229,405	7,297,512	19.16 %	44,188,093	13,397,837	30.32 %	
Trustee & Benefit Payments	20,452,770	22,350,159	3,289,713	746,498	(2,643,887)	-12.93%	26,725,600	3,628,943	13.58 %	
<b>Total Operations Expense:</b>	<b>330,853,289</b>	<b>252,486,316</b>	<b>29,429,303</b>	<b>42,109,815</b>	<b>36,257,157</b>	<b>10.96 %</b>	<b>400,246,557</b>	<b>105,650,426</b>	<b>26.40 %</b>	
<b>Contract Construction</b>										
Operating Expense	5,226,725	6,360,816	400,381	2,075,626	(3,209,717)	-61.41%	10,600,000	2,163,558	20.41 %	
Capital Projects	338,504,405	484,289,854	27,580,559	1,024,329	(146,809,778)	-43.37%	586,853,979	101,539,796	17.30 %	
Trustee & Benefit Payments	779,424	619,568	16,243	0	159,856	20.51 %	2,100,000	1,480,432	70.50 %	
<b>Total Contract Construction:</b>	<b>344,510,554</b>	<b>491,270,237</b>	<b>27,997,184</b>	<b>3,099,955</b>	<b>(149,859,639)</b>	<b>-43.50%</b>	<b>599,553,979</b>	<b>105,183,786</b>	<b>17.54 %</b>	
<b>TOTAL EXPENDITURES:</b>	<b>675,363,843</b>	<b>743,756,554</b>	<b>57,426,486</b>	<b>45,209,770</b>	<b>(113,602,482)</b>	<b>-16.82%</b>	<b>999,800,535</b>	<b>210,834,212</b>	<b>21.09 %</b>	
<b>TRANSFERS OUT</b>										
Operating	11,482,431	11,526,794	0	0	(44,363)	-0.39%	58,423,782	46,896,988	80.27 %	
<b>TOTAL TRANSFERS OUT:</b>	<b>11,482,431</b>	<b>11,526,794</b>	<b>0</b>	<b>0</b>	<b>(44,363)</b>	<b>-0.39%</b>	<b>58,423,782</b>	<b>46,896,988</b>	<b>80.27 %</b>	
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>686,846,274</b>	<b>755,283,348</b>	<b>57,426,486</b>	<b>45,209,770</b>	<b>(113,646,845)</b>	<b>-16.55%</b>	<b>1,058,224,317</b>	<b>257,731,200</b>	<b>24.36 %</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 4/30/2024

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year:	2024	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	592,473	2,188,446	202,250	688,390	(2,284,364)	-385.56%	2,500,000	(376,837)	-15.07%
Operating Expenditures	Federal	4,584,115	4,171,061	198,122	1,387,236	(974,182)	-21.25%	8,000,000	2,441,703	30.52 %
Operating Expenditures	Local	50,137	1,309	10	0	48,828	97.39 %	100,000	98,691	98.69 %
<b>Total Operating Expenditures</b>		<b>5,226,725</b>	<b>6,360,816</b>	<b>400,381</b>	<b>2,075,626</b>	<b>(3,209,717)</b>	<b>-61.41%</b>	<b>10,600,000</b>	<b>2,163,558</b>	<b>20.41 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	113,134,687	114,947,345	316,900	1,022,669	(2,835,327)	-2.51%	190,950,279	74,980,264	39.27 %
Capital Outlay	Federal	222,271,462	337,589,183	24,576,241	1,660	(115,319,381)	-51.88%	388,907,500	51,316,657	13.20 %
Capital Outlay	FICR	0	7,051,937	17,074	0	(7,051,937)	0.00 %	0	(7,051,937)	0.00 %
Capital Outlay	Local	3,098,256	10,293,358	1,547,070	0	(7,195,102)	-232.23%	6,996,200	(3,297,158)	-47.13%
Capital Outlay	COVID Relief	0	14,408,031	1,123,275	0	(14,408,031)	0.00 %	0	(14,408,031)	0.00 %
<b>Total Capital Outlay</b>		<b>338,504,405</b>	<b>484,289,854</b>	<b>27,580,559</b>	<b>1,024,329</b>	<b>(146,809,778)</b>	<b>-43.37%</b>	<b>586,853,979</b>	<b>101,539,796</b>	<b>17.30 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	136,806	0	0	0	136,806	100.00 %	500,000	500,000	100.00 %
Trustee & Benefit Payments	Federal	627,429	619,568	16,243	0	7,861	1.25 %	1,500,000	880,432	58.70 %
Trustee & Benefit Payments	Local	15,189	0	0	0	15,189	100.00 %	100,000	100,000	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>779,424</b>	<b>619,568</b>	<b>16,243</b>	<b>0</b>	<b>159,856</b>	<b>20.51 %</b>	<b>2,100,000</b>	<b>1,480,432</b>	<b>70.50 %</b>
<b>Total Contract Construction:</b>		<b>344,510,554</b>	<b>491,270,237</b>	<b>27,997,184</b>	<b>3,099,955</b>	<b>(149,859,639)</b>	<b>-43.50%</b>	<b>599,553,979</b>	<b>105,183,786</b>	<b>17.54 %</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 4/30/2024

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	2024	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)	(G = F - B)	(H = G / F)
<b>REVENUES</b>									
Miscellaneous Revenues		2,916,670	1,154,216	0	(1,762,454)	-60.43%	3,500,000	2,345,784	67.02 %
<b>TOTAL REVENUES:</b>		<b>2,916,670</b>	<b>1,154,216</b>	<b>0</b>	<b>(1,762,454)</b>	<b>-60.43%</b>	<b>3,500,000</b>	<b>2,345,784</b>	<b>67.02 %</b>
<b>TRANSFERS-IN</b>									
Cigarette Tax		0	1,991,198	847,502	1,991,198	0.00 %	0	(1,991,198)	0.00 %
Sales Tax		80,000,000	80,000,000	0	0	0.00 %	80,000,000	0	0.00 %
<b>TOTAL TRANSFERS-IN:</b>		<b>80,000,000</b>	<b>81,991,198</b>	<b>847,502</b>	<b>1,991,198</b>	<b>2.49 %</b>	<b>80,000,000</b>	<b>(1,991,198)</b>	<b>-2.49%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>82,916,670</b>	<b>83,145,414</b>	<b>847,502</b>	<b>228,744</b>	<b>0.28 %</b>	<b>83,500,000</b>	<b>354,586</b>	<b>0.42 %</b>

