



A G E N D A

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

June 14 - 15, 2023

June 14, 2023

**District 3, Courtyard Marriot
1789 S. Eagle Road
Meridian, Idaho**

District 3 Tour

- 9:00** Depart from Oxford Suites, 1426 S Entertainment Ave, Boise for tour of I-84 Transportation Expansion & Congestion Mitigation (TECM) project in Nampa and Caldwell
- 9:30** Tour Caldwell Maintenance and Design Construction Residency Group 3 Renovations, Exit 25
- 10:00** Depart for SH-16, South Project Tour
- 10:20** Onsite Tour of SH-16 South, Construction TECM Project
- 11:30** Arrive at Courtyard Marriot
- 12:00** Board Lunch

ITIP Outreach Workshop

- 1:30** Welcome
- 1:45** Review Project Display Boards
 - Interact with Board and ITD Staff
- 2:15** ITD's District 3 Priorities
- 2:40** ITD Updates: DMV, Aeronautics, and Public Transportation
- 3:05** Policy Directive Updates for Locals
- 3:15** LHTAC Updates
- 3:30** Transportation Partner Updates
 - Local Partners Update Board and Ask Questions
- 4:30** 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 15, 2023
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June 15, 2023
District 3 Office
8150 W. Chinden Blvd.
Garden City, Idaho

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2450 540 4972
- b. meeting password: 1234

KEY:

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

Workshop

	Time*
Information Items	
1. Introduction – Chief Administrative Officer Tolman and Controller Collins	8:00
2. Trends and State Revenue – Economic and Research Mgr. Thompson	8:05
3. Recap of FY24 Request and Supplemental – Financial Mgr. Bray	8:20
4. Draft FY25 Budget Request – Initial Look – Financial Mgr. Bray	8:25
5. Break	9:00
6. Department Workforce Planning for FY24-25 – Chief Deputy McElhinney and District Engineer Allen	9:15
7. Six-Year Capital Facilities Plan – Capital Facilities Manager Pirc	9:35
8. Draft FY24 – 30 Idaho Transportation Investment Program (ITIP) - Program Control Manager Wonacott	9:45
9. Public Outreach – Senior Public Information Officer Heuring	10:05
10. Break	10:15

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June 15, 2023
District 3
8150 W. Chinden Blvd.
Garden City, Idaho

Business Meeting

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- b. meeting password: 1234

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		Page #	Time*
Action Item	1. CALL MEETING TO ORDER		10:25
Info Item	2. SAFETY SHARE: Safety Compliance Officer Larsen		
Action Item	3. BOARD MINUTES – May 17 - 18, 2023.....	6	
Info Item	4. BOARD MEETING DATES..... Next meeting is July 19 in Boise, Idaho Chinden Campus	21	
Action Item	5. CONSENT CALENDAR.....	22	
DIR	___ FY24-27 Division of Financial Management (DFM) Strategic Plan Report..	23	
HWY	___ Adjust Highway-Rail Crossing Program for the FY23-29 Idaho	34	
	Transportation Investment Program (ITIP)		
HWY	___ Adjustments to the Local Safety Program in the FY23–29 ITIP	35	
HWY	___ Update of Safety Rest Areas and Oasis Partnerships	37	
HWY	___ State Highway System Functional Classification Map update	41	
HWY	___ 2023 Children Pedestrian Safety Program.....	45	
HWY	___ FY23 Freight Program projects.....	47	
HWY	___ GARVEE Program Annual Legislative Report	48	
HWY	___ Contract award	50A	
Info Items	6. INFORMATIONAL CALENDAR		
HWY	___ Contract award information and current advertisements.....	51	
HWY	___ Professional services agreements and term agreement work tasks report	57	
ADM	___ Non-Construction Professional Service Contracts.....	64	
ADM	___ Monthly report of federal formula program funding through May 31	65	
ADM	___ State Fiscal Year 2023 financial statements	67	

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June 15, 2023
Garden City, Idaho

**Page
Time**

Information Items

- | | |
|--|--------------|
| 7. ADOPT-A-HIGHWAY PRESENTATION | 10:35 |
| Vice Chair DeLorenzo: Ada County Sheriff's Labor Detail Program | |
| 8. DIRECTOR'S MONTHLY REPORT: Director Stokes | 10:45 |
| 9. DISTRICT ENGINEER REPORT: District 3 Administrator Lakey | 11:05 |
| 10. AGENDA ITEMS | |

Action Items

HWY Lakey	Board Unallocated Funding for SH-55 Horseshoe Bend project..... 89 (Resolution on page 91)	11:20
HWY Wonacott	Review of the Draft FY 2024 - 2030 Idaho Transportation Investment Program . 92 (Resolution on page 93)	11:30
HWY Crider	Agreement authority exceed \$1M for <u>FY24</u> roadway and ADA improvements, .. 94 Ada County (Resolution on page 96)	11:35
HWY Crider	Agreement authority exceed \$1M for <u>FY25</u> roadway and ADA improvements, .. 97 Ada County (Resolution on page 99)	11:40
HWY Crider	Agreement authority to exceed \$1M for SH-16, SH-44 to Junction SH-52..... 100 environmental re-evaluation (Resolution on page 102)	11:45
HWY Crider	Agreement authority to exceed \$1M for Franklin Blvd. & 3 rd N freight..... 103 improvement, Nampa (Resolution on page 105)	11:50
HWY Crider	Agreement authority to exceed \$1M for Five Mile Road overpass and..... 106 widening, Boise (Resolution on page 108)	11:55
HWY Crider	Agreement authority to exceed \$1M for US-20 Chester to Ashton, Fremont Co.. 109 (Resolution on page 111)	12:00
HWY Allen	Add US-95, Schoolhouse Road turn bays, Boundary Co. to Early Development . 112 Program (Resolution on page 113)	12:05

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Garden City, Idaho

Page # Time

- 11. EXECUTIVE SESSION** (Forest Conference Room) **12:15**
PERSONNEL ISSUES [SECTION 74-206(a), (b)]
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

12. AGENDA ITEMS (CON'T)

Action Items

HWY _____ Pond	Administrative settlement over \$200,000 114 (Resolution on page 115)	1:20
HWY _____ Pond	Administrative settlement over \$200,000 116 (Resolution on page 117)	1:25
HWY _____ Pond	Administrative settlement over \$200,000 118 (Resolution on page 119)	1:30
COM _____ Middleton	FFY 2024-26 Highway Safety Plan..... 120 (Resolution on page 121)	1:35
HWY _____ McElhinney	Strategic Initiatives Local Grant Program - ITD/Ada County Highway District .. 122 MOU (Resolution on page 126)	1:45
HWY _____ Rindlisbacher	Strategic Initiative Grant Program – Local Transportation Grant application..... 127 and process (Resolution on page 141)	2:00
HWY _____ Bauges	Add Beacon Light Road to Brookside Lane project to the Early Development.... 142 Program (Resolution on page 143)	2:20
HWY _____ Bauges	Add Linder Road, Overland Road to Franklin Road, project to the Early 144 Development Program (Resolution on page 145)	2:25
HWY _____ Trimboli/Bower	State Highway Mitigation Avimor Agreement 146 (Resolution on page 165)	2:35

Information Item

COM _____ Cameron/Goeke	2024 ITD draft agency legislation 166	3:00
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- 13. ADJOURNMENT** (estimated time) **3:15**

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REGULAR MEETING
IDAHO TRANSPORTATION BOARD

May 17 - 18, 2023

The Idaho Transportation Board met at 10:30 AM on Wednesday, May 17, 2023, in Pocatello, 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
John Bulger, Member – District 5
Bob Hoff, Member – District 6
Scott Stokes, Director
Lorraine Dennis, Executive Assistant to the Board

District 4 Member Jim Kempton and Chief Deputy/Chief Operations Officer Dan McElhinney were not present.

District 5 Tour and Outreach Workshop. The Board toured the I-86/I-15 System Interchange Transportation Expansion & Congestion Mitigation (TECM) project. Staff and the contractor provided project information onsite. Following the tour, the Board convened at the Grand Idaho Inn for the Outreach Workshop with local transportation officials.

Chairman Moad and Member Bulger welcomed participants of the Idaho Transportation Investment Program (ITIP) Outreach Workshop. Director Stokes gave opening remarks focusing on expectation for the afternoon, Idaho Transportation Department's (ITD) vision and what it means to invest with purpose for the 7-year ITIP \$612.8 million program. District 5 Engineer Todd Hubbard facilitated the workshop. Participants had time to review several project displays arranged around the room and interact with staff and the Board. They reconvened to hear presentations from ITD staff. Highways Administrator Dave Kuisti and DE-5 Todd Hubbard presented TECM projects and District 5 priority projects information. Motor Vehicle Administrator Lisa McClellan gave an update on DMV, Aeronautics Administrator Jeff Marker presented information on aeronautics, and Transportation Planner Shauna Miller provided an overview on Public Transportation. Chief Administrative Officer Dave Tolman presented an update on policy directives for Locals, and Local Highway Technical Assistance Council (LHTAC) Administrator Laila Kral reviewed funding opportunities for Locals. The Workshop concluded with an open form for local transportation officials to ask questions and share comments.

WHEREUPON, the Idaho Transportation Board's tour and workshop recessed at 3:30 PM.

May 18, 2023

The Idaho Transportation Board convened at 8:30 AM on Thursday, May 18, 2023, at the Idaho State Police Office in Pocatello, Idaho. Members and principals from previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Safety Compliance Officer Jeremy Gough reported the importance of checking for missing lug nuts prior to traveling, and cited an example of when a truck tire came off the vehicle. As a result of that incident, staff now uses lug nut orange tag indicators on all their vehicles that visually show if a lug nut has moved/loosen.

Chairman Moad thanked SCO Gough for implementing the safety innovation.

Board Minutes. Member Thompson made a motion to approve the minutes of April 19 & 20, 2023, seconded by Member Osborn, and the motion passed unanimously.

Board Meeting Dates. The next meeting is June 14 & 15, 2023 in Boise.

Consent Items. Member Hoff made a motion, seconded by Vice Chair DeLorenzo, 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
ITB23-44

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 amendment of Bonneville Metropolitan Planning Organization (BMPO) Idaho Falls transit project, addition of 1st Street widening project and Center Street Railroad Bridge Underpass project to the FY23-29 ITIP, the State Institution Road Improvement College of Eastern Idaho project, contract award, and contract to reject.

1) Amend BMPO Idaho Falls transit project in the FY23-29 Idaho Transportation Investment Program (ITIP). Amend the FY23 transit Idaho Falls/Ammon UZA Capital Service project at the request of BMPO and the sponsor Greater Idaho Falls Transit (GIFT). The FY2023 project cost is \$1,853,000. The local match of \$371,000 will be paid by GIFT. The project provides operations for the Mobility on Demand programs in the Idaho Falls area.

2) Add 1st Street widening project, City of Ammon to FY23-29 ITIP. Addition of KN24250, 1st Street widening from Hitt Road to Ammon Road in the City of Ammon. BMPO has added this

project to their transportation improvement program. The project cost is \$6,291,820 and will be added to FY23 of the FY23-29 ITIP.

3) Add Center Street Railroad Bridge Underpass, City of Pocatello to the FY23-29 ITIP. Advance KN 12098, Center Street Railroad Bridge Underpass project to address maintenance of the existing structure and upgrades. The FY23 project cost is \$6,151,522. The City of Pocatello will contribute a local match of \$451,522.

4) State Institution Road Improvement, College of Eastern Idaho project. Per Board Policy 4045, \$30,000 is available to state institutions for maintenance projects around its grounds. The Department of Public Works' recommends FY24 project funding for the College of Eastern Idaho to address damaged concrete walks and pedestrian curbs.

5) Contract award. The low bid on the following project is more than ten percent over the engineer's estimate, requiring justification. On key #23235 SIA, US-2, MP 7.348 culvert relining, District 1, main difference between the low bid and engineer's estimate is for culvert relining material. The Districts does not believe re-advertising the projects would result in lower bids, and recommends awarding the contract. Low bidder: Crea Construction - \$269,120.00.

6) Contract to reject. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate for key #23791 SIA, FY24 striping, I-90, District 1. Contractor – Road Products LLC. - \$854,679.44.

Informational Items.

1) Contract awards and advertisements. There were six ITD contracts awarded that did not require Board approval from April 1 – 30, 2023. From October 1, 2022 to April 30, 2023, 52 ITD and 11 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From March 27, 2023 to April 23, 2023, 31 new professional services agreements and work tasks were processed, totaling \$13,559,078. Three supplemental agreements to existing professional services agreements were processed during this period for \$443,461.

3) 2023 Children Pedestrian Safety Program. House Bill 354, signed by Governor Little allocated \$10 million to the Children Pedestrian Safety Program administered by LHTAC. The LHTAC Council reviewed options on how to proceed with administering the additional funding. The LHTAC Council chose to fund projects that were not funded from 2022 applications. This will fund \$7.5 million in projects, provide up to \$50,000 per applicant to account for recent higher bid prices on a first come, first serve basis, and then provide an opportunity for applications this fall with unspent funds.

4) FY24-27 Division of Financial Management 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. New to the plan, is an overview section, ITD focus areas and an Aeronautics' performance measure.

5) Monthly report of federal formula program funding through May 1. Idaho received full-year FY23 obligation authority (OA) of \$394.2 million through September 30, 2023, via the consolidated appropriations act passed on December 29. OA includes \$9.3 million of Highway Infrastructure General Funds carried over from FY20 and FY21 and \$45 million of Infrastructure Investment and Jobs Act (IIJA) Bridge Formula funds. The IIJA was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$444.7 million. FY23 OA through September 30, 2023 is 88.7% of apportionments. Allotted program funding is \$426.5 million with \$218.5 million remaining.

6) FY23 financial statements. Revenues to the State Highway Account from all state sources as of March 31 is slightly below forecast by 0.4%; however, revenues in the HDA are up by 0.4%. State revenues to the State Aeronautics Fund were ahead of forecast by 48.9%, or \$856K. The Department's expenditures were within planned budgets. Personnel costs savings of \$5.9M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$329.8M for July – March, and total construction expenditures from the five different funds sources total \$563.9M.

The balance of the long-term investments was \$176.9M as of the end of March. These funds are obligated against construction projects and encumbrances. The cash balance is \$137.5M. Expenditures in the Strategic Initiatives Program Fund is \$48.6M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$80M, which is the cap. Additional funds will now flow into the Local Distribution Account. Currently, ITD received \$2.8M from the Cigarette Tax revenue. For FY23, \$13.2M is committed to debt service. The federal CARES Act provided \$27 million for public transportation. FY23 expenditures are \$3.2M. Expenditures for the TECM bond program during this period is \$69.7M and \$67.7M for GARVEE.

Adopt-A-Highway. Member Bulger presented the AAH award to POW & MIA Awareness Association Sam Guyette. The Association chose SH-26 (MP 299.5 – 301.5) as their dedicated cleanup spot because it is recognized as the POW*MIA Memorial Highway. Mr. Guyette thanked ITD and the Board for the award.

Chairman Moad thanked the Association for their dedication.

Director's Monthly Report. Director Stokes thanked DE-5 Todd Hubbard for the I-86/I-15 project tour yesterday. He introduced ITD Emergency Management Program Manager Travis Hire who provided a report on statewide flooding events. All but District 2 of ITD's six districts

experienced flooding events. Some of the counties included Clark Fork, Boise, Elmer, Blaine, Caribou, Bannock, Franklin, Jefferson and Madison. Flooding ranged from rockslides and roadway washouts and closures to imminent threat to businesses and homeowners. Also, the City of Preston is addressing flooding concerns at its wastewater treatment plant.

Director Stokes reported on ITD's Annual Impact Awards stating they had 56 nominations for the nine categories, two of which are new this year. He highlighted the winners for each of the categories that included safety person of the year, maintenance team of the year, career achievement award, vanguard award, professional of the year, engineer of the year, and the Kimbol Allen excellence innovation award. The trailblazer and ideal workplace awards are new.

Chairman Moad thanked Director Stokes for his report and congratulated staff.

District Engineer Report: District 5 Engineer Todd Hubbard presented his annual district update addressing winter mobility, flooding, project delivery, and recognition. Some highlights included in comparison to last year, winter storm events were up by 34 totaling 62 for 2023. Spring has been especially challenging with flooding onto or washing out the roadways on I-15 in Inkom, SH-36 between Preston and Montpelier, and US-91 into Preston. There will be a number of road and culvert repairs in the summer. The district delivered six of their seven projects (86%) in FY24. The remaining project is pending an easement resolution. The Bannock Transportation Planning Organization received a SMART Grant for \$1.3 million (100% Federal) to fund a prototype traffic signal technology study on the Yellowstone corridor. ITD is a member of BTPO. Projects highlighted included the I-86/I-15 System Interchange totaling \$112 million to be completed in 2025, the I-15 Fort Hall Interchange, and Devils Creek landslide near Malad that mitigated water under the roadway and funded with board unallocated funds. The Blackfoot maintenance building is undergoing a remodel and will include a new brine-making facility. ITD's Gil Wright won the Safety Person of the Year Award and Brad Day the Kimbol Allen Excellence in Innovation Award.

Zero Fatalities Award. Grants Officer Bill Kotowski reported there are 73 fatalities in comparison to last year's 53 at this time. The 100 Deadliest Days of Summer kick-off is nearing. It runs from Memorial Day to Labor Day. A number of events are scheduled including increased impaired mobilization campaigns. He also reported on the Employer Toolkit that was launched as a part of the Distracted Driving campaign. He provided a handbook on "Engaged Driving" that outlines strategies to help employers to create a safety culture.

Detective Chad Morgan presented Zero Fatalities awards to representatives from Oneida and Bear Lake Counties for zero traffic-related fatalities in 2022. ITD staff from the Montpelier and Malad Maintenance sheds were also recognized for their contributions.

Chairman Moad thanked county representatives and ITD staff for their efforts.

Proposed 2024 Legislative Ideas. Government Affairs Manager Colby Cameron presented ITD's proposed 2024 legislative ideas. All four concepts are from the DMV.

1. Drug and Alcohol Clearinghouse Check for CDL Licenses – to comply with federal statute by November 18, 2024.
2. Extend CDL Credentials to 8 years – currently, only 4-year renewals are available. Will include online discount of \$5. Renewal fees are set in statute.
3. Authorization for Preclearance of Commercial Vehicles at Ports of Entry – allows certain trucks to bypass the ports based on remote monitoring.
4. Plate Fee Increase and/or Permanent License Plates – currently, plates must be replaced every 10-years. To offset increased material costs, considering permanent plates as long as they are legible.

DMV Policy Specialist Brian Goeke added the following comments for #2 – providing an incentive will help increase online renewals, and for #3 – remote monitoring is in current practice. The statute requires all trucks to stop.

In response to Chairman Moad's question regarding (#3) use of transponders and impact on the Free Pass, DMV Policy Specialist Goeke stated transponders are still in use and provide reliable information. The legislation would offer the option for preclearance so truckers do not have to stop.

Member Bulger inquired about #3 regarding impacts on trucker's log books. DMV PS Goeke stated the prescreen does not include the books directly. Port of Entry staff would only check it if the trucker's safety score merited it or for other reasons of concern – like travel hours.

In response to Vice Chair DeLorenzo's question about the material used for license plates, DMV PS Goeke confirmed plates are aluminum. Member Bulger inquired about who makes the plates. Correctional Industries produces the plates.

Member Hoff asked if extending the credentials for CDLs (#2) will include hazardous material endorsements. DMV PS Goeke stated it does not because of TSA's background requirement checks. Online testing is currently not available.

Chairman Moad thanked staff for their presentation.

Temporary Rule Online CDL License Renewals. In follow up to last month's temporary rule introduction for CDL license renewals, Policy Specialist Brendan Floyd reported a negotiated rulemaking meeting was held May 15 to discuss the draft changes. No feedback was received. The rule changes also incorporates removal of unnecessary language.

The legislature passed House Bill 9 that allows CDL holders to renew their licenses online effective July 1, 2023. In order to meet statutory requirements, the department needs to establish a temporary rule for the new renewal allowance to take effect on July 1.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to adopt and
ITB23-45 enforce administrative rules pursuant to Idaho Code 49-201(1); and

WHEREAS, Governor Little signed House Bill 9, related to the allowance for online commercial driver's license renewals, during the 2023 legislative session with an effective date of July 1, 2023; and

WHEREAS, pursuant to Section 49-319(10), Idaho Code, the Department establishes criteria for online driver's license renewals through administrative rule 39.02.76; and

WHEREAS, to align the statutory allowance date of July 1, 2023, for online commercial driver's license renewals, the Department seeks to establish IDAPA 39.02.76 as a temporary rule to become effective July 1, 2023; and

WHEREAS, the changes proposed in this rule reflect the principles of Governor Little's Red Tape Reduction Act and includes the removal of unnecessary language and broadening of allowances for online driver's license renewals.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes and directs Department staff to implement IDAPA 39.02.76 as a temporary administrative rule effective July 1, 2023.

Chairman Moad thanked PS Floyd for his presentation.

Exception to Board Policy 4001 for Three TECM Construction Projects. Engineering Manager Shawna King presented a request for an exception to Board Policy 4001 that requires Board approval for bids that exceed the engineer's estimate by more than \$2 million. Any bids over 10% of the engineer's estimate would still be presented to the Board for approval. This request is similar to one previous made in 2022 for specific TECM projects because of the complexity and high dollar costs. The exception will help mitigate potential delays moving forward with construction bids.

Member Hoff stated with the increase in construction costs there is likely to be more projects reaching the \$2 million threshold.

Chairman Moad asked Director Stokes and staff to review the project threshold criteria for Board Policy 4001 and report findings to the Board.

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

RES. NO. WHEREAS, Board Policy 4001 indicates the Board shall approve the justification
ITB23-46 for award or rejection of contracts when the bid exceeds the engineer's estimate
by more than ten percent (10%) or for bids that exceed the engineer's estimate
by more than \$2 million; and

WHEREAS, three Transportation Expansion and Congestion Mitigation (TECM)
projects will be advertised for construction, with bids opened summer 2023; and

WHEREAS, the estimated cost of these three TECM projects are substantial,
ranging between \$39 million and \$100 million; and

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

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

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

I-84, Centennial IC to Franklin Interchange
SH-16, Franklin to Ustick
US-20, South Saint Anthony Interchange

Agreement Authority to Exceed \$1M for Statewide Asset Attribute Inventory. State
Design Engineer Monica Crider presented the request to exceed professional services
agreement authority for the Statewide Asset Attribute Inventory by Cyclomedia. The scope is to
gather roadway data for the entire state highway system. The initial agreement is \$2.5 million.
The additional data collection is estimated to be \$2.8 million bring the total agreement
authority up to \$5.3 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-47 professional services agreements that exceed \$1 million; and

WHEREAS, District 5 will administer this project; and

WHEREAS, the Board has approved agreement authorization up to \$2,500,000 at
the May 2020 Board meeting; and

WHEREAS, funding has been identified and will be obligated for this agreement.

NOW THEREFORE BE IT RESOLVED, that the Board approves Statewide Asset Attribute Inventory projects agreement to exceed the \$1 million agreement authorization for consultant services up to \$5,330,000.

Agreement Authority to Exceed \$1M for SH-44, I-84 to Star Road, Studies. State Design Engineer Crider presented the request to exceed professional services agreement authority for the SH-44, I-84 to Star Road Planning and Environmental Linkage (PEL) and National Environmental Policy Act (NEPA) studies by David Evans and Associates. The scope is to environmentally clear the future alignment of SH-44 and associated construction project to address needs through 2050. Phase 1 for the PEL study and final design plans is estimated at \$2.95 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-48 professional services agreements that exceed \$1 million; and

WHEREAS, District 3 will administer this project; and

WHEREAS, funding has been identified and is obligated for this agreement.

NOW THEREFORE BE IT RESOLVED, that the Board approves Project No. 23630, SH-44, I-84 to Star Rd. PEL and NEPA Study to exceed the \$1 million agreement authorization for consultant services up to \$2,950,000.

Agreement Authority to Exceed \$1M for SH-16, Ustick Rd. to US-20/26 and SH-16, I-84 to Franklin Rd. State Design Engineer Crider presented the request to exceed professional services agreement authority for SH-16, Ustick Rd. to US-20/26 and SH-16, I-84 to Franklin Rd. project by Rosemary Brennan Curtain. The scope of the two projects is for public information consultant work during construction. The initial agreement for the first year of the project (\$305,758) and estimated services for the next two years (\$850,000) brings the total agreement authority up to \$1.2 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-49 professional services agreements that exceed \$1 million; and

WHEREAS, TECM Bonding Office will administer this project; and

WHEREAS, the total agreement for public Information services was initiated PRIOR to Board approval; and

WHEREAS, staff recognized the error and requests Board approval to ratify previously written agreement; and

WHEREAS, funding has been identified and is obligated for this agreement.

NOW THEREFORE BE IT RESOLVED, that the Board has reviewed the agenda item and approves Project No. A023408, Ustick Rd to US 20/26 and A023410, I-84 to Franklin Rd to exceed the \$1 million agreement authorization for consultant services up to \$1.2 million.

Agreement Authority to Exceed \$1M for Lakeshore Connection Planning, Ponderay.
State Design Engineer Crider presented the request to exceed professional services agreement authority on the Lakeshore Connection project by Welch Comer. The scope includes planning of SH-200 corridor and concept design for the railroad underpass. The initial agreement of \$507,985 and estimated \$1.34 million for the bicycle and pedestrian tunnel and new pathway, and engineer of record services brings the total agreement authority up to \$1,848,000.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-50 professional services agreements that exceed \$1 million; and

WHEREAS, Local Highway Technical Assistance Council (LHTAC) will administer this project; and

WHEREAS, the Board has approved agreement authorization up to \$1,340,000 at the March 2023 Board meeting; and

WHEREAS, funding has been identified and will be obligated for this agreement.

NOW THEREFORE BE IT RESOLVED, that the Board has reviewed the agenda item and approves Project No. A023096, Lakeshore Connection Planning, Ponderay to exceed the \$1 million agreement authorization for consultant services up to \$1,848,000.

Public Transportation Advisory Council District 3 Appointment. Transportation Planner Shauna Miller provided an overview of the two candidates for the District 3 PTAC appointment. The selected candidate's 3-year term would be July 1, 2023 to June 30, 2026. Candidates were also determined qualified by PTAC at its April 20 meeting.

Vice Chair DeLorenzo stated she supports the reappointment of Mr. Schneider who has done a great job in his first term, and as a public transportation user, brings a unique perspective to PTAC.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory
ITB23-51 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 3 with two submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from March 19, 2023 to April 18, 2023; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at their April 20, 2023 meeting where the council determined the applicants are qualified to fill the vacant District 3 position.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has determined to appoint Allan Schneider for the District 3 PTAC position for the completion of the term of July 1, 2023 through June 30, 2026.

Public Transportation Advisory Council District 5 Appointment. Transportation Planner Miller provided an overview of the two candidates for the District 5 PTAC appointment. The selected candidate's 3-year term would be July 1, 2023 to June 30, 2026. Candidates were also determined qualified by PTAC at its April 20 meeting.

Member Bulger stated his support for candidate Michael Lefevor.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory
ITB23-52 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 5 with two submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from March 19, 2023 to April 18, 2023; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at their April 20, 2023 meeting where the council determined the applicants are qualified to fill the vacant District 5 position.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has determined to appoint Michael Lefevor for the District 5 PTAC position for the completion of the term of July 1, 2023 through June 30, 2026.

2024-2026 Public Transportation Grant Funding Recommendations. Transportation Planner Miller reported on the Public Transportation Office's grant application recommendations for the 5311 Formula Grant for Rural Areas, 5339 Bus and Bus Facilities and Vehicle Investment Program (VIP). Funding recommendations for the 5311 program is \$734,923, 5339 Program is \$4,386,618 and \$239,085 for VIP totaling \$5.4 million. The PTAC reviewed and concurred with staff's recommendations. Applications are submitted to the Federal Transit Administration for final approval, and programmed in FY24.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting, reviewing,
ITB23-53 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 two FTA grants, the 5311 Rural Formula Program, and 5339 Bus and Bus Facilities Program, and one State grant, the Vehicle Investment 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, and approves the total funding amount of \$5,360,626 for submittal to FTA for final approval.

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion in the FY23-29 Statewide Transportation Investment Program and programmed in FY24.

ITD Information Technology Services Transition Update. Enterprise Technology Services Manager Bill Finke provided an update on the Governor's initiative to consolidate ITD's Information Technology resources with the Information Technology Services (ITS) agency. ITD funding for 36 full-time positions was transferred to ITS. Some highlights regarding the transition included ITD is moving to a service provider model for several services such as network and cybersecurity. Some services not impacted are end user support, confidential services and district IT support. Staff has preemptively reviewed impacted work tasks, and processes and procedures. Several employee meetings have been held beginning in August last year between ETS staff and ITS to discuss transition details. On May 23, impacted ETS staff will receive a formal reduction in force (RIF) notification. The effective date is June 10. Staff anticipates the State Street datacenter to be vacated by November 2023.

In response to Chairman Moad's question regarding the number of employees receiving RIF notifications, ETS Manager Finke replied 16, of which, nine have found other positions.

Chairman Moad thanked ETS Manager Finke for the update.

Strategic Initiative Local Grant Program. Chief Administrative Officer Dave Tolman presented details on the Strategic Initiative "Local Transportation" Grant Program that was established for local units of government. He reviewed Idaho Code (IC), Section 40-719(3)a-c, that outlines the project parameters for the one-time \$136 million General Fund money appropriated for the Program effective July 1, 2023. The first \$36 million will be transferred to the Ada County Highway District (ACHD). ITD is working on an MOU between ITD and ACHD to outline responsibilities. ITD will administer the remaining \$100 million. He reviewed the draft application based program criteria for project evaluation and selection. The program is divided into two categories to reflect legislative requirements. Category 1 - \$50 million is available for projects within a MPO area (limited to \$10 million), and Category 2 - \$50 million for projects outside a MPO area (limited to \$2 million). Deficient bridge projects will not be eligible because of other available program funding sources. The program's application process begins July 1 with the Board to approve the list of scored and ranked projects in September.

In response to Vice Chair DeLorenzo's question about potential for ongoing funding CAO Tolman confirmed the general fund revenue is one-time for now; however, the program is setup and can be put into future years. In follow up, Vice Chair DeLorenzo asked about the timing of application submittals of this program and LHTAC's in the event someone is denied. CAO Tolman said they would coordinate with LHTAC.

Vice Chair DeLorenzo suggested language be added to the program's criteria that allows the Board to approve partial project funding.

In response to Member Hoff's inquiry on who is scoring the applications, CAO Tolman reported district engineers and chief engineer will for Category 1 projects and planning engineers and planning and development service manager for Category 2 projects.

In response to Member Bulger's question on completion date restrictions, CAO Tolman stated the intent is to fund a complete or partially completed project.

Lewiston Port Grant. Chief Administrative Officer Tolman reported ITD is seeking to draft an MOU with the Port of Lewiston to address the \$10 million appropriated by the legislature in 2023 via Senate Bill 1189. The initial legislation was not clear on how to advance funding so it was clarified this session. Funding is for port access projects such as road repair, pavement, rail expansion, and crane equipment. Funding is available now through June 30. ITD will not administer the projects; however, the Port is required to provide a project report to ITD and legislature.

In response to Member Osborn's question about limitation on the type of project, CAO Tolman stated the type of projects shared, as listed above, was provided by the Port as examples of what they wanted funded.

In response to Member Hoff's question regarding the Port of Lewiston's status as a Local entity, Director Stokes stated they are recognized as a government entity with a taxing mechanism.

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

RES. NO. WHEREAS, the Idaho Legislature has appropriated \$10 million to the
ITB23-54 Idaho Transportation Department to be used for a grant to the Port of
Lewiston in Senate Bill 1189; and

WHEREAS, the Legislative intent is for these funds to be used for port access projects; and

WHEREAS, the Idaho Transportation Department is developing a Memorandum of Understanding (MOU) as the document to address the responsibilities of ITD and the Port of Lewiston.

NOW THEREFORE BE IT RESOLVED, that the Board authorizes the Idaho Transportation Department Director to enter into a MOU for the Port of Lewiston Grant.

Chairman Moad thanked CAO Tolman for the presentations.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 11:17 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Osborn seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 12:01 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 12:01 p.m.

WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Read and Approved
May 18, 2023
Pocatello, Idaho

BOARD MEETING DATES

2023

July 19 – Boise

September 20 & 21 – Lewiston

November 15 – Boise

August 16 & 17 – CDA

October 17 & 18 – Idaho Falls

December 13 - Boise

2023

JANUARY	FEBRUARY	MARCH	APRIL
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“X” = holiday

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

Information: Board meeting dates scheduled.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 23 - 50

RES. NO. ITB23-55 WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

NOW THEREFORE BE IT RESOLVED, that the Board approves FY24-27 DFM Strategic Plan Report, adjustments to Highway-Rail Crossing Program and Local Safety Program for the FY23-29 ITIP, the Safety Rest Areas update, State Highway System Functional Classification Map update, 2023 Children Pedestrian Safety Program, FY23 Freight Program update, GARVEE Program Annual Legislative Report, and contract award.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed N/A

Presenter's Name L. Scott Stokes	Presenter's Title Director	Initials LSS	Reviewed By LSS
Preparer's Name Lorraine Dennis	Preparer's Title Executive Assistant to the Board	Initials LD	

Subject

FY2024-27 Strategic Plan for the Division of Financial Management (DFM)		
Key Number	District	Route Number

Background Information

Idaho Code 67-1903 – 67-1904 requires all state agencies to submit a Strategic Plan covering a minimum of four years annually. The plan is due to DFM by July 1. The required elements as established in statute, and additional guidance set by DFM, include the following:

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

New to the Plan, is an overview, ITD's five focus areas and a performance measure for the Division of Aeronautics.

The item was submitted in May as an informational item. There were no changes made.

Recommendations

Approval of the FY24 – 27 Strategic Plan Report for DFM.

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	



Idaho Transportation Department

FY24-27 Strategic Plan

Your Safety • Your Mobility • Your 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 FY22, 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.

Mission

Your Safety. Your Mobility. Your Economic Opportunity.

Vision

Enhancing Quality of Life Through Transportation

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 aviation 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 voluntary 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 / Bridges and Aeronautics

Goal: Provide the safest possible transportation system.

Objective: Reduce the fatality rate.

Achievement: ITD recorded a five-year fatality rate of 1.33 for CY2017-21.

Future Targets: CY17-21 – 1.35, CY18-22 – 1.36, CY19-23 – 1.35, CY21-24 – 1.35; 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.

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. (New)

Objective: Reduce fatal aviation crash rate.

Achievement: The State of Idaho had a five-year aircraft fatal accident rate of 2.38 fatal accidents per 100,000 flight hours in the years 2017-2021. This data is for calendar years 2017-2021 with a two-year delay based on NTSB and FAA investigation reporting timelines
Future target: CY18-22: 2.30; CY19-23: 2.20; CY20-24: 2.10; CY21-25: 2.00.

How target was chosen: With the small number of fatal accidents annually in Idaho (3 fatal accidents each year in 2017-2019, 4 fatal accidents in 2020; 2 fatal accidents in 2021), these targets represent reductions in fatal accidents with projected increases in flight hours.

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 based on the calculated hours flown and the number of fatal accidents.

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 that 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.

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: Last winter, roads were kept clear 80% 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: In 2022, 88% of pavements were in good or fair condition.

Bridge Achievement: In 2022, 80% 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 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 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.

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 FFY23, ITD had 71% of programmed projects designed and ready to bid before the beginning of FY23.