Fiscal Year:	2024	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(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		159,180,680	25,898,034	3,938,455	0	133,282,646	83.73 %	252,216,821	226,318,786	89.73 %
<b>TOTAL EXPENDITURES:</b>		<b>159,180,680</b>	<b>25,898,034</b>	<b>3,938,455</b>	<b>0</b>	<b>133,282,646</b>	<b>83.73 %</b>	<b>252,216,821</b>	<b>226,318,786</b>	<b>89.73 %</b>
<b>TRANSFERS OUT</b>										
Operating		37,346,048	43,700,352	0	0	(6,354,304)	-17.01%	37,346,048	(6,354,304)	-17.01%
<b>TOTAL TRANSFERS OUT:</b>		<b>37,346,048</b>	<b>43,700,352</b>	<b>0</b>	<b>0</b>	<b>(6,354,304)</b>	<b>-17.01%</b>	<b>37,346,048</b>	<b>(6,354,304)</b>	<b>-17.01%</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>196,526,728</b>	<b>69,598,386</b>	<b>3,938,455</b>	<b>0</b>	<b>126,928,342</b>	<b>64.59 %</b>	<b>289,562,869</b>	<b>219,964,482</b>	<b>75.96 %</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 4/30/2024

Fund: 0270 Strategic Initiatives Program Fund (State 60%)

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year:	2024	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)	(G = F - B)	(H = G / F)
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues		3,000,000	964,125	0	(2,035,875)	-67.86%	3,600,000	2,635,875	73.22 %
<b>TOTAL REVENUES:</b>		<b>3,000,000</b>	<b>964,125</b>	<b>0</b>	<b>(2,035,875)</b>	<b>-67.86%</b>	<b>3,600,000</b>	<b>2,635,875</b>	<b>73.22 %</b>
<b>TRANSFERS-IN</b>									
Statutory		181,680,000	181,680,000	0	0	0.00 %	181,680,000	0	0.00 %
<b>TOTAL TRANSFERS-IN:</b>		<b>181,680,000</b>	<b>181,680,000</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>181,680,000</b>	<b>0</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>184,680,000</b>	<b>182,644,125</b>	<b>0</b>	<b>(2,035,875)</b>	<b>-1.10%</b>	<b>185,280,000</b>	<b>2,635,875</b>	<b>1.42 %</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:	2024	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>EXPENDITURES</b>										
Capital Projects		152,018,330	98,862,925	4,904,367	175,492	52,979,913	34.85 %	182,422,000	83,383,583	45.71 %
<b>TOTAL EXPENDITURES:</b>		<b>152,018,330</b>	<b>98,862,925</b>	<b>4,904,367</b>	<b>175,492</b>	<b>52,979,913</b>	<b>34.85 %</b>	<b>182,422,000</b>	<b>83,383,583</b>	<b>45.71 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>152,018,330</b>	<b>98,862,925</b>	<b>4,904,367</b>	<b>175,492</b>	<b>52,979,913</b>	<b>34.85 %</b>	<b>182,422,000</b>	<b>83,383,583</b>	<b>45.71 %</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 4/30/2024

Fund: 0270 Strategic Initiatives Program Fund (LHTAC-Local 40%)

Fiscal Year:	2024	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)	(G = F - B)	(H = G / F)
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues		2,000,000	2,154,151	0	154,151	7.71 %	2,400,000	245,849	10.24 %
<b>TOTAL REVENUES:</b>		<b>2,000,000</b>	<b>2,154,151</b>	<b>0</b>	<b>154,151</b>	<b>7.71 %</b>	<b>2,400,000</b>	<b>245,849</b>	<b>10.24 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>2,000,000</b>	<b>2,154,151</b>	<b>0</b>	<b>154,151</b>	<b>7.71 %</b>	<b>2,400,000</b>	<b>245,849</b>	<b>10.24 %</b>

Fiscal Year:	2024	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(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		86,500,000	112,000,000	47,500,000	0	(25,500,000)	-29.48%	108,500,000	(3,500,000)	-3.23%
<b>TOTAL EXPENDITURES:</b>		<b>86,500,000</b>	<b>112,000,000</b>	<b>47,500,000</b>	<b>0</b>	<b>(25,500,000)</b>	<b>-29.48%</b>	<b>108,500,000</b>	<b>(3,500,000)</b>	<b>-3.23%</b>
<b>TRANSFERS OUT</b>										
Statutory		36,000,000	36,000,000	0	0	0	0.00 %	36,000,000	0	0.00 %
<b>TOTAL TRANSFERS OUT:</b>		<b>36,000,000</b>	<b>36,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>36,000,000</b>	<b>0</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>122,500,000</b>	<b>148,000,000</b>	<b>47,500,000</b>	<b>0</b>	<b>(25,500,000)</b>	<b>-20.82%</b>	<b>144,500,000</b>	<b>(3,500,000)</b>	<b>-2.42%</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 4/30/2024

Fund: 0270 Strategic Initiatives Grant Program

Fiscal Year:	2024	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Appropriation (F)	Appropriation Balance (G = F - B)	Percent Remaining (H = G / F)
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues		0	66,180	0	66,180	0.00 %	0	(66,180)	0.00 %
<b>TOTAL REVENUES:</b>		<b>0</b>	<b>66,180</b>	<b>0</b>	<b>66,180</b>	<b>0.00 %</b>	<b>0</b>	<b>(66,180)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Statutory	136,000,000	136,000,000	0		0	0.00 %	136,000,000	0	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>136,000,000</b>	<b>136,000,000</b>	<b>0</b>		<b>0</b>	<b>0.00 %</b>	<b>136,000,000</b>	<b>0</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>136,000,000</b>	<b>136,066,180</b>	<b>0</b>		<b>66,180</b>	<b>0.05 %</b>	<b>136,000,000</b>	<b>(66,180)</b>	<b>-0.05%</b>

Fiscal Year:	2024	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
<b>EXPENDITURES</b>										
Trustee & Benefit Payments	113,333,330	95,380,092	9,764,689	0	17,953,238	15.84 %	136,000,000	40,619,908	29.87 %	
<b>TOTAL EXPENDITURES:</b>	<b>113,333,330</b>	<b>95,380,092</b>	<b>9,764,689</b>	<b>0</b>	<b>17,953,238</b>	<b>15.84 %</b>	<b>136,000,000</b>	<b>40,619,908</b>	<b>29.87 %</b>	
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>113,333,330</b>	<b>95,380,092</b>	<b>9,764,689</b>	<b>0</b>	<b>17,953,238</b>	<b>15.84 %</b>	<b>136,000,000</b>	<b>40,619,908</b>	<b>29.87 %</b>	

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 10 May 2024  
 % of Time  
 Remaining: 16.7  
 Fund: 0345 CARES Act Covid-19