Future Targets: 100% Ready to Bid Annually

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

Why This Is Important

ITD quickly delivered FY23 projects even with significant revenue increases. In fact, 71% were ready before the beginning of the fiscal year. 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. Also, each district and the bridge section have a PMO Liaison assigned to assist the project managers and project owners deliver the programmed projects on or ahead of the scheduled time.

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 / Human Resources

Goal: Continually improve the employee experience.

Objective: Hold employee voluntary turnover rate to 10%. (Revised)

Achievement: In FY22, held turnover rate to 11.3%.

Future Targets: 10% 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. Ultimately it affords us the ability to support our mission as we strive to create an ideal workplace.

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 voluntary employee separations. Retirements are not included.

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 FY22, saved \$6,662,819 in time and money from Innovate ITD.

Future Targets: Annual Savings \$2.4 million (Revised)

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 are directed back to ITD priorities and put to work on as many transportation services as possible.

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 1,689 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 (Revised)

Achievement: in 2022, processed 1,535,200 via Skip the Trip.

Future Targets: 2023 – 1,769,000, 2024 – 1,875,000, 2025 – 2,000,000, and 2026 – 2,100,000

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.

Facility Needs

ITD's operations span the state and require a significant volume of facilities of various types to complete our mission. The growth in Idaho is increasing the usage of the transportation system and creating needs for modernizing facilities and relocation of existing facilities. Facilities, equipment and modern resources allow our employees to be most efficient.

Due to significant flooding at the headquarters building on State Street in early 2022, employees have temporarily relocated to the Chinden Campus, Building 8. ITD will move to Building 3 once renovations are complete in 2025. Facility needs at the District 4 Headquarters in Shoshone remain a high priority due to the age of the facility, accessibility and employee recruitment. There are opportunities within District 4 to consolidate facilities and improve efficiency.

Resources

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 workloads.

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 capacity 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.

Zero-Based Regulation

Administrative Rules

ITD continues to cut red tape and streamline its administrative rules under the governor's Zero-Based Regulation Executive Order. Since 2018, the department has reduced its rule Chapters from 80 to 40 and removed nearly 25,000 words. The department is considering additional reductions and edits for clarity and ease of use in FY24.

Rule edits largely consist of removing unnecessary, overly-prescriptive language, with an eye toward grouping similar topics into a highly trimmed down single chapter. Many department rules now serve only to confer benefits to customers and are non-regulatory in nature. The department continues to serve as a leading example of agency efficiency with regards to administrative rule reduction.

	2018 Total	Current Totals	FY19-FY23
# of Chapters	80	40	-40 (-50%)
# of Words	121,995	97,527	-24,468 (-20.1%)
# of Restrictive Words	1,809	1,141	-668 (-37%)

Department Legislation

The department's customer-centric focus is also evident with its legislative ideas. During the 2023 legislative session, Governor Little signed three pieces of department-proposed legislation, two of which directly support the Red Tape Reduction Act.

House Bill 8 – The bill removes the requirement for commercial drivers to print and display temporary permits in the windows of their vehicle. This improvement allows drivers to stay on the road after purchasing an online permit eliminating the need to interrupt a trip to find a printer.

House Bill 9 - The bill allows for online CDL driver's license renewals. Previously, Idaho Code only allowed for standard class D driver's license renewals to be completed online or through the mail. This will afford a convenience to a significant number of Idaho CDL drivers and the companies they drive for.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/15/23

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Scott Luekenga	Presenter's Title Program Manager, Transportation	Initials S.L.	Reviewed By
Preparer's Name Blaine Schwendiman	Preparer's Title Planner, Transportation SR	Initials B.S.	

Subject

Modify the RAIL-HIGHWAY CROSSING PROGRAM in the approved ITIP

Key Number Various	District Various	Route Number Off-System
-----------------------	---------------------	----------------------------

Background Information

Requests removal of three RR Crossing projects and change one project from State funded to Federal funded per policy 5011 *Idaho Transportation Investment Program* (ITIP).

Key #	Project Name	Location	Previous Funding		New Funding	
			State Funded	Federal Funded	State Funded	Federal Funded
20606	Old Fort Boise Rd	Notus-Parma HD		\$250K		\$0
20638	Washington Street	Dietich HD		\$325K		\$0
20128	Rich Lane	Blackfoot		\$190K		\$0
23378	Cherry Lane	Nampa City	\$525K			\$840K
23379	Karcher Rd	Nampa City	\$525K		\$750K	
23971	S. Cole Rd	Ada County HD	\$477K	\$75K	\$777K	

Remove 20606, 20638. & 20128 from program due to UPRR completing projects without State or Federal Funds.

Move Federal funds from 20606, 20638, 20128, 23971 to 23378. Delayed 23378 from State fiscal year to Federal fiscal year due to design/relocation of irrigation siphon to accommodate RR crossing signal tower foundation.

Re-allocate States funds from 23378 to 23379 & 23971 to accommodate increase in project costs.

Recommendations

Approve the adjustments to the Highway-Rail Crossing Program in the approved FY23-FY29 ITIP as requested.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting

Date June 15, 2023

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher, PE	Presenter's Title Chief Engineer	Initials	Reviewed By
Preparer's Name Laila Kral, PE	Preparer's Title LHTAC, Administrator	Initials	

Subject

Adjustments to the Local Safety Program in the FY 2023 – 2029 Approved ITIP

Key Numbers Various	District 1, 4 & 5	Route Numbers LOCAL
------------------------	----------------------	------------------------

Background Information

LHTAC administers a portion of the federal funding for safety improvements on local roads. This consent item adjusts projects in the Local Highway Safety Improvement Program (LHSIP) at the request of the Local Highway Technical Assistance Council (LHTAC) and the City of Pocatello, per policy 5011 Idaho Transportation Investment Program (ITIP).

The project construction delay of KN22883 to FY2024 is necessary to allow for plan development. These changes will be balanced during the LHTAC program update in July.

Action	KN	District	Current Program Year	Route, Project Name	Phase	\$ in Thousands	
						FY23	FY24
Delay Construction to FY24	22883	5	2023	Pedestrian Crossings	CC/CN	\$ (606)	\$ 606
Add to Construction FY23	22876	1	2023	Clear Zone Safety Improvements	CN	\$ 271	
Add to Construction FY23	22882	4	2023	INT 3800 N & US 93	CN	\$ 185	
Add to Design FY23	23285	1	2025	S Greensferry Rd Guardrail	PC	\$ 150	
(PC) Design Services by Consultant; (PL) Design Engineering by LHTAC; (CE) Construction Engineering by ITD; (CC) Construction Services by Consultant; (CN) Construction; (CL) Construction Engineering by LHTAC						Totals	\$ - \$ 606

Staff requests the project adjustments outlined above be made in the Local Safety Program in the FY 2023 – 2029 approved ITIP.

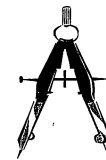
Recommendations

Approve the following project adjustments in the Local Safety Program in the FY 2023 – 2029 approved ITIP:

- KN22883 – delay construction (all phases) of \$606,000 from FY2023 to FY2024; and
- KN22876 – increase construction \$271,000 in FY2023; and
- KN22882 – increase construction \$185,000 in FY2023; and
- KN23285 – increase design services by consultant \$150,000 in FY2023



Engineering Department
911 North 7th Avenue P.O. Box 4169
Pocatello, ID 83205-4169
Phone (208) 234-6225 Fax (208) 234-6151



Sent electronically

April 11, 2023

Local Highway Technical Assistance Council
Attn: Dan Coonce
3330 West Grace Street
Boise, ID 83703

Re: ITD Key No. 22883 Pocatello Pedestrian Crossings

Dan:

The City of Pocatello (City) has been made aware of potential delivery delays in the Project Development of ITD Key No. 22883, Pocatello Pedestrian Crossings Project. The City has been notified of this delay and requests that funding for the construction phase be rescheduled from fiscal year 2023 to fiscal year 2024.

Thank you.

Sincerely,

Merril Quayle, P.E.
City of Pocatello
Public Works Engineer



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Steve Spoor	Presenter's Title Maintenance Operations Manager	Initials SP	Reviewed By LSS
Preparer's Name Cathy Ford	Preparer's Title Roadside Program Coordinator	Initials CF	SP

Subject

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

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.

For 2023, the rest area chart was updated to reflect current (2022) Average Daily Traffic count data.

The chart and map reflect current rest area partnership agreements available to travelers. On the Run located at the Eisenman Interchange in Boise, was recently added to the Oasis Partnerships in 2023.

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

Recommendations

Approve attached Rest Area Map and Chart.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

2023 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 2022
MR	Basic Plus	Sheep Creek	2	US-95	189	2,500
MR	Basic Plus	Mineral Mountain	2	US-95	371	3,400
MR	Deluxe	Midvale	3	US-95	101	4,300
MR	Deluxe	Blacks Creek EB	3	I-84	62	29,000
MR	Deluxe	Blacks Creek WB	3	I-84	62	29,000
MR	Gateway	Snake River View	3	I-84	1	26,000
FY25	Deluxe	Bliss EB	4	I-84	133	19,500
FY25	Deluxe	Bliss WB	4	I-84	133	19,500
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	1,900
FY25	Deluxe	Juniper NB	4	I-84	269	11,000
FY25	Deluxe	Juniper SB	4	I-84	269	11,000
MR	Deluxe	Timmerman	4	US-20 /SH-75	177/101	2,100/ 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	5,200
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 2022
RE	Basic Plus	Huetter WB	1	I-90	8	63,000
RE	Gateway	Huetter EB	1	I-90	8	63,000
RE	Basic Plus	Lenore	2	US-12	28	3,500
RE	Basic Plus	Malad Summit	5	I-15	25	11,500
RE	Deluxe	North Blackfoot NB	5	I-15	101	25,500
RE	Deluxe	North Blackfoot SB	5	I-15	101	25,500
RE	Deluxe	Coldwater	5	I-86	19	7,400
RE	Deluxe	Massacre Rocks	5	I-86	31	7,700

Public/Private & Oasis Partnerships

PROG FY	PUBLIC/PRIVATE STOP LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2022
MR	Oasis Partnership with On the Run at Boise	3	I-84	59	29,000
MR	Oasis Partnership with Flying J Truck Stop at McCammon	5	I-15B	4	6,600
MR	Winchester Partnership Rest Area	2	US-95	252	4,300
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	24,000

Partnership Rest Area/Visitor Center

PROG FY	VISITOR CENTER LOCATION	PARTNER	DIST.	RTE	APPROX M.P.	HWY ADT 2022
MR	Visitor Center at Bonners Ferry	City of Bonners Ferry	1	US-95B	507	14,000
MR	Rest Area at Lost Trail Pass	Montana Department of Transportation	6	US-93	350	730
MR	Rest Area at Lolo Pass (Gateway)	U.S. Forest Service/ MDOT	2	US-12	174	560

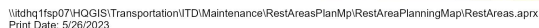
Total – 35 facilities (29 facilities; 6 partnerships)

MR – Indicates rest areas that currently meet requirements.

On The Run Oasis Partnership at Eisenman Exit, Boise was added in 2023.

RE – Indicates rest area projects not currently programmed that may need Rehabilitation or Expansion in order to meet 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. 10-13)

Meeting Date 6/15/2023

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Sydney Lewis	Presenter's Title Broadband & Utilities PM	Initials SL	Reviewed By LSS
Preparer's Name Sydney Lewis	Preparer's Title Broadband & Utilities PM	Initials SL	

Subject

State Highway System Functional Classification Map		
Key Number	District 1-6	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. On June 17, 2020, the Idaho Transportation Board approved a reformatted State Highway System Functional Classification map that included updated symbology recommended by FHWA guidance, and the addition of a Treasure Valley map inset. There have been no changes to the SHS functional classification or map since last approval by the Board.

Recommendations

Department staff has reviewed the Functional Classification Map for the State Highway System and there are no changes for 2023 and recommends the Idaho Transportation Board approve the State Highway System Functional Classification Map.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Highway Functional Classification Overview

Functional Classes*

Principal Arterial

Interstate
Other Freeways & Expressways
Other (OPA)

Minor Arterial

Collector

Major Collector
Minor Collector

Local

*Definitions on reverse side

Balancing Mobility and Access

PROPORTION OF SERVICE



ARTERIALS

COLLECTORS

LOCALS

The Idaho Transportation Board has the authority to designate Functional Classification of all roads and highways. The Board has guidance in [Board Policy 4060](#), ITD staff has guidelines in [Administrative Policy 5060](#), the [Federal Highway Administration](#) provides guidance to state and local transportation departments.

The policies and guidance in place for staff outlines the process in which changes to the roads and highways are made, how local officials participate and steps for approval. The State Highway System shall be reviewed on an annual basis. The following reasons for changes are outlined in policy:

- Local Major Update
- Special Cases
- Designated Alignment for State Highways (new highways)



Functional Classification Definitions (provided by Federal Highway Administration)

Principal Arterial

Interstate—Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Determining the functional classification designation of many roadways can be somewhat subjective, but with the Interstate category of Arterials, there is no ambiguity. Roadways in this functional classification category are officially designated as Interstates by the Secretary of Transportation, and all routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways belong to the Interstate functional classification category and are considered Principal Arterials.

Other Freeways & Expressways—Roadways in this functional classification category look very similar to Interstates. While there can be regional differences in the use of the terms ‘freeway’ and ‘expressway’, for the purpose of functional classification the roads in this classification have directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections.

Other (OPA) - These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access controlled counterparts, abutting land uses can be served directly

Minor Arterial

Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.

Collector

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Until recently, this division was considered only in the rural environment. Currently, all Collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into major and minor categories. The determination of whether a given Collector is a Major or a Minor Collector is frequently one of the biggest challenges in functionally classifying a roadway network.

Local

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

MAJOR COLLECTORS	
Urban	Rural
<ul style="list-style-type: none"> • Serve both land access and traffic circulation in <u>higher</u> density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often for <u>significant</u> distances • Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>greater than</u> three-quarters of a mile • Operating characteristics include higher speeds and more signalized intersections 	<ul style="list-style-type: none"> • Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas • Link these places with nearby larger towns and cities or with Arterial routes • Serve the most important intra-county travel corridors
MINOR COLLECTORS	
Urban	Rural
<ul style="list-style-type: none"> • Serve both land access and traffic circulation in lower density residential and commercial/industrial areas • Penetrate residential neighborhoods, often only for a <u>short</u> distance • Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>less than</u> three-quarters of a mile • Operating characteristics include lower speeds and fewer signalized intersections 	<ul style="list-style-type: none"> • Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector • Provide service to smaller communities not served by a higher class facility • Link locally important traffic generators with their rural hinterlands

Idaho

State Highway System

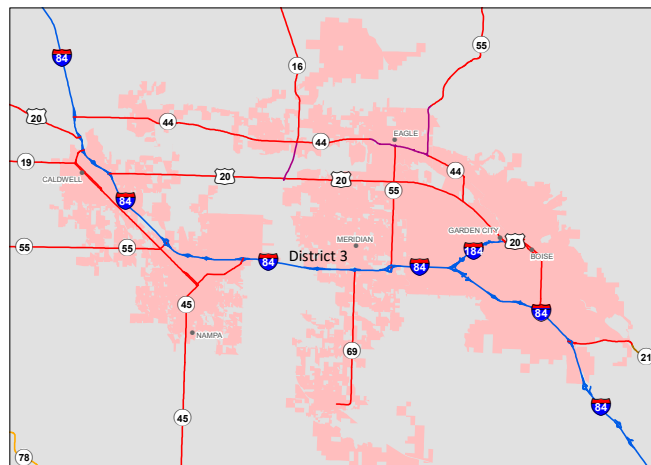
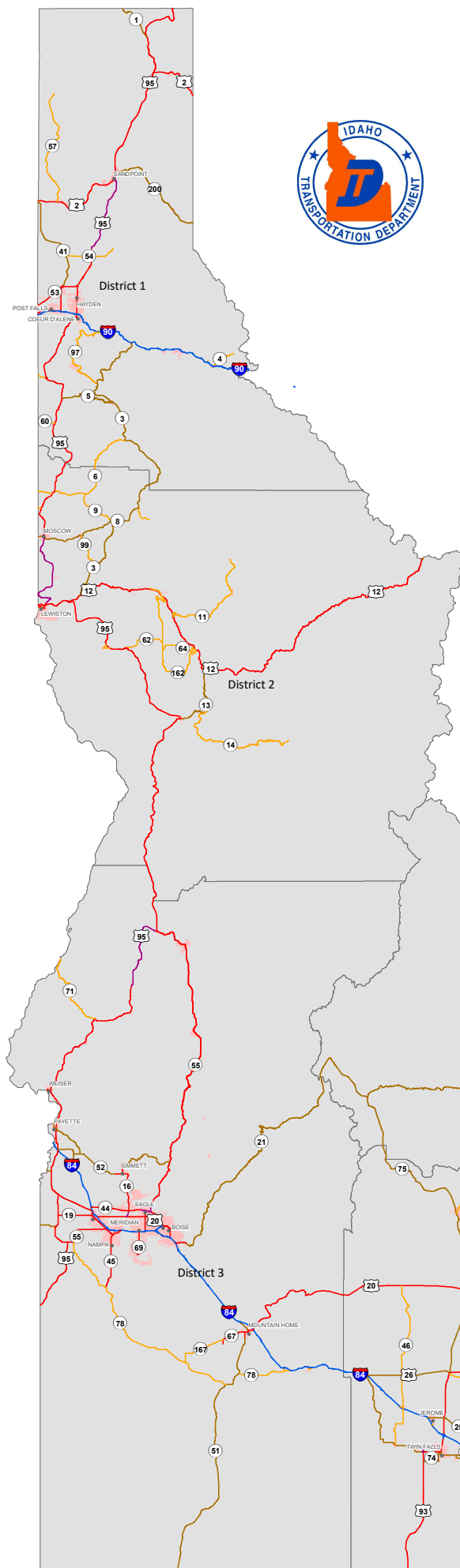
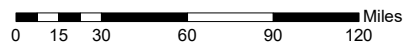
Functional Classification Map

FHWA approved October 28, 2016



Legend

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



Treasure Valley Map Inset



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher, PE	Presenter's Title Chief Engineer	Initials BR	Reviewed By LSS
Preparer's Name Laila Kral, PE	Preparer's Title Administrator, LHTAC	Initials LK	MA

Subject

2023 Children Pedestrian Safety Program

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

House Bill 354, signed by Gov. Brad Little allocated \$10 Million to the Children Pedestrian Safety (CPS) Program to be administered by LHTAC. The LHTAC Council convened on April 14, 2023 to review options presented by staff on how to proceed with administering the additional fund. Council considered two options:

1. Conduct a new application period, score and award projects as in year's past; or
2. Fund the unfunded projects from the 2022 application, provide some contingency construction funds to help on inflationary increases and then conduct a solicitation for applications in fall 2023 with any unspent funds.

The LHTAC Council chose option 2 with a unanimous vote. This will fund \$7.5 million in projects, provide up to \$50,000 per applicant to account for recent higher bid prices on a first come, first serve basis and then provide an opportunity for applications this fall with unspent funds.

This option will get funding to local sponsors in the quickest manner for projects to begin this construction season. This option will also help some of the 2021 CPS projects to move forward as they have had difficulties at bidding due to inflation. There will be 84 active CPS projects statewide with this LHTAC Council action. Five projects from 2021, 45 projects from 2022 and 34 newly funded projects. The 2022 application list with scores is attached for reference, projects #44 & #45 will go from partial to full awards and projects #46-79 will be funded. This item was presented to the Board as information at the May 2023 board meeting.

Recommendations

ITD and LHTAC staff are seeking ITD Board approval of the project rankings, and to approve LHTAC to award.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

2022 Children Pedestrian Safety Application Scores

Rank	Local Sponsor	Project Type	Amount \$ Applied For	Total cost of Project	Total Score
1	City of Kootenai	Shoulder Widening	\$ 250,000	\$ 250,000	87.25
2	City of Cascade	Sidewalk	\$ 250,000	\$ 300,125	87
3	City of Burley	Sidewalk	\$ 250,000	\$ 388,164	86.5
4	City of Ammon	Pathway	\$ 250,000	\$ 315,927	84
5	City of Bancroft	Sidewalk	\$ 250,000	\$ 273,000	84
6	City of Sugar City	Crossing, Sidewalk	\$ 250,000	\$ 251,894	82.75
7	City of Pinehurst	Sidewalk	\$ 250,000	\$ 250,000	82
8	City of Smelterville	Sidewalk	\$ 250,000	\$ 250,000	82
9	City of Ponderay	Ped Bridge Repair	\$ 50,000	\$ 75,000	82
10	City of Oldtown	Crossings, RRFB	\$ 93,792	\$ 93,792	82
11	City of Heyburn	Pathway, Ramps	\$ 250,000	\$ 290,000	81.75
12	City of Preston	Sidewalk	\$ 250,000	\$ 250,000	81.25
13	City of New Meadows	Crosswalk	\$ 24,928	\$ 24,928	81.25
14	City of Driggs	Pathway	\$ 250,000	\$ 250,000	81.25
15	City of Rathdrum	Pathway	\$ 150,000	\$ 154,000	80.75
16	City of Soda Springs	Sidewalk, Ped Bridge	\$ 250,000	\$ 481,200	80.75
17	City of Sandpoint	Sidewalk, Ramps, Lighting	\$ 250,000	\$ 300,000	80.75
18	City of Lewiston	Sidewalk, Ramps	\$ 250,000	\$ 290,000	80.5
19	City of Rexburg	Crossing	\$ 250,000	\$ 250,000	80.25
20	City of Nampa	Sidewalk	\$ 234,000	\$ 234,000	80.25
21	City of Dubois	Sidewalk, Ramps	\$ 250,000	\$ 286,500	80.25
22	City of McCall	Pathway, Beacons, Ramps	\$ 250,000	\$ 274,698	80
23	City of Kamiah	Sidewalk, Crossing	\$ 250,000	\$ 250,000	79.5
24	City of Weiser	Pathway	\$ 250,000	\$ 300,000	79.5
25	City of Orofino	Pedestrian Crossing	\$ 250,000	\$ 300,000	79
26	City of Idaho Falls	Sidewalk, Path	\$ 249,483	\$ 249,483	78.75
27	City of Fairfield	Sidewalks, Ramps	\$ 250,000	\$ 295,000	78.75
28	City of Coeur d'Alene	Pathway, Crossing	\$ 250,000	\$ 300,000	78.75
29	City of Buhl	Sidewalk	\$ 250,000	\$ 260,000	78.5
30	City of Potlatch	Sidewalk	\$ 250,000	\$ 250,000	78.25
31	City of Dalton Gardens	Beacons, Sidewalk	\$ 150,000	\$ 150,000	78
32	City of Twin Falls	Sidewalk	\$ 250,000	\$ 402,000	78
33	Ada County Highway District	Crossing	\$ 250,000	\$ 457,610	77.75
34	City of Greenleaf	Sidewalk	\$ 250,000	\$ 275,000	77.75
35	City of Shelley	Ramps, Beacons	\$ 200,000	\$ 230,000	77.25
36	City of Rockland	Sidewalk, Ramps	\$ 250,000	\$ 260,000	77.25
37	City of Hayden Lake	Sidewalk, Flashing Beacons	\$ 250,000	\$ 400,000	77
38	City of Jerome	Sidewalk	\$ 242,287	\$ 693,241	76.5
39	City of Craigmont	Sidewalk Reconstruction	\$ 250,000	\$ 265,000	76.25
40	City of New Plymouth	Crossing, Ramps	\$ 180,000	\$ 200,000	76
41	City of Troy	Crossing, Sidewalk	\$ 250,000	\$ 290,000	76
42	City of Marsing	Sidewalk	\$ 185,000	\$ 230,000	75.75
43	City of Teton	Traffic Calming,	\$ 110,000	\$ 130,000	75.5
44	Valley County*	Sidewalk	\$ 250,000	\$ 250,000	75.25
45	City of Albion*	Pathway	\$ 250,000	\$ 260,000	75.25
46	City of Pocatello	RRFB, Bulb Outs, SW	\$ 250,000	\$ 250,000	75
47	Madison County	Crosswalk Signage and Pathway	\$ 170,000	\$ 170,000	75
48	City of Homedale	Bike and Ped Pathway	\$ 250,000	\$ 337,702	74.75
49	City of Richfield	Sidewalk	\$ 250,000	\$ 315,000	74.75
50	Bingham County	Pathway, Crosswalks	\$ 250,000	\$ 260,000	74.75
51	City of Grace	Sidewalk Repair, Ramps, Beacons	\$ 250,000	\$ 257,000	74.5
52	City of Roberts	Sidewalk Improvements	\$ 250,000	\$ 287,000	74.5
53	City of Hailey	Pathway	\$ 250,000	\$ 250,000	74.5
54	City of Firth	Sidewalk	\$ 250,000	\$ 250,000	74.5
55	City of Lewisville	Pathway, Ramps	\$ 250,000	\$ 250,000	74.25
56	City of St. Anthony	Sidewalk	\$ 155,000	\$ 155,000	74
57	City of Paris	Sidewalk	\$ 250,000	\$ 250,000	72.25
58	City of Spirit Lake	School Zone Signs	\$ 33,000	\$ 33,000	72
59	City of Dietrich	Sidewalk	\$ 250,000	\$ 250,000	71.5
60	City of Kellogg	Ped Improvement	\$ 250,000	\$ 310,000	71.25
61	City of Star	Pathway	\$ 250,000	\$ 429,045	70.5
62	City of Hayden	Sidewalk	\$ 250,000	\$ 535,000	70.5
63	City of Rupert	Sidewalks, HAWK	\$ 250,000	\$ 297,300	70.5
64	City of Kuna	Pedestrian Crossing	\$ 230,000	\$ 290,000	69.75
65	City of Wilder	Sidewalk	\$ 250,000	\$ 325,000	68.75
66	City of Bloomington	Sidewalk, Ramps	\$ 250,000	\$ 250,000	68.5
67	City of Kendrick	RRFB, Trail	\$ 250,000	\$ 250,000	67.75
68	City of Priest River	Sidewalk	\$ 250,000	\$ 250,000	66.25
69	City of Melba	Sidewalk, Ramps	\$ 250,000	\$ 250,000	65.5
70	City of Cambridge	Sidewalk, Crossings	\$ 250,000	\$ 280,000	65.25
71	City of Dayton	Pathway	\$ 250,000	\$ 259,962	65
72	City of Filer	Sidewalk	\$ 121,000	\$ 121,000	63.5
73	City of Payette	Sidewalk, Ramps	\$ 240,000	\$ 302,173	63
74	City of Middleton	Sidewalk	\$ 165,000	\$ 173,100	62.75
75	City of Hagerman	Crossing, Sidewalk	\$ 250,000	\$ 322,550	61.5
76	City of Idaho City	Pathway	\$ 250,000	\$ 250,000	61
77	City of Mackay	Pathway	\$ 89,000	\$ 89,000	60.5
78	City of Genesee	Sidewalks	\$ 187,000	\$ 208,000	56.75
79	Jerome Highway District	Pedestrian Crossing	\$ 250,000	\$ 344,875	48.25

FY22 Funding Cut Line

* Partial Award of \$190,255 will be fully funded



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/15/23

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Caleb Forrey	Presenter's Title Freight Program Manager	Initials C.F.	Reviewed By LSS
Preparer's Name Caleb Forrey	Preparer's Title Freight Program Manager	Initials C.F.	SL

Subject

Freight Plan STIP Project Update		
Key Number	District	Route Number

Background Information

Pending the approval of the ITD Board and the FY23 Freight Plan by FHWA, ITD needs to conditionally add the following projects to FY2023 of the approved FY2023 – FY2029 ITIP to accurately reflect project funding. Approving the funding into FY2023 will add an additional \$10.6M in program funds. The Freight Plan projects listed below were independently reviewed, scored, and ranked by the Freight Advisory Committee (FAC) to be included in the FY23 Freight Plan to FHWA and is anticipating an approved plan in the near future. With the ITD Board approval and FY23 Freight Plan approval, funds can be distributed into the Program.

ADDING:

KN 22101, Peckham Rd, District 3. Upon ITD Board and Freight Plan approval, this project will need to be added to the STIP by request of LHTAC. It was not included as an approved Freight Plan project in the 2016 Freight Plan but has been included in the 2023 Freight Plan that is pending approval by FHWA: \$4,809K (CN), \$202K (CL), \$762K (CE).

UPDATING:

KN 22103, Franklin Blvd & 3rd N, District 3. FY2023 development funds: \$900K (PC)

KN 23739, Idahome Rd, District 4. FY2023 development funds: \$498K (PC), \$208K (PL)

KN 23732, Hagerman Hwy & Ritchie Rd, District 4. FY2023 development funds: \$575K (PC), \$114K (PL)

KN 23741, 100 West Rd Minidoka, District 4. FY2023 development funds: \$607K (PE), \$152K (PC), \$81K (PL)

KN 23742, US20 + POE Relocation, District 6. FY2023 development funds: \$500K (PC)

KN 23736, 100 West Rd. Burley, District 4. FY2023 development funds: \$518K (PC), \$130K (PL), \$131K (PE)

Total FY2023 Freight Formula expenditure: \$10,687,000.

Recommendations

Approve the addition of the Freight Formula projects to the FY23-29 ITIP.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Amy Schroeder, P.E.	Presenter's Title Transportation Program Manager	Initials	Reviewed By LSS
Preparer's Name Amy Schroeder	Preparer's Title Transportation Program Manager	Initials	

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 30th 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 spring 2023.

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

- The expansion of I-84 from Franklin Blvd to the Karcher interchange in Nampa is complete. The expansion of the five miles between Franklin Road interchange in Caldwell 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.
- 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.
- Significant progress has been made on the design of Phase 2 and Phase 3, and also acquiring property for the SH-16 corridor between I-84 and US-20/26.

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

Recommendations

Approval of the 2023 GARVEE Transportation Program Annual Report.

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	



Your Safety • Your Mobility Your Economic Opportunity

2023 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
I-84, Caldwell to Nampa	\$141.3	\$403.4 ¹
US-95, Garwood to Sagle	\$75.5	\$89.7
SH-16, I-84 to US-20/26 ²	\$86.3	\$135.4
Fund Source Total:	\$303.1³	\$628.5

¹ Includes Infrastructure for Rebuilding America (INFRA) Grant.

² 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.

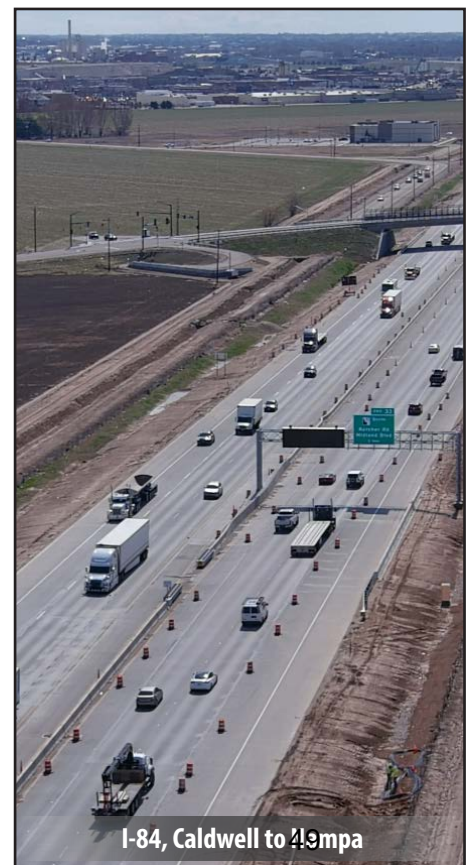
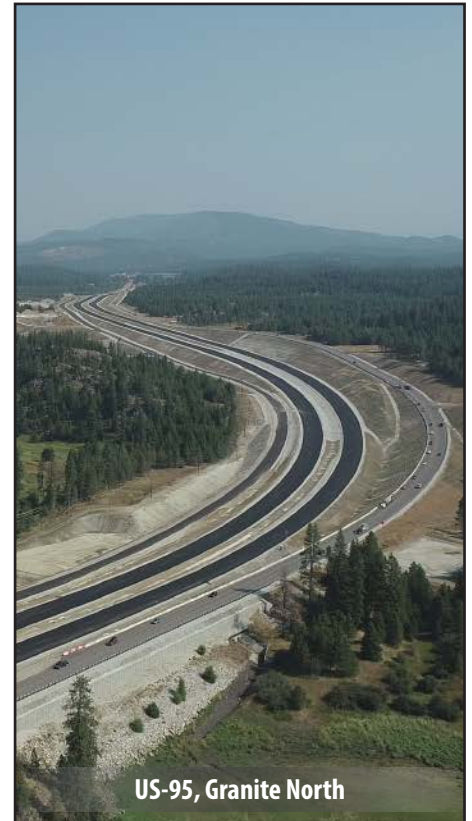
³ \$3 million interest earnings on 2019 bond series.

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.



Current GARVEE Project Information

US-95

Granite North, SH-53 Interchange and Garwood Road

Safety and capacity improvements in two areas: Granite North from the Bonner County Line north to Trails End Road, and a new interchange and realignment on SH-53, with a grade separation at Garwood Road.

\$75.5 million 2017 GARVEE bonds

Construction: Complete Summer 2022

I-84

Caldwell to Nampa Expansion

Safety and capacity improvements between Caldwell and Franklin Blvd. in Nampa.

\$141.3 million 2017 GARVEE bonds

Construction: Karcher to Franklin Blvd - Complete Fall 2019

Franklin Road to Karcher - Complete April 2023

Centennial to Franklin Blvd - Beginning Summer 2023,
Completion Anticipated Spring 2026

SH-16

I-84 to US-20/26 and SH 44

Final design of Phase 2 and Phase 3, and right-of-way acquisition.

\$86.3 million 2017 GARVEE bonds

Design: Phase 2 Complete 2021; Phase 3 Complete 2024

Right of way: Start acquisition Spring 2020



Construction: Began 2022 (utilizing non-GARVEE funding sources)

GARVEE BOND ALLOCATIONS BY CORRIDOR

(millions of dollars, rounded)

CORRIDOR	PRIOR GARVEE	CURRENT GARVEE	TOTAL
US-95, Garwood to Sagle	135.7	75.5	211.2
US-95, Worley North	57.6	-	57.6
SH-16, Jct I-84 to Emmett	107.0	86.3	193.3
I-84, Caldwell to Meridian	284.9	141.3	426.2
I-84, Orchard to Isaacs Canyon	183.8	-	183.8
US-30, McCammon to Lava Hot Springs	88.6	-	88.6
TOTAL*:	857.6	303.1	1,160.7

*Non-GARVEE fund sources are not shown.

 = Previous GARVEE work in authorized corridors.
 = Current GARVEE work in authorized corridors.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials BR	Reviewed By
Preparer's Name Monica Crider, P.E.	Preparer's Title State Design Engineer	Initials MC	

Subject

Board Approval for Contract to Award		
Key Number 24192	District 4/TECM	Route Number SH-75

Background Information

Project No. A024(192) , SH-75, Ohio Gulch Road Intersection was bid on June 6, 2023. The justification and award review documents are attached for Board review.