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2024

Fiscal Year:	2024	Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining	
		(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)	(G = F - B)	(H = G / F)	
<b>REVENUES</b>										
Federal Sources - Federal Transit		150,000	3,245,408	0	3,095,408	2063.61 %	7,857,300	4,611,892	58.70 %	
<b>TOTAL REVENUES:</b>		<b>150,000</b>	<b>3,245,408</b>	<b>0</b>	<b>3,095,408</b>	<b>2063.61 %</b>	<b>7,857,300</b>	<b>4,611,892</b>	<b>58.70 %</b>	
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>150,000</b>	<b>3,245,408</b>	<b>0</b>	<b>3,095,408</b>	<b>2063.61 %</b>	<b>7,857,300</b>	<b>4,611,892</b>	<b>58.70 %</b>	
Fiscal Year:	2024	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	
<b>EXPENDITURES</b>										
Trustee & Benefit Payments		6,547,730	3,358,148	118,223	3,858,377	(668,795)	-10.21%	7,857,300	640,775	8.16 %
<b>TOTAL EXPENDITURES:</b>		<b>6,547,730</b>	<b>3,358,148</b>	<b>118,223</b>	<b>3,858,377</b>	<b>(668,795)</b>	<b>-10.21%</b>	<b>7,857,300</b>	<b>640,775</b>	<b>8.16 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>6,547,730</b>	<b>3,358,148</b>	<b>118,223</b>	<b>3,858,377</b>	<b>(668,795)</b>	<b>-10.21%</b>	<b>7,857,300</b>	<b>640,775</b>	<b>8.16 %</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 10 May 2024  
 % of Time Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2024

Fund: 0372 TECM Debt Service Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year:	2024	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)	(G = F - B)	(H = G / F)
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues		0	10,868	0	10,868	0.00 %	0	(10,868)	0.00 %
<b>TOTAL REVENUES:</b>		<b>0</b>	<b>10,868</b>	<b>0</b>	<b>10,868</b>	<b>0.00 %</b>	<b>0</b>	<b>(10,868)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
State Sources - Operating	37,346,048	43,700,352	0	6,354,304	17.01 %	37,346,048	(6,354,304)	-17.01%	
<b>TOTAL TRANSFERS-IN:</b>	<b>37,346,048</b>	<b>43,700,352</b>	<b>0</b>	<b>6,354,304</b>	<b>17.01 %</b>	<b>37,346,048</b>	<b>(6,354,304)</b>	<b>-17.01%</b>	
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>37,346,048</b>	<b>43,711,220</b>	<b>0</b>	<b>6,365,172</b>	<b>17.04 %</b>	<b>37,346,048</b>	<b>(6,365,172)</b>	<b>-17.04%</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:	2024	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>EXPENDITURES</b>										
Bond Principal / Interest	22,959,873	26,261,046	4,406,001	0	(3,301,173)	-14.38%	29,199,841	2,938,795	10.06 %	
<b>TOTAL EXPENDITURES:</b>	<b>22,959,873</b>	<b>26,261,046</b>	<b>4,406,001</b>	<b>0</b>	<b>(3,301,173)</b>	<b>-14.38%</b>	<b>29,199,841</b>	<b>2,938,795</b>	<b>10.06 %</b>	
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>22,959,873</b>	<b>26,261,046</b>	<b>4,406,001</b>	<b>0</b>	<b>(3,301,173)</b>	<b>-14.38%</b>	<b>29,199,841</b>	<b>2,938,795</b>	<b>10.06 %</b>	

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 10 May 2024  
 % of Time Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2024

Fund: 0373 TECM Capital Project Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year:	2024	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)	(G = F - B)	(H = G / F)
Budget Fiscal Year:	2024								

#### REVENUES

State Sources - Miscellaneous Revenues	191,042,178	188,852,595	18,054,854	(2,189,584)	-1.15%	231,042,178	42,189,584	18.26 %
<b>TOTAL REVENUES:</b>	<b>191,042,178</b>	<b>188,852,595</b>	<b>18,054,854</b>	<b>(2,189,584)</b>	<b>-1.15%</b>	<b>231,042,178</b>	<b>42,189,584</b>	<b>18.26 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>191,042,178</b>	<b>188,852,595</b>	<b>18,054,854</b>	<b>(2,189,584)</b>	<b>-1.15%</b>	<b>231,042,178</b>	<b>42,189,584</b>	<b>18.26 %</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:	2024	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year:	2024									

#### EXPENDITURES

Capital Projects	191,060,863	199,732,220	28,915,794	0	(8,671,357)	-4.54%	231,060,863	31,328,643	13.56 %
<b>TOTAL EXPENDITURES:</b>	<b>191,060,863</b>	<b>199,732,220</b>	<b>28,915,794</b>	<b>0</b>	<b>(8,671,357)</b>	<b>-4.54%</b>	<b>231,060,863</b>	<b>31,328,643</b>	<b>13.56 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>191,060,863</b>	<b>199,732,220</b>	<b>28,915,794</b>	<b>0</b>	<b>(8,671,357)</b>	<b>-4.54%</b>	<b>231,060,863</b>	<b>31,328,643</b>	<b>13.56 %</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
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 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2024

Fund: 0374 GARVEE Capital Project Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year:	2024	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)	(G = F - B)	(H = G / F)
<b>REVENUES</b>									

State Sources - Miscellaneous Revenues	31,699,869	31,363,101	3,298,194	(336,768)	-1.06%	37,699,869	6,336,768	16.81 %
<b>TOTAL REVENUES:</b>	<b>31,699,869</b>	<b>31,363,101</b>	<b>3,298,194</b>	<b>(336,768)</b>	<b>-1.06%</b>	<b>37,699,869</b>	<b>6,336,768</b>	<b>16.81 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>31,699,869</b>	<b>31,363,101</b>	<b>3,298,194</b>	<b>(336,768)</b>	<b>-1.06%</b>	<b>37,699,869</b>	<b>6,336,768</b>	<b>16.81 %</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:	2024	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>EXPENDITURES</b>										
Capital Projects	31,700,440	31,363,672	3,298,194	0	336,768	1.06 %	37,700,440	6,336,768	16.81 %	
<b>TOTAL EXPENDITURES:</b>	<b>31,700,440</b>	<b>31,363,672</b>	<b>3,298,194</b>	<b>0</b>	<b>336,768</b>	<b>1.06 %</b>	<b>37,700,440</b>	<b>6,336,768</b>	<b>16.81 %</b>	
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>31,700,440</b>	<b>31,363,672</b>	<b>3,298,194</b>	<b>0</b>	<b>336,768</b>	<b>1.06 %</b>	<b>37,700,440</b>	<b>6,336,768</b>	<b>16.81 %</b>	

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 10 May 2024  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2024

Fund: 0375 GARVEE Debt Service Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable (D = B - A)	Percent Variance (E = D / A)	Annual Appropriation (F)	Appropriation Balance (G = F - B)	Percent Remaining (H = G / F)
Fiscal Year:	2024								
Budget Fiscal Year:	2024	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)	(G = F - B)	(H = G / F)
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues		0	48,889	0	48,889	0.00 %	0	(48,889)	0.00 %
<b>TOTAL REVENUES:</b>		<b>0</b>	<b>48,889</b>	<b>0</b>	<b>48,889</b>	<b>0.00 %</b>	<b>0</b>	<b>(48,889)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating		4,700,000	4,700,000	0	0	0.00 %	4,700,000	0	0.00 %
State Sources - Operating		11,482,431	11,526,794	0	44,363	0.39 %	58,423,782	46,896,988	80.27 %
<b>TOTAL TRANSFERS-IN:</b>		<b>16,182,431</b>	<b>16,226,794</b>	<b>0</b>	<b>44,363</b>	<b>0.27 %</b>	<b>63,123,782</b>	<b>46,896,988</b>	<b>74.29 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>16,182,431</b>	<b>16,275,683</b>	<b>0</b>	<b>93,252</b>	<b>0.58 %</b>	<b>63,123,782</b>	<b>46,848,099</b>	<b>74.22 %</b>

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Fiscal Year:	2024									
Budget Fiscal Year:	2024	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>EXPENDITURES</b>										
Bond Principal / Interest		15,146,973	15,146,970	408,545	0	3	0.00 %	59,100,390	43,953,420	74.37 %
<b>TOTAL EXPENDITURES:</b>		<b>15,146,973</b>	<b>15,146,970</b>	<b>408,545</b>	<b>0</b>	<b>3</b>	<b>0.00 %</b>	<b>59,100,390</b>	<b>43,953,420</b>	<b>74.37 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>15,146,973</b>	<b>15,146,970</b>	<b>408,545</b>	<b>0</b>	<b>3</b>	<b>0.00 %</b>	<b>59,100,390</b>	<b>43,953,420</b>	<b>74.37 %</b>

User ID: whaszier  
 Report ID: AD-FN-GL-003  
 Run Date: 10 May 2024  
 % of Time Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2024

Fund: 0221 State Aeronautics Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year:	2024	(A)	(B)	(C)	(D = B - A)	(E = D / A)	(F)	(G = F - B)	(H = G / F)
<strong>REVENUES</strong>									
Federal Sources - FAA	256,000	210,258	16,625	(45,742)	-17.87%	668,500	458,242	68.55 %	
State Sources - Miscellaneous	324,654	637,885	10,967	313,231	96.48 %	347,000	(290,885)	-83.83%	
Interagency Sources -	210,000	253,816	34,786	43,816	20.86 %	254,900	1,084	0.43 %	
<strong>TOTAL REVENUES:</strong>	<strong>790,654</strong>	<strong>1,101,960</strong>	<strong>62,378</strong>	<strong>311,305</strong>	<strong>39.37 %</strong>	<strong>1,270,400</strong>	<strong>168,441</strong>	<strong>13.26 %</strong>	
<strong>TRANSFERS-IN</strong>									
Operating	2,506,029	2,482,399	227,160	(23,630)	-0.94%	2,900,000	417,601	14.40 %	
<strong>TOTAL TRANSFERS-IN:</strong>	<strong>2,506,029</strong>	<strong>2,482,399</strong>	<strong>227,160</strong>	<strong>(23,630)</strong>	<strong>-0.94%</strong>	<strong>2,900,000</strong>	<strong>417,601</strong>	<strong>14.40 %</strong>	
<strong>TOTAL REV AND TRANSFERS-IN:</strong>	<strong>3,296,683</strong>	<strong>3,584,359</strong>	<strong>289,538</strong>	<strong>287,675</strong>	<strong>8.73 %</strong>	<strong>4,170,400</strong>	<strong>586,042</strong>	<strong>14.05 %</strong>	

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year:	2024	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<strong>EXPENDITURES</strong>										
Permanent Staff Salaries	785,242	733,377	60,041	0	51,864	6.60 %	928,013	194,636	20.97 %	
Board, Hourly, OT, Shift Diff	33,652	57,537	0	0	(23,885)	-70.98%	161,780	104,242	64.43 %	
Fringe Benefits	318,891	311,995	26,460	0	6,895	2.16 %	379,508	67,512	17.79 %	
Travel Expense	56,592	56,442	1,384	0	150	0.27 %	69,042	12,600	18.25 %	
Operating Expense	797,278	674,497	83,223	110,870	11,911	1.49 %	1,349,258	563,891	41.79 %	
Capital Equipment Expense	107,000	73,307	0	0	33,693	31.49 %	107,000	33,693	31.49 %	
Capital Facilities Expense	110,556	55,916	14,220	39,876	14,764	13.35 %	160,556	64,764	40.34 %	
Trustee & Benefit Payments	3,150,000	4,082,519	93,890	0	(932,519)	-29.60%	39,388,338	35,305,820	89.64 %	
<strong>TOTAL EXPENDITURES:</strong>	<strong>5,359,210</strong>	<strong>6,045,591</strong>	<strong>279,218</strong>	<strong>150,746</strong>	<strong>(837,127)</strong>	<strong>-15.62%</strong>	<strong>42,543,495</strong>	<strong>36,347,158</strong>	<strong>85.44 %</strong>	
<strong>TOTAL EXPD AND TRANSFERS OUT:</strong>	<strong>5,359,210</strong>	<strong>6,045,591</strong>	<strong>279,218</strong>	<strong>150,746</strong>	<strong>(837,127)</strong>	<strong>-15.62%</strong>	<strong>42,543,495</strong>	<strong>36,347,158</strong>	<strong>85.44 %</strong>	



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 6/13/2024

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

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

Presenter's Name Josephine Middleton	Presenter's Title Highway Safety Manager
Preparer's Name Josephine Middleton	Preparer's Title HSM

## Subject

ITSC Annual Update		
Key Number	District	Route Number

## Background Information

The Office of Highway Safety (OHS) will provide an update to the Board on the Idaho Traffic Safety Commission (ITSC). The ITSC is required by Idaho Code 40-508 - Creation and membership in the Traffic Safety Commission, and Idaho Code 40-509 - Duties of Traffic Safety Commission.

The Commission meets twice a year. At the fall meeting, they review the crash data to learn about trends and performance measures. During the spring meeting, they receive program updates and review and approve the Annual Grant Application. Every three years they will review and approve the Triennial Highway Safety Plan.

There are currently thirteen ITSC members who agree to serve a four-year term. The Director recently appointed two new members, Dr. Christine Hahn, Dept. Health and Welfare, and Chief Rex Ingram, Caldwell Police Dept. Safety partners including representatives from the National Highway Traffic Safety Administration and Federal Highways also attend the meetings.

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

--



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 6/13/2024

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

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

Presenter's Name Kyle Wills	Presenter's Title Corporal
Preparer's Name Josephine Middleton	Preparer's Title Highway Safety Manager

## Subject

District 3 Safety Partner Update		
Key Number	District	Route Number

## Background Information

The Office of Highway Safety's (OHS) Law Enforcement Liaison, Corporal Kyle Wills, Boise Police Department, will provide information about the Highway Safety Summit that took place May 6 – 8, 2024 in Boise. He will also provide an update on traffic safety education efforts being undertaken by his agency to reach refugee populations in the Boise area.