Recommendations

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

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

DATE OF BID OPENING - JUNE 6, 2023

IDAHO FINANCED PROJECT
SH-75, OHIO GULCH ROAD INTERSECTION
Blaine County
Key No. 24192

DESCRIPTION: The work on this project consists of constructing a signal on SH-75, MP 121

BIDDERS:

Electric 1 West, Inc. Dba Balance Rock Electric Twin Falls, ID	\$724,531.70
---	--------------

1 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$626,747.55

LOW BID - 116% Percent of the Engineer's Estimate

NET +/- OF EE \$97,784.15

(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: 2023.06.07
09:36:11 -06'00'

Karen Hanna
Contracts Manager

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
4	24192	SH-75	6/6/2023	1	\$626,747.55	\$724,531.70	\$97,784.15 116%
SH-75, Ohio Gulch Road Intersection					State		
Contractor: Electric 1 West Inc.							
DBA Balanced Rock Electric							

Department Memorandum

Idaho Transportation Department

**DATE:** 6/7/2023**Program Number(s)** A024(192)
TO: Monica Crider, P.E. *MC*
 State Design Engineer
Key Number(s) 24192
FROM: Amy Schroeder, P.E. *ASchroeder*
 Transportation Program Manager

Program ID, County, Etc. SH-75, Ohio Gulch
 Road Intersection;
 Blaine County; WA #
 E234350
RE: Justification for Award of Bid

On June 6, 2023 1 bid was opened for the above referenced project. The low bid of \$724,531.70 was 116% of the Engineer's Estimate of \$626,747.55.

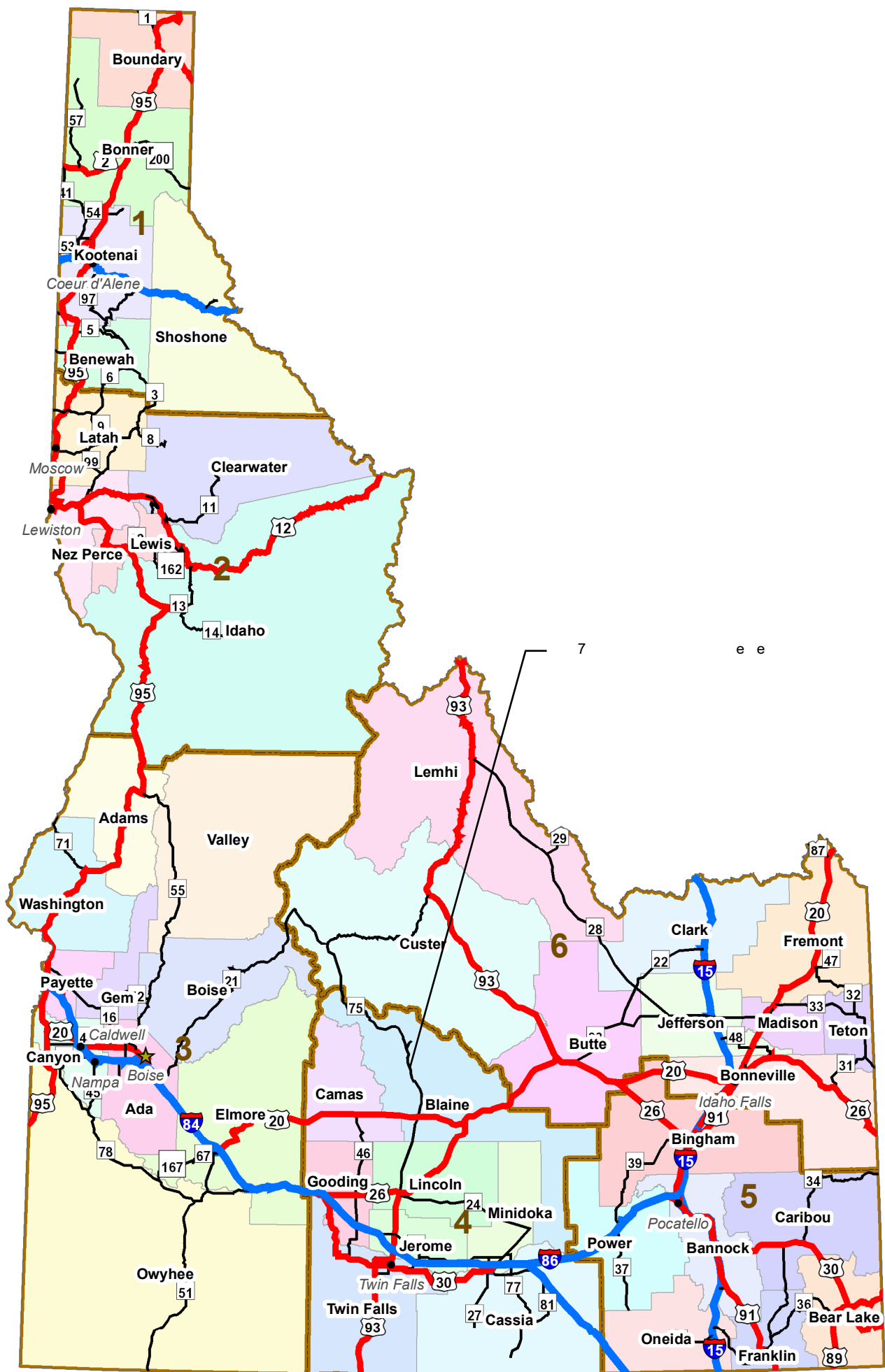
The following item accounts for most of the difference between low bid and the Engineer's Estimate:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
656-005A	Traffic Signal Installation	1 LS	\$450,000.00	\$563,358.00	\$113,358.00
Total Difference from these Items					\$113,358.00

The Engineer's Estimate was based on the average unit price index for similar projects and on observation of past experience. The remote location and small quantity of work may not have been fully accounted for in the unit price used in the Engineer's Estimate.

This project addresses a safety issue at the intersection of SH-75 and Ohio Gulch Road. In order to increase the safety of the public and prepare for the construction of the highway widening that will start construction next year, this project needs to be awarded by Fall 2023.

The district was granted board unallocated funds for this project in April. The district does not believe that readvertisement will result in lower estimates. The TECM office and district recommend award of this contract.





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials BR	Reviewed By LSS
Preparer's Name Monica Crider, P.E.	Preparer's Title State Design Engineer	Initials MC	

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 10/01/22 to 05/31/23					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
63	13	9	2	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 05/01/23 to 05/31/23	
ITD	Local
10	2

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

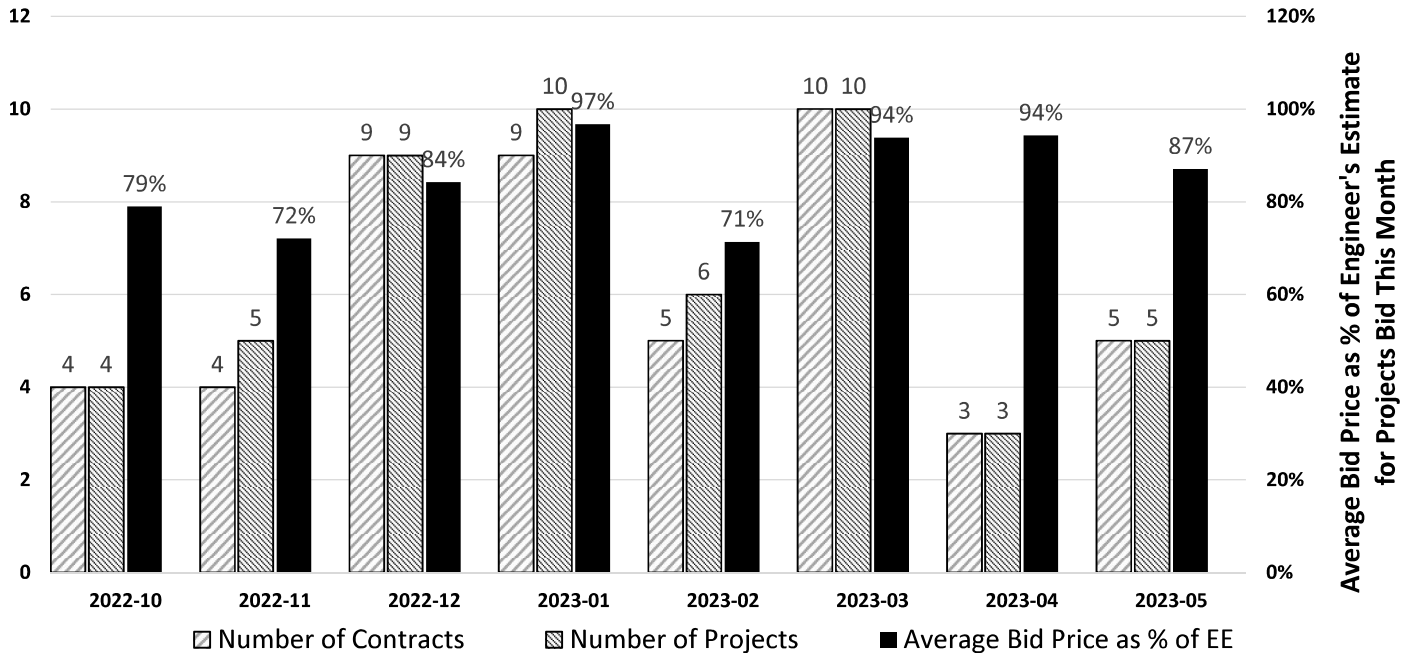
☐ Approved ☐ Deferred _____
☐ Other _____

FFY23 State Infrastructure Project Bid Results: YTD Summary By Cost

52 Projects YTD through May 31, 2023

YTD Total for all 52 projects:

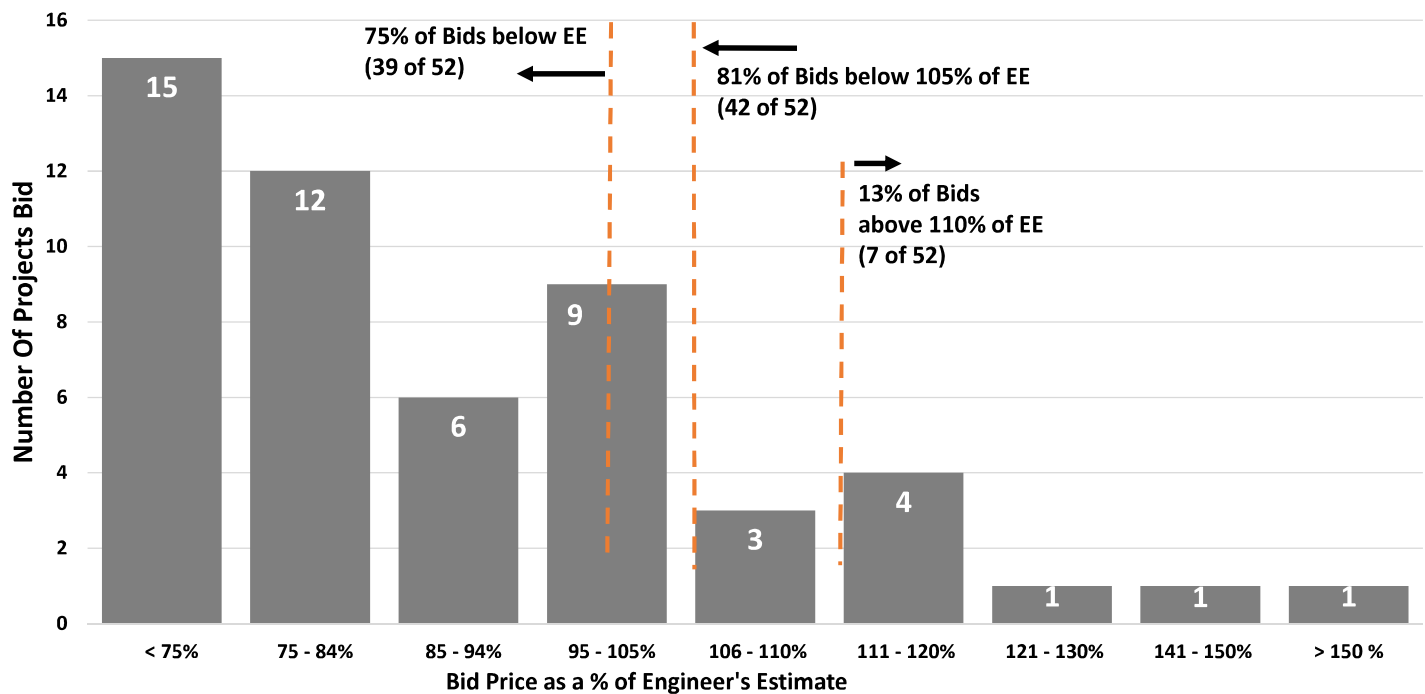
Ratio of Bid Costs / Engineer's Estimates = \$383.7 / \$430.3 M = 89.2%



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

FFY23 State Infrastructure Project Bid Results: YTD Summary By Project Count

52 Projects YTD through May 31, 2023



Note: Local and SIA Projects are not included

Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
ACHD(3)	20122	OFF SYS	5/2/2023	2	\$2,050,895.00	\$2,022,781.35	(\$28,113.65)
FY22 Pavement Preservation and ADA, Phase 2, Boise							99%
Contractor: Capital Paving Company Inc.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	23935	SH-53	5/2/2023	2	\$2,440,770.22	\$1,608,260.31	(\$832,509.91)
SH-53, N. Bruss to Latah Street							66%
Contractor: Interstate Concrete & Asphalt Co.					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	23202	US-93	5/2/2023	2	\$5,574,977.32	\$4,471,732.93	(\$1,103,244.39)
US-93, Interchange Ramps							80%
Contractor: Staker & Parson Companies DBA Idaho Materials & Construction					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	22744/22748 SIA	I-86	5/2/2023	2	\$249,624.00	\$257,518.00	\$7,894.00
FY22 D3 Signing							103%
Contractor: Northwest Landscape LLC					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
2	22781 SIA	US-12	5/2/2023	3	\$669,428.00	\$478,550.40	(\$190,877.60)
US-12, Dike Bypass RR Track Removal, Lewiston							71%
Contractor: Western Construction of Lewiston Inc					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(3)	13487	OFF SYS	5/9/2023	2	\$3,754,894.95	\$3,642,022.00	(\$112,872.95)
Middleton and Ustick Roundabout, Caldwell							97%
Contractor: Knife River Corporation - Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Estimated Quantity	Quantity Bid	Net +/-
							% of EE
5	22486 SIA	SH-34	5/9/2023	2	9,362.5 FT	5,325 FT	100%
SH-34, FY23, D5 Guardrail Replacement					Fixed Price Variable Quantity		
Contractor: All Rail Construction LLC					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	23809 SIA	I-86 & I-15	5/9/2023	1	\$719,700.28	\$549,246.90	(\$170,453.38)
FY23 D5 Striping							76%
Contractor: Idaho Traffic Safety Inc					State		

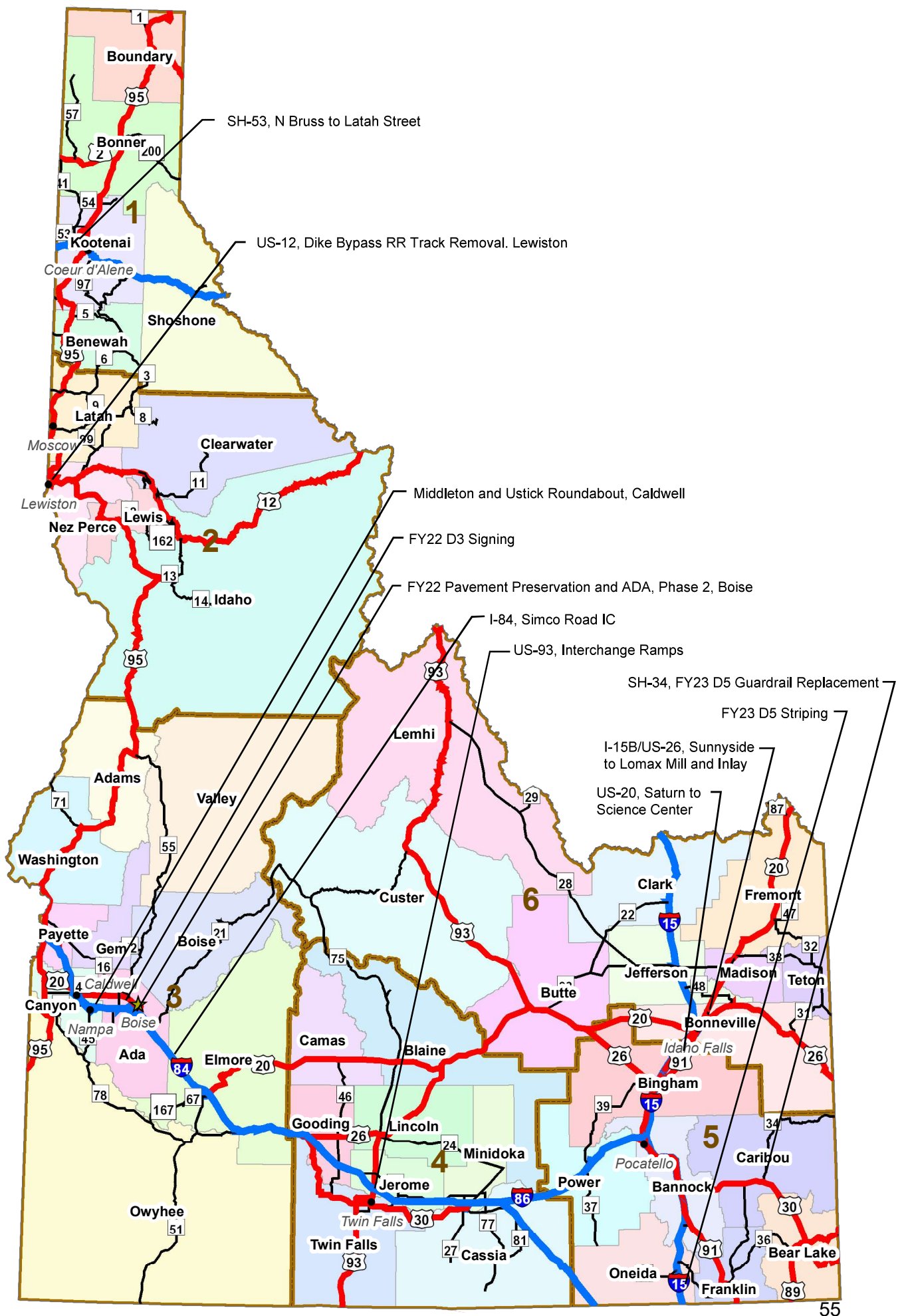
District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	19860	I-84	5/23/2023	3	\$12,583,510.50	\$11,393,000.00	(\$1,190,510.50)
I-84, Simco Road IC							91%
Contractor: Braun-Jensen Inc					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	23631	US-20	5/23/2023	3	\$1,837,872.49	\$1,775,960.00	(\$61,912.49)
US-20, Saturn to Science Center							97%
Contractor: Sunroc Corporation					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	22774	I-15B/US-26	5/23/2023	2	\$2,414,891.18	\$2,399,290.00	(\$15,601.18)
I-15B/US-26, Sunnyside to Lomax Mill and Inlay							99%
Contractor: Sunroc Corporation					State		

District	Key No.	Route	Opening Date	No. of Bids	Estimated Quantity	Quantity Bid	Net +/-
							% of EE
2	23223 SIA	SH-14 & US-12	5/23/2023	1	30,000 CY	15,351 CY	100%
FY24 D2 Landslide Cleanup					Fixed Price Variable Quantity		
Contractor: M.A. DeAtley Construction Inc					State		

District	Key No.	Route	Opening Date	No. of Bids	Estimated Quantity	Quantity Bid	Net +/-
							% of EE
6	23398 SIA	Various	5/23/2023	0	708,650 FT	0	0%
FY24 D6 Inlay Pavement Markings					Fixed Price Variable Quantity		
Contractor: N/A					State		



Monthly Contract Advertisement As of 05-31-2023

District	Key No.	Route	Bid Opening Date
LHTAC(4)	22408	OFF SYS	6/6/2023
3000 E & Foothill Road Curve, Twin Falls HD \$1,000,000.00 to \$2,500,000.00			

4	24192	SH-75	6/6/2023
SH-75, Ohio Gulch Road Intersection \$500,000.00 to \$1,000,000.00			

1	20592/20482	SH-3, I-90 & SH-97	6/6/2023
SH-3, CDA River Bridge to I-90, SH-97, Harrison Bridge to Whistle Road \$1,000,000.00 to \$2,500,000.00			

4	21842 SIA	I-84	6/6/2023
I-84, FY23 D4 Interstate Striping \$500,000.00 to \$1,000,000.00			

6	23815 SIA	Various	6/6/2023
FY24 D6 Striping \$500,000.00 to \$1,000,000.00			

6	23474	US-20	6/13/2023
US-20, Exit 343 Interchange Greater than \$25,000,000.00			

1	20487	I-90	6/13/2023
FY24 D1 Bridge Repair \$1,000,000.00 to \$2,500,000.00			

1	23791 SIA	I-90	6/13/2023
FY24 D1 Striping \$250,000.00 to \$500,000.00			



Board Agenda Item

ITD 2210 (Rev. 10-13)

Date June 15, 2023

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

Presenter's Name Mohsen Amirmojahedi	Presenter's Title Consultant Services Engineer	Initials MA	Reviewed By
Preparer's Name Holly McClure	Preparer's Title Contracts Officer	Initials HM	

Subject

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

Background Information

For all of ITD

Consultant Services processed 36 new professional services agreements and work tasks totaling **\$18,086,509** and 6 supplemental agreements to existing professional services agreements totaling **\$1,906,579** from April 24, 2023 through May 21, 2023.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>									<i>Total</i>
	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>HQ</i>	<i>MGMT</i>	<i>AERO</i>	
Resources not Available										
Construction Engineering, Inspection, Sampling & Testing	5	2	2	2	1	1				13
Roadway Design			1				1			2
Materials / Geotechnical		1		1						2
Surveying	1				1					2
Sign Inspection							1			1
Planning		1								1
Public Involvement							1			1
Environmental		1	1	1						3
Local Public Agency Projects	3		1	1	4	2				11
Total	9	5	5	5	6	3	3			36

For ITD District Projects

25 new professional services agreements and work tasks were processed during this period totaling **\$14,429,536**. 5 supplemental agreements totaling **\$1,903,576** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, SPOKANE RV BRIDGE REPAIRS, KOOTENAI CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Staff Augmentation Services	Individual Project Solicitation	David Evans and Associates, Inc.	\$513,434
Various District One Projects	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Sampling/testing and closeout services.	Individual Project Solicitation	Strata, Inc.	\$708,319
I 90, SH 41 INTERCHANGE, KOOTENAI CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I services.	Individual Project Solicitation	David Evans and Associates, Inc.	Prev: \$646,552 This: \$1,928,613 Agreement Total to Date: \$2,575,165 Board Approved: \$4,000,000 On: 5/18/2022
US 95, SAGLE RD TO LONG BRIDGE INTERIM IMPRV, PH 2	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Full CE&I Plus Sampling and Testing	Individual Project Solicitation	David Evans and Associates, Inc.	Prev: \$426,268 This: \$361,832 Agreement Total to Date: \$788,100
Various District One Projects	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Provide CE&I Services.	Individual Project Solicitation	David Evans and Associates, Inc.	\$739,353
I 90, DIVISION ST IC OPASS, KELLOGG	Resources not Available Surveying	Reset survey monuments that will be disturbed by construction activities.	RFI from Term Agreement	Glahe & Associates, Inc.	Prev: \$136,690 This: \$66,895 Agreement Total to Date: \$203,585

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, THORN CR RD TO MOSCOW, PH 1	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Construction Engineering, Inspection, Sampling & Testing Services, Year 2	Individual Project Solicitation	HMH, LLC	Prev: \$1,493,970 This: \$1,950,403 Agreement Total to Date: \$3,444,373 Board Approved: \$3,500,000 On: 4/20/2023
US 95, THORN CR RD TO MOSCOW, PH 1	Resources not Available Materials / Geotechnical	Additional Monitoring and Analysis.	Direct from Term Agreement	Geoprofessional Innovation Corporation (GPI)	Prev: \$92,470 This: \$7,289 Agreement Total to Date: \$99,759
STATE, FY23 D2 PLANNING & SCOPING	Resources not Available Planning	Pre-project planning & Scoping	Direct from Term Agreement	J-U-B Engineers, Inc.	\$99,975
US 12, CLEARWATER RV MEMORIAL BR, NEZ PERCE CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I Services.	Individual Project Solicitation	HDR Engineering, Inc.	\$993,285
SH 13, SALLY ANN CR RD CULVERT, IDAHO CO	Resources not Available Environmental	Research Design and Data Recovery Plan	RFI from Term Agreement	Parametrix, Inc.	\$12,826

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 55, SMITH'S FERRY TO ROUND VALLEY	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Continue to Provide CE&I Services.	Individual Project Solicitation	HMH, LLC	Prev: \$1,102,605 This: \$478,640 Agreement Total to Date: \$1,581,245 Board Approved: \$1,600,000 On: 4/15/2020
US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON COS	Resources not Available Roadway Design	Right Of Way services	Individual Project Solicitation	Epic Land Solutions, Inc.	\$1,380,246 Board Approved: \$2,000,000 On: 2/23/2023
US 20, US 20/26 & SH 44 MILL & INLAY	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Inspection of removal and installation of Hot Mix Asphalt, Manholes, Valves, Traffic Separator and Stripping.	Individual Project Solicitation	Horrocks Engineers, Inc.	\$329,067
US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON COS	Resources not Available Environmental	Conduct a Phase II ESA.	RFI from Term Agreement	Alta Science & Engineering, Inc.	\$56,100

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, FY20 D4 MATERIALS RECONNAISSANCE	Resources not Available Materials / Geotechnical	Roadway Materials Report	Direct from Term Agreement	Shannon & Wilson, Inc.	\$49,555
STATE, FY23b D4 BRIDGE REPAIR	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Inspection & Testing services	RFI from Term Agreement	Atlas Technical Consultants LLC	\$50,000
I 84, SOUTH JEROME IC TO TWIN FALLS IC, JEROME CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Perform CE&I Services.	Individual Project Solicitation	Horrocks Engineers, Inc.	\$984,758
SH 75, YANKEE FK OF SALMON R, CUSTER CO	Resources not Available Environmental	Biological Assessment.	Direct from Term Agreement	Stephanie Eisenbarth, Environmental Consulting	\$25,840

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STATE, FY23 D5 MONUMENT PRESERVATION	Resources not Available Surveying	Monument Preservation Services	RFI from Term Agreement	Forsgren Associates, Inc.	\$45,853
STATE, I 86 / I 15 SYSTEM IC, POCATELLO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	CE&I services.	Individual Project Solicitation	Atlas Technical Consultants LLC	Prev: \$985,584 This: \$2,857,862 Agreement Total to Date: \$3,843,446 Board Approved: \$8,000,000 On: 2/23/2023

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Various District Six Projects	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Provide Acceptance Testing Services .	Individual Project Solicitation	Strata, Inc.	\$366,474

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Statewide, On-Call Estimating Services	Resources not Available Roadway Design	On-Call Estimating Services	RFI from Term Agreement	Ott-Sakai & Associates, LLC	\$50,000
STATE, FY23 SHS SIGN INSPECTION	Resources not Available Sign Inspection	Overhead Sign Structure Inspections	RFI from Term Agreement	Collins Engineers, Inc.	\$202,011
STATE, FY23 PROTECT PLANNING AND DEVELOPMENT	Resources not Available Public Involvement	PROTECT Formula Program - Public Involvement & Awareness.	RFI from Term Agreement	J-U-B Engineers, Inc.	\$170,906

Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
2	SH 13, MIDDLE FK CLEARWATER RV BR, KOOSKIA	David Evans and Associates, Inc.	8/1/2022, Provide Survey Services.	Design Phase Survey	Prev: \$105,511 This: \$357,808 Agreement Total to Date: \$463,319
3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	Horrocks Engineers, Inc.	11/1/2021, Roadway Design through PS&E	Traffic Analysis, ROW Plan, PS&E, PI	Prev: \$8,496,352 This: \$1,076,657 Agreement Total to Date: \$9,573,009 Board Approved: \$10,000,000 On: 7/15/2021
4	SH 75, ELKHORN RD TO RIVER ST, KETCHUM	Parametrix, Inc.	7/14/2022, Phase III Final Design and PS&E package.	Services will include investigating slope conditions, materials and environmental conditions, and design.	Prev: \$5,077,975 This: \$141,518 Agreement Total to Date: \$5,219,493 Board Approved: \$6,100,000 On: 6/16/2022
5	I 15, IC #89 TO IC #93, BINGHAM CO	WHPacific, Inc. d/b/a NV5	11/24/2020, Pavement Rehabilitation & Resurfacing	Rehabilitating the northbound and southbound lanes of Interstate 15 (1-15) as either a mill-overlay or a CRABS.	Prev: \$387,276 This: \$249,593 Agreement Total to Date: \$636,869
6	STATE, FY19 D6 CORRIDOR INVENTORY	J-U-B Engineers, Inc.	7/23/2019, On-Call Surveying for District Six Projects	Continuation of District 6 On Call Survey Agreement with JUB.	Prev: \$400,000 This: \$78,000 Agreement Total to Date: \$478,000

For Local Public Agency Projects

11 new professional services agreements totaling **\$3,656,973** were processed during this period. 1 supplemental agreement(s) totaling **\$3,003** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SMA-7856, E PARKWAY; BARNEY DAIRY RD TO 7TH N, REXBURG	CITY OF REXBURG	Roadway and Bridge Design Services, Phase I	Individual Project Solicitation	Forsgren Associates, Inc.	\$617,484
SMA-7031, INT HAWTHORNE & W QUINN RDS, CHUBBUCK	CITY OF POCATELLO	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Atlas Technical Consultants LLC	\$308,162
STC-5804, DEEP CR LOOP; JCT US-95 TO LIONS DEN, BOUNDARY CO	BOUNDARY COUNTY	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HMH, LLC	Prev: \$293,600 This: \$218,161 Agreement Total to Date: \$511,761
STC-6867, GARDEN CR RD TO CHALLIS CL	Custer County	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Civil Science, Inc.	\$356,745
LOCAL, 1700 S RD BRIDGE, GOODING HD #1	GOODING HIGHWAY DISTRICT	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Civil Science, Inc.	\$269,305
LOCAL, CURVE & RDWY SAFETY IMPRV, BENEWAH CO	BENEWAH COUNTY	Roadway Design Services	RFI from Term Agreement	HMH, LLC	\$168,992
LOCAL, BANNOCK ST SIDEWALKS TAP GRANT	CITY OF MALAD	Roadway Design Services	RFI from Term Agreement	Forsgren Associates, Inc.	\$88,129
LOCAL, GRIMES CITY PATHWAY EXTENSION, NAMPA	CITY OF NAMPA	Pathway Extension Design Services	RFI from Term Agreement	Precision Engineering, LLC	\$98,768
SMA-7607, S FISHER ST; E WALKER ST TO E ALICE ST, BLACKFOOT	CITY OF BLACKFOOT	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Civil Science, Inc.	\$375,287
SMA-7607, S FISHER ST; E WALKER ST TO E ALICE ST, BLACKFOOT	CITY OF BLACKFOOT	Engineer of Record Services	RFI from Term Agreement	Harper-Leavitt Engineering, Inc..	Prev: \$280,431 This: \$6,057 Agreement Total to Date: \$286,488
LOCAL, LAKESHORE CONNECTION PLANNING, PONDERAY	CITY OF PONDERAY	Phase 3: Concept through PS&E	Individual Project Solicitation	Welch Comer and Associates, Inc.	Prev: \$507,985 This: \$1,149,883 Agreement Total to Date: \$1,657,868 Board Approved: \$1,848,000 On: 5/18/2023

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	STC-5742, S GREENSFERRY RD GUARDRAIL, WORLEY HD	J-U-B Engineers, Inc.	2/22/2023, Roadway Design Services	Architectural and archaeological investigations	Prev: \$140,239 This: \$3,003 Agreement Total to Date:\$143,242

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 1 , 2023

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

Presenter's Name Kaylee Starman	Presenter's Title Grants/Contracts Officer	Initials KS	Reviewed By LSS
Preparer's Name Kaylee Starman	Preparer's Title Grants/Contracts Officer	Initials KS	

Subject

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

Background Information

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

Business and Support Management section did not execute any professional service agreements during the previous month.

Recommendations

Information only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager	Initials CW	Reviewed By LSS
Preparer's Name Colleen Wonacott	Preparer's Title Program Control Manager	Initials CW	

Subject

Monthly Reporting of Federal Formula Program Funding Through May 31st.

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

Idaho received full-year FY23 obligation authority through 9/30/23 via the consolidated appropriations act which passed on December 29th.

Obligation authority through September 30th is \$394.2 million. This includes \$9.3 million of *Highway Infrastructure General Funds* carried over from FY20 and FY21, 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 \$444.7 million. FY23 obligation authority through 9/30/23 is 88.7% of apportionments.

Recommendations

For Information

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2023

IIJA FY2023	
Apportionments + COVID + Hwy Infra.	
Federal Aid Only	\$444,670
Including Match	\$479,895
Obligation Limits through 9/30/2023	
Federal Aid Only	\$394,183
Including Match	\$426,504

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the Feb 2023 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 5/31/23.

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

Program	Allotted Program Funding through 9/30/23	Program Funding Remaining as of 5/31/23
All Other SHS Program	\$268,139	\$69,831
GARVEE Formula Debt Service*	\$51,115	\$0
State Planning and Research*	\$9,066	\$4,425
Metropolitan Planning*	\$2,463	\$0
Railroad Crossings	\$2,203	\$2,099
Transportation Alternatives (Urban/Rural)	\$7,470	\$1,852
Recreational Trails	\$1,410	\$1,788
8)STBG - Local Urban+	\$12,597	\$177
STBG - Transportation Mgt. Area	\$10,012	\$27
Transportation Alternatives (TMA)	\$907	\$20
STBG – Local Rural	\$15,780	\$7,739
Local Bridge*	\$11,800	\$9,668
Off System Bridge*	\$6,750	\$5,807
Local Safety	\$9,246	\$4,213
Carbon Reduction	\$8,210	\$8,110
PROTECT	\$9,335	\$9,035
Total	\$426,504	\$124,792

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the Feb. 2023 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 31st.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

Presenter's Name Justin Collins	Presenter's Title Controller	Initials JC	Reviewed By LSS
Preparer's Name Justin Collins	Preparer's Title Controller	Initials JC	

Subject

State Fiscal Year 2023 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2022 thru April 30, 2023, Fiscal Year 2023 Financial Statements

The financial operations of the Department as of April 30, 2023, ten months through this fiscal year, revenue is coming in below forecast year-to-date for the State Highway Account (SHA). Revenue is ahead of forecast for the Aeronautics Fund after ten months. Expenditures in these two funds are following projected budgets.

- Revenues to the State Highway Account from all state sources as shown on the financial statements are below forecast by -4.8% (this includes Misc. Revenues and Equipment Buy Back). Revenues in the Highway Distribution Account, Fuels/Registration Direct, and Ethanol are down (-5.0%). This appears to be driven by timing of when the department will receive Buy Back proceeds, and timing of when fuel transfers will be received. The first transfer of the current month (May) appears to have closed the gap of the shortfall in April. State revenues to the State Aeronautics Fund are ahead of forecast by 44.7% or \$850K. As we finish out the last two months of the fiscal year, the revenue picture will need 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 \$6.5M or 5.3% 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 \$352.6M. Compared to the last three fiscal years through the first ten months of the year:
 - FY22= \$315.2M
 - FY21= \$342.5M
 - FY20= \$395.2M

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 \$600.4M or \$156.1M higher than the highest point of the previous three years.