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

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# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date 6/13/2024

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

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

Presenter's Name Josephine Middleton	Presenter's Title Highway Safety Manager
Preparer's Name Josephine Middleton	Preparer's Title HSM

## Subject

FFY2025 Annual Grant Application Approval		
Key Number	District	Route Number

## Background Information

The Office of Highway Safety (OHS) will present the FFY25 Annual Grant Application (AGA) for Board approval. The application will be submitted on August 1, 2024, to the National Highway Traffic Safety Administration to request funding to support 75 grant projects that comply with the previously approved Triennial Highway Safety Plan (3HSP) 2024-26.

Post-Crash Emergency Medical Services (EMS) is a new program area in the 3HSP/AGA. I will provide a brief update on our recent work with some of our volunteer EMS providers.

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

The Board approves the FFY 2025 Annual Grant Application to be submitted to the National Highway Traffic Safety Administration unless a 30-day consideration is desired. Resolution page 96.

WHEREAS, Idaho experienced 27,679 reportable traffic crashes, 275 traffic deaths, and 1,228 people seriously injured in 2023; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2023 was more than \$5.9 billion; and

WHEREAS, the Idaho Transportation Department's mission is to have zero traffic deaths; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate nearly \$8 million in funding behavior safety programs for Idaho to help eliminate traffic deaths and serious injuries; and

WHEREAS, the Office of Highway Safety and the Idaho Traffic Safety Commission has developed the Annual Grant Application for Federal Fiscal Year 2025 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

WHEREAS, the Annual Grant Application is required by NHTSA in order to receive funding for behavioral traffic safety projects.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the Annual Grant Application for Federal Fiscal Year 2025.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

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

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

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

Review of the Draft FY 2025 - 2031 Idaho Transportation Investment Program

Key Number N/A	District statewide	Route Number N/A
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## Background Information

From January through June 2024, Department staff and our local partners from the metropolitan planning organizations (MPOs) and the Local Highway Technical Assistance Council (LHTAC) collaborated to create the Draft FY2025 – 2031 Idaho Transportation Investment Program (ITIP).

The listing of projects for the FY2025 – 2031 program years has been provided under separate cover to Board members. Projects in the ITIP are divided into separate programs with specific objectives. Projects require funds to be developed (preliminary engineering, design, and environmental approval), possibly for right-of-way acquisition, and for contract construction (including construction engineering). Project costs are shown accordingly in the ITIP. The program year listed for a project within the ITIP is the year by which all funds will be obligated with the State or Federal government. Except for very large projects which may be split funded over multiple years, this is usually the year of letting and construction. Projects are sequenced in each program by program year and District. Exhibits from the Workshop were also provided under separate cover which help analyze and explain the draft program.

The draft program is multi-modal in nature and includes projects from the following categories: highway construction, planning, public transportation, alternative transportation (i.e., bicycle/ pedestrian), electric vehicle infrastructure, carbon reduction, and aeronautics.

The next step of the process is to proceed into a 30-day public comment period scheduled to occur during July 2024. Board action on this item indicates concurrence to begin public involvement and is not meant to indicate Board approval of the projects in the draft program. Final review and subsequent approval is scheduled for the September 2024 board meeting.

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

Approve resolution on page 98.

## **RESOLUTION**

WHEREAS, it is in the public's interest for the Department to publish and accomplish a current, realistic, and fiscally constrained seven year Idaho Transportation Investment Program (ITIP); and

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

WHEREAS, the program update cycle requires cooperation with partner agencies in its calendar of activities; and

WHEREAS, the Transportation Board has reviewed the list of projects and analysis for the Draft FY 2025 - 2031 ITIP; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR 450.210; and

WHEREAS, public involvement and input from stakeholders and interested citizens allows the Transportation Board to better understand Idaho's various transportation needs; and

WHEREAS, project selection and program approval is scheduled for the Transportation Board's September meeting after incorporating public comment.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board will commence public involvement in July with project and program information incorporated from the publication entitled *Draft FY 2025 - 2031 ITIP, June Board Meeting*.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

**No Presentation:** Consent  Informational Calendar Item

**Item Presentation:**  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
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## Background Information

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

Professional service agreements, procured through ITD HQ Design Section, Consultant Services, follow three different processes based on the size of agreement. In all cases, professional services agreements are secured using a qualification based system rather than a competitive low bid basis used for typical construction contracts.

- Work task agreements less than \$100,000 are procured through a Direct Select process.
- Work task agreements between \$100,000 and \$500,000 are procured through a Request for Information (RFI) process which short lists consultants from a prequalified consultant registry referred to as the Term Agreement list.
- Professional service agreements greater than \$500,000 are solicited through a formal Request for Proposal (RFP).

The scale of these agreements are often anticipated and necessary due to the complexity and magnitude of the associated construction projects. In many instances, the original intent is to solicit the consultant 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	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AUTHORIZATION REQUEST	TOTAL AUTHORIZATION
20506 <sup>1</sup>	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	3	\$805,269	-	\$895,514	\$1,700,783
20726, 22679, 22760, 23214, 24399 <sup>1</sup>	I-15, FY24 D6 Bridge Repair, I-15, Bingham Co Ln to MP 119, I-15, Exit 119 to Roberts, I-15, Roberts to Sage Junction, US-20 W Corridor	6	-	-	\$1,500,000	\$1,500,000
22165 <sup>1</sup>	US-20/26, I-84 to Middleton Rd, Canyon County	3	\$2,473,289	\$3,500,000	\$577,550*	\$4,077,550
22293 <sup>1</sup>	I-90, SH-41 to 15th Street Interchange, Kootenai County	1	\$15,945,392	\$16,000,000	\$500,000	\$16,500,000
22692 22693 <sup>1</sup>	US-26 IC NBL & SBL, Blackfoot and I-15, UPRR Bridge St NBL & SBL, Blackfoot	5	\$4,555,664	\$9,600,000	\$509,431**	\$10,109,431
23188 <sup>1</sup>	SH-44, I-84 JCT SH-44 IC (Middleton Rd), Canyon County	3	-	-	\$5,654,760	\$5,654,760
23335 <sup>1</sup>	SH-55, Pear Lane to Farmway, Design	3	-	-	\$6,548,000	\$6,548,000

1 Professional Agreements > \$1M

\* Agreement Amount: \$1,604,261

2 Work Task Agreements > \$500K

\*\* Agreement Amount: \$5,553,767

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

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

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

Approval of resolution on page 109.



# Department Memorandum

Idaho Transportation Department

**DATE:** April 26, 2024

**Program Number(s)** A020(506)

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

**Key Number(s)** 20506

**FROM:** Jason Brinkman, PE *JB*  
District 3 Division Administrator

**Program ID, County, Etc.** SH-55, SH-44 (STATE ST) TO PAYETTE RV BR, REHABILITATION

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Jacobs Engineering Group, Inc. professional services agreement for the SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation

The purpose of this project is to preserve the structural capacity of the existing roadway by the milling and re-paving of 18.5 miles of highway along SH-55 from SH-44 (state Street) to Payette River Bridge in Horseshoe Bend. Additionally, the project will include guardrail upgrades, ADA improvements, and the construction of a bridge at Avimor to convey both local vehicles and pedestrian traffic under the state highway system near McCleod St. at the northend of the Avimor development.