- FY22= \$422.4M
- FY21= \$422.4M
- FY20= \$444.3M

The balance of the long-term investments as of the end of April is \$177.3M. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$136.0M) totals \$313.3M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first ten months, are \$49.4M. This is the fund where the Governor's "Leading Idaho" transfer of \$120M completed in July was deposited. There are no additional receipts other than interest earned to date of \$3.0M based on the cash balance.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Deposits into the Transportation Expansion and Congestion Mitigation Fund hit the cap of \$80M at the end of March. This \$80M is the maximum amount of the sales tax that ITD will receive. Additional sales tax collected will now flow into the Local Distribution Account. Additionally, we have started to receive Cigarette Tax revenue into this fund. Currently ITD has received \$3.3M from this unanticipated revenue. The initial receipts into this fund for FY23 of \$13.1M is committed to debt service on the TECM 2022 Series Bonds. Expenditures in this fund for construction expenses on projects were \$61.6M.

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 \$10.4M. The expenses during the first seven months of FY23 was \$3.8M, for a total expenditure of \$14.2M since the beginning of the grant.

Year to date Expenditures from the two active bond programs are \$73.1M for the TECM Capital Projects fund and \$69.8M for the GARVEE Capital Projects fund. Both programs are very active and advancing as planned.

Recommendations

For Information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

JUNE
ITD BOARD PACKET

APRIL
FY23
FINANCIAL STATEMENTS

User ID: ddecker
 Report ID: AD-FN-GL-010
 Run Date: 5 May 2023
 % of Time
 Remaining: 16.67

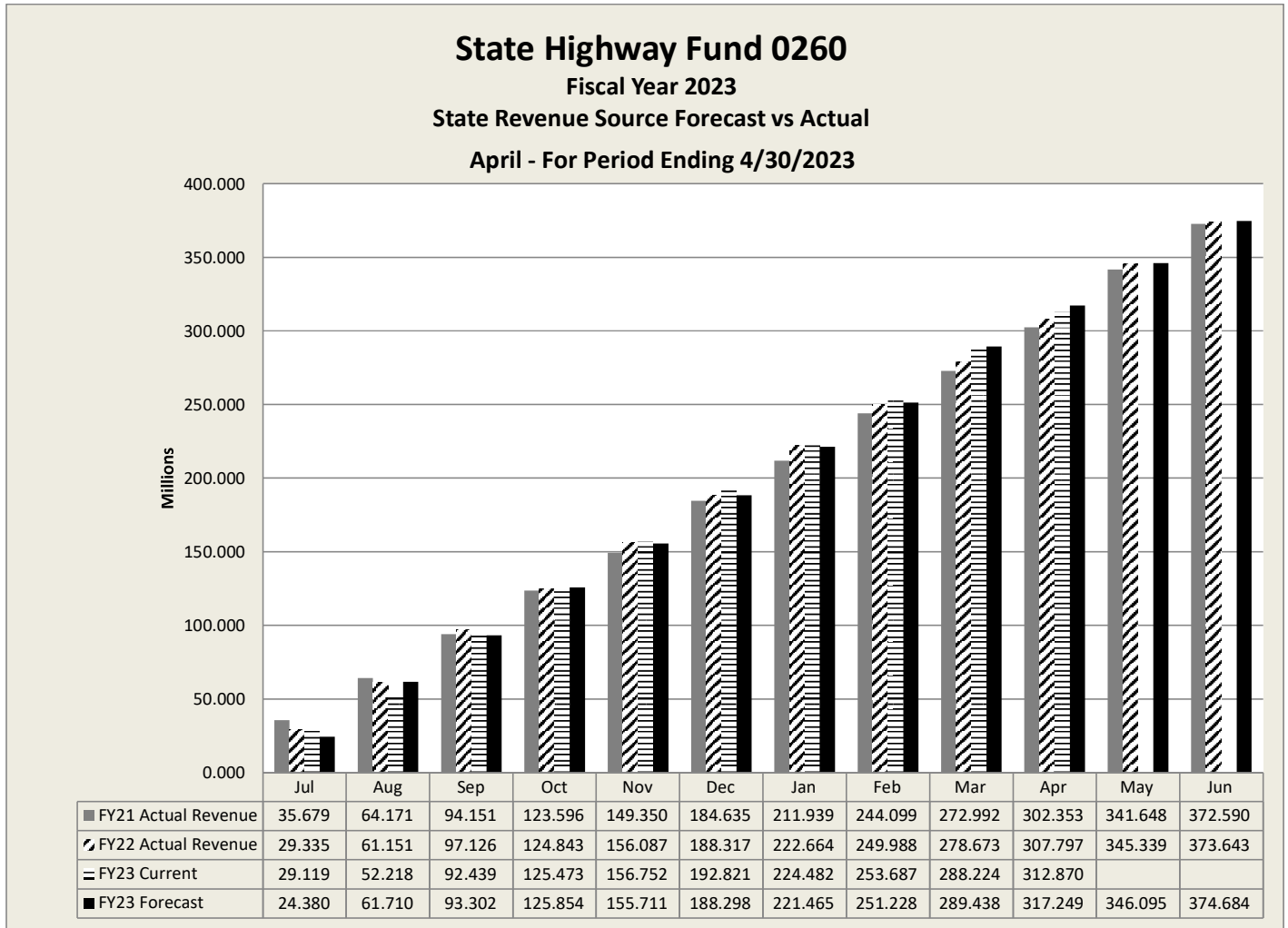
Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 4/30/2023
 (all amounts in '000)

Fiscal Year: 2023

Funds Received					
	FY22 Actual YTD	FY23 Actual YTD	FY23 Forecast YTD	FY23 to FY22 Actual	FY 23 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	282,774	275,984	245,015	-2.4%	12.6%
State (Inc. H.D.A.)	307,797	312,870	328,769	1.6%	-4.8%
Local	7,883	5,051	5,191	-35.9%	-2.7%
Total State Highway Account:	598,455	593,905	578,976	-0.8%	2.6%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	194	174	256	-10.2%	-31.9%
State	9,507	3,474	37,482	-63.5%	-90.7%
Total State Aeronautics Fund:	9,701	3,648	37,738	-62.4%	-90.3%
Total Fund Received:	608,156	597,553	616,714	-1.7%	-3.1%
Disbursements (includes Encumbrances)					
	FY22 Actual YTD	FY23 Actual YTD	FY23 Budget YTD	FY23 to FY22 Actual	FY 23 to Budget
Construction Payouts	315,722	353,838	344,588	12.1%	2.7%
<u>Operations Expenses</u>					
Highways	169,652	181,177	198,649	6.8%	-8.8%
DMV	26,166	26,011	30,272	-0.6%	-14.1%
Administration	23,842	23,717	26,012	-0.5%	-8.8%
Facilities	5,807	16,328	19,776	181.2%	-17.4%
Aeronautics	2,367	8,649	40,727	265.5%	-78.8%
Total Operations Expenses:	227,834	255,882	315,436	12.3%	-18.9%
<u>Transfers</u>					
Operating	385	0	0	-100.0%	0.0%
Debt Service	13,652	12,653	12,315	-7.3%	2.7%
Total Transfers:	14,037	12,653	12,315	-9.9%	2.7%
Total Disbursements:	557,593	622,372	672,338	11.6%	-7.4%
	FY22 Actual YTD	FY23 Actual YTD	FY23 Budget YTD	FY23 to FY22 Actual	FY 23 to Budget
<u>Expenditures by Type</u>					
Personnel	112,858	116,081	122,544	2.9%	-5.3%
Operating	73,718	76,031	83,230	3.1%	-8.7%
Capital Outlay	26,507	45,200	54,453	70.5%	-17.0%
Sub-Grantee	14,750	18,570	55,209	25.9%	-66.4%
Totals Operations Expenses:	227,834	255,882	315,436	12.3%	-18.9%
Contract Construction	315,722	353,838	344,588	12.1%	2.7%
Totals (excluding Transfers):	543,556	609,720	660,024	12.2%	-7.6%

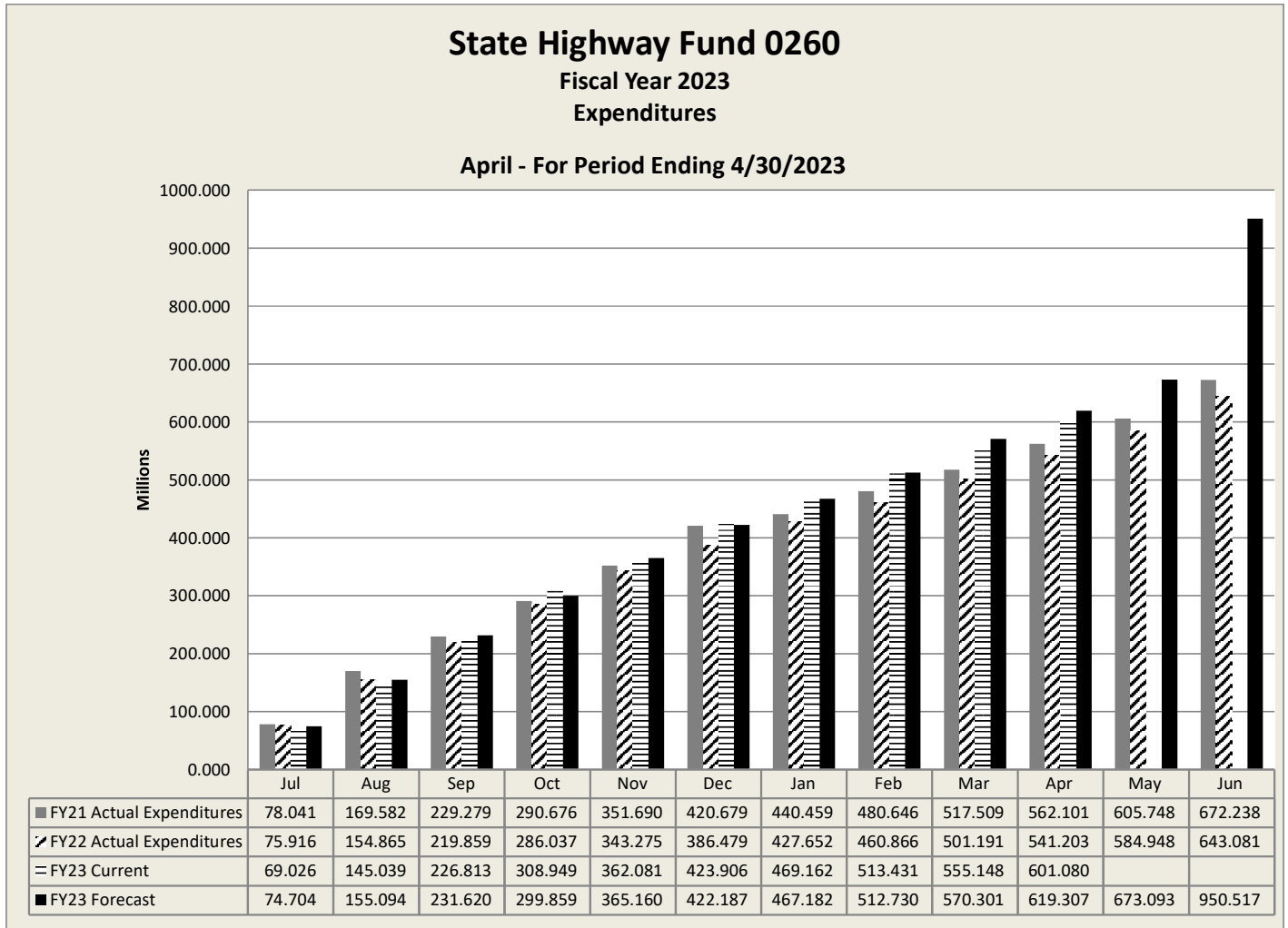
Date Prepared: 5/5/2023



Includes Equipment Buy Back Program

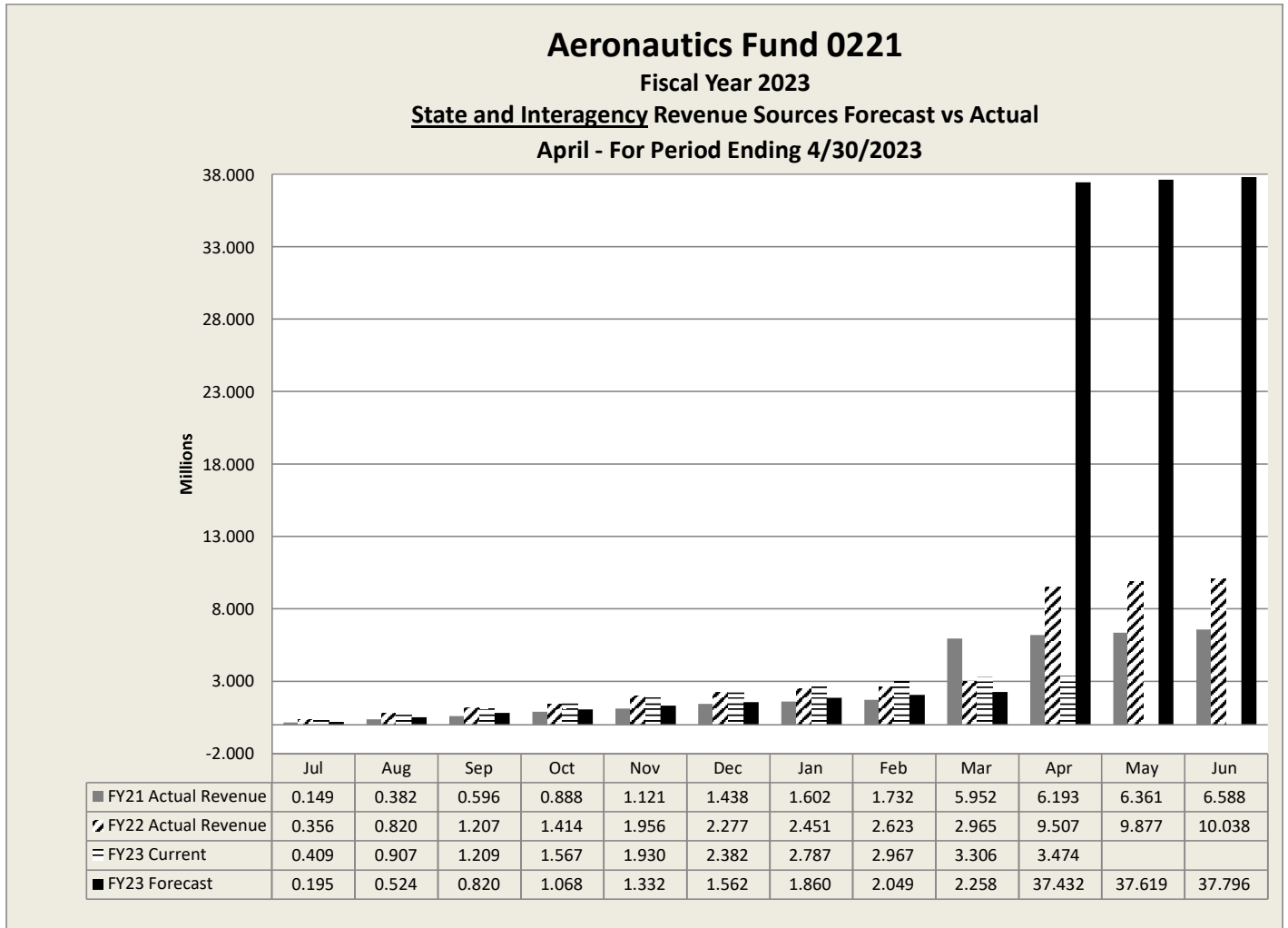
Misc. Revenue (RTA \$1,133,248) and Transfers - In

Date Prepared: 5/5/2023



Current = Actual Payments and Encumbrances

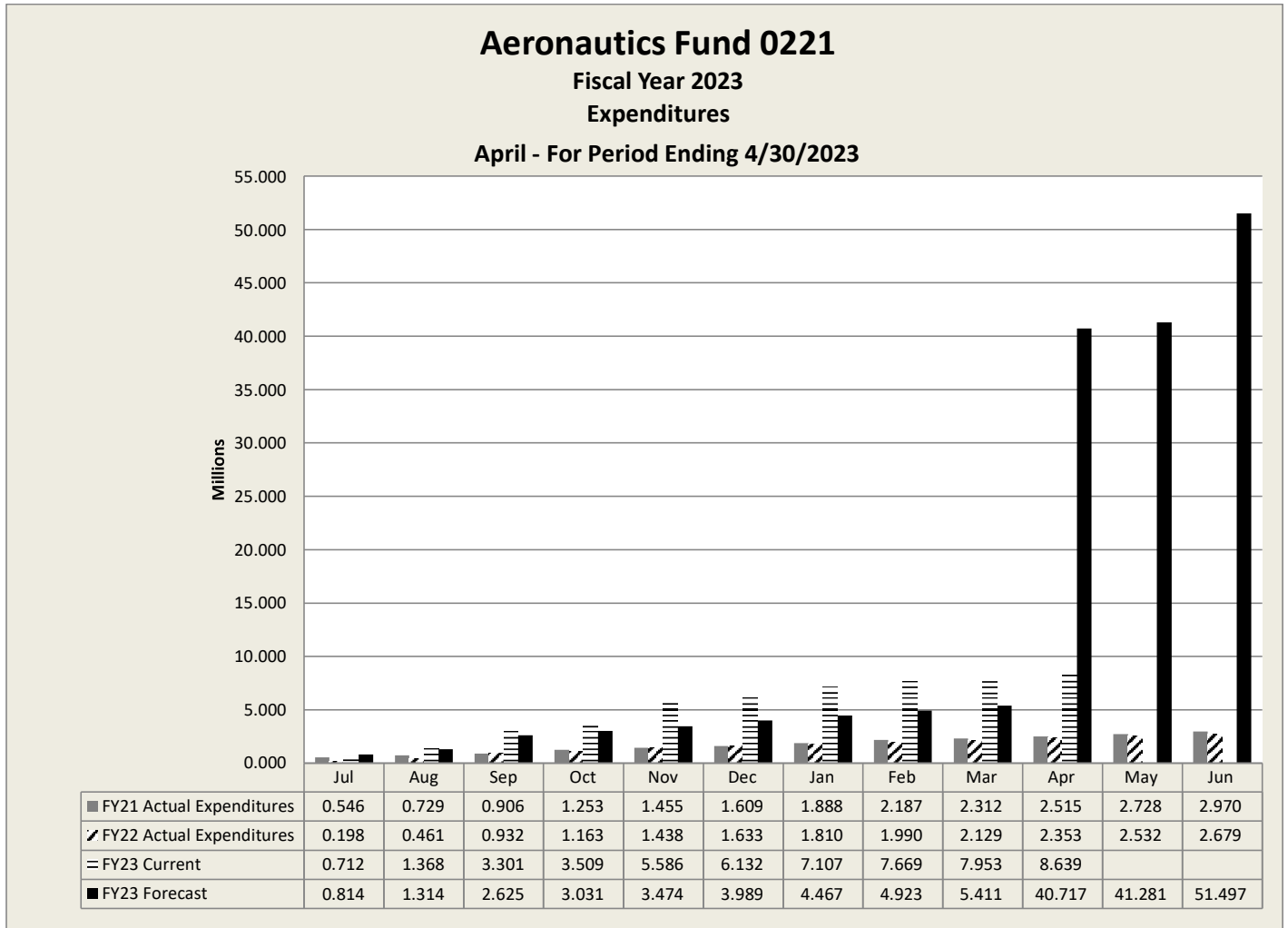
Date Prepared: 5/5/2023



Includes Misc. Revenue and Transfers - In

Misc. Revenue (RTA \$0) and Transfers - In

Date Prepared: 5/5/2023



Current = Actual Payments and Encumbrances

UserID: ddecker
 Report ID: AD-FN-GL-002
 Run Date: 05 May 2023

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2023

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Mar-23	Apr-23	Mar-23	Apr-23	Mar-23	Apr-23
ASSETS						
Cash on Hand (Change Fund)	0	0	5,195	5,195	0	0
Cash in Bank (Daily Operations)	8,566,837	8,563,492	137,545,913	136,001,233	200,556,455	188,727,604
Investments (Long Term: STO - Diversified Bond Fund)	1,922,587	1,927,079	176,867,062	177,282,643	0	0
Total Cash & Investments	10,489,424	10,490,570	314,418,170	313,289,071	200,556,455	188,727,604
Receivables - Other	(0)	0	1,088,432	1,108,530	0	0
- Due From Locals (Project Overruns)	112,133	14,343	774,689	1,006,462	0	0
- Inter Agency	39,043	0	14,392	0	0	0
Total Receivables	151,176	14,343	1,877,513	2,114,992	0	0
Inventory on Hand	0	0	20,166,026	21,248,327	0	0
Total Assets:	10,640,600	10,504,914	336,461,709	336,652,390	200,556,455	188,727,604
LIABILITIES						
Vouchers Payable	0	0	0	64,557	0	599,587
Sales Tax Payable	0	0	17,438	32,967	0	0
Deferred Revenue (Local Projects Match)	0	0	32,426,159	32,046,431	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	118,992	121,002	0	0
Total Liabilities:	0	0	32,578,608	32,280,975	0	599,588
FUND BALANCE						
Reserve for Encumbrance	232,932	607,480	52,797,438	51,355,426	0	0
Fund Balance	10,407,668	9,897,434	251,085,663	253,015,989	200,556,455	188,128,017
Total Fund Balance:	10,640,600	10,504,914	303,883,101	304,371,415	200,556,455	188,128,017
Total Liabilities and Fund Balance	10,640,600	10,504,914	336,461,709	336,652,390	200,556,455	188,727,604

UserID: ddecker
Report ID: AD-FN-GL-002
Run Date: 05 May 2023

Idaho Transportation Department

OPERATING FUND BALANCE SHEET
FOR THE PERIOD ENDED 4/30/2023

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Mar-23	Apr-23	Mar-23	Apr-23	Mar-23	Apr-23	Mar-23	Apr-23
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	160,357,952	160,030,613	164,877,758	165,302,044	325,235,710	325,332,657	(120,560)	(389,883)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	160,357,952	160,030,613	164,877,758	165,302,044	325,235,710	325,332,657	(120,560)	(389,883)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	160,357,952	160,030,613	164,877,758	165,302,044	325,235,710	325,332,657	(120,560)	(389,883)
LIABILITIES								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0	0	0
FUND BALANCE								
Reserve for Encumbrance	0	0	0	0	0	0	5,306	5,306
Fund Balance	160,357,952	160,030,613	164,877,758	165,302,044	325,235,710	325,332,657	(125,867)	(395,190)
Total Fund Balance:	160,357,952	160,030,613	164,877,758	165,302,044	325,235,710	325,332,657	(120,560)	(389,883)
Total Liabilities and Fund Balance	160,357,952	160,030,613	164,877,758	165,302,044	325,235,710	325,332,657	(120,560)	(389,883)

User ID: ddecker
Report ID: AD-FN-GL-003
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% of Time
Remaining: 16.7
Fund: 0260 State Highway Fund

Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2023

Fiscal Year: 2023
Budget Fiscal Year: 2023
REVENUES

	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)
Federal Sources									
FHWA - Highway	231,251,200	230,852,167	17,912,104	0	(399,033)	-0.17%	440,921,200	210,069,033	47.64 %
FHWA - COVID Relief	0	27,324,405	665,191	0	27,324,405	0.00 %	0	(27,324,405)	0.00 %
FHWA - Indirect Cost	0	(143,615)	(3,047)	0	(143,615)	0.00 %	0	143,615	0.00 %
Federal Transit Authority	9,100,000	8,860,543	2,063,866	0	(239,457)	-2.63%	16,372,600	7,512,057	45.88 %
NHTSA - Highway Safety	3,250,000	4,540,650	345,048	0	1,290,650	39.71 %	6,430,400	1,889,750	29.39 %
Other Federal Aid	1,414,170	4,550,088	267,391	0	3,135,918	221.75 %	4,700,000	149,912	3.19 %
Total Federal Sources:	245,015,370	275,984,240	21,250,553	0	30,968,868	12.64 %	468,424,200	192,439,962	41.08 %
State Sources									
Equipment Buy Back	10,194,200	1,123,450	0	0	(9,070,750)	-88.98%	10,194,200	9,070,750	88.98 %
Miscellaneous Revenues	25,512,320	33,291,370	3,408,275	0	7,779,049	30.49 %	31,028,248	(2,263,121)	-7.29%
Total State Sources:	35,706,520	34,414,820	3,408,275	0	(1,291,701)	-3.62%	41,222,448	6,807,629	16.51 %
Local Sources									
Match For Local Projects	5,190,972	5,043,345	368,026	0	(147,627)	-2.84%	6,323,300	1,279,955	20.24 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	5,190,972	5,050,845	368,026	0	(140,127)	-2.70%	6,323,300	1,272,455	20.12 %
TOTAL REVENUES:	285,912,862	315,449,904	25,026,854	0	29,537,040	10.33 %	515,969,948	200,520,046	38.86 %
TRANSFERS-IN									
Highway Distribution Account	215,169,800	201,174,419	15,096,648	0	(13,995,381)	-6.50%	252,160,700	50,986,281	20.22 %
Fuel/Registration Direct	61,305,736	61,125,877	4,958,422	0	(179,859)	-0.29%	73,121,400	11,995,523	16.40 %
Ethanol Fuels Tax	16,587,400	16,154,484	1,182,486	0	(432,916)	-2.61%	19,700,000	3,545,516	18.00 %
TOTAL TRANSFERS-IN:	293,062,936	278,454,780	21,237,556	0	(14,608,156)	-4.98%	344,982,100	66,527,320	19.28 %
TOTAL REV AND TRANSFERS-IN:	578,975,798	593,904,684	46,264,410	0	14,928,884	2.58 %	860,952,048	267,047,366	31.02 %

User ID: ddecker
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% of Time
Remaining: 16.7
Fund: 0260 State Highway Fund

Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2023

Fiscal Year: 2023
Budget Fiscal Year: 2023
EXPENDITURES

Operations Expense

Permanent Staff Salaries	82,867,971	79,203,736	7,251,387	0	3,664,234	4.42 %	100,707,904	21,504,167	21.35 %
Board, Hourly, OT, Shift Diff	1,480,601	1,432,186	118,522	0	48,415	3.27 %	1,728,966	296,780	17.17 %
Fringe Benefits	37,023,469	34,446,988	3,306,082	0	2,576,481	6.96 %	45,109,930	10,662,942	23.64 %
Travel Expense	2,258,894	1,585,313	199,033	0	673,581	29.82 %	2,753,304	1,167,991	42.42 %
Operating Expense	79,412,656	62,887,288	5,866,099	10,605,082	5,920,286	7.46 %	107,339,245	33,846,875	31.53 %
Capital Equipment Expense	32,595,593	16,692,499	4,034,321	12,481,876	3,421,219	10.50 %	34,063,543	4,889,169	14.35 %
Capital Facilities Expense	19,380,784	4,751,963	407,790	10,724,253	3,904,568	20.15 %	24,947,034	9,470,818	37.96 %
Trustee & Benefit Payments	19,698,760	12,243,789	2,336,676	187,536	7,267,435	36.89 %	23,185,200	10,753,875	46.38 %

Total Operations Expense: 274,718,729 213,243,763 23,519,911 33,998,747 27,476,219 10.00 % 339,835,127 92,592,617 27.25 %

Contract Construction

Operating Expense	5,211,711	5,283,979	563,641	2,020,137	(2,092,405)	-40.15%	10,600,000	3,295,884	31.09 %
Capital Projects	338,429,116	345,740,074	22,090,114	0	(7,310,958)	-2.16%	597,981,958	252,241,884	42.18 %
Trustee & Benefit Payments	947,256	793,644	54,967	0	153,612	16.22 %	2,100,000	1,306,356	62.21 %

Total Contract Construction: 344,588,083 351,817,697 22,708,722 2,020,137 (9,249,751) -2.68% 610,681,958 256,844,124 42.06 %

TOTAL EXPENDITURES: 619,306,811 565,061,461 46,228,633 36,018,884 18,226,468 2.94 % 950,517,085 349,436,741 36.76 %

TRANSFERS OUT

Operating	12,314,572	12,652,798	0	0	(338,226)	-2.75%	58,340,402	45,687,604	78.31 %
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TOTAL TRANSFERS OUT: 12,314,572 12,652,798 0 0 (338,226) -2.75% 58,340,402 45,687,604 78.31 %

TOTAL EXPD AND TRANSFERS OUT: 631,621,383 577,714,259 46,228,633 36,018,884 17,888,242 2.83 % 1,008,857,487 395,124,345 39.17 %

Net for Fiscal Year 2023: (52,645,585) 16,190,426 35,777 32,817,126 (147,905,439) (128,076,979)

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% of Time
Remaining: 16.7
Fund: 0260 State Highway Fund

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2023

		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)
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	578,687	1,056,851	332,822	980,133	(1,458,298)	-252.00%	2,500,000	463,015	18.52 %
Operating Expenditures	Federal	4,584,115	4,226,122	230,819	1,040,004	(682,011)	-14.88%	8,000,000	2,733,874	34.17 %
Operating Expenditures	Local	48,909	1,006	0	0	47,903	97.94 %	100,000	98,994	98.99 %
Total Operating Expenditures		5,211,711	5,283,979	563,641	2,020,137	(2,092,405)	-40.15%	10,600,000	3,295,884	31.09 %
Capital Outlay										
Capital Outlay	Dedicated	158,594,885	99,782,380	2,674,090	0	58,812,505	37.08 %	261,686,558	161,904,178	61.87 %
Capital Outlay	Federal	176,903,687	204,080,497	17,692,777	0	(27,176,810)	-15.36%	329,929,600	125,849,103	38.14 %
Capital Outlay	FICR	0	8,859,678	363,942	0	(8,859,678)	0.00 %	0	(8,859,678)	0.00 %
Capital Outlay	Local	2,930,544	5,859,411	693,447	0	(2,928,867)	-99.94%	6,365,800	506,389	7.95 %
Capital Outlay	COVID Relief	0	27,158,108	665,857	0	(27,158,108)	0.00 %	0	(27,158,108)	0.00 %
Total Capital Outlay		338,429,116	345,740,074	22,090,114	0	(7,310,958)	-2.16%	597,981,958	252,241,884	42.18 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	489,301	0	0	0	489,301	100.00 %	500,000	500,000	100.00 %
Trustee & Benefit Payments	Federal	420,581	793,644	55,843	0	(373,063)	-88.70%	1,500,000	706,356	47.09 %
Trustee & Benefit Payments	Local	37,374	0	(876)	0	37,374	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		947,256	793,644	54,967	0	153,612	16.22 %	2,100,000	1,306,356	62.21 %
Total Contract Construction:		344,588,083	351,817,697	22,708,722	2,020,137	(9,249,752)	-2.68%	610,681,958	256,844,123	42.06 %

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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 4/30/2023

Fund: 0269 Transportation Expansion and Congestion Mitigation 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: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
Miscellaneous Revenues	916,670	3,339,069	519,106	0	2,422,399	264.26 %	1,100,000	(2,239,069)	-203.55%
TOTAL REVENUES:	916,670	3,339,069	519,106	0	2,422,399	264.26 %	1,100,000	(2,239,069)	-203.55%
TRANSFERS-IN									
Cigarette Tax	0	3,300,321	1,199,794	0	3,300,321	0.00 %	0	(3,300,321)	0.00 %
Sales Tax	80,000,000	80,000,000	0	0	0	0.00 %	80,000,000	0	0.00 %
TOTAL TRANSFERS-IN:	80,000,000	83,300,321	1,199,794	0	3,300,321	4.13 %	80,000,000	(3,300,321)	-4.13%
TOTAL REV AND TRANSFERS-IN:	80,916,670	86,639,390	1,718,900	0	5,722,720	7.07 %	81,100,000	(5,539,390)	-6.83%
EXPENDITURES									
Contract Construction - Operating Expenditures	0	0	0	0	0	0.00 %	0	0	0.00 %
Contract Construction - Capital Projects	114,522,330	61,635,535	8,229,920	0	52,886,795	46.18 %	248,414,773	186,779,239	75.19 %
TOTAL EXPENDITURES:	114,522,330	61,635,535	8,229,920	0	52,886,795	46.18 %	248,414,773	186,779,239	75.19 %
TRANSFERS OUT									
Operating	0	18,388,739	5,317,831	0	(18,388,739)	0.00 %	0	(18,388,739)	0.00 %
TOTAL TRANSFERS OUT:	0	18,388,739	5,317,831	0	(18,388,739)	0.00 %	0	(18,388,739)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	114,522,330	80,024,274	13,547,751	0	34,498,056	30.12 %	248,414,773	168,390,500	67.79 %
Net for Fiscal Year 2023:	(33,605,660)	6,615,116	(11,828,851)		40,220,776		(167,314,773)	(173,929,890)	

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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 4/30/2023

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

	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: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
State Sources - Miscellaneous Revenues	600,000	2,982,948	414,297	0	2,382,948	397.16 %	720,000	(2,262,948)	-314.30%
TOTAL REVENUES:	600,000	2,982,948	414,297	0	2,382,948	397.16 %	720,000	(2,262,948)	-314.30%
TRANSFERS-IN									
Statutory	130,000,000	120,000,000	0	0	(10,000,000)	-7.69%	130,000,000	10,000,000	7.69 %
TOTAL TRANSFERS-IN:	130,000,000	120,000,000	0	0	(10,000,000)	-7.69%	130,000,000	10,000,000	7.69 %
TOTAL REV AND TRANSFERS-IN:	130,600,000	122,982,948	414,297	0	(7,617,052)	-5.83%	130,720,000	7,737,052	5.92 %
EXPENDITURES									
Contract Construction - Capital Projects	74,344,910	49,384,222	741,635	0	24,960,688	33.57 %	207,213,893	157,829,671	76.17 %
TOTAL EXPENDITURES:	74,344,910	49,384,222	741,635	0	24,960,688	33.57 %	207,213,893	157,829,671	76.17 %
TOTAL EXPD AND TRANSFERS OUT:	74,344,910	49,384,222	741,635	0	24,960,688	33.57 %	207,213,893	157,829,671	76.17 %
Net for Fiscal Year 2023:	56,255,090	73,598,726	(327,338)		17,343,636		(76,493,893)	(150,092,619)	

User ID: ddecker
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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 4/30/2023

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

	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: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
State Sources - Miscellaneous Revenues	400,000	3,064,002	424,286	0	2,664,002	666.00 %	480,000	(2,584,002)	-538.33%
TOTAL REVENUES:	400,000	3,064,002	424,286	0	2,664,002	666.00 %	480,000	(2,584,002)	-538.33%
TRANSFERS-IN									
Statutory	210,000,000	0	0	0	(210,000,000)	-100.00%	210,000,000	210,000,000	100.00 %
TOTAL TRANSFERS-IN:	210,000,000	0	0	0	(210,000,000)	-100.00%	210,000,000	210,000,000	100.00 %
TOTAL REV AND TRANSFERS-IN:	210,400,000	3,064,002	424,286	0	(207,335,998)	-98.54%	210,480,000	207,415,998	98.54 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	220,000,781	48,000,000	0	0	172,000,781	78.18 %	420,000,781	372,000,781	88.57 %
TOTAL EXPENDITURES:	220,000,781	48,000,000	0	0	172,000,781	78.18 %	420,000,781	372,000,781	88.57 %
TOTAL EXPD AND TRANSFERS OUT:	220,000,781	48,000,000	0	0	172,000,781	78.18 %	420,000,781	372,000,781	88.57 %
Net for Fiscal Year 2023:	(9,600,781)	(44,935,998)	424,286		(35,335,217)		(209,520,781)	(164,584,783)	

User ID: ddecker
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% 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 4/30/2023

	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: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
Federal Sources - Federal Transit Authority	150,000	3,658,335	369,249	0	3,508,335	2338.89 %	9,000,000	5,341,665	59.35 %
TOTAL REVENUES:	150,000	3,658,335	369,249	0	3,508,335	2338.89 %	9,000,000	5,341,665	59.35 %
TOTAL REV AND TRANSFERS-IN:	150,000	3,658,335	369,249	0	3,508,335	2338.89 %	9,000,000	5,341,665	59.35 %
EXPENDITURES									
Operating Expenditures	800,000	0	0	0	800,000	100.00 %	1,000,000	1,000,000	100.00 %
Trustee & Benefit Payments	6,666,640	3,846,076	638,572	0	2,820,564	42.31 %	8,000,000	4,153,924	51.92 %
TOTAL EXPENDITURES:	7,466,640	3,846,076	638,572	0	3,620,564	48.49 %	9,000,000	5,153,924	57.27 %
TOTAL EXPD AND TRANSFERS OUT:	7,466,640	3,846,076	638,572	0	3,620,564	48.49 %	9,000,000	5,153,924	57.27 %
Net for Fiscal Year 2023:	(7,316,640)	(187,741)	(269,323)		7,128,899		0	187,741	

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 05 May 2023
% 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 4/30/2023

Fund: 0372 TECM Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2023									
Budget Fiscal Year: 2023									
REVENUES									
State Sources - Miscellaneous Revenues	0	136,115	14,516	0	136,115	0.00 %	0	(136,115)	0.00 %
TOTAL REVENUES:	0	136,115	14,516	0	136,115	0.00 %	0	(136,115)	0.00 %
TRANSFERS-IN									
Operating	0	18,388,739	5,317,831	0	18,388,739	0.00 %	0	(18,388,739)	0.00 %
TOTAL TRANSFERS-IN:	0	18,388,739	5,317,831	0	18,388,739	0.00 %	0	(18,388,739)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	18,524,854	5,332,347	0	18,524,854	0.00 %	0	(18,524,854)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	10,309,104	1,089,242	0	(10,309,104)	0.00 %	0	(10,309,104)	0.00 %
TOTAL EXPENDITURES:	0	10,309,104	1,089,242	0	(10,309,104)	0.00 %	0	(10,309,104)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	10,309,104	1,089,242	0	(10,309,104)	0.00 %	0	(10,309,104)	0.00 %
Net for Fiscal Year 2023:	0	8,215,750	4,243,105		8,215,750		0	(8,215,750)	

User ID: ddecker
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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 4/30/2023

Fund: 0373 TECM Capital Project 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: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
State Sources - Miscellaneous Revenues	0	73,028,213	3,377,501	0	73,028,213	0.00 %	0	(73,028,213)	0.00 %
TOTAL REVENUES:	0	73,028,213	3,377,501	0	73,028,213	0.00 %	0	(73,028,213)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	73,028,213	3,377,501	0	73,028,213	0.00 %	0	(73,028,213)	0.00 %
EXPENDITURES									
Capital Projects	0	73,113,183	3,377,501	302	(73,113,484)	0.00 %	0	(73,113,484)	0.00 %
TOTAL EXPENDITURES:	0	73,113,183	3,377,501	302	(73,113,484)	0.00 %	0	(73,113,484)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	73,113,183	3,377,501	302	(73,113,484)	0.00 %	0	(73,113,484)	0.00 %
Net for Fiscal Year 2023:	0	(84,970)	0		(85,271)		0	85,271	

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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 4/30/2023

Fund: 0374 GARVEE Capital Project 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: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
State Sources - Miscellaneous Revenues	0	69,994,744	2,068,534	0	69,994,744	0.00 %	0	(69,994,744)	0.00 %
TOTAL REVENUES:	0	69,994,744	2,068,534	0	69,994,744	0.00 %	0	(69,994,744)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	69,994,744	2,068,534	0	69,994,744	0.00 %	0	(69,994,744)	0.00 %
EXPENDITURES									
Operating Expenditures	0	190,902	13,697	0	(190,902)	0.00 %	0	(190,902)	0.00 %
Capital Projects	0	69,805,815	2,056,163	0	(69,805,815)	0.00 %	0	(69,805,815)	0.00 %
TOTAL EXPENDITURES:	0	69,996,716	2,069,860	0	(69,996,717)	0.00 %	0	(69,996,717)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	69,996,716	2,069,860	0	(69,996,717)	0.00 %	0	(69,996,717)	0.00 %
Net for Fiscal Year 2023:	0	(1,973)	(1,326)		(1,973)		0	1,973	

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 05 May 2023
% 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 4/30/2023

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2023									
Budget Fiscal Year: 2023									
REVENUES									
State Sources - Miscellaneous Revenues	0	94,787	9,303	0	94,787	0.00 %	0	(94,787)	0.00 %
TOTAL REVENUES:	0	94,787	9,303	0	94,787	0.00 %	0	(94,787)	0.00 %
TRANSFERS-IN									
Operating	0	17,352,798	0	0	17,352,798	0.00 %	0	(17,352,798)	0.00 %
TOTAL TRANSFERS-IN:	0	17,352,798	0	0	17,352,798	0.00 %	0	(17,352,798)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	17,447,585	9,303	0	17,447,585	0.00 %	0	(17,447,585)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	63,750,494	407,972	0	(63,750,494)	0.00 %	0	(63,750,494)	0.00 %
TOTAL EXPENDITURES:	0	63,750,494	407,972	0	(63,750,494)	0.00 %	0	(63,750,494)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	63,750,494	407,972	0	(63,750,494)	0.00 %	0	(63,750,494)	0.00 %
Net for Fiscal Year 2023:	0	(46,302,909)	(398,670)		(46,302,909)		0	46,302,909	

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 05 May 2023
% of Time
Remaining: 16.7
Fund: 0221 State Aeronautics Fund

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2023

	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: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
Federal Sources - FAA	256,000	174,326	7,957	0	(81,674)	-31.90%	668,500	494,174	73.92 %
State Sources - Miscellaneous	319,103	523,613	31,629	0	204,510	64.09 %	341,000	(182,613)	-53.55%
Interagency Sources -	212,000	198,858	(6,670)	0	(13,142)	-6.20%	254,900	56,042	21.99 %
TOTAL REVENUES:	787,103	896,797	32,916	0	109,694	13.94 %	1,264,400	367,603	29.07 %
TRANSFERS-IN									
Statutory	35,050,000	0	0	0	(35,050,000)	-100.00%	35,050,000	35,050,000	100.00 %
Operating	1,901,127	2,751,434	143,174	0	850,307	44.73 %	2,200,000	(551,434)	-25.07%
TOTAL TRANSFERS-IN:	36,951,127	2,751,434	143,174	0	(34,199,693)	-92.55%	37,250,000	34,498,566	92.61 %
TOTAL REV AND TRANSFERS-IN:	37,738,230	3,648,231	176,090	0	(34,089,999)	-90.33%	38,514,400	34,866,169	90.53 %
EXPENDITURES									
Permanent Staff Salaries	792,587	670,824	63,717	0	121,763	15.36 %	936,843	266,018	28.40 %
Board, Hourly, OT, Shift Diff	54,400	53,023	0	0	1,377	2.53 %	77,700	24,677	31.76 %
Fringe Benefits	324,932	274,717	26,375	0	50,215	15.45 %	388,157	113,440	29.23 %
Travel Expense	78,797	50,177	630	0	28,620	36.32 %	114,511	64,334	56.18 %
Operating Expense	1,480,025	747,778	68,320	154,926	577,322	39.01 %	2,352,889	1,450,186	61.63 %
Capital Equipment Expense	130,000	15,033	0	9,643	105,324	81.02 %	240,000	215,324	89.72 %
Capital Facilities Expense	2,346,182	81,343	0	442,911	1,821,928	77.66 %	2,583,682	2,059,428	79.71 %
Trustee & Benefit Payments	35,510,000	6,138,847	152,734	0	29,371,153	82.71 %	44,803,469	38,664,622	86.30 %
TOTAL EXPENDITURES:	40,716,923	8,031,741	311,776	607,480	32,077,702	78.78 %	51,497,251	42,858,029	83.22 %
TOTAL EXPD AND TRANSFERS OUT:	40,716,923	8,031,741	311,776	607,480	32,077,702	78.78 %	51,497,251	42,858,029	83.22 %
Net for Fiscal Year 2023:	(2,978,693)	(4,383,510)	(135,686)		(2,012,297)		(12,982,851)	(7,991,860)	



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/15/23

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 min

Presenter's Name Caleb Lakey	Presenter's Title District 3 Engineer	Initials	Reviewed By
Preparer's Name Caleb Lakey	Preparer's Title District 3 Engineer	Initials	

Subject

Request for Board Unallocated Funds - SH-55, HORSESHOE BEND		
Key Number TBA	District 3	Route Number SH-55

Background Information

In accordance with Board Policy 4076 District 3 requests the use of FY24 Board Unallocated Funds to supplement funding (\$250,000) the City of Horseshoe Bend already received from LHTAC to build a sidewalk on the west side of SH-55 in Horseshoe Bend in front of the school.

The City proposed a design for adding pavement width to SH-55 and delineation to create a sidewalk. District 3 staff felt a full sidewalk design would be safer and address stormwater drainage. District 3 staff designed a full curb, gutter and sidewalk section including stormwater drainage, which added cost above what the original grant monies could cover.

District 3 is requesting \$500,000.00 from FY24 Board Unallocated Funds to supplement the grant funds. Funds will be used for final design, construction and construction inspection, via agreement with the City of Horseshoe Bend.

Recommendations

Approve resolution on page on page 91.

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	

**IDAHO TRANSPORTATION BOARD
STATE FUNDED UNALLOCATED ACCOUNT**

State Fiscal Year 2024

as of June 1, 2023, following Board approval

					Beginning Balance	\$ 10,000,000
<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>		<u>Cost</u>	
REQUEST	3	NEW	SH 55, SIDEWALK & DRAINAGE DESIGN, HORSESHOE BEND		\$ 500,000	
					Total	\$ 500,000
					Ending Balance	\$ 9,500,000

RESOLUTION

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

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

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

WHEREAS, ITD staff has assisted the City of Horseshoe Bend with an enhanced design for curb, gutter, sidewalk and storm sewer; and

WHEREAS, The City of Horseshoe Bend already has been awarded a \$250,000 Children and Pedestrian Safety Grant from LHTAC; and

WHEREAS; ITD is prepared to incorporate this project into the approved ITIP.

NOW THERFORE BE IT RESOLVED, that the Board approves the SH-55, Horseshoe Bend sidewalk project be added to the FY23-29 ITIP at a cost of approximately \$500,000 using FY24 ITD Board Unallocated Funds.

BE IT FURTHER RESOLVED, that the Board approves staff to adjust the program and amend the approved FY23 - 29 ITIP accordingly.

Board Agenda Item

Meeting Date June 15, 2023Amount of Time Needed for Presentation 5 mins.

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager, PMO	Initials CW	Reviewed By LSS
Preparer's Name Colleen Wonacott	Preparer's Title Program Control Manager, PMO	Initials CW	

Subject

Review of the Draft FY 2024 - 2030 Idaho Transportation Investment Program		
Route Number NA	Project Number NA	Key Number NA
District statewide	Location NA	

Background Information

From January through June 2023, 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 FY 2024 – 2030 Idaho Transportation Investment Program (ITIP).

The listing of projects for the FY 2024 – 2030 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 for the Workshop are also provided under separate cover which help analyze and explain the draft program.

The draft program is multimodal in nature and includes projects from the following categories: highway construction, planning, public transportation, alternative transportation (i.e. bicycle/pedestrian), and aeronautics.

The next step of the process is to proceed into a 30-day public comment period scheduled to occur during July 2023. 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 2023 Board Meeting.

Recommendations

Proceed with public involvement of the Draft FY 2024 - 2030 ITIP esolution e 3.

Board Action

<input type="checkbox"/> Approved <input type="checkbox"/> Deferred _____
<input type="checkbox"/> Other _____

Board Agenda Item



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 2024 - 2030 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 2024 - 2030 ITIP, June Board Meeting*.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By LSS
Preparer's Name Brian McCarthy	Preparer's Title Project Management Supervisor	Initials BM	

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on a New Professional Services Agreement on FY24 Roadway and ADA Improvements, Boise by Six Mile Engineering.

Key Number 20674	District 3, ACHD	Route Number Various – Local Roads
---------------------	---------------------	---------------------------------------

Background Information

General Background

Professional service agreements through ITD HQ Consultant Services Group within Highway Design Section follow three different processes based on the size of agreement. Small professional services agreements less than \$100,000 are procured through a Direct Selection process. Professional services agreements between \$100,000 and \$500,000 are secured 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. 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.

Board Policy 4001 delegates authority to approve routine engineering agreements of up to \$1M to the Director or another designee. Any agreements larger than this amount must be approved by the Board. The purpose of this Board item is to request approval for agreements larger than \$1M.

The large size of the agreements listed 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 service in phases allowing for greater flexibility for the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over \$1M may be issued allowing for continuity of the inspector.

Project Specific Details

The purpose of this agenda item, per Board Policy 4001, is to seek Board approval for agreement authority to exceed \$1M on the Six Mile Engineering professional services agreement for the FY24 Roadway and ADA Improvements, Boise.

The purpose of this project is to provide pavement rehabilitation and pedestrian improvements on six roadway segments in Ada County by resurfacing existing pavement and upgrading pedestrian ramps to meet current ADA compliance. This project also includes replacing three traffic signals. The roads in this project include Americana Boulevard, Shoreline Drive, Grand Forest Drive, Lake Forest Drive, and Eisenman Road.

In December 2022, through Request for Proposal (RFP), Six Mile Engineering was selected to provide design services on this federal-aid project to resurface, restore and rehabilitate the existing pavement and



Board Agenda Item

ITD 2210 (Rev. 10-13)

provide pedestrian improvements on these segments. The design scope includes providing plans, specifications, and construction cost estimates for conceptual through final design. The project includes roadway design, environmental evaluations, public involvement displays and information, land surveying, geotechnical evaluations, evaluation and replacement of all adjacent non-ADA compliant pedestrian ramps, driveways, and sidewalks; evaluation and replacement of stormwater and irrigation pipe crossings; and Accessible Pedestrian Signal (APS) conversions at existing pedestrian crossings. The project development consists of concept design, preliminary design, final design, and PS&E bid document submittals.

The negotiated agreement amount is \$1,185,288. This is approximately 9% of the estimated construction cost.

Currently, there is \$1,233,000 obligated for the design phase of this project.

TYPE	FUNDS EXIST	FUNDS NEEDED
Initial Agreement	X	
Supplemental Agreement- Phased Approach		
Supplemental Agreement- Change of Scope		

Recommendations

Board approval of the resolution on page 6

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, Ada County Highway District (ACHD) will administer this project; and

WHEREAS, funding has been identified and is obligated for this agreement.

NOW THEREFORE BE IT RESOLVED, that the Board approves Project No. A020(674), FY24 Roadway and ADA Improvements, Boise to exceed the \$1 million agreement authorization for consultant services up to \$1,185,288.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By LSS
Preparer's Name Brian McCarthy	Preparer's Title Project Management Supervisor	Initials BM	MA

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on a New Professional Services Agreement on FY25 Roadway and ADA Improvements, Boise by Six Mile Engineering

Key Number 21896	District 3, ACHD	Route Number Various – Local Roads
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Background Information

General Background

Professional service agreements through ITD HQ Consultant Services Group within Highway Design Section follow three different processes based on the size of agreement. Small professional services agreements less than \$100,000 are procured through a Direct Selection process. Professional services agreements between \$100,000 and \$500,000 are secured 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. 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.

Board Policy 4001 delegates authority to approve routine engineering agreements of up to \$1M to the Director or another designee. Any agreements larger than this amount must be approved by the Board. The purpose of this Board item is to request approval for agreements larger than \$1M.

The large size of the agreements listed 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 service in phases allowing for greater flexibility for the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over \$1M may be issued allowing for continuity of the inspector.

Project Specific Details

The purpose of this agenda item, per Board Policy 4001, is to seek Board approval for agreement authority to exceed \$1M on the Six Mile Engineering professional services agreement for the FY25 Roadway and ADA Improvements.

The purpose of this project is to provide pavement rehabilitation and pedestrian improvements on two roadway segments in Ada County by resurfacing existing pavement and upgrading pedestrian facilities. The roads in this project include Overland Rd and Discovery Way. Project includes full replacement of curb, gutter, sidewalk and improvement of five signalized intersections on Overland Rd.

In February 2023, through Request for Proposal (RFP), Six Mile Engineering was selected to provide design services on this federal-aid project to resurface, restore, and rehabilitate the existing pavement and provide pedestrian improvements on these segments. The design scope of work includes roadway design, environmental evaluations, public involvement displays and information, land surveying, evaluations and



Board Agenda Item

ITD 2210 (Rev. 10-13)

replacement of all adjacent non-ADA compliant pedestrian ramps, driveways, and sidewalks, and evaluation and replacement of stormwater and irrigation pipe crossings. The project development consists of concept design, preliminary design, final design, and PS&E bid document submittals.

The negotiated agreement amount is \$1,122,760. This is approximately 12% of the estimated construction cost.

Currently, there is \$1,526,000 obligated for the design phase of this project.

TYPE	FUNDS EXIST	FUNDS NEEDED
Initial Agreement	X	
Supplemental Agreement- Phased Approach		
Supplemental Agreement- Change of Scope		

Recommendations

Board approval of the Resolution on page

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, Ada County Highway District (ACHD) will administer this project; and

WHEREAS, funding has been identified and obligated for this agreement.

NOW THEREFORE BE IT RESOLVED, that the Board approves Project No. A021(896), FY25 Roadway and ADA Improvements to exceed the \$1 million agreement authorization for consultant services up to \$1,122,760.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By LSS
Preparer's Name Caleb Lakey, PE	Preparer's Title District Engineer	Initials CL	MA

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on a New Professional Services Agreement on SH 16, SH 44 to JCT SH 52 Environmental Re-Eval, Emmett for Horrocks Engineers

Key Number 23175	District 3	Route Number SH-16
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Background Information

General Background

Professional service agreements through ITD HQ Consultant Services Group within Highway Design Section follow three different processes based on the size of agreement. Small professional services agreements less than \$100,000 are procured through a Direct Selection process. Professional services agreements between \$100,000 and \$500,000 are secured 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. 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.

Board Policy 4001 delegates authority to approve routine engineering agreements of up to \$1M to the Director or another designee. Any agreements larger than this amount must be approved by the Board. The purpose of this Board item is to request approval for agreements larger than \$1M.

The large size of the agreements listed 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 service in phases allowing for greater flexibility for the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over \$1M may be issued allowing for continuity of the inspector.

Project Specific Details

The purpose of this agenda item, per Board Policy 4001, is to seek Board approval for initial agreement authority to exceed \$1M on the Horrocks Engineers professional services agreement for the SH 16, SH 44 to JCT SH 52 Environmental Re-eval, Emmett.

This corridor received National Environmental Policy Act (NEPA) clearance through an Environmental Assessment in 2004. Recent development has impinged on the future right-of-way for the approved action. In addition, a future expressway with a grade separated interchange at the junction of SH-16 and SH-44 was not a consideration of the original document. The purpose of this project is to update the design of State Highway 16 and associated construction projects to address needs through the year 2050.

On December 7, 2022, through a Request for Proposal (RFP), Horrocks Engineers was selected to provide environmental planning services.



Board Agenda Item

ITD 2210 (Rev. 10-13)

These services will cost approximately \$2,950,000. Currently, \$2,950,000 is obligated to complete this agreement. This is less than 1% of the total construction cost of the project.

TYPE	FUNDS EXIST	FUNDS NEEDED
Initial Agreement	X	
Supplemental Agreement- Phased Approach		
Supplemental Agreement- Change of Scope		

Recommendations

Board approval of the Resolution on page 1

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, District 3 will administer this project; and

WHEREAS, funding has been identified and is scheduled for this agreement.

NOW THEREFORE BE IT RESOLVED, that the Board approves Project No. A023(175), SH-16, SH-44 to Junction SH 52 environmental re-evaluation, Emmett, to exceed the \$1 million agreement authorization for consultant services up to \$2,950,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By LSS
Preparer's Name Laila Kral, PE	Preparer's Title LHTAC Administrator	Initials LK	MA

Subject

Request Board approval for agreement authority to exceed \$1,000,000 on an Existing Professional Services Agreement on the Franklin Blvd and 3rd N Freight Imprv, City of Nampa by Parametrix

Key Number 22103	District 3	Route Number N/A
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Background Information

General Background

Professional service agreements through ITD HQ Consultant Services Group within Highway Design Section follow three different processes based on the size of agreement. Small professional services agreements less than \$100,000 are procured through a Direct Selection process. Professional services agreements between \$100,000 and \$500,000 are secured 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 formal. 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.

Board Policy 4001 delegates authority to approve routine engineering agreements of up to \$1M to the Director or another designee. Any agreements larger than this amount must be approved by the Board. The purpose of this Board item is to request approval for agreements larger than \$1M.

The large size of the agreements listed are often anticipated and necessary due to of the complexity and magnitude of the associated construction projects. In many instances, the original intent is to solicit the consultant service in phases allowing for greater flexibility for the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over \$1M may be issued allowing for continuity of the inspector.

Project Specific Details

The purpose of this agenda item, per Board Policy 4001, is to seek Board approval for additional agreement authority to exceed \$1M on the Parametrix professional services agreement for the Franklin Blvd & 3rd N Freight Impr ve e , City of Nampa.

The purpose of this project is to improve safety and freight mobility along the Franklin Blvd. corridor between I-84 and the E Plaza Loop industrial development, including 3rd Ave N to 11th Ave N.

In July 2020, through Request for Proposal (RFP), Parametrix was selected to provide design services. The project design services were split into two phases. Phase I included stakeholder outreach, alignment and intersection concept alternatives, traffic analysis of alternatives, environmental scan, and alternatives screening for \$168,481.



Board Agenda Item

ITD 2210 (Rev. 10-13)

The scope of Phase II is to carry forward the selected preferred option to complete PS&E level design for the project and will include improvements to existing intersections at Franklin Blvd. and Industrial Rd., closing Franklin Blvd. and 3rd Ave. N with cul-de-sacs, building a new local street east of Franklin Blvd. with a new structure at the Phyllis Canal crossing and a relocated at-grade rail crossing, building a new local street west of Franklin Blvd. requiring a new structure at the Mason Creek crossing, and improvements to 5th Ave. N. The PS&E design agreement is estimated to be approximately \$1.23.

Engineer of Record (EOR) services will be negotiated under a separate agreement as the project approaches the construction phase. Currently, the construction is in preliminary development and no construction year has been identified. The cost for the EOR services is estimated to be \$150,000. These services will bring the total cost of services to be approximately \$1,550,000. This is approximately 15% of the programmed construction funding.

The Franklin Blvd & 3rd N Freight Improvement project is funded through the Freight Program awarded to the City of Nampa. The timing for this contract will be critical and tied to the approval of the state Freight Plan by the FHWA. This request is brought to the Board in advance of Freight Plan approval to ensure enough time in FY23 to obligate the project in the programmed fiscal year.

TYPE	FUNDS EXIST	FUNDS NEEDED
Initial Agreement		
Supplemental Agreement- Phased Approach		X
Supplemental Agreement- Change of Scope		

Recommendations

Board approval of the Resolution on page 1

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, Local Highway Technical Assistance Council (LHTAC) will administer this project; and

WHEREAS, the agreement will not be written until the funding has been scheduled and obligated.

NOW THEREFORE BE IT RESOLVED, that the Board approves Project No. A022(103), Franklin Blvd. & 3rd N Freight Improvement project, City of Nampa to exceed the \$1 million agreement authorization for consultant services up to \$1,550,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By LSS
Preparer's Name Brian McCarthy	Preparer's Title Project Management Supervisor	Initials BM	MA

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on a New Professional Services Agreement on Five Mile Rd Overpass & Widening (NEPA), Boise by HDR Engineering, Inc.

Key Number 23095	District 3, ACHD	Route Number Five Mile Road , I-84
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Background Information

General Background

Professional service agreements through ITD HQ Consultant Services Group within Highway Design Section follow three different processes based on the size of agreement. Small professional services agreements less than \$100,000 are procured through a Direct Selection process. Professional services agreements between \$100,000 and \$500,000 are secured 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. 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.

Board Policy 4001 delegates authority to approve routine engineering agreements of up to \$1M to the Director or another designee. Any agreements larger than this amount must be approved by the Board. The purpose of this Board item is to request approval for agreements larger than \$1M.

The large size of the agreements listed 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 service in phases allowing for greater flexibility for the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over \$1M may be issued allowing for continuity of the inspector.

Project Specific Details

The purpose of this agenda item, per Board Policy 4001, is to seek Board approval for agreement authority to exceed \$1M on the HDR Engineering, Inc. professional services agreement for the Five Mile Rd Overpass & Widening, Boise.

The purpose of this project is to expand Five Mile Rd to five lanes between Overland Rd and Franklin Rd and replace the existing bridge overpass with a lane structure. This project also includes improvements at both the intersections of Five Mile Rd and Overland Rd, and Five Mile Rd and Franklin Rd to accommodate the roadway expansion, including widening the Ridenbaugh Canal structure. The new interstate overpass bridge span arrangement will need to accommodate additional interstate width that is anticipated to be added in the future under a different project. Additionally, pedestrian hybrid beacons will be added at Martindale Dr and Saranac Dr.



Board Agenda Item

ITD 2210 (Rev. 10-13)

In December 2022, through Request for Proposal (RFP), HDR Engineering, Inc. was selected to provide design services on this federal-aid project with the primary purpose of widening Five Mile Rd to five lanes and Five Mile Overpass to four lanes. The design scope includes providing plans, specifications, and construction cost estimates for conceptual through final design. The work includes topographical and land survey; geotechnical investigation; traffic analysis and engineering; environmental evaluations and documentation; public involvement; bridge design; roadway design; and right-of-way plans.

The negotiated agreement amount is \$2,520,037. This is approximately 10% of the estimated construction cost.

Currently, there is \$2,023,000 obligated in funds to go towards the consultant design phase of this agreement. Additional funds needed for the design services will be obtained from COMPASS, ACHD, and ITD.

TYPE	FUNDS EXIST	FUNDS NEEDED
Initial Agreement		X
Supplemental Agreement- Phased Approach		
Supplemental Agreement- Change of Scope		

Recommendations

Board approval of the Resolution on page 1 8

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, Ada County Highway District (ACHD) will administer this project; and

WHEREAS, the agreement will not be written until the funding has been scheduled and obligated.

NOW THEREFORE BE IT RESOLVED, that the Board approves Project No. 023(095) Five Mile Road Overpass and Widening (NEPA) project, Boise to exceed the \$1 million agreement authorization for consultant services up to \$2,520,037.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials MC	Reviewed By
Preparer's Name Jason Minzghor, PE	Preparer's Title District Engineer	Initials JM	MA

Subject

Request Board Approval for Agreement Authority to Exceed \$1,000,000 on a new Professional Services Agreement on US-20, Chester to Ashton, Fremont Co, Land Acquisition by HDR

Key Number 20053 & 22163	District 6	Route Number US-20
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Background Information

General Background

Professional service agreements through ITD HQ Consultant Services Group within Highway Design Section follow three different processes based on the size of agreement. Small professional services agreements less than \$100,000 are procured through a Direct Selection process. Professional services agreements between \$100,000 and \$500,000 are secured 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. 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.

Board Policy 4001 delegates authority to approve routine engineering agreements of up to \$1M to the Director or another designee. Any agreements larger than this amount must be approved by the Board. The purpose of this Board item is to request approval for agreements larger than \$1M.

The large size of the agreements listed 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 service in phases allowing for greater flexibility for the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over \$1M may be issued allowing for continuity of the inspector.

Project Specific Details

The purpose of this agenda item, per Board Policy 4001, is to seek Board approval for agreement authority to exceed \$1M on the HDR professional services agreement for the Chester to Ashton, Fremont Co, Land Acquisition Project.

The purpose of this project is to improve safety on US-20, Chester to Ashton by upgrading the current two-lane highway into a four-lane divided highway. Two new interchanges are planned with the project. ITD will purchase adjacent properties and institute full access control.

In May 2023, through Request for Proposal (RFP), HDR was selected to provide right-of-way (ROW) services for over 100 parcels on this project.

In February 2023, the Board authorized agreement amount for ROW services for up to \$2,000,000.

These services are estimated to be approximately \$2,030,000. Currently, there is \$2,030,000 obligated.



Board Agenda Item

ITD 2210 (Rev. 10-13)

TYPE	FUNDS EXIST	FUNDS NEEDED
Initial Agreement	X	
Supplemental Agreement- Phased Approach		
Supplemental Agreement- Change of Scope		

Recommendations

Board approval of the Resolution on page 111.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, District 6 will administer this project; and

WHEREAS, the Board has approved agreement authorization up to \$2,000,000 at the February 2023 Board meeting; and

WHEREAS, funding has been identified and is obligated for this agreement.

NOW THEREFORE BE IT RESOLVED, that the Board approves Project No. A020(053) & A022(163), Chester to Ashton, Fremont County, Land Acquisition to exceed the \$1 million agreement authorization for consultant services up to \$2,030,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 Minutes

Presenter's Name Damon Allen, PE	Presenter's Title District 1 Engineer	Initials	Reviewed By LSS
Preparer's Name Marvin Fenn	Preparer's Title Engineering Manager	Initials	

Subject

District 1 US-95, Schoolhouse Road Turn Bays, Boundary County		
Key Number N/A	District 1	Route Number US 95

Background Information

The purpose of this board agenda item is to seek Board approval to add District 1 US-95, Schoolhouse Road Turn Bays, Boundary Co to the Idaho Transportation Investment Program (ITIP) in the FY2030 Early Development Program.

This project is located in Naples Idaho, south of Bonners Ferry, Idaho. The Boundary Co. Highway Department has high concerns of safe access to their community if the southern access onto Deep Creek Loop Road (Old US Highway 95) becomes compromised due to deterioration of a 500-foot multi-span structure, part girder and metal truss, over the BN Railroad. At this time, the Boundary Co. Highway Department does not have the maintenance forces or funding to maintain this deteriorating structure. Naples has an additional access to the north off of Deep Creek Loop Rd referred to as Schoolhouse Road. At this time, many logging trucks that provide timber for the Alta Forest Products mill in Naples access through the Deep Creek Loop Rd. If the BN railroad structure becomes out of service or weight restricted, all of the commercial traffic would be diverted to Schoolhouse Rd. The intersection of US-95 and Schoolhouse Rd does not currently have any turn bays to accommodate right or left turning movements. The time frame of such a situation is unknown, but unless the County can obtain a significant amount of funding soon, the bridge is expected to become deficient or have restrictions in the near future.

The County has a project in the Early Development Program that is being currently designed for road improvements on Schoolhouse Rd. This proposed ITD safety and capacity driven project will address safety and mobility by providing turn bays on US-95 at e Post 497 Schoolhouse Road, widening Schoolhouse Road adjacent to US-95 to add additional turn lanes, illumination, and to realign and replace a box structure on US-95. Total construction is estimated at \$8.1 million.

Recommendations

Approve adding this project to the draft ITIP in the FY2030 Early Development Program and provide funding in FY 2024 for phases \$50,000 (PE) and \$500,000 (PC) for design. Resolution on page 113.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

RESOLUTION

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, local, and private capital investment funding; and

WHEREAS, the Board has authority to select projects for the State using additional Leading Idaho funds and staff has delivered a plan for the use of these funds; and

WHEREAS, it is expected that these funds are to be ongoing; and

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves adding US-95, Schoolhouse Road turn bays, Boundary County project into the draft FY24-30 ITIP in the Early Development Program.

BE IT FURTHER RESOLVED, the Board approves funding for engineering in FY24 in the amount of \$550,000 to prepare engineering plans. At this time construction funds are not going to be added to the program for this project.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed _____ min.

Presenter's Name	Presenter's Title	Initials	Reviewed By
Justin Pond	Right of Way Manager	JP	LSS
Preparer's Name	Preparer's Title	Initials	
Justin Pond	Right of Way Manager	JP	

Subject

Administrative Settlement over \$200,000.00		
Key Number	District	Route Number
9294	2	US-95

Background Information

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

Recommendations

Approve: KN 9294, Project No. DHP-NH-4110(156), US-95, Thorn Creek Rd to Moscow
- e 3 4 for administrative settlement exceeding \$200,000.00 e
e 11

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB _____ of-way for the US-95, Thorn Creek Rd. to Moscow, for Project No. DHP-NH-
4110(156); and

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

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner for parcels 23 and 24.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000.00.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed _____ min.

Presenter's Name	Presenter's Title	Initials	Reviewed By
Justin Pond	Right of Way Manager	JP	LSS
Preparer's Name	Preparer's Title	Initials	
Justin Pond	Right of Way Manager	JP	

Subject

Administrative Settlement over \$200,000.00		
Key Number	District	Route Number
20788	3	SH-16

Background Information

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

Recommendations

Approve: KN 20788, Project No. A020(788) SH-16, I-84 to US 20/26 & SH-44 IC, Ada & Canyon Counties - e for administrative settlement exceeding \$200,000.00
e e 117

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB _____ of-way for the SH-16, I-84 to US 20/26 & SH-44 IC, Ada & Canyon Counties,
for Project No. A020(788); and

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

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner for parcel 50.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000.00.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min.

Presenter's Name	Presenter's Title	Initials	Reviewed By
Justin Pond	Right of Way Manager	JP	
Preparer's Name	Preparer's Title	Initials	
Justin Pond	Right of Way Manager	JP	

Subject

Administrative Settlement over \$200,000.00		
Key Number	District	Route Number
20788	3	SH-16

Background Information

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

Recommendations

Approve: KN 20788, Project No. A020(788) SH-16, I-84 to US 20/26 & SH-44 IC, Ada & Canyon Counties - e 8 for administrative settlement exceeding \$200,000.00 e 11

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB _____ of-way for the SH-16, I-84 to US 20/26 & SH-44 IC, Ada & Canyon Counties,
for Project No. A020(788); and

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

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner for parcel 80.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000.00.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 1 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Josephine Middleton	Highway Safety Manager	JM	LSS
Preparer's Name	Preparer's Title	Initials	
Josephine Middleton	Highway Safety Manager	JM	

Subject

FFY 2024-26 Highway Safety Plan		
Key Number	District	Route Number

Background Information

This presentation is to seek Board approval of the new FFY 2024-26 Triennial Highway Safety Plan, which must be submitted to the National Highway Traffic Safety Administration (NHTSA) on July 1, 2023. I will talk about changes to the plan from previous years and will also provide information on Section 402 and Section 405 project funding applications which are due to NHTSA by August 1.

Recommendations

The Board approves the FFY 2024-26 Triennial Highway Safety Plan to be submitted to the National Highway Traffic Safety Administration unless a 30-day consideration is desired. e e
1 1

Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> Other	_____	

WHEREAS, Idaho experienced 27,661 reportable traffic crashes, 215 traffic deaths, and 1,336 people seriously injured in 2022; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2022 was more than \$4.7 billion; and

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

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate nearly \$6 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 Triennial Highway Safety Plan for Federal Fiscal Year 2024-2026 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

WHEREAS, the Highway Safety Plan is required by NHTSA in order to receive funding from NHTSA.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts the Triennial Highway Safety Plan for Federal Fiscal Year 2024-2026, which is on file in the Office of Highway Safety.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/15/23

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name Dan McElhinney	Presenter's Title Chief Deputy/COO	Initials DM	Reviewed By
Preparer's Name Blake Rindlisbacher, P.E.	Preparer's Title Chief Engineer	Initials BR	

Subject

Strategic Initiatives Local Grant Program - ITD / Ada County Highway District MOU		
Key Number	District	Route Number

Background Information

The legislature amended and the governor approved changes to IC Section 40-719 (HB132 & SB 1189) to establish a Strategic Initiatives Grant Program for local units of government.