In May 2023, through Request for Proposals (RFP), Jacobs Engineering Group, Inc. was selected to provide Construction, Engineering, and Inspection (CE&I) services. Construction began in November of 2023 and will continue through September 2024.

The CE&I agreement amount for the 2023 construction season was \$805,269.

The second CE&I agreement covering the 2024 season has been negotiated at \$895,514, bringing the total agreement amount to \$1,700,783. This is approximately 9% of the programmed construction funding.

Currently, there is \$1,792,552 obligated for construction services by consultants.

**DATE:** May 24, 2024

**Program Number(s)** A020(726), A022(679),  
A022(760), A023(214), A024(399)

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

**Key Number(s)** 20726, 22679,  
22760, 23214, 24399

**FROM:** Jason M. Moseley, PE  
D6 Engineer  
*JM*

**Program ID, County, Etc.** I-15, FY24 D6  
Bridge Repair, I-15, Bingham Co Ln to  
MP 119, I-15, Exit 119 to Roberts, I-  
15, Roberts to Sage Junction, US-20  
W Corridor

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on  
the professional services agreement for I-15, FY24 D6 Bridge Repair, I-15, Bingham Co Ln to MP  
119, I-15, Exit 119 to Roberts, I-15, Roberts to Sage Junction, US-20, W Corridor.

The purpose of this agreement is to provide full CE&I services on four pavement rehabilitation  
projects, and one bridge rehabilitation project. Three of the rehabilitation projects are located on I-  
15 between MP 112 and MP 142. One pavement rehabilitation project is located on US-20 between  
MP 264 to MP 301. The bridge rehabilitation is Humphrey Road bridge on I-15 MP 189.87.

In May 2024, through Request for Proposals (RFP), a single consultant was selected to provide  
these services.

The estimated cost of these services, currently under negotiation, is approximately \$1,500,000. This  
is approximately 6% of the programmed construction funding. The construction of the projects are  
expected to begin around June 2024.

Currently, there is \$2,553,227 obligated for construction services by consultants.



## Department Memorandum

Idaho Transportation Department

**DATE:** May 30, 2024

**Program Number(s)** A022(165)

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

**Key Number(s)** 22165

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

**Program ID, County, Etc.** US-20/26, I-84 TO  
MIDDLETON RD, CANYON COUNTY

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Keller Associates, Inc. professional services agreement for the US-20/26, I-84 to Middleton Rd, Canyon County

The purpose of this project is to improve safety and capacity on US-20/26 by widening the road to three lanes in both directions with dedicated turn lanes at major intersections and implementing access control with a continuous median traffic separator. The scope includes reconstruction of the Solomon Drain and Noble Canal structures, several irrigation crossings, right-of-way acquisition, sidewalks, and a separated multi-use pathway on both sides of the roadway.

In May 2022, through a Request for Proposals (RFP), Keller Associates, Inc. was selected to provide Construction Engineering and Inspection (CE&I) services for the project.

Construction started in September 2022. An agreement was negotiated for the construction year of 2022 that totaled \$753,692. In March 2023, the board authorized the agreement amount for CE&I services up to \$3,500,000. An agreement was negotiated for the 2023 construction year at \$1,719,597, bringing the total agreement amount to \$2,473,289.

With construction scheduled to be completed in spring 2025, a final agreement has been negotiated at \$1,604,261. This agreement will bring the total cost of CE&I services to \$4,077,550, which is about 9% of the programmed construction funding.

Currently, there is \$4,259,500 obligated for all construction services by consultants.



**DATE:** May 21, 2024

**Program Number(s)** A022(293)

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

**Key Number(s)** 22293

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

**Program ID, County, Etc.** I-90, SH-41  
TO 15<sup>TH</sup> STREET IC, KOOTENAI  
COUNTY

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the David Evans & Associates, Inc. professional services agreement for the I-90, SH-41 to 15<sup>th</sup> Street Interchange, Kootenai County

This project is to improve safety and capacity on I-90 from the SH-41 Interchange (IC) (Exit 7) through the 15<sup>th</sup> Street IC (Exit 14). The project will expand the existing I-90 facility and associated service ramps to address current and future traffic demands, address existing and future capacity deficiencies at four interchanges, and provide operational and safety improvements along I-90 and local roads adjacent to the interchanges. This effort will produce a corridor-wide plan for the scope and prioritization of improvements.

In August 2021, through Request for Proposals (RFP), David Evans & Associates (DEA) was selected to provide environmental and design services for the project. This project is being phased in order to define the scope and overall approach to developing the projects within the corridor. This work is broken into the following phases:

Phase I: Planning and pre-NEPA activities to include I-90 widening design and preferred interchange alternative at the I-90/US-95 interchange, including stakeholder and public outreach.

Phase II: Approval of the NEPA documentation and completion of the preliminary design.

Potential Future Phases: Final design of specific segments that are identified in the Phase I and Phase II work.

In September 2021, the Board authorized the agreement amount for design services by DEA to \$6,200,000. The agreement for Phase I was negotiated at \$5,843,874. In April 2022, a supplemental agreement was negotiated with DEA for additional traffic analysis and conceptual design services, bringing the total agreement amount up to \$7,008,541. The Board authorized the agreement amount for design services by DEA to \$7,200,000.

In January 2023, a supplemental agreement was negotiated with DEA for Phase II services to include additional survey, right-of-way identification, and utility investigations to support the environmental documentation, bringing the total agreement amount up to \$15,945,392. The Board authorized the agreement amount for design services by DEA to \$16,000,000.

Additional services are negotiated to support development of an ethnographic study for the Coeur d'Alene Tribe and to complete documentation required by FHWA for a "major project", both items were unknown at the time of the previous supplemental. This work will complete Phase I and Phase II services. The negotiated cost of these additional services is approximately \$500,000. This request is for agreement authorization up to \$16,500,000.

Currently, there is \$16,200,000 scheduled for design services by consultants. Additional funds will be obligated from TECM program funds. No agreement will be written without enough obligated funding.



## Department Memorandum

Idaho Transportation Department

**DATE:** May 31, 2024

**Program Number(s)** A022(692), A022(693)

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

**Key Number(s)** 22692, 22693

**FROM:** Todd Hubbard, PE  
District 5 Engineer

**Program ID, County, Etc.** I-15, US-26  
IC NBL & SBL, BLACKFOOT & I-15,  
UPRR BRIDGE ST NBL & SBL,  
BLACKFOOT

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the David Evans and Associates, Inc. professional services agreement for the US-26 IC NBL & SBL, Blackfoot and I-15, UPRR Bridge St NBL & SBL, Blackfoot

This project is within the limits of corridor project KN 23346 I-15, Pocatello to Idaho Falls corridor. Services provided for the corridor project focus on planning, conceptual design, environmental evaluation, and phased design within priority segments of the corridor.

The purpose of these projects (KN 22692 and 22693) is to improve safety and mobility on I-15 and through the west Blackfoot Interchange (Exit 93) by replacing the existing bridges and modifying the interchange to address safety, operations, geometrics, and capacity limitations. The new interchange will replace the obsolete two-lane bridges with single widened bridges to accommodate the future widening of I-15 and incorporate longer ramps to meet current design standards. The existing interchange configuration was evaluated along with additional configurations and it was determined the best alternative to accommodate current and future transportation needs at this interchange is an improved diamond.

In December 2021, through Request for Proposals (RFP), David Evans and Associates, Inc. was selected to provide planning, conceptual design, environmental evaluation, and design services within the corridor.

The design services for this project (KN 22692 and 22693) were split into two phases. Phase I was for Concept through Preliminary Design. Phase II is for Final Design to PS&E.

In September 2022, the Board authorized an agreement amount for Phase I of approximately \$4,600,000 (final agreement amount of \$4,555,664 for Phase I) and an estimated agreement amount for Phase II of approximately \$5,000,000.

The negotiated cost of services for the Phase II agreement is \$5,553,767, bringing the total agreement amount to \$10,109,431. This is approximately 23% of the programmed construction funding.

Currently, there is \$6,125,000 obligated for construction services by consultants. The district has identified additional funds to cover the remaining funds needed to complete this agreement. No agreement will be written without enough obligated funding.



## Department Memorandum

Idaho Transportation Department

**DATE:** May 16, 2024

**Program Number(s)** A023(188)

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

**Key Number(s)** 23188

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

**Program ID, County, Etc.** SH-44, I-84  
JCT SH-44 IC (MIDDLETON RD),  
CANYON COUNTY

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Horrocks Engineers, Inc. professional services agreement for the SH-44, I-84 JCT SH-44 IC (Middleton Rd), Canyon County

This project is within the limits of corridor project KN 23341 I-84, SH-44 IC to Centennial Way IC, Canyon County. Services provided for the corridor project focus on traffic forecasting, environmental analysis, and phased design within areas of the corridor.

The purpose of this project (KN 23188) is to reconstruct the aging interchange on I-84 at milepost 25 and its associated infrastructure, such as the SH-44 IC Bridge over I-84, the on- and off-ramps, irrigation structures that cross I-84 and SH-44, several retaining walls, a storm drain conveyance system for SH-44 water, and a drainage infiltration/detention facility for interstate and stormwater.

In August 2021, through a Request for Proposals (RFP), Horrocks Engineers, Inc. was selected to provide traffic modeling and forecasting, environmental analysis and design services within the corridor.

This negotiated design services agreement will complete the design and deliver the final Plans, Specifications, and Estimate (PS&E) for SH-44, I-84 JCT SH-44 IC (Middleton Rd), Canyon County. Negotiated cost of these services is \$5,654,760. This is approximately 8% of the programmed construction funding.

Currently, there is \$6,400,000 obligated for design services by consultants.



## Department Memorandum

Idaho Transportation Department

**DATE:** May 21, 2024

**Program Number(s)** A023(335)

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

**Key Number(s)** 23335

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

**Program ID, County, Etc.** SH-55,  
PEAR LANE TO FARMWAY, DESIGN

**RE:** Request to approve professional services agreement authorization to greater than \$1,000,000 on the Horrocks Engineers, Inc. professional services agreement for the SH-55, Pear Lane to Farmway, Design

The purpose of this project is to improve safety and mobility on SH-55 (Karcher Rd) by widening the road to two travel lanes in each direction with dedicated turn lanes at major intersections and wide shoulders for pedestrian/bicyclist usage. The scope includes multiple bridge replacements, culvert extensions, significant utility/irrigation relocations and right-of-way acquisition for over 50 parcels.

In September 2021, through Request for Proposals (RFP), Horrocks Engineers, Inc. was selected to provide design services for the entire corridor from Pear Lane to Middleton Road.

The initial agreement focused on design services for the eastern half of the corridor from Farmway Road to Middleton Road (KN 22715). This design services agreement (KN 23335) is for the western half of the corridor from Pear Lane to Farmway Road. It will complete final roadway design, final traffic design (signs and signals), right-of-way-plans, drainage, utility coordination, and coordinate with ITD Bridge on final bridge designs.

Negotiated cost of design services for the western half of the corridor from Pear Lane to Farmway Road is \$6,548,000.

Currently, there is \$8,000,000 obligated for design services by consultants.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

### RESOLUTION

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

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

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

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

KEY NUMBER	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AUTHORIZATION REQUEST	TOTAL AUTHORIZATION
20506 <sup>1</sup>	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	3	\$805,269	-	\$895,514	\$1,700,783
20726, 22679, 22760, 23214, 24399 <sup>1</sup>	I-15, FY24 D6 Bridge Repair, I-15, Bingham Co Ln to MP 119, I-15, Exit 119 to Roberts, I-15, Roberts to Sage Junction, US-20 W Corridor	6	-	-	\$1,500,000	\$1,500,000
22165 <sup>1</sup>	US-20/26, I-84 to Middleton Rd, Canyon County	3	\$2,473,289	\$3,500,000	\$577,550*	\$4,077,550
22293 <sup>1</sup>	I-90, SH-41 to 15th Street Interchange, Kootenai County	1	\$15,945,392	\$16,000,000	\$500,000	\$16,500,000
22692 22693 <sup>1</sup>	US-26 IC NBL & SBL, Blackfoot and I-15, UPRR Bridge St NBL & SBL, Blackfoot	5	\$4,555,664	\$9,600,000	\$509,431**	\$10,109,431



## Board Agenda Item

ITD 2210 (Rev. 12-23)

23188 <sup>1</sup>	SH-44, I-84 JCT SH-44 IC (Middleton Rd), Canyon County	3	-	-	\$5,654,760	\$5,654,760
23335 <sup>1</sup>	SH-55, Pear Lane to Farmway, Design	3	-	-	\$6,548,000	\$6,548,000

1 Professional Agreements > \$1M

2 Work Task Agreements > \$500K

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

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

\* Agreement Amount: \$1,604,261

\*\* Agreement Amount: \$5,553,767



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

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

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

Presenter's Name Vincent Trimboli	Presenter's Title Transportation Program Manager
Preparer's Name Vincent Trimboli	Preparer's Title Transportation Program Manager

## Subject

SH-55 Eagle Road Update		
Key Number NA	District 3	Route Number SH-55

## Background Information

The Idaho Transportation Department (ITD) District 3, Headquarters Traffic Operations Section, and the Idaho State Police (ISP), in coordination with the Cities of Boise, Meridian, and Eagle, initiated a review of traffic mobility and traffic crash history in the Eagle Road (SH-55) corridor two years ago.