IC 40-719(3)a now reads as follows:

(3)(a) The Idaho transportation department shall establish and maintain a strategic initiative grant program, which shall be separate from the strategic initiatives program described in subsections (1) and (2) of this section. The strategic initiatives grant program shall be for the purpose of assisting local units of government to mitigate the impact of state highway projects on local roads or for economically significant local transportation projects that require the assistance of the Idaho transportation department to facilitate.

(b) There is hereby established in the state treasury the strategic initiatives grant program fund, to which shall be deposited any appropriated moneys for funding of the strategic initiatives grant program.

(c) Fifty percent (50%) of the funds appropriated to this strategic initiatives grant program described in this subsection shall be awarded to large urban areas that have a population greater than fifty thousand (50,000), and fifty percent (50%) of such funds shall be awarded to rural areas or to small urban areas with a population that is less than fifty thousand (50,000). **For fiscal year 2024 only, the first thirty-six million dollars (\$36,000,000) appropriated to the strategic initiatives grant program shall be used by the Idaho transportation department on local roads to mitigate the impact of adding new connections of state highways to interstate highways.** The Idaho transportation department shall report annually to the transportation and defense committee of the house of representatives and the transportation committee of the senate of the legislature regarding the strategic initiatives grant program.

On July 1, 2023, \$136 million will be available in the Strategic Initiatives Grant Program fund. ITD will transfer the first \$36 million directly to the Ada County Highway District (ACHD) via an MOU agreement. A Draft MOU agreement between ITD and ACHD is attached.

The purpose of this item is to request Board authorization for the Director to to approve and execute an Idaho Transportation Department / Ada County Highway District Strategic Initiatives Grant Program Memorandum of Understanding.

Recommendations

Approve the resolution on page 1 6.

**MEMORANDUM OF UNDERSTANDING BETWEEN
THE IDAHO TRANSPORTATION DEPARTMENT
AND THE ADA COUNTY HIGHWAY DISTRICT**

To provide the agreement guidelines for the Idaho Transportation Department (ITD) and the Ada County Highway District (GRANT RECIPIENT), hereinafter "Party" or "Parties", in cooperative endeavors within each agency's scope of responsibility related to the Strategic Initiatives Grant Program.

AUTHORITY:

First regular session of the sixty-seventh Idaho Legislature House Bill No. 132 modifying Idaho Code 40-719 creating the Strategic Initiatives Grant Program under ITD and establishing the Strategic Initiatives Grant Program Fund and Senate Bill No. 1189 appropriating funds to ITD for FY2024. Senate Bill No. 1189 provides as follows:

“SECTION 8. CASH TRANSFER. There is hereby appropriated, and the Office of the State Controller shall transfer \$36,000,000 from the Strategic Initiatives Program (local) fund to the Strategic Initiatives Grant Program Fund as soon as practicable for the period July 1, 2023, through June 30, 2024.”

“SECTION 11. LOCAL TRANSPORTATION PROJECTS. Pursuant to House Bill No. 132, if enacted by the First Regular Session of the Sixty-seventh Idaho Legislature, moneys transferred in Section 8 of this act shall be provided to highway districts established pursuant to Chapter 14, Title 40, Idaho Code, for local transportation projects to mitigate the impact of adding new connections of state highways to interstate highways as soon as practicable but no later than July 31, 2023.”

PROJECT DESCRIPTION AND AWARD AMOUNT:

\$36,000,000 is approved from the Strategic Initiatives Grant Program for local transportation projects adjacent to and within approximately three miles of State Highway 16 (SH-16) currently under construction until 2028 between I-84 and US-20/26. Grant funds may be used on all or a portion of the following projects:

- a. Ustick Road, between Owyhee Storm and Black Cat
- b. Ustick & McDermott Intersection
- c. Ustick & Black Cat Intersection
- d. Ustick Road, between Black Cat and Ten Mile
- e. Ustick Road, between Ten Mile Road and Linder Road
- f. Franklin Road & McDermott Road Intersection
- g. Franklin Road, between McDermott and Black Cat

ITD RESPONSIBILITIES:

1. To ensure the Strategic Initiatives Grant Program is used on local roads to mitigate the impact of adding new connections of state highways to interstate highways.

2. Provide a one-time transfer from the Strategic Initiatives Grant Program Fund in FY2024 to the Grant Recipient as soon as the appropriation is available and no later than July 31, 2023.
3. Provide an annual report of the strategic initiatives grant program to the legislature.

GRANT RECIPIENT RESPONSIBILITIES:

1. Utilize the funds for local transportation projects to mitigate the impact of adding new connections of state highways to interstate highways, which for SH-16 is anticipated to be construction complete by fall 2028.
2. Provide ITD with project status on or before December 1st of each year until the project(s) are complete.
3. Provide accounting information for the transfer of the Strategic Initiatives Grant Program award amount.
4. Follow all applicable state laws governing the expenditures of state funds.

LIMITATIONS:

Nothing in this MOU between the Parties shall be construed as limiting or expanding the statutory or regulatory responsibilities of any involved individual in performing functions granted to them by law; or as requiring either entity to expend any sum in excess of its respective appropriation. Each and every provision of this MOU is subject to the laws and regulations of the state of Idaho and of the United States. Nothing in this MOU shall be construed as expanding the liability of the Parties. In the event of a liability claim, each Party shall defend their own interests. No Party shall be required to provide indemnification of the other Parties.

EFFECTIVE DATE:

This MOU shall become effective upon the most recent signature by the Director, Idaho Transportation Department and the Director, Ada County Highway District and will remain in force unless formally terminated by both Parties.

METHOD OF AMENDMENT OR TERMINATION:

Amendments or requests for termination of this MOU may be proposed in writing at any time by any Party. Amendments will become effective upon signature by all Parties to this MOU and shall be attached to this MOU and made a part thereof.

CONFLICTING PROVISION:

If any provision of this MOU shall contravene any statute or Constitutional provision or amendment, either now in effect or which may, during the course of this MOU be enacted, then that conflicting provision in the MOU shall be deemed null and void. In the event any provision of this MOU is determined null and void, all remaining provisions shall remain in full force and effect.

**MEMORANDUM OF UNDERSTANDING BETWEEN
THE IDAHO TRANSPORTATION DEPARTMENT
AND THE ADA COUNTY HIGHWAY DISTRICT**

EFFECTIVE DATE: _____

SIGNATURES:

IDAHO TRANSPORTATION DEPARTMENT

ADA COUNTY HIGHWAY DISTRICT

L. Scott Stokes
Director

Bruce Wong
Director



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, the legislature amended and the governor approved changes to IC Section 40-719 (HB132 & SB 1189) to establish a Strategic Initiatives Grant Program for local units of government; and

WHEREAS, the legislature has appropriated, for FY 2024 only, the first \$36 million appropriated to the strategic initiatives program shall be used by the Idaho Transportation Department (ITD) on local roads to mitigate the impact of adding new connections of state highways to interstate highways; and

WHEREAS, the Idaho Transportation Department (ITD) is expanding SH-16 and is adding a new connection to I-84; and

WHEREAS, roads under the jurisdiction of the Ada County Highway District (ACHD) and will be directly impacted by the expansion of SH-16; and

WHEREAS, ITD and ACHD have identified a list of transportation projects that will be affected by the expansion of SH-16; and

WHEREAS, the ITD and ACHD have drafted a Memorandum of Understanding (MOU) for the transfer FY 2024 Strategic Initiative Program Grant fund along with a list of approved transportation projects.

NOW THEREFORE BE IT RESOLVED, that the Board approves the selection of ACHD as the recipient of the identified FY 2024 Strategic Initiatives Grant Program funds in the amount of \$36 million for use on local roads impacted by the expansion of SH-16

BE IT FURTHER RESOLVED, that the Board authorizes the Director to finalize and sign the MOU between ITD and ACHD on behalf of the Idaho Transportation Department and transfer \$36 million to the ACHD.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/15/23

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Blake Rindlisbacher, P.E.	Chief Engineer	BR	
Preparer's Name	Preparer's Title	Initials	
Blake Rindlisbacher, P.E.	Chief Engineer	BR	

Subject

Strategic Initiatives Grant Program - Local Transportation Grant Application and Process		
Key Number	District	Route Number

Background Information

The legislature amended and the governor approved changes to IC Section 40-719 (HB132) to establish a Strategic Initiatives Grant Program for local units of government.

IC 40-719(3)a now reads as follows:

(3)(a) The Idaho transportation department shall establish and maintain a strategic initiative grant program, which shall be separate from the strategic initiatives program described in subsections (1) and (2) of this section. The strategic initiatives grant program shall be for the purpose of assisting local units of government to mitigate the impact of state highway projects on local roads or for economically significant local transportation projects that require the assistance of the Idaho transportation department to facilitate.

(b) There is hereby established in the state treasury the strategic initiatives grant program fund, to which shall be deposited any appropriated moneys for funding of the strategic initiatives grant program.

(c) **Fifty percent (50%) of the funds appropriated to this strategic initiatives grant program described in this subsection shall be awarded to large urban areas that have a population greater than fifty thousand (50,000), and fifty percent (50%) of such funds shall be awarded to rural areas or to small urban areas with a population that is less than fifty thousand (50,000).** For fiscal year 2024 only, the first thirty-six million dollars (\$36,000,000) appropriated to the strategic initiatives grant program shall be used by the Idaho transportation department on local roads to mitigate the impact of adding new connections of state highways to interstate highways. The Idaho transportation department shall report annually to the transportation and defense committee of the house of representatives and the transportation committee of the senate of the legislature regarding the strategic initiatives grant program.

On July 1, 2023 \$136 million will be available in the strategic initiatives grant program fund. Staff has developed criteria for application, evaluation and selection of local projects that would utilize the remaining \$100 million. The details of this local transportation grant program are attached.

The purpose of this item is to present information about the local transportation grant program for Board approval.

Recommendations

Approve the resolution on page 141.

STRATEGIC INITIATIVES GRANT PROGRAM

(FY2024 LOCAL TRANSPORTATION PROJECT GRANT PROGRAM)

Overview

This Grant Program is funded with one-time State General Funds recommended by the Governor and approved by the Legislature intended to facilitate local transportation projects. All projects will be on public highways and streets. Projects will be selected based on a competitive application from criteria developed by the Idaho Transportation Department. The Idaho Transportation Board will make the final project selection.

Funds will be transferred to the successful jurisdiction for project development and at the completion of bid ready project plans. Grant funds must be expended on the approved project. All project oversight and management will be the responsibility of the local highway agency.

Funding

The Local Transportation Project Grants program will be divided into two distinct categories as follows:

- Category 1: \$50M awarded to projects within large urban areas that have a population greater than 50,000 (MPO areas including the new Twin Falls urban area)
- Category 2: \$50M awarded to projects outside of large urban areas (in rural areas or small urban areas) with a population less than 50,000

Large urban areas maps are attached based on the 2020 U.S. census data. Funding for this program will be awarded as a grant. The awarded local highway agency is responsible for the administration of the project.

Eligibility

All local highway agencies (cities, counties and highway districts) are eligible to apply. Eligible projects for the program include:

- mitigation of impacts of state highway projects on local roads, or
- for economically significant local transportation projects that require the assistance of the Idaho Transportation Department to facilitate.

Eligible project types are safety, capacity, pavement preservation, pavement restoration, expansion, and roadway asset maintenance/replacement/repair. Other funding has been provided for poor condition or restricted local bridges and pedestrian safety; therefore, **standalone projects in those areas are not eligible under this grant program.**

Eligible project activities include project development, right of way acquisition, construction, construction engineering, testing and inspection. Grant funds CANNOT be used for project match, or to reimburse a local highway agency for any equipment or employee costs. Engineering costs (design and construction/inspection) are limited to 15% of total grant amount.

The goal of this grant program is to complete projects as timely as possible. Additional consideration will be given to projects that can be completed timely.

Some local highway agencies will be eligible to apply within large urban areas as well as outside large urban areas; therefore, if an agency chooses to apply for multiple grants, the agency must prioritize their applications for final Board consideration. Local highway agencies will be limited to a single grant award.

Application

The application is due September 1, 2023 and should be submitted electronically to ITD Planning and Development Services (LTPGrant@itd.idaho.gov). Information about the FY2024 Local Transportation Project Grant program can be found at <http://itd.idaho.gov/funding>.

Application Window: July 1 – September 1, 2023

Application Scoring and Prioritization: September 4- September 29, 2023

Board Project Approval: October 18, 2023

Awardee Notification: October 19 – October 27, 2023

Each application will be scored and prioritized based on the FY2024 Local Transportation Project Grant Program Scoring Criteria.

- Category 1 – the panel is comprised of the ITD’s six District Engineers and Chief Engineer. ITD appreciates the ongoing collaboration with local partners; therefore, MPO representatives will be asked to evaluate project applications and submit a joint prioritization of projects for ITD’s consideration. Letters of support from outside the local applicant’s organization are encouraged. Projects in this category will be limited to \$10 million.
- Category 2 – the panel is comprised of ITD’s District Planning & Scoping Engineers/Managers and the HQ Planning and Development Services Manager. Letters of support from outside the local applicant’s organization are encouraged. Projects in this category will be limited to \$2 million.

Project applications for each category will be scored and prioritized independently. A recommended prioritized list of projects will be developed for each category and will be presented to the Idaho Transportation Board for final approval.

Project Close-out

At the completion of each project, the local highway agency will submit a written project close-out report to ITD Planning and Development Services outlining the work completed along with before and after photos of the project site.

Local highway agencies will be required to maintain all project documentation for a period of 3 years from project close-out and make project records available upon request.

APPLICATION QUESTIONS

Project Title: _____

Local Highway Agency Name: _____

Local Highway Agency Address: _____

*Contact Name: _____

Phone: _____

Email: _____

*Please list the person from your agency we should call if we have any questions on this project application.

Amount Requested: _____

Total Amount of Project: _____

Amount and Source of Other Funds: _____

Please provide the following supportive information in the order listed below.

1. Provide a description of the proposed project. Include the importance and need of the project, the regional benefit, and the overall impact to the local transportation system. (limit 1 page).
 - a. Include map of project location
 - b. Include project area photos
2. Provide project scope, construction limits and permits, schedule and estimated project cost.
3. Do you have all right-of-way (R/W) for your project? Explain (limit ½ page). Provide documentation of R/W, easements, or commitments.
4. Are your engineering plans ready to bid or will they be ready within 6 months of grant award? Provide explanation of progress to date, and evidence of current project development (plan set).
5. How does the project mitigate the impacts of state highway projects on local roads, OR why is the project economically significant and require the assistance of the Idaho Transportation Department? (limit 1 page)
6. Do you have community support for your project? Include unique letters of support from the supporting partners including Local/Rural planning groups, Metropolitan Planning Organizations, law enforcement, fire department, police department, school district, local businesses, etc. (limit 5 single page letters)

FY2024 LOCAL TRANSPORTATION PROJECT GRANT PROGRAM AGREEMENT FORM

Please complete the form with the appropriate signing authority at the bottom of the form. Return the form with your completed application.

Local Highway Jurisdiction: _____

Signing Authority: _____

Position: _____

Project Name: _____

Receiving this grant requires the Local Highway Agency to agree to the following program requirements:

- Prepare plans and bid documents
- Provide a construction schedule before construction begins
- Follow State Procurement Rules for advertising, bidding and award of contracts
- Provide construction oversight and project administration
- Provide a project close-out report including a summary of project accounting, and before and after pictures upon project completion
- Complete project construction

ACKNOWLEDGED BY

SIGNATURE

DATE

FY2024 LOCAL TRANSPORTATION PROJECT GRANT PROGRAM SCORING CRITERIA

1. Description of project; 15 pts
 - a. Excellent description including need, agency & financial benefit + Safety; 15 pts
 - b. Excellent description including need, agency & financial benefit, 10-14 pts
 - c. Adequate description of need/benefit, 5-9 pts
 - d. Poor description of need/benefit, 0-4 pts
2. Scope, limits, estimate; 15 pts
 - a. Feasible scope/schedule, project size, necessary permits/environmental agreements, reasonable project cost; 11-15 pts
 - b. Some concerns with scope, schedule, project cost etc.; 6-10 pts
 - c. Major concerns with scope, project cost; 1-5 pts
3. R/W or easements; 10 pts
 - a. If no additional R/W is needed (own property, have executed property use agreements/easements, etc.); 10 pts
 - b. May need property use agreement for small amount of work on property, or if LHJ has letters of commitments; 5-9 pts
 - c. R/W needs to be acquired including # of parcels; 1-4 pts
4. Bid ready; 20 pts
 - a. Plans in hand, ready to bid; 17-20 pts
 - b. 75% plans or feasible to develop within 3 months of grant award (verified by scope); 12-16 pts
 - c. 50% plans, needs considerable work; 8-11 pts
 - d. 25% plans; 4-7 pts
 - e. Concept/less; 1-3 pts
5. Describe how the project mitigates the impacts of a state highway projects OR why the project is economically significant and requires assistance from the Idaho Transportation Department; 30 pts
 - a. If the project is directly impacted by a state highway system project or funding a project would be an economically infeasible for the local agency; 20-30 pts
 - b. If project is indirectly affected by a state highway system project or the project would be an economic hardship for the local agency; 10-19 pts
 - c. Other explanation; 1-9 pts
6. Support/Partnerships; 10 pts
 - a. Unique, diverse, and excellent letters or statements of support; 8-10 pts
 - b. Form letters or non-diverse letters of support; 4-7 pts
 - c. Poor community support; 1-3 pts

FY2024 LOCAL TRANSPORTATION PROJECT GRANT PROGRAM CLOSE-OUT REPORT

Project Title: _____

Local Highway Agency Name: _____

Local Highway Agency Address: _____

Grant Amount: _____

Total Project Cost: _____

Summary of project contracts and scope of work**: _____

Contractor payment amount**: _____

Materials costs**: _____

Engineering costs**: _____

Other costs (explain)**: _____

(** - add summary pages as needed)

How were grant funds spent: _____

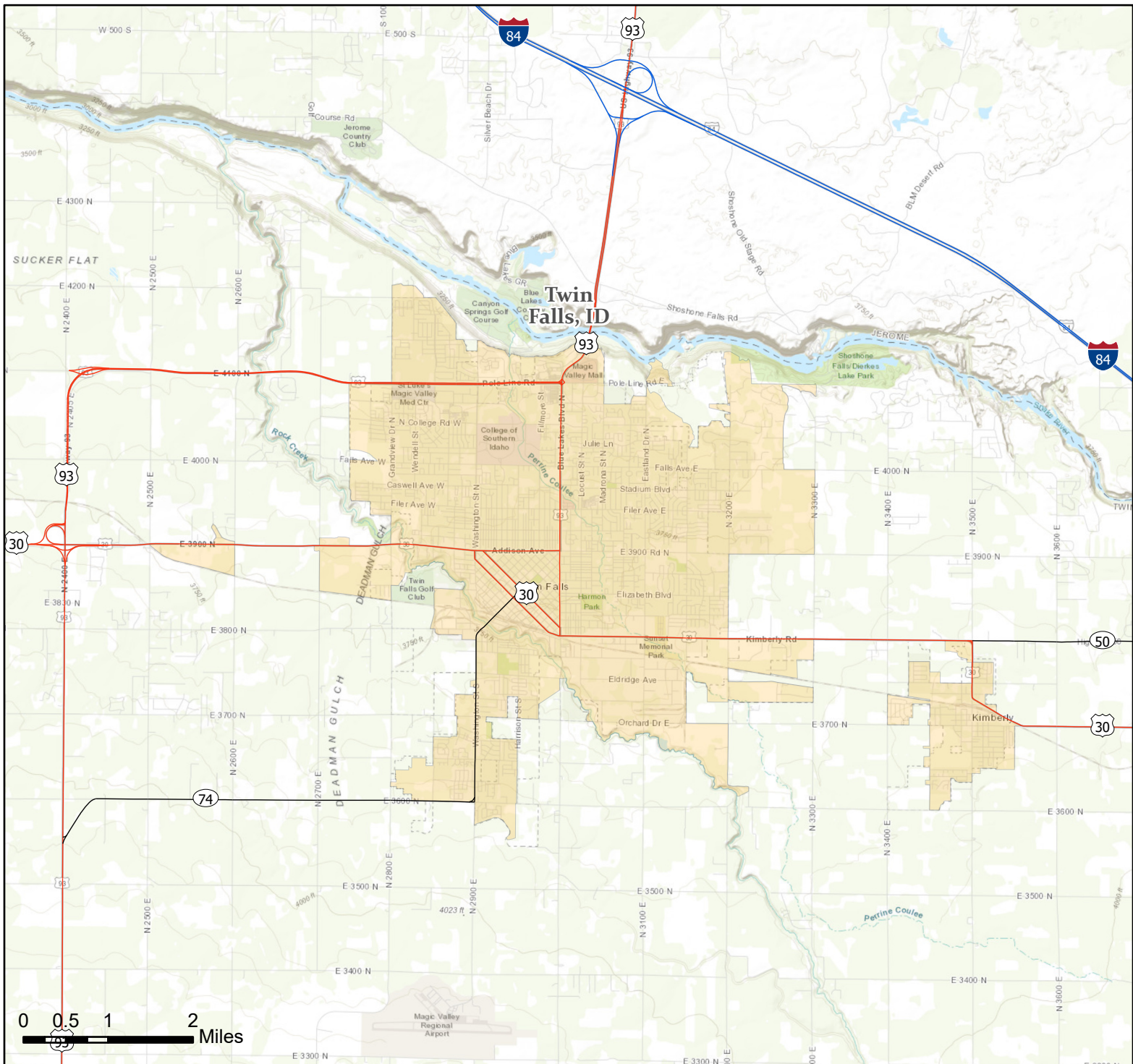
Were Idaho State procurement rules followed: _____

Include before and after digital photos: _____

SIGNING AUTHORITY (Print Name)