The 6.5-mile corridor from I-84 to SH-44, Eagle Road, features 18 traffic signals and carries nearly 60,000 vehicles daily – the highest volume of any Idaho road except the Interstate Highways. ITD is committed to enhancing safety, as a significant percentage of the nearly 400 crashes on Eagle Road each year are related to traffic congestion and intersection conflict points, a concern we take very seriously.

In 2022, ITD chaired a multiagency task force that began reviewing the corridor crash history, traffic speeds, and signal operations while looking for opportunities to increase safety. Analysis from the completed traffic study does not recommend a need to lower the speed limit in the corridor.

During a Meridian City Council workshop on June 4, 2024, ITD proposed closing four median breaks where left-in/U-turns currently lead to more severe crashes. In addition, the department would implement a Variable Speed Limit (VSL) Pilot between Franklin and Chinden and work with the Ada County Highway District (ACHD) to update signal timing and conduct ongoing traffic monitoring throughout the three corridors, as part of a two year pilot proposal.

Staff will present the Board with the options discussed at the Meridian City Council meeting, along with the department's plans to share the information and recommendations with the community during a series of public meetings this summer. Crash data will be presented to the public detailing the 1,988 crashes that occurred within the corridor from 2019-2023.

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

Information item only



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

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

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

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 2024-2026 Congressional Application Funding Recommendations		
Key Number N/A	District STATEWIDE	Route Number N/A

## Background Information

The Public Transportation Office issued a Congressional competitive application process for the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program.

Using Federal Transit Administration scope eligibility and priorities, PT staff made funding recommendations for the applications.

On April 25, 2024, PT staff presented the subrecipient grant applications to the Public Transportation Advisory Council (PTAC), and asked for their comments and concurrence on funding recommendations made by staff.

Based on feedback received from the Idaho Transportation Board at its May meeting, PT staff is presenting the revised recommendations for the Board's consideration.

Staff seeks approval from the Board on the revised 5310 program applications, which will become available upon approval from the Federal Transit Administration. All funding agreements will begin October 1, 2024.

Per Board Policy 4038, the Public Transportation Officer hereby brings forth the aforementioned funding recommendations and requests the Idaho Transportation Board's approval of proposed recommendations.

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

Approval of public transportation funding recommendations in the amount of \$1,415,326 for the 2024-2026 5310 program awards. Resolution on page 115.

### 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - Revised

District	Applicant	Score	Scope	Federal Request	Recommendation	Notes
1	Kootenai County	89	Purchase of Service	\$160,000	\$160,000	
2	Interlink	0	Operations	\$217,682	\$0	Ineligible Project
2	DAC	90	Purchase of Service	\$197,568	\$197,568	
3	Kuna Senior Center	78	Operations	\$53,032	\$40,000	
3	Parma Sr Ctr	73	Operations	\$50,000	\$25,000	No previous operating funds
3	TVT	92	Purchase of Service	\$450,000	\$260,000	
3	VRT (Late)	85	Purchase of Service	\$315,070	\$145,589	Late submission allowed due to extenuating circumstances Will use \$35,508 of previous unspent funds
4	LINC	92	Purchase of Service	\$334,820	\$334,820	
6	AVOT	64	Operations	\$3,255,140	\$252,349	

<b>Total Available</b>	<b>\$1,415,326</b>
<b>Total Recommended</b>	<b>\$1,415,326</b>
<b>Remaining Balance</b>	<b>\$0</b>

WHEREAS, the Public Transportation Office is charged with soliciting, reviewing, and programming public transportation projects in the rural areas of Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the funding sources include the Federal Transit Administration grant for the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects.

*NOW THEREFORE BE IT RESOLVED*, that the Board acknowledges the projects proposed as submitted, and approves the rural funding amount of \$1,415,326 for submittal to the Federal Transit Administration for final approval.

*BE IT FURTHER RESOLVED*, that these projects are submitted for inclusion in the FY24 – 30 Idaho Transportation Investment Program and programmed in FY25.



# Board Agenda Item

ITD 2210 (Rev. 12-23)

Meeting Date June 13, 2024

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

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

Presenter's Name Amy Schroeder	Presenter's Title Division Administrator
Preparer's Name Erika Bowen	Preparer's Title TECM Project Manager

## Subject

Bid Award Justification: SH-55, Farmway Road to Middleton Road, Irrigation Materials Procurement		
Key Number 22715A	District 3	Route Number SH-55

## Background Information

On May 14, 2024, one bid was opened for the above referenced project. The low bid of \$6,557,492.00 was 47% higher than the Engineer's Estimate.

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

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	Difference
578-005A	Precast Concrete Culvert (Forest Canal East Box)	1 LS	\$238,000.00	\$1,113,000.00	\$875,000.00
Z629-05A	Mobilization	1 LS	\$478,000.00	\$2,405,496.00	\$1,927,496.00
Total Difference from these Items					\$ 2,802,496.00

This project is for pipe and structures pre-procurement, which are needed for the SH-55, Farmway Rd to Middleton Rd, Canyon County construction project (KN 22715) being planned to advertise later this summer.

Five precast concrete culverts are included in the bid package. The culvert listed above had the largest difference between the low bid and the Engineer's Estimate. When summing all bid items except for Mobilization, the low bid is approximately 4% higher than the Engineer's Estimate.

The Engineer's Estimate calculated mobilization as 12% of the total project cost which falls within the typical range used for highway projects (10%-15%). However, this project is not typical as it is for procurement, storage and delivery of concrete pipe and structures.

KN 22715 will be ready for advertisement this summer and must start construction on irrigation features on November 1, 2024 to meet schedule milestones. If this procurement package is not awarded, the mainline project will be delayed 12 months until the next irrigation season. A delay in KN22715 adversely impacts road users by prolonging current peak hour travel delays, impacts the construction of new accesses to multiple in-progress developments as negotiated within right-of-way agreements, and delays usage of the new active transportation network being constructed within this project.

Available TECM program funds will be used to fund the additional cost. The district does not believe that re-advertisement will result in lower estimates and the time required to re-advertise will result in a delay to the SH-55 mainline project (KN 22715). The district and TECM program office recommend award of this contract.



## Board Agenda Item

ITD 2210 (Rev. 12-23)

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

Resolution on page 118.

## **RESOLUTION**

WHEREAS, Board Policy 4001 requires the Transportation Board to approve awarding contracts more than 110% of the Engineers Estimate; and

WHEREAS, pre-procurement of these items is critical to beginning irrigation work later this year and reduces the potential for a one-year delay in overall project completion; and

WHEREAS, the additional funds are available within the TECM program.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the award of SH-55, Farmway Road to Middleton Road Materials Procurement project (Key No. 22715A) to the apparent low bidder in the amount of \$6,557,492.00.