SIGNATURE

DATE

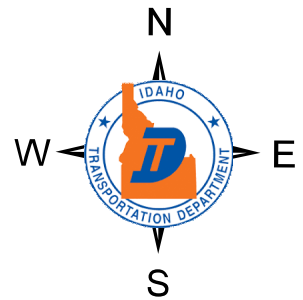


2020 Urban Areas

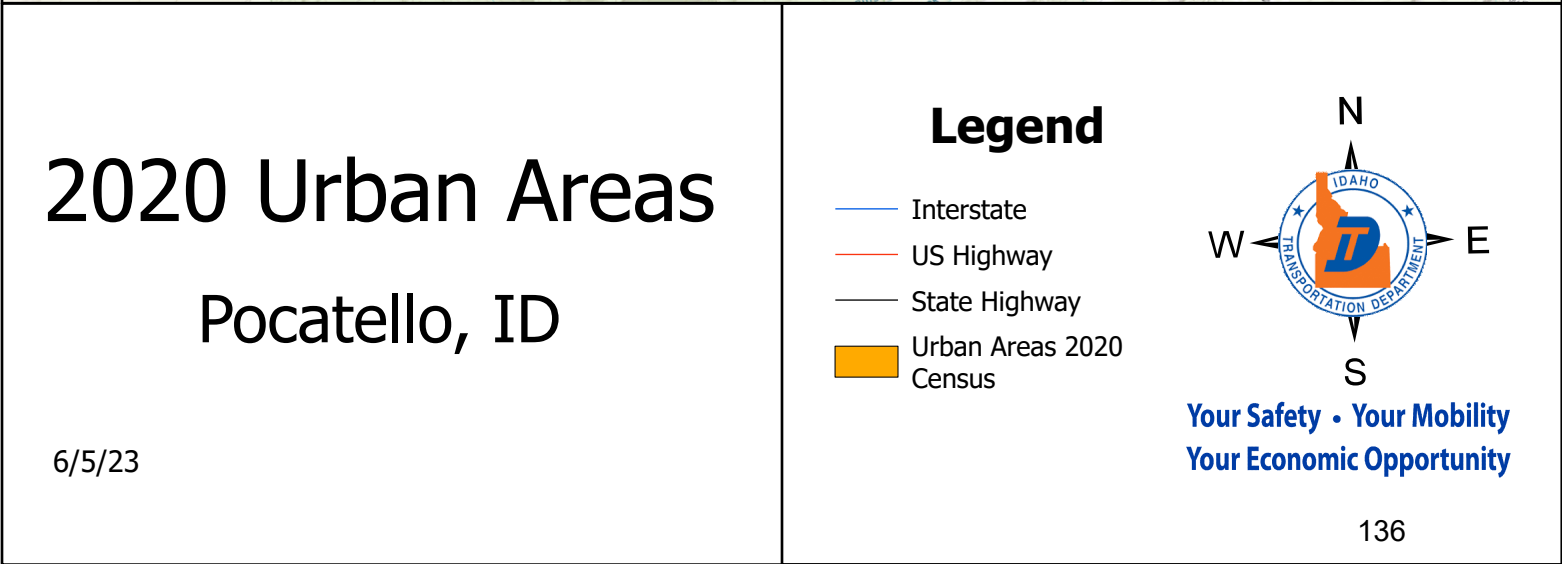
Twin Falls, ID

Legend

- Interstate
- US Highway
- State Highway
- Urban Areas 2020 Census

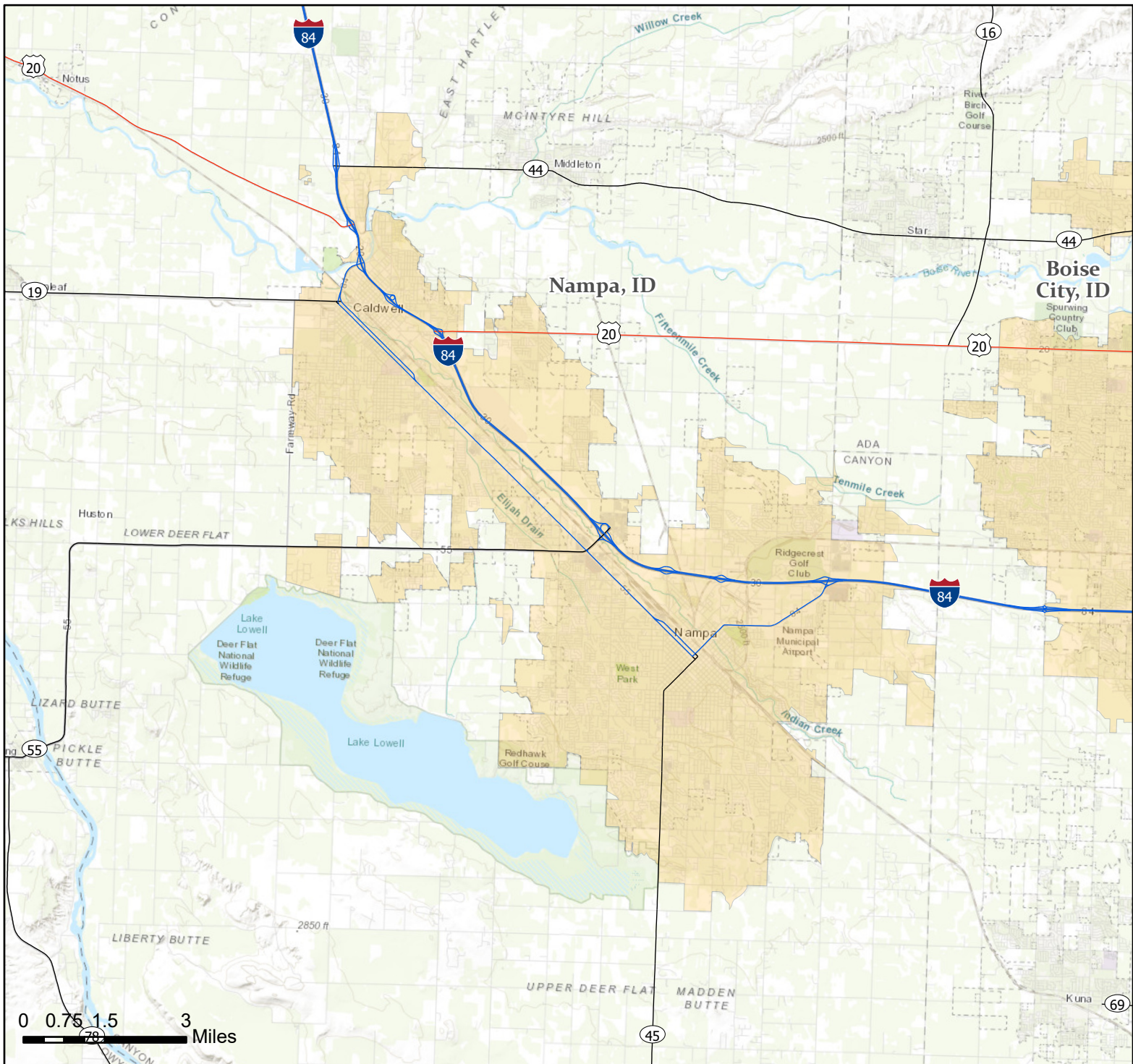


**Your Safety • Your Mobility
Your Economic Opportunity**



6/5/23

**Your Safety • Your Mobility
Your Economic Opportunity**



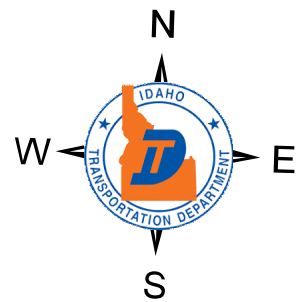
2020 Urban Areas

Nampa, ID

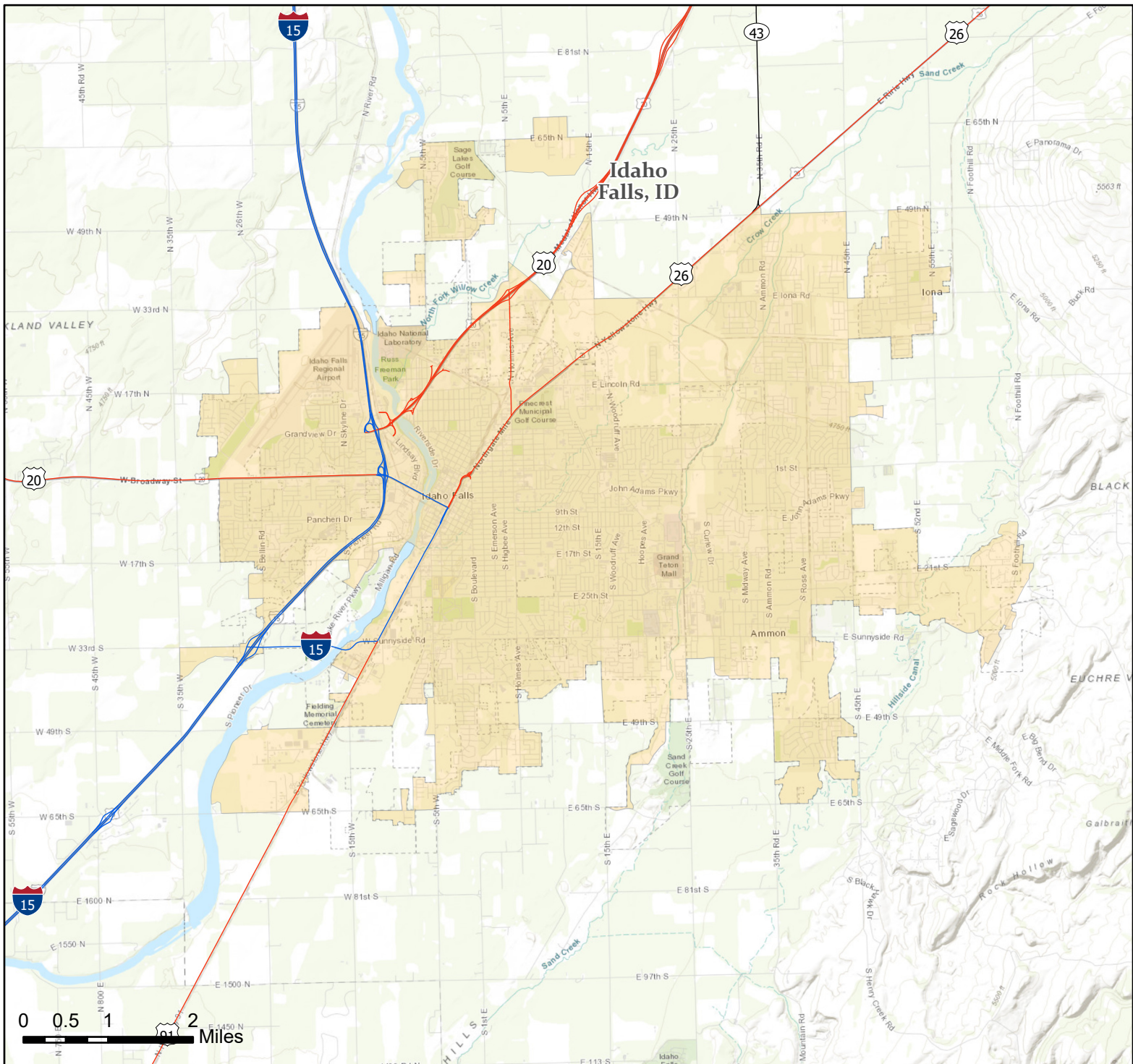
6/5/23

Legend

- Interstate
- US Highway
- State Highway
- Urban Areas 2020 Census



**Your Safety • Your Mobility
Your Economic Opportunity**



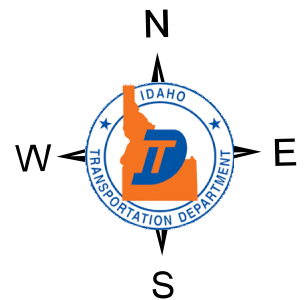
2020 Urban Areas

Idaho Falls, ID

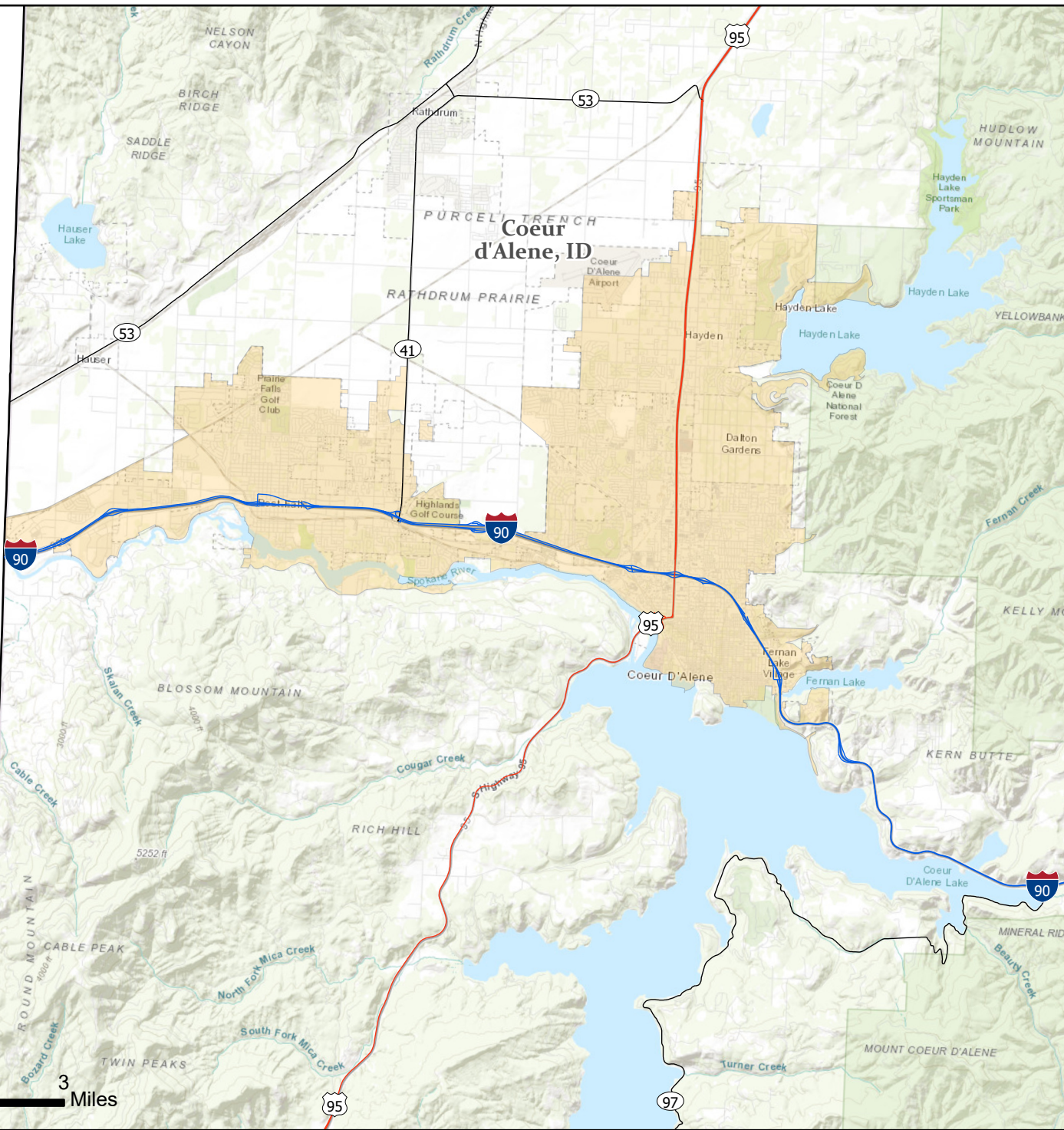
6/5/23

Legend

- Interstate
- US Highway
- State Highway
- Urban Areas 2020 Census



**Your Safety • Your Mobility
Your Economic Opportunity**



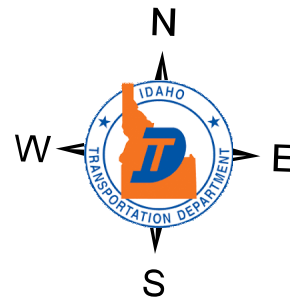
2020 Urban Areas

Coeur d'Alene, ID

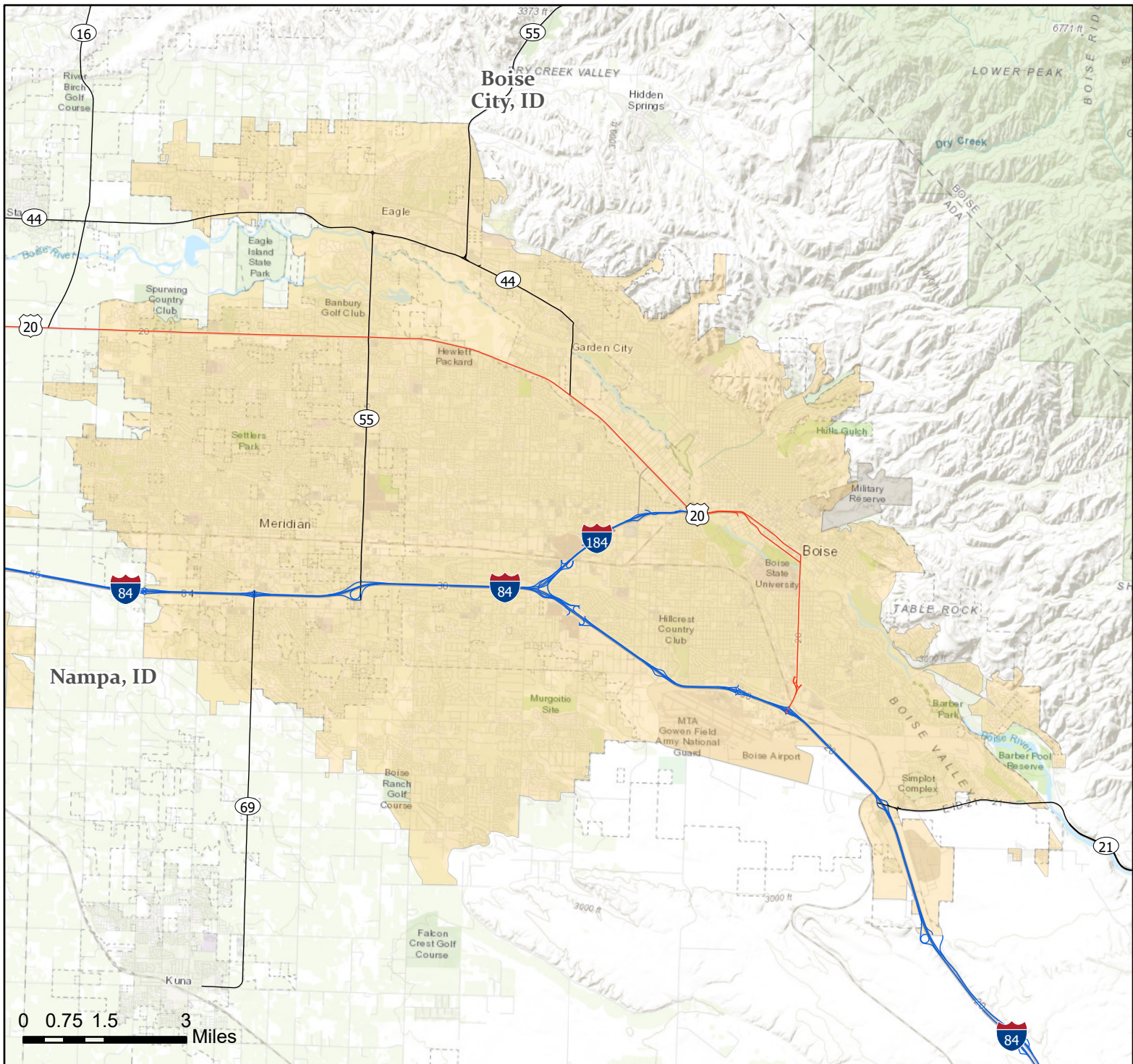
6/5/23

Legend

- Interstate
- US Highway
- State Highway
- Urban Areas 2020 Census



**Your Safety • Your Mobility
Your Economic Opportunity**



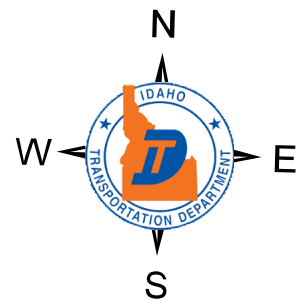
2020 Urban Areas

Boise City, ID

6/5/23

Legend

- Interstate
- US Highway
- State Highway
- Urban Areas 2020 Census



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Your Economic Opportunity**

RESOLUTION

WHEREAS, the legislature amended and the governor approved changes to IC Section 40-719 (HB132 & SB 1189) to establish a Strategic Initiatives Grant Program for local units of government; and

WHEREAS, the legislature has appropriated \$100 million to the Idaho Transportation Department (ITD) for the period of July 1, 2023 through June 30, 2024 for the purpose of funding the Strategic Initiative Grant Program and identified; and

WHEREAS, staff has drafted Strategic Initiatives Grant Program FY 2024 Local Transportation Grant Program application, evaluation and selection guidelines; and

WHEREAS, at the conclusion of the application, evaluation and project ranking process, staff will present a list of projects to the Board for final approval.

NOW THEREFORE BE IT RESOLVED, that the Board approves FY 2024 Local Transportation Grant Program details and authorizes staff to proceed with the call for local project nominations.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Aaron S. Bauges	Presenter's Title D3 Planning Manager	Initials ASB	Reviewed By
Preparer's Name Aaron S. Bauges	Preparer's Title D3 Planning Manager	Initials ASB	

Subject

SH-55, BEACON LIGHT RD TO BROOKSIDE LN, BOISE		
Key Number 23638	District 3	Route Number SH-55

Background Information

The purpose of this board agenda item is to seek Board approval to add District 3, SH-55, BEACON LIGHT RD TO BROOKSIDE LN, BOISE to the Idaho Transportation Investment Program (ITIP) in the Early Development Program.

This project is located in Boise, Idaho just south of Shadow Valley. This project will widen SH-55 to a five-lane section; two thru lanes in each direction, a center two-way left turn lane and full width shoulders including roadside ditches from Beacon Light Rd to Brookside Lane. The existing structure at Dry Creek can accommodate the five-lane section and will not require widening. The future, recently approved, Green-T Intersection at Dry Creek will remain a Developer funded and constructed project.

Adding this proposed Safety & Capacity driven project to the Early Development Program will allow for transparency as ITD staff works to design and environmentally clear this five lane section, while securing additional State or Federal funding that can be added to the Developer committed funding for construction. The Developer will contribute \$3M towards the cost of these improvements to SH-55 which are estimated to cost \$10.7 million.

Recommendations

Approve moving this project in the FY2023-2029 ITIP from FY2029 to the Early Development Program with \$25,000.00 in FY2024 PE and \$250,000.00 in FY2024 PC funding for design.

Resolution on page 143.

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

WHEREAS, Board Policy 4031 allows, upon request, the addition of projects into the Early Development Program of the Idaho Transportation Investment Program (ITIP); and

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

WHEREAS, having a project in the ITIP provides maximum flexibility to work with the adjoining Developers in the area and reduces the schedule and timing risks associated with complex projects; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the inclusion of the Beacon Light Rd. to Brookside Ln., Boise project to the FY2023-2029 ITIP, Early Development Program with \$25,000.00 in FY24 preliminary engineering and \$250,000.00 in FY24 preliminary engineering by consultant funding for design.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 15, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Aaron S. Bauges	Presenter's Title D3 Planning Manager	Initials ASB	Reviewed By
Preparer's Name Aaron S. Bauges	Preparer's Title D3 Planning Manager	Initials ASB	

Subject

I-84, LINDER RD OVERPASS; OVERLAND TO FRANKLIN		
Key Number ORN 24099	District 3	Route Number I-84

Background Information

The purpose of this board agenda item is to seek Board approval to add District 3, I-84, LINDER RD OVERPASS; OVERLAND TO FRANKLIN to the Idaho Transportation Investment Program (ITIP) in the Early Development Program.

This project is located on Interstate 84 between the Meridian Interchange and Ten Mile Interchange. It is a partnership between the Ada County Highway District, the City of Meridian and ITD District 3. Meridian has committed funding for the design. ACHD is leading the design project, and ITD is a partner on the design review team.

This project will build a new Interstate Overpass, expand the road to four travel lanes and include a separated multiuse pathway. ACHD will widen S. Linder Rd from Franklin Rd to Overland Rd from two lanes to five lanes including curb, gutter, sidewalk, and multiuse pathways for pedestrians and bicyclists. ACHD's project will include two pedestrian hybrid beacons at the intersection of Linder Rd and Waltman St and Linder Rd and Gander Dr. The Tenmile Creek and Kennedy Lateral bridges will also be replaced.

District 3 is seeking approval to add this project to the ITIP as a commitment to our partner agencies that have already invested \$8M in Preliminary Engineering and Right-of-Way for this project. The City of Meridian has committed \$2.5M towards the design and environmental clearance of this project while ACHD has committed \$5.5M towards right-of-way acquisition for the roadway improvements.

The anticipated construction costs for this project is \$6.5M for the overpass and \$11M for the roadway, both of which are currently unfunded.

Recommendations

Approve adding this project to the FY2024-2030 ITIP in the Early Development Program with \$10,000.00 FY2024 PE funding for design. Resolution on page 145.

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

WHEREAS, Board Policy 4031 allows, upon request, the addition of projects into the Early Development Program of the Idaho Transportation Investment Program (ITIP); and

WHEREAS, the Idaho Transportation Department has recognized a need for agency coordination, concept, plans, specifications and estimate development, environmental analysis, and public outreach; and

WHEREAS, having a project in the ITIP provides maximum flexibility to work with partner agencies as funding is secured and reduces the schedule and timing risks associated with complex projects; and

WHEREAS, having a completed design and environmental clearance allows for right-of-way acquisition and the construction (currently unfunded) of the project.

NOW THEREFORE BE IT RESOLVED, that the Board approves the inclusion of the I-84, Linder Rd. Overpass; Overland to Franklin project to the draft FY2024-2030 ITIP, Early Development Program with \$10,000.00 FY24 preliminary engineering funding for design.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/15/2023

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10 minutes

Presenter's Name Vincent Trimboli/Jeff Bower	Presenter's Title PDM/Avimor Legal Counsel	Initials VPT	Reviewed By LSS
Preparer's Name Vincent Trimboli	Preparer's Title Planning & Development Manager	Initials VPT	

Subject

State Highway Mitigation Agreement, Avimor		
Key Number	District 3	Route Number State Highway 55

Background Information

The Idaho Transportation Department (ITD) District 3 has collaborated on a 'State Highway Mitigation Agreement' with the Avimor Development to help fund future highway improvements along State Highway 55 from SH-44 in Eagle to Pearl Road.

As a part of the agreement, Avimor has voluntarily agreed to commit \$5,000 per residential unit constructed within the project site. The proceeds, estimated to be as much as \$48.5 million during the 34-year life of the agreement (see Exhibit C), will be used to fund system improvements exclusively in the SH-55 corridor from SH-44 to Pearl Road. In addition, Avimor will privately fund two grade separated intersection projects, widen SH-55 to four lanes for around a mile and build access improvements at the Pearl Road and Willow Creek Road intersections.

This item is a follow-up to three previous presentations to the Idaho Transportation Board in December 2021, along with June and July 2022. The attached agreement and resolution are updated to reflect changes based on previous Board Member inquiries.

Previous questions include:

- Why doesn't the agreement adjust for future inflation?
- Is the \$5,000 fixed rate over the 30-year life of the agreement sufficient?
- Should the department look into the possibility of adding an escalator clause into the agreement?

Based on a recommendation from Board Chairman Moad and District 4 Board Member Kempton, ITD Chief Administration Officer (CAO) Tolman worked with the Project Management Office team (PMO) to look into the questions and presented the findings to the Board in July 2022. After a full review, analysis shows that \$5,000 is reasonable and is at or above the present value of the proportional share calculated in the ITD Technical Staff Report, according to CAO Tolman.

The Analysis shows ITD will be either even or a little bit ahead financially over the life of the agreement. A term was added to the agreement to perform a Proportionate Share Fee Review every ten (10) years. Both parties will review the fee to determine whether an upward or downward adjustment is warranted



Board Agenda Item

ITD 2210 (Rev. 10-13)

to ensure the Proportionate Share Fee accurately represents a reasonable calculation of the proportionate share of off-site system improvements in the project corridor.

Additionally In July, the Board recommended staff work with Avimor to find a local agency to be a third party to this agreement. After Avimor was recently annexed into the City of Eagle, both parties came to an agreement with the City to serve as the third party. The City shall assess, collect, hold, and distribute the fees per an Intergovernmental Agreement developed between ITD and Eagle.

The items detailed above address to both parties' satisfaction the questions the Idaho Transportation Board raised. This project is an excellent example of teamwork between local, state, and private partners to fund transportation needs and work collaboratively to find solutions that will improve safety and increase mobility in a key north, south corridor.

Recommendations

With all of the Board's questions addressed, ITD District 3 requests the approval of the attached resolution on page 165.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

STATE HIGHWAY MITIGATION AGREEMENT

This STATE HIGHWAY MITIGATION AGREEMENT (“**Agreement**”) is made and entered into this _____ day of _____ 2023 (“**Effective Date**”), by and among the IDAHO TRANSPORTATION DEPARTMENT, an executive department of the state of Idaho (“**ITD**”), AVIMOR DEVELOPMENT LLC, an Idaho limited liability company (“**Avimor Development**”), and FIRST AMERICAN TITLE INSURANCE COMPANY, a Nebraska corporation, as Trustee of the Dual Beneficiary Trust No 8562 which Trust was created pursuant to the Subdivision Trust Agreement dated October 8, 2002 and erroneously shown of record as October 8, 2003 as amended (“**Trust**” and, together with Avimor Development, “**Developer**”). Collectively, the entities entering into this Agreement may be identified as “**Parties**”. Individually, any entity entering into this Agreement may be identified as “**Party**”.

RECITALS

A. Developer is in the process of developing and seeking land use entitlements for a residential and commercial mixed-use development on approximately 18,000 acres of land in Ada County, Boise County, and Gem County (the “**Project**”). The Project is generally located in north Ada County, southwest Boise County, and southeast Gem County and is legally described and graphically depicted on Exhibit A, attached hereto and incorporated herein (“**Project Site**”).

B. State Highway 55 (“**SH55**”) runs through the Project Site.

C. Developer owns and controls the Project Site.

D. Subject to applicable federal control of interstate highways, ITD has jurisdiction over all state highways within the State of Idaho, including SH55 as it runs through the Project Site.

E. Developer initiated development of the Avimor mixed-use planned community in 2006 with land use entitlements for a planned community issued by Ada County, Idaho. As of the Effective Date, Developer has final platted approximately 839 residential lots and 5 commercial lots within Ada County, Idaho as part of the existing Avimor mixed-use planned community (the “**Village 1 Area**”). The Village 1 Area is not subject to this Agreement.

F. Developer has also received approval for a planned community from Boise County, Idaho, authorizing the development and construction of additional residential and commercial uses on the portion of the Project Site located in Boise County, Idaho.

G. Developer has worked closely with ITD in the planning and development of the Village 1 Area and the Project as a whole. This includes studying, planning, and designing roadway improvements to SH55 in order serve the Village 1 Area and the Project.

H. Developer has prepared and submitted to ITD multiple traffic impact studies that have analyzed the transportation network conditions related to the Project and studied additional and modified accesses from SH55 into to the Property.

I. As part of Developer's ongoing work with ITD, and in order to timely complete required improvements, Developer has conducted traffic counts to collect trip generation data for the Project. Trip generation studies consistently show the actual trips generated by the Project are well below (approximately 25%) the average trip generation numbers forecasted under the Institute of Transportation Engineers (ITE) Manual. A summary of this data is provided in Exhibit B, attached hereto and incorporated herein.

J. Developer intends to develop the Project Site with approximately 8,800 additional single-family residential homes. It is anticipated these homes will be constructed and occupied in accordance with the Project Schedule on Exhibit C, attached hereto and incorporated herein (the "**Project Schedule**").

K. The Village 1 Area is currently part of the Avimor Community Infrastructure District No. 1 (Ada County, Idaho), a community infrastructure district duly organized and validly existing pursuant to the laws of the State of Idaho and a political subdivision of the State of Idaho (the "**Avimor CID**"). It is the intent of Developer to expand the boundary of the Avimor CID to include all of the Project Site.

L. Due to the scale of the Project, the location of the Project Site in relation to SH55, and the length of the Project Schedule, this Agreement addresses future improvements to the SH55 system in the vicinity of the Project Site by: (i) detailing future roadway improvements to be completed by Developer ("**Developer Projects**"); (ii) detailing future roadway improvements anticipated to be completed by ITD ("**ITD Projects**"); and (iii) requiring Developer to pay a fee to offset the Project's proportionate impact over and above Developer's direct contributions to the state highways system through the Developer Projects (the "**Proportionate Share Fee**"), all in accordance with the terms and conditions of this Agreement.

M. In addition to the Developer Projects and ITD Projects, ongoing and future development on the SH55 corridor in the vicinity of the Project Site will necessitate and provide updates and improvements to SH55 within the Project Area (defined below).

N. Developer Projects and ITD Projects are detailed on Exhibit D, attached hereto and incorporated herein.

O. The Parties desire to enter into this Agreement to set forth their respective duties and obligations for roadway improvements on SH55 in the vicinity of the Project on the terms and conditions in this Agreement.

AGREEMENT

NOW, THEREFORE, for and in consideration of the above recitals, mutual covenants and consideration in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

SECTION 1.
Proportionate Share Fee

- 1.1 Proportionate Share Fee. The Proportionate Share Fee is Five Thousand Dollars (\$5,000.00) per residential unit constructed within the Project Site from the Effective Date. The Proportionate Share Fee is set based on the Parties' mutual agreement that it accurately represents a reasonable calculation of the Project's proportionate share of system improvements to the Project Area taking into consideration: (i) the anticipated transportation system improvements to the Project Area; (ii) the estimated cost of such anticipated transportation system improvements to the Project Area; (iii) the Project's projected proportional share of such anticipated transportation system improvements to the Project Area; and (iv) the transportation system benefits to the Project Area created by the Developer Projects above and beyond the Project's proportionate share. Developer's obligation to pay a Proportionate Share Fee is triggered by the issuance of a building permit for a residential unit within the Project Site.
- 1.2 Proportionate Share Fee. Payment of the Proportionate Share Fees will be made by Developer to the City of Eagle, a municipal corporation organized and existing under the State of Idaho ("City"), for the benefit of ITD pursuant to that certain Intergovernmental Agreement between the Idaho Transportation Department and the City of Eagle dated effective [insert] ("**Intergovernmental Agreement**"). City shall assess, collect, hold, and distribute the Proportionate Share Fees in accordance with the Intergovernmental Agreement. Developer shall make payment of the Proportionate Share Fee to the City at building permit issuance. . Developer's obligation to pay the Proportionate Share Fee to City on behalf of ITD will continue from the Effective Date until the final residential building permit is issued for the Project (the "**Term**"). Only residential development triggers Developer's obligation to pay the Proportionate Share Fee. If the Intergovernmental Agreement is terminated, or if City no longer agrees to collect the Proportionate Share Fees on behalf of ITD, the Parties shall work together to amend this Agreement to alter the payment structure set forth above.
- 1.3 Proportionate Share Fee Funds. Based on the Project Schedule, the Parties anticipate the Proportionate Share Fee payments will generate approximately \$1,500,000.00 per year and \$48,500,000.00 during the Term. Proportionate Share Fee funds may be used by ITD in ITD's sole discretion on roadway improvement projects within the SH55 corridor from the intersection of State Highway 44 and SH55 north to the intersection of Pearl Road and SH55 (the "**Project Area**"). A map depicting the Project Area is set forth on Exhibit E, attached hereto and incorporated herein. ITD will reasonably cooperate with Developer's efforts to seek reimbursement from the Avimor CID for Developer's payment of the Proportionate Share Fee where reimbursement is allowed by applicable laws and regulations.
- 1.4 Proportionate Share Fee Review. Subject to the Fee Adjustment Cap (defined below), every ten (10) years during the Term, commencing on the Effective Date, the Parties shall review the Proportionate Share Fee to determine whether an adjustment, upwards or downwards, is warranted to ensure the Proportionate Share Fee accurately represents a reasonable calculation of the Project's proportionate share of off-site system

improvements to the Project Area. At each review interval, in determining whether an adjustment is necessary, the Parties will consider: (i) the estimated cost of the ITD Projects within the Project Area; (ii) the Project's projected proportional share of such ITD Projects within the Project Area; and (iii) the transportation system benefits to the Project Area created by the Developer Projects above and beyond the Project's proportionate share. If an adjustment to the Proportionate Share Fee is warranted based on the adjustment factors listed above, the Parties shall enter into an addendum to this Agreement updating the Proportionate Share Fee amount. At each ten (10) year review interval, assuming an adjustment to the Proportionate Share Fee is warranted based on the adjustment factors listed above, such adjustment, whether upward or downward, shall not deviate from the then current Proportionate Share Fee by an amount exceeding ten percent (10%) (the "Fee Adjustment Cap").

- 1.5 Future ITD Impact Fee. If, during the Term, the Idaho Legislature imbues ITD with the ability to set and directly collect development impact fees under the Idaho Development Impact Fee Act, Idaho Code Section 67-8201 *et seq*, or otherwise, and ITD legally adopts an impact fee during the Term of this Agreement, Avimor agrees to pay the greater of: (i) the future lawful impact fee; or (ii) the Proportionate Share Fee.

SECTION 2.

DEVELOPER PROJECTS

- 2.1 Developer Projects. Developer, at Developer's sole cost and expense, shall design and construct the following Developer Projects, to the extent such projects are not first completed by other third-parties or ITD:
- 2.1.1 Widen SH55 from a two lane section to a four lane section from the intersection of SH55 and Avimor Drive north to the intersection of SH55 and North McLeod Way.
 - 2.1.2 Grade Separated Intersection at SH55 and Avimor Drive.
 - 2.1.3 Grade Separated Intersection at SH55 and North McLeod Way.
 - 2.1.4 SH55 access improvements at the SH55 and Willow Creek Road intersection.
 - 2.1.5 SH55 access improvements at the SH55 and Pearl Road intersection.
- 2.2 Traffic Impact Studies; Developer Projects. The scope, timing, location, and conceptual design for the Developer Projects, including all accesses onto SH55, which are specified in Sections 2.1.2 through 2.1.5 above, have been modeled and studied by Developer's traffic engineers and conceptually approved by ITD as part of ITD's review and approval of prior traffic impact studies.
- 2.3 Timing and Scope of Developer Projects. The time for completion of Developer Projects and additional information regarding the type and scope of Developer Projects is provided on Exhibit D.

- 2.4 Developer Project Design. Developer shall be responsible for the design by design professionals of the Developer Projects. The design must be in accordance with all applicable laws, regulations, ITD's standards, prior traffic impact studies, and the terms of this Agreement.
- 2.5 Construction of Improvements by Others. Developer shall have no obligation to construct Developer Projects or to otherwise be responsible for or to provide reimbursement therefore, if any other person or private entity constructs such Developer Projects prior to the accrual of Developer's obligation to do so under this Agreement. Further, Developer's agreement to construct Developer Projects pursuant to this Agreement shall not relieve any other person or non-governmental entity of its obligation to install any improvements that such person or non-governmental entity may otherwise have and shall not waive any right Developer may have to reimbursement.
- 2.6 Governmental Approvals. Developer shall be responsible for obtaining all governmental approvals required for the Project. ITD shall cooperate with and assist Developer in obtaining all governmental approvals required for the Project, including, but not limited to land use approvals such as, annexation approvals, zoning approvals, concept plan approvals, subdivision approvals, and access approvals from all applicable governmental agencies, including City. Developer Projects are the only road improvements projects ITD will require Developer to complete on the State Highway system for the entirety of the Project. No further mitigation beyond timely completion of the Developer Projects and payment of the Proportionate Share Fee pursuant to this Agreement will be required by ITD to offset the Project's impacts on the State Highway system and ITD will provide comment stating the same to all governmental agencies with jurisdiction over the Project approvals.
- 2.7 ITD Reimbursement and Financing Cooperation. ITD shall cooperate with Developer in obtaining financing or reimbursement for the design and construction of Developer Projects and payment of the Proportionate Share Fee from the Avimor CID. ITD shall promptly provide such attestations, verifications, certifications, and other documentation or information provided by Developer as needed by the Avimor CID to finance, construct or acquire any portion of Developer Projects. Additionally, to the extent meetings or hearings occur and as reasonably requested by Developer, ITD shall reasonably cooperate and use reasonable efforts to attend meetings and hearings as necessary to assist Developer in obtaining financing or reimbursement for the construction of Developer Projects from the Avimor CID.
- 2.8 ITD Review and Approval of Developer Projects. Nothing in this Agreement shall be construed to allow Developer any waiver or relief from any of the processes, rules and regulations Developer must follow and comply with to design and construct Developer Projects or to obtain any future approvals from ITD required to construct the Developer Projects.
- 2.9 STAR Agreement. As the Project is developed, it is possible that a component of the Project will qualify under the Sales Tax Anticipation Revenue Act, codified in Idaho

Code Sections 63-3641 and 63-3638(12) (“**STAR Act**”) for financing and reimbursement pursuant to the STAR Act. Assuming eligibility requirements are satisfied, ITD agrees to use best efforts to work with Developer to enter into a Sales Tax Anticipation Revenue Agreement under the STAR Act to finance the Developer Projects, or a portion thereof, through sales tax rebates from the Idaho State Tax Commission or other economic development or tax incentive tools.

SECTION 3. **ITD Projects**

- 3.1 **ITD Projects.** ITD will complete the following ITD Projects, to the extent such projects are not first completed by other parties:
- 3.1.1 Widen SH55 to a minimum four lanes from approximately 1,500 feet north of the intersection of SH55 and Brookside Lane to the intersection of SH55 and Avimor Drive.
 - 3.1.2 Intersection improvements at State Highway 44 and SH55.
 - 3.1.3 Improvements to SH55 from the intersection of SH55 State and Highway 44 north to the intersection of SH55 and Floating Feather Road.
- 3.2 **Timing and Scope of ITD Projects.** The estimated time for completion of the ITD Projects and additional information regarding the type and scope of the ITD Projects is provided on Exhibit C. ITD’s failure to timely complete the ITD Projects shall not be a default or breach under this Agreement. ITD’s failure to timely complete the ITD Projects will not prevent Developer from moving forward with full build out of the Project, and ITD will continue to support Developer’s development applications so long as Developer is not in default of this Agreement.

SECTION 4. **REMEDIES**

- 4.1 **Default.** No Party shall be deemed to be in default under this Agreement except upon the expiration of thirty (30) days after receipt of written notice from another Party specifying the particulars in which such Party has failed to perform its obligations under this Agreement (“**Notice of Default**”), unless such Party, prior to expiration of said thirty (30) day period, has rectified the particulars specified in the Notice of Default. If the cure is not one that is capable of being completed within such thirty (30) day period but is commenced within such thirty (30) day period and is being diligently prosecuted, then there shall be no default. Such additional period shall apply similarly with respect to any Second Notice of Default given pursuant to this Agreement.
- 4.2 **Default by Developer.** If Developer defaults beyond the expiration of any applicable cure period as provided above, ITD may exercise any remedies to which it is entitled pursuant to the this Agreement and all applicable laws and regulations; provided, however, that before ITD shall be entitled to exercise any remedy ITD shall be required to give Developer a second notice (the “**Second Notice**”), which Second Notice shall

state, in bold and conspicuous type, that it is a Second Notice, and that if Developer does not cure the default within thirty (30) days after receipt of the Second Notice, that ITD shall then be entitled to exercise any available remedy.

- 4.3 Default by ITD. If ITD defaults in the performance of its obligations under the terms and provisions of this Agreement in the time and manner required herein, Developer shall only be entitled to non-monetary damages remedies, such as specific performance, declaratory relief, and injunctive relief.
- 4.4 Attorneys' Fees. Should any Party find it necessary to employ an attorney for representation in any action seeking enforcement of any of the provisions of this Agreement, the unsuccessful Party in any final judgment or award entered therein shall reimburse the prevailing Party for all reasonable costs, charges and expenses, including reasonable attorneys' fees expended or incurred by the prevailing Party in connection therewith and in connection with any appeal, and the same may be included in such judgment or award.

SECTION 5.

OTHER PROVISIONS

- 5.1 Notices. All notices, requests, consents, and approvals in connection with this Agreement, or communications that any Party desires or is required or permitted to give or make to the other Party under this Agreement shall only be deemed to have been given, made and delivered, when made or given in writing and personally served, or deposited in the United States mail, certified or registered mail, postage prepaid, or sent by reputable overnight courier (e.g., FedEx) and addressed to the parties as follows:

ITD: Idaho Transportation Department
Attn: ITD District 3 Administrator
8150 Chinden Boulevard
Boise, ID 83714

DEVELOPER: Avimor Development LLC
Attn: Dan Richter
18454 N. McLeod Way
Boise, ID 83714

Notice shall be deemed given upon actual receipt (or attempted delivery if delivery is refused), if personally delivered or rejected.

- 5.2 Force Majeure. Any prevention, delay or stoppage due to strikes, lockouts, labor disputes, acts of God, inability to obtain labor or materials or reasonable substitutes therefore, civil commotion, fire or other casualty, and other causes beyond the reasonable control of the Party obligated to perform, shall excuse the performance by such Party for a period equal to any such prevention, delay or stoppage.

- 5.3 Choice of Law. This Agreement shall be governed by, and construed in accordance with, the laws of the state of Idaho.
- 5.4 Jurisdiction. The state courts of the State of Idaho shall have exclusive jurisdiction of any suit, dispute, claim, demand, controversy, or cause of action that the Parties may now have or at any time in the future claim to have based in whole or in part or arising from the negotiations, execution, interpretation, or enforcement of this Agreement. The Parties submit to the in personam jurisdiction of the State, to venue in the state courts within the State, and consent to service of process being affected upon them by certified mail sent to the addresses set forth in this Agreement.
- 5.5 Exhibits. All exhibits to this Agreement are incorporated by reference and made a part of this Agreement as if the exhibits were set forth in their entirety in this Agreement.
- 5.6 Entire Agreement. This Agreement and the exhibits hereto constitute the full and entire understanding and agreement between the Parties with regard to the transaction contemplated herein, and no Party shall be liable or bound to any other in any manner by any representations, warranties, covenants and agreements, whether written or oral, except as specifically set forth herein.
- 5.7 Acknowledgments and Modifications. No acknowledgments required hereunder, and no modification or waiver of any provision of this Agreement or consent to departure therefrom, shall be effective unless in writing and signed by each Party hereto. In the event that all or any part of this Agreement is judicially found or declared to be unenforceable or contrary to applicable law, the Parties agree to modify the terms hereof to the slightest extent possible to cause the Agreement to be enforceable and consistent with applicable law.
- 5.8 Headings. The headings used in this Agreement are used for convenience only and are not to be considered in construing or interpreting this Agreement.
- 5.9 Successors and Assigns; Survival. This Agreement may be assigned upon written consent of ITD, which consent shall not be unreasonably withheld. All provisions of this Agreement shall be binding upon and inure to the benefit of the Parties hereto and their heirs, successors and assigns and shall survive any transfer or assignment by a Party or their heirs, successors or assigns. This Agreement shall remain effective notwithstanding the expiration, cancellation, termination or completion of this Agreement as may be necessary for any Party to enforce the terms and provisions of this Agreement.
- 5.10 Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original but both of which together shall constitute one and the same instrument.
- 5.11 No Third Party Beneficiary Rights. This Agreement is not intended to create, nor shall it in any way be interpreted or construed to create, any third-party beneficiary rights in any person not a party hereto.

- 5.12 Recordation. This Agreement shall be recorded with the Ada County, Boise County, and Gem County Recorders offices immediately upon the adoption and execution of the Agreement by all Parties.
- 5.13 Time is of the essence. Time is of the essence for this Agreement
- 5.14 Authority. Each Party represents and warrants that it has taken all necessary actions as required by applicable law to enter into this Agreement.

[End of text. Signatures and Exhibits follow.]

EXHIBITS:

- A – Legal Description of the Project Site
- B – Project Trip Generation Summary
- C – Project Schedule
- D – Developer and ITD Project List
- E – Project Area Map

IN WITNESS WHEREOF, the parties have executed this Agreement, effective as of the Effective Date.

ITD:
IDAHO TRANSPORTATION DEPARTMENT, an
executive department of the State of Idaho

By:
Its:

DEVELOPER:
Avimor Development, an Idaho Limited Liability
Company

By:
Its:

STATE OF IDAHO)
 : ss.
County of Ada)

On this _____ day of _____, 20____, before me, a Notary Public in and for the State of Idaho, personally appeared _____, known to me to be the _____ of the Idaho Transportation Department, a division of the State of Idaho, and the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same on behalf of the Idaho Transportation Department.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public for Idaho
Residing at: _____
My commission expires: _____

STATE OF _____)
: ss.
County of _____)

On this _____ day of _____, 20 ____, before me, a Notary Public in and for the State of _____, personally appeared _____, known or identified to me to be the _____ for Avimor Development LLC and who subscribed said name to the foregoing instrument, and acknowledged to me that he executed the same in said company name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public for _____
Residing at: _____
My commission expires: _____

EXHIBIT A
Legal Description of Project Site

[insert legal for Project Site]

DRAFT

EXHIBIT B

Trip Generation Summary

Table 1: Existing Avimor Residential Land Use Trip Generation Comparison

	AM Peak Hour Trip Rate	PM Peak Hour Trip Rate
Avimor Residential Site-Specific Trip Generation Rates		
Average Trip Rate* (peak hour trips per residential unit)	0.41	0.50
ITE Residential Trip Generation Rate Estimates		
Average Trip Rate Estimate** (peak hour trips per residential unit)	0.55	0.73
How Much Lower is Avimor Compared to ITE Estimates?	25%	32%

*Average trip rate based on three separate traffic counts collected between 2017 and 2019

** Average trip rate of ITE single family housing (Code 210) and multi-family low rise housing (Code 220) land use codes

EXHIBIT C
Project Schedule

1	Year	Estimated Units	Proportionate Share Fee Per Unit	Annual Fee Total
2	2023	300	\$ 5,000.00	\$ 1,500,000.00
3	2024	300	\$ 5,000.00	\$ 1,500,000.00
4	2025	300	\$ 5,000.00	\$ 1,500,000.00
5	2026	300	\$ 5,000.00	\$ 1,500,000.00
6	2027	300	\$ 5,000.00	\$ 1,500,000.00
7	2028	300	\$ 5,000.00	\$ 1,500,000.00
8	2029	300	\$ 5,000.00	\$ 1,500,000.00
9	2030	300	\$ 5,000.00	\$ 1,500,000.00
10	2031	300	\$ 5,000.00	\$ 1,500,000.00
11	2032	300	\$ 5,000.00	\$ 1,500,000.00
12	2033	300	\$ 5,000.00	\$ 1,500,000.00
13	2034	300	\$ 5,000.00	\$ 1,500,000.00
14	2035	300	\$ 5,000.00	\$ 1,500,000.00
15	2036	300	\$ 5,000.00	\$ 1,500,000.00
16	2037	300	\$ 5,000.00	\$ 1,500,000.00
17	2038	300	\$ 5,000.00	\$ 1,500,000.00
18	2039	300	\$ 5,000.00	\$ 1,500,000.00
19	2040	300	\$ 5,000.00	\$ 1,500,000.00
20	2041	300	\$ 5,000.00	\$ 1,500,000.00
21	2042	300	\$ 5,000.00	\$ 1,500,000.00
22	2043	300	\$ 5,000.00	\$ 1,500,000.00
23	2044	300	\$ 5,000.00	\$ 1,500,000.00
24	2045	300	\$ 5,000.00	\$ 1,500,000.00
25	2046	300	\$ 5,000.00	\$ 1,500,000.00
26	2047	300	\$ 5,000.00	\$ 1,500,000.00
27	2048	300	\$ 5,000.00	\$ 1,500,000.00
28	2049	300	\$ 5,000.00	\$ 1,500,000.00
29	2050	300	\$ 5,000.00	\$ 1,500,000.00
30	2051	300	\$ 5,000.00	\$ 1,500,000.00
31	2052	300	\$ 5,000.00	\$ 1,500,000.00
32	2053	300	\$ 5,000.00	\$ 1,500,000.00
33	2054	300	\$ 5,000.00	\$ 1,500,000.00
34	2055	100	\$ 5,000.00	\$ 500,000.00
35				
36	TOTAL	9700		\$ 48,500,000.00

EXHIBIT D

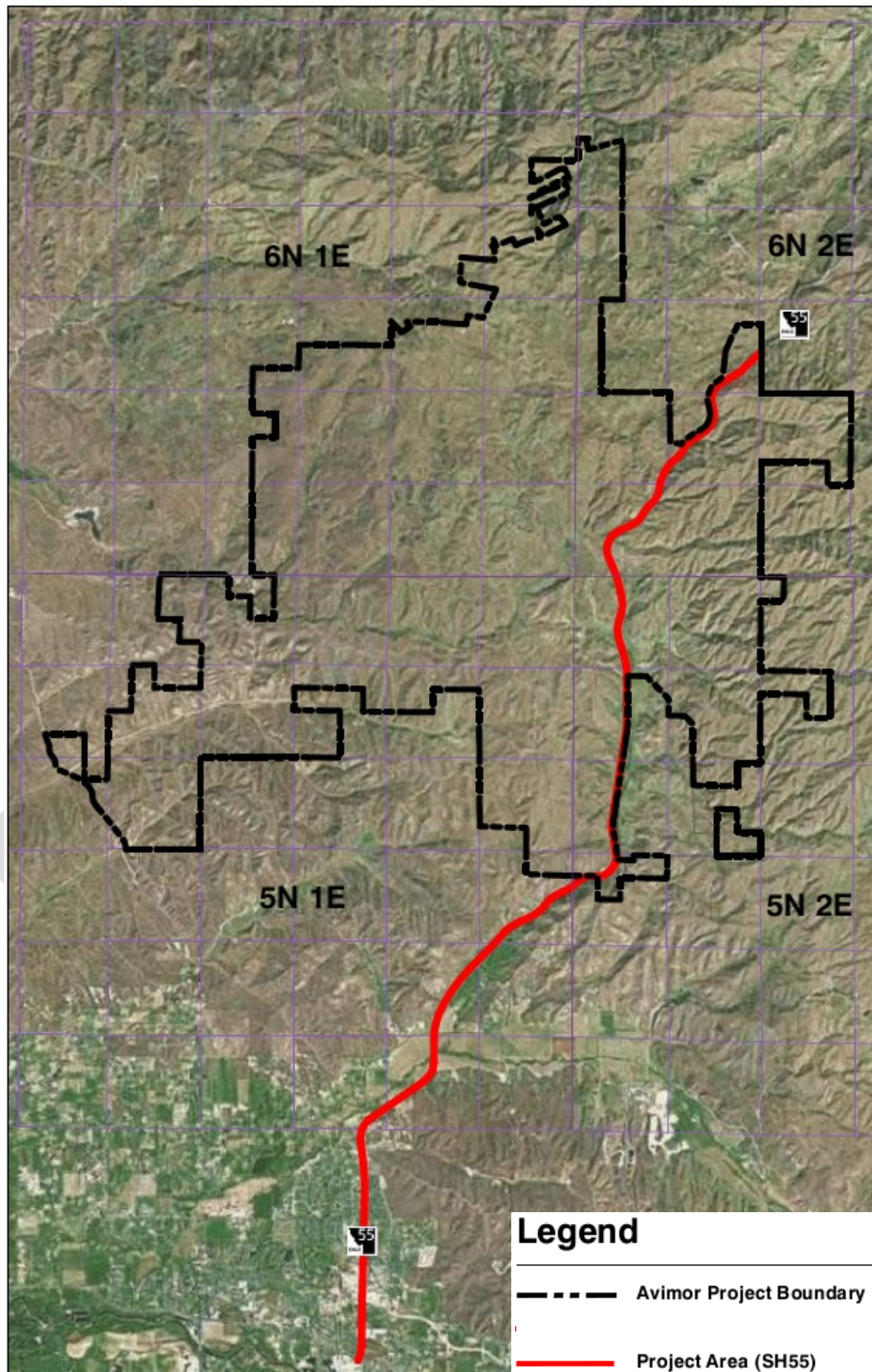
Developer and ITD Projects

Project Name	Description of Project	Responsible Party	Time for Completion*
SH55 Widening – N of Canyon to N of McLeod Way	Realign SH 55 plus widen to 2 lanes in each direction from north of the canyon (approximately MP 51.5) to north of McLeod Way (approximately MP 54.0)	Avimor	Complete by occupancy of 2,200 residences in the Project.
SH55/Avimor Dr. Grade Separated Intersection	Construct a grade separated intersection at the realigned SH55/Avimor Drive intersection	Avimor	Complete by occupancy of 2,200 residences in the Project.
SH55/McLeod Way Grade Separated Intersection	Replace the at grade McLeod Way full access with right-in/right-out only access for both NB and SB SH55 and construct grade separated intersection north of right-in/right-out access	Avimor	Complete by occupancy of 1,450 residences in the Project.
Willow Creek Access	Potential full access; construct NB and SB right-turn and left-turn lanes; subject to sight distance standards	Avimor	Complete with final platting of adjacent subdivision phase.
Pearl Road Access	Construct NB left-turn lane	Avimor	Complete with final platting of adjacent subdivision phase
SH55 Canyon Widening	Widen SH55 to 2 lanes in each direction from 1,500 feet north of	ITD	When conditions warrant and funding is available

	Brookside Lane (approximately MP 48.7) to north of the canyon (approximately MP 51.5)		
SH55/SH44 Intersection Improvements	Complete improvements to SH55/SH44 intersection to address growth in regional traffic volumes	ITD	When conditions warrant and funding is available
SH55 Improvements from north of Floating Feather Road to SH44	Complete widening of SH55 to three lanes and other necessary improvements to address growth in regional traffic volumes	ITD	When conditions warrant and funding is available)

*The time for completion was calculated based on the equivalent number of residential units occupied because that is the development type that will be tied to the proportional fee per unit assessment. The number of units triggering each specific project correlates with existing traffic impact studies and analysis for when the improvements are needed

EXHIBIT E
Project Area Map



AVIMOR Proportionate Share RESOLUTION

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

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

WHEREAS, the Idaho Transportation Department and the City of Eagle have agreed to enter into an Intergovernmental Agreement whereby the City of Eagle will accept and hold funding provided by Avimor for subsequent use by ITD as highway mitigation funding; and

WHEREAS; the Avimor development is about 20,000 acres of mixed use development bisected by SH-55; and

WHEREAS; Avimor Development LLC has proposed a State Highway Mitigation Agreement in lieu of future traffic impact studies to determine future highway improvements; and

WHEREAS; ITD District 3 staff finds the agreement mutually beneficial.

NOW THEREFORE BE IT RESOLVED, that the Board approves staff to enter into a State Highway Mitigation Agreement with Avimor Development to help fund future highway improvements along State Highway 55 from SH-44 in Eagle to Pearl Road.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/15/23

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name Colby Cameron/Brian Goeke	Presenter's Title Gov Affairs Mgr. /DMV Policy Mgr.	Initials CC/BG	Reviewed By LSS
Preparer's Name Colby Cameron	Preparer's Title Gov Affairs Mgr.	Initials CC	

Subject

2024 ITD Draft Agency Legislation		
Key Number	District	Route Number

Background Information

The three attached draft legislative proposals correspond with the four legislative ideas presented to the Board in May. The ideas are expected to be approved later in June by the Governor's Office and Division of Financial Management (DFM), allowing for staff to proceed with draft legislation.

The potential 2024 legislative proposals are:

1. Remove requirement to replace license plates every 10 years

Reason: Due to the increased cost of aluminum and other goods, the cost of the license plate program is increasing. Those increases will lead to increased customer prices for license plates. To mitigate this, the proposed legislation would remove the requirement to replace plates every 10 years and allow plates to remain in service as long as they are legible. Staff have vetted this idea with the Idaho State Police and will share the draft with ISP and other stakeholders.

2. Extend CDL credentials to 8 years; Drug and Alcohol Clearinghouse check for CDL licenses; \$5 renewal fee reduction for online renewals

Reason: This draft has 3 parts.

- 8-year CDL: currently, CDL driver's may only obtain 4-year licenses. Extending CDL licenses to 8 years confers a broad benefit to the trucking industry.
- \$5 reduction for online renewals: the draft legislation also reduces online renewal fees by \$5. The fees are set in statute and need to be changed. Allowing an online discount encourages people to skip the trip and fulfills customer demand for efficient renewal options.
- Drug and Alcohol Clearinghouse check for CDL licenses: by November 18, 2024, to comply with federal statute, Idaho must check the federal drug and alcohol clearinghouse prior to completing any commercial driver's license transaction. Idaho Code does not currently reflect this requirement.

3. Authorization for preclearance of commercial vehicles at ports of entry

Reason: Authorization for preclearance at ports: Idaho Code requires all trucks to stop at the port of entry. The department is seeking to change the requirement and allow for the use of current technology. Due to the advancement of technology the department can remotely monitor and allow certain trucks to bypass ports. Allowing certain trucks to bypass ports affords significant convenience to the trucking industry and improves department efficiency.

Recommendations

Staff is providing the drafts to the board as a preview. Staff will ask for board approval of the proposed draft legislation at the July board meeting.

1 - Draft 6.2.23

Remove requirement to replace license plates every 10 years

49-402C. SPECIAL LICENSE PLATE PROGRAMS -- STANDARDIZED PLATE COLOR AND DESIGN.

(7) With respect to a special license plate that has been discontinued prior to July 1, 2020, or is discontinued after that date for any reason, any existing plates may be renewed upon their expiration until the physical license plates must be replaced pursuant to section 49-443(2), Idaho Code. No duplicate or replacement plates will be produced if such plates are lost or damaged.

49-428. DISPLAY OF PLATE AND STICKERS. (1) License plates assigned to a motor vehicle shall be attached, one (1) in the front and the other in the rear, with the exception of the following:

(a) The license plate assigned to a motorcycle, all-terrain vehicle, utility type vehicle, motorbike or semitrailer and the license plate assigned to a motor vehicle operated by a manufacturer, repossession agent or dealer shall be attached to the rear.

(b) Vehicles displaying year of manufacture, old timer, classic car, street rod, or custom vehicle license plates shall be allowed to display one (1) plate attached to the rear of the vehicle.

(c) The license plate attached to a tractor shall be attached to the front.

(d) The wrecker plate shall be displayed on the vehicle being towed in such a manner as to be visible when the vehicle being towed is approached from the rear.

License plates shall be displayed during the current registration year. The annual registration sticker for the current registration year shall be displayed on each license plate, except for trailers, semitrailers, and commercial vehicles over twenty-six thousand (26,000) pounds under the provisions of sections 49-434 and 49-435, Idaho Code. For the purposes of this title, the license plates together with the registration stickers shall be considered as license plates for the year designated on the registration sticker. For purposes of this chapter, a validation sticker issued to the operator of an all-terrain vehicle, utility type vehicle, or motorbike under the provisions of sections 67-7122 and 67-7124, Idaho Code, shall be considered the registration sticker.

(2) Every license plate shall at all times be securely fastened to the vehicle to which it is assigned to prevent the plate from swinging, be at a height not less than twelve (12) inches from the ground, measuring from the bottom of the plate, be in a place and position to be clearly visible, and be maintained free from foreign materials and in a condition to be clearly legible, and all registration stickers shall be securely attached to the license plates and shall be displayed as provided in section 49-443(4), Idaho Code.

49-443. LICENSE PLATES TO BE FURNISHED BY DEPARTMENT -- FORM AND CONTENTS.

(1) The assessor or the department shall furnish to every owner whose vehicle is registered or licensed by that office, pursuant to sections 49-402 and 49-402A, Idaho Code, one (1) license plate for vehicles registered under the provisions of section 49-406, 49-406A or 49-408, Idaho Code, or a motorcycle, trailer, truck-tractor, or semitrailer; one (1) restricted vehicle license plate for all-terrain vehicles, utility type vehicles and motorbikes licensed pursuant to this chapter; and two (2) license plates for every other motor vehicle. If a vehicle is issued one (1) plate only, that plate shall be displayed in accordance with the provisions of section 49-428, Idaho Code. For vehicles registered under the provisions of section 49-407, Idaho Code, the applicant shall provide one (1) plate to be displayed on the rear of the vehicle.

Commencing January 1, 1992, the color and design of the plates shall be comparable to the color and design of the statehood centennial issue of license plates with blue numerals and letters on a multicolored red, white and blue background. Each license plate must bear upon its face the inscriptions

"Famous Potatoes" and "Scenic Idaho." The restricted vehicle license plate for all-terrain vehicles, utility type vehicles and motorbikes shall be a white background with black numerals and letters, with "Idaho Restricted Vehicle" and ~~the year of its expiration on its face and~~ no other inscription. The restricted vehicle license plate shall be the same size required for the motorcycle license plate.

Every license plate shall have displayed upon it the registration number assigned to the vehicle and its owner and the name "Idaho," which may be abbreviated. The plates issued under the provisions of ~~this chapter section 49-402(1), Idaho Code, and the required letters and numerals, including an identification of the county in which the motor vehicle to which the plates will be affixed is registered,~~ shall be of sufficient size to be plainly readable from a distance of seventy-five (75) feet during daylight, and each license plate ~~and registration sticker~~ shall be treated with a fully reflectorized material according to specifications prescribed by the board.

(2) License plates shall be valid for ~~as long as they are readable, legible, and can comply with 49-428, a period of ten (10) years beginning with the date of issuance of new plates. At the end of the ninth year, the registered owner shall receive notice of the date upon which the plates will expire.~~ For specialty license plate programs discontinued pursuant to the provisions of section 49-402C, Idaho Code, a registrant with a specialty license plate currently registered under the program may use such license plate for up to ten (10) years from the date of issuance. This provision is intended to permit the use of the specialty plate by the registrant regardless of the number of persons who purchase the specialty plate. The registrant shall be required to pay the special plate program fees provided for specialty plates pursuant to this chapter. Such fees shall be deposited into the state highway account. For purposes of section 49-434, Idaho Code, as it applies to commercial vehicles, and section 49-435, Idaho Code, the department shall provide new plates bearing the same number or, upon request from the registered owner, the next available number.

(3) ~~If a license plate number has expired as provided in subsection (2) of this section and is~~ If registration is not renewed within sixty (60) days of its expiration, the related plate number shall be available for use by another registrant. ~~To obtain a specific number in the recycled license plate number file, the owner of a registered vehicle may contact the county regarding availability.~~ The provisions of this subsection shall apply only to vehicles registered under the provisions of section 49-402(1), Idaho Code, and section 49-434(1), Idaho Code, ~~as it applies to noncommercial vehicles.~~

(4) License plates issued for vehicles required to be registered in accordance with the provisions of sections 49-402 and 49-402A, Idaho Code, shall be issued color-coded red, white or blue registration validation stickers showing the year of registration. Each registration validation sticker shall bear a number from 1 through 12, which number shall correspond to the month of the calendar year in which the registration of the vehicle expires and shall be affixed to the lower right-hand corner of the plates within the outlined rectangular area.

(5) License plates for utility trailers registered under the provisions of section 49-402A, Idaho Code, that are issued for five (5) or ten (10) years and license plates for rental utility trailers registered under the provisions of section 49-434, Idaho Code, that are issued for up to five (5) years shall use the design in effect on the date of manufacture. If a design change occurs, plates from the effective date of the design change shall be manufactured using the new design. Unexpired plates need not be reissued to conform to a design change.

(6) For license plates that are lost, stolen, mutilated, or illegible, the owner shall apply for a duplicate or substitute. The assessor, department, or authorized agent shall also furnish for each registration, and to validate the license plate, a pressure-sensitive, uniquely numbered, color-coded red, white or blue registration sticker, except for trailers and semitrailers registered under the provisions in section 49-434, Idaho Code. License plates issued for state, county and city motor vehicles shall ~~be valid for ten (10) years pursuant to subsection (2) of this section and~~ remain on the vehicle for which issued from year to year and need no renewal or validation sticker.

(7) Whenever a vehicle is completely destroyed by fire or accident and the operator submits satisfactory proof of that destruction to the department or appropriate assessor's office, or the owner wishes to transfer the remaining registration, use increment and fees shall be transferred to the replacement vehicle for a service transfer fee of five dollars (\$5.00), which fee shall be retained by the registering authority. None of the original fees shall be subject to refund.

(8) The department shall furnish a printed or an electronic copy of the registration card to every owner whose vehicle is registered under sections 49-434 and 49-435, Idaho Code.

(9) The board shall have authority to require the return to the department of all license plates and registration stickers upon termination of the lawful use of them by the owner.

(10) The board may promulgate such rules as are necessary to implement the provisions of this section.

49-443B. LICENSE PLATES FOR STATE VEHICLES AND VEHICLES BELONGING TO TAXING DISTRICTS. (1) License plates for state vehicles and vehicles belonging to taxing districts shall be valid for a period of ~~ten (10) years~~ pursuant to section 49-443(2), Idaho Code, and shall remain on the vehicle to which it is issued until transferred to another vehicle or until it is canceled by the department. The department shall be reimbursed by state agencies and the taxing districts for the cost of providing license plates. The department may develop rules to administer this license plate program.

2 - Draft 6.2.23

Extend CDL credentials to 8 years; Drug and Alcohol Clearinghouse check for CDL licenses; \$5 renewal fee reduction for online renewals

49-306. APPLICATION FOR DRIVER'S LICENSE, INSTRUCTION PERMIT, COMMERCIAL LEARNER'S PERMIT OR RESTRICTED SCHOOL ATTENDANCE DRIVING PERMIT.

- (1) Every application for any instruction permit, restricted school attendance driving permit, or for a driver's license shall be made upon a form furnished by the department and shall be verified by the applicant before a person authorized to administer oaths. Officers and employees of the department, agents authorized by the department, and sheriffs and their deputies are authorized to administer the oaths without charge.
- (2) Every application for a permit, extension, ~~or~~ driver's license, ~~or knowledge test~~ shall be accompanied by ~~the following a non-refundable fee shown in the following list, none of which is refundable:~~ Fee portions identified as going to the current expense fund will be retained by the issuing entity. If the issuing entity is the department or an agent authorized by the department, other than the county, this fee portion will be deposited in the state highway account. All other remaining fee portions shall be remitted to the state treasurer. If the fee is collected by a county, all remaining fee portions shall be paid over to the county treasurer and the county treasurer shall remit to the state treasurer not less than monthly. The state treasurer shall immediately allocate these fees in accordance with the schedule identified following each fee:
 - a. Class A, B, C (4-year) license with endorsements — age 21 years and older:..... \$40
 - i. \$5 to the current expense fund
 - ii. \$2 to emergency medical services fund II
 - iii. \$4 to emergency medical services fund III
 - iv. \$28 to state highway account
 - v. \$1 to motorcycle safety program fund
 - b. Class A, B, C (3-year) license with endorsements — age 18 to 21 years..... \$30
 - i. \$5 to the current expense fund
 - ii. \$1.50 to emergency medical services fund II
 - iii. \$3 to emergency medical services fund III
 - iv. \$19.50 to state highway account
 - v. \$1 to motorcycle safety program fund
 - c. Class A, B, C (1-year) license with endorsements — age 20 years \$15
 - i. \$5 to the current expense fund
 - ii. \$0.50 to emergency medical services fund II
 - iii. \$1 to emergency medical services fund III
 - iv. \$8.16 to state highway account
 - v. \$0.34 to motorcycle safety program fund
 - d. Class D (3-year) license — under age 18 years to 21 years..... \$30

- i. \$10 to the current expense fund
 - ii. \$1.50 to emergency medical services fund II
 - iii. \$3.00 to emergency medical services fund III
 - iv. \$4.00 to driver training fund
 - v. \$10.50 to highway distribution fund
 - vi. \$1 to motorcycle safety program fund
- e. Class D (1-year) license — age 17 years or age 20 years..... \$20
 - i. \$10 to current expense fund
 - ii. \$0.50 to emergency medical services fund II
 - iii. \$1.00 to emergency medical services fund III
 - iv. \$1.33 to driver training fund
 - v. \$6.83 to highway distribution account
 - vi. \$0.34 to motorcycle safety program fund
- f. Four-year Class D license — age 21 years and older..... \$35
 - i. \$10 to current expense fund
 - ii. \$2 to emergency medical services fund II
 - iii. \$4 to emergency medical services fund III
 - iv. \$5.30 to driver training fund
 - v. \$12.70 to highway distribution account
 - vi. \$1 to motorcycle safety program fund
- g. Eight-year Class D or Class A, B, C license with endorsements - age 21 to 63 years...\$60
 - i. \$15 to current expense fund
 - ii. \$4 to emergency medical services fund II
 - iii. \$8 to emergency medical services fund III
 - iv. \$10.60 to driver training fund
 - v. \$20.40 to highway distribution account
 - vi. \$2 to motorcycle program safety fund
- h. Commercial Learner's Permit \$29
 - i. \$5 to the current expense fund
 - ii. \$4 to emergency medical services fund III
 - iii. \$20 to the state highway account
- i. Class D instruction permit and supervised instruction permit \$20
 - i. \$10 to current expense fund
 - ii. \$2.60 to driver training fund
 - iii. \$7.40 to highway distribution fund
- j. Duplicate driver's license or permit \$20
 - i. \$10 to current expense fund
 - ii. \$2.60 to driver training fund
 - iii. \$7.40 to highway distribution fund
- k. Driver's license extension..... \$10
 - i. \$2.60 to driver training account
 - ii. \$7.40 to state highway account

- l. License classification change (upgrade) \$30
 - i. \$10 to current expense fund
 - ii. \$20 to the state highway account
- m. Endorsement addition..... \$20
 - i. \$10 to current expense fund
 - ii. \$10 to the state highway account
- n. Class A, B, C skills testsNot more than \$200
 - i. \$10 to the state highway account
 - ii. Remainder retained by entity administering the test
- o. Class D skills test Not more than \$35
 - i. \$6.50 to the state highway account
 - ii. Remainder retained by entity administering the test
- p. Motorcycle endorsement skills test..... Not more than \$25
 - i. Amount charged retained by entity administering the test
- q. Knowledge test \$5
 - i. \$5 retained by the entity administering the test
- r. Seasonal driver's license..... \$44
 - i. \$10 to current expense fund
 - ii. \$2 to emergency medical services fund II
 - iii. \$4 to emergency medical services fund III
 - iv. \$28 to state highway account
- s. Onetime motorcycle "M" endorsement \$15
 - i. \$2.50 to current expense fund
 - ii. \$12.50 to state highway account
- t. Motorcycle endorsement instruction permit..... \$15
 - i. \$2.50 to current expense fund
 - ii. \$12.50 to state highway account
- u. Restricted driving permit or restricted school attendance driving permit \$60
 - i. \$60 to state highway account

- ~~(a) Class A, B, C (4-year) license with endorsements —
age 21 years and older..... \$40.00~~
- ~~(b) Class A, B, C (3-year) license with endorsements —
age 18 to 21 years \$30.00~~
- ~~(c) Class A, B, C (1-year) license with endorsements —
age 20 years \$15.00~~
- ~~(d) Class D (3-year) license — under age 18 years \$30.00~~
- ~~(e) Class D (3-year) license — age 18 to 21 years \$30.00~~
- ~~(f) Class D (1-year) license — age 17 years or age 20 years. \$20.00~~
- ~~(g) Four-year Class D license — age 21 years and older..... \$35.00~~
- ~~(h) Eight-year Class D license — age 21 to 63 years..... \$60.00~~
- ~~(i) Commercial learner's permit \$29.00~~
- ~~(j) Class D instruction permit or supervised instruction permit~~

.....\$20.00
 (k) Duplicate driver's license or permit issued under section 49-318, Idaho Code\$20.00
 (l) Driver's license extension issued under section 49-319, Idaho Code\$10.00
 (m) License classification change (upgrade)\$30.00
 (n) Endorsement addition\$20.00
 (o) Class A, B, C skills tests not more than\$200.00
 (p) Class D skills test not more than\$35.00
 (q) Motorcycle endorsement skills test not more than\$25.00
 (r) Knowledge test\$5.00
 (s) Seasonal driver's license\$44.00
 (t) Onetime motorcycle "M" endorsement\$15.00
 (u) Motorcycle endorsement instruction permit\$15.00
 (v) Restricted driving permit or restricted school attendance driving permit\$60.00

(3) The fee for any electronic driver's license renewal allowed pursuant to section 49-319(10), Idaho Code, shall be five dollars (\$5.00) less than the applicable application fee prescribed in subsection two (2) of this section. This fee reduction shall be accounted for by subtracting five dollars (\$5.00) from the portion of fees retained by the department.

(24) A person who applies for a driver's license or a driver's license renewal may designate a voluntary contribution of two dollars (\$2.00) for the purpose of promoting and supporting organ donation. Such a contribution shall be treated as a voluntary contribution to the organ donation contribution fund created in section 49-2447, Idaho Code, and not as a driver's license fee. Each voluntary contribution shall be deposited into the organ donation contribution fund created in section 49-2447, Idaho Code.

(35) Every application shall state the true and full name, date of birth, sex, declaration of Idaho residency, Idaho residence address and mailing address, if different, of the applicant, height, weight, hair color, and eye color, and the applicant's social security number as verified by the social security administration. If an applicant has submitted an application pursuant to the provisions of chapter 58, title 19, Idaho Code, then the applicant may state, in his or her application pursuant to this section, the applicant's alternative Idaho mailing address in place of his or her Idaho residence address and mailing address. Notwithstanding the provisions of section 49-303(13), Idaho Code, an applicant for a nondomiciled class A, B or C driver's license or nondomiciled commercial learner's permit having residency in a state that is prohibited from issuing class A, B or C driver's licenses or commercial learner's permits, as provided in 49 CFR 384, is excepted from providing proof of Idaho residency and an Idaho mailing address.

(a) The requirement that an applicant provide a social security number as verified by the social security administration shall apply only to applicants who have been assigned a social security number.

(b) An applicant who has not been assigned a social security number shall:

- (i) Present written verification from the social security administration that the applicant has not been assigned a social security number; and
- (ii) Submit a birth certificate, passport or other documentary evidence issued by an entity other than a state or the United States; and
- (iii) Submit such proof as the department may require that the applicant is lawfully present in the United States.

A driver's license, commercial learner's permit or any instruction permit issued on and after January 1, 1993, shall not contain an applicant's social security number. Applications on file shall be exempt from disclosure except as provided in sections [49-202](#), [49-203](#), [49-203A](#) and [49-204](#), Idaho Code.

(c) Every application for a class A, B or C license shall state where the applicant has been licensed for the preceding ten (10) years and under which of the following driving categories the applicant will operate:

(i) Non-excepted interstate. The applicant operates or expects to operate in interstate commerce, and is required to provide a medical examiner's certificate;

(ii) Excepted interstate. The applicant operates or expects to operate in interstate commerce, but engages exclusively in transportation or operations excepted by the federal motor carrier safety administration from all or parts of the qualification requirements of federal motor carrier safety regulation 49, part 391, and is therefore not required to provide a medical examiner's certificate;

(iii) Non-excepted intrastate. The applicant operates only in intrastate commerce and is subject to and meets all Idaho driver qualification requirements and the applicable parts of federal motor carrier safety regulation 49, part 391, and is required to provide a medical examiner's certificate; or

(iv) Excepted intrastate. The applicant operates in intrastate commerce, but engages exclusively in exempted transportation or operations as listed in section [67-2901B\(2\)](#), Idaho Code, and the applicable parts of federal motor carrier safety regulation 49, part 391, and is therefore not required to provide a medical examiner's certificate.

All applications shall also state whether the applicant has previously been licensed as a driver, and if so, when and by what state or country, and whether a driver's license or privileges have ever been suspended, revoked, denied, disqualified, canceled or whether an application has ever been refused, and if so, the date of and reason for the suspension, revocation, denial, disqualification, cancellation or refusal and the applicant's oath that all information is correct as signified by the applicant's signature.

(d) The applicant must submit proof of identity and citizenship status acceptable to the examiner or the department and date of birth as set forth in a certified copy of his birth certificate. When a certified copy of his birth certificate or a delayed birth certificate is impossible to obtain from a vital statistics agency, another government-issued document may be submitted that provides satisfactory evidence of a person's full legal name and date of birth acceptable to the examiner or the department.

(e) Every applicant for a class A, B or C driver's license or commercial learner's permit shall provide proof of United States citizenship or lawful permanent residency in the United States upon application for issuance, transfer, upgrade or renewal, unless the applicant's driving record already contains documentation confirming United States citizenship or lawful permanent residency. Every applicant for a nondomiciled class A, B or C driver's license or commercial learner's permit domiciled in a foreign country must provide an unexpired employment authorization document issued by the department of homeland security or an unexpired foreign passport accompanied by an approved I-94 form documenting the applicant's most recent admittance into the United States.

(f) Individuals required to register in compliance with section 3 of the federal military selective service act, 50 U.S.C. App. 451 et seq., as amended, shall be provided an opportunity to fulfill such registration requirements in conjunction with an application for a driver's license, commercial learner's permit or instruction permit. Any registration information so supplied shall be transmitted by the department to the selective service system.

~~(4)~~ Whenever an application is received from a person previously licensed in another jurisdiction, the department shall request a copy of the driver's record from the other jurisdiction and shall contact the national driver register. When received, the driver's record from the previous jurisdiction shall become a part of the driver's record in this state with the same force and effect as though entered on the driver's record in this state in the original instance.

~~(57)~~ Whenever the department receives a request for a driver's record from another licensing jurisdiction, the record shall be forwarded without charge.

~~(68)~~ The department shall contact and notify the commercial driver license information system of the proposed application for a class A, B or C driver's license or commercial learner's permit to ensure identification of the person and to obtain clearance to issue the license.

~~(7) When the fees required under this section are collected by a county officer, they shall, except as provided in subsection (8) of this section, be paid over to the county treasurer not less often than monthly, who shall immediately:~~

~~(a) Deposit an amount equal to five dollars (\$5.00) from each commercial license, ten dollars (\$10.00) from each driver's license except an eight year class D license, or any class D instruction permit application fees, application for a duplicate driver's license or permit, classification change, seasonal driver's license and additional endorsement, and fifteen dollars (\$15.00) from each eight year class D driver's license, in the current expense fund;~~

~~(b) Deposit two dollars and fifty cents (\$2.50) from each motorcycle endorsement and motorcycle endorsement instruction permit fee in the current expense fund;~~

~~(c) Deposit an amount equal to five dollars (\$5.00) from each fee for a knowledge test in the current expense fund;~~

~~(d) Deposit an amount up to twenty five dollars (\$25.00) from each fee for a motorcycle endorsement skills test in the current expense fund; provided however, if a contractor administers the skills test he shall be entitled to the entire fee;~~

~~(e) Remit the remainder to the state treasurer; and~~

~~(f) Deposit up to twenty eight dollars and fifty cents (\$28.50) from each fee for a class D skills test into the county current expense fund, unless the test is administered by a department approved contractor, in which case the contractor shall be entitled to up to twenty eight dollars and fifty cents (\$28.50) of each fee.~~

~~(8) When the fees required under this section are collected by the department or an agent authorized by the department, they shall be paid over to the state treasurer. When the department or an agent authorized by the department collects the fees required under this section, the portion of fees to be retained by the county shall be retained by the issuing authorized agent.~~

~~(9) The state treasurer shall distribute the moneys received from fees imposed by the provisions of this section, whether collected by a county officer or by a state officer or agency as follows:~~

~~(a) Two dollars (\$2.00) of each fee for a four year driver's license or seasonal driver's license, and four dollars (\$4.00) of each fee for an eight year class D driver's license, and one dollar and fifty cents (\$1.50) of each fee charged for driver's licenses pursuant to subsection (1)(b), (d) and (e) of this section, and fifty cents (50¢) of each fee charged for driver's licenses pursuant to subsection (1)(c) and (f) of this section shall be deposited in the emergency medical services fund II created in section ~~56-1018A~~, Idaho Code, and four dollars (\$4.00) of each fee charged pursuant to subsection (1)(a), (g) and (s) of this section and eight dollars (\$8.00) of each fee charged pursuant to subsection (1)(h) of this section and three dollars (\$3.00) of each fee for driver's licenses pursuant to subsection (1)(b), (d) and (e) of this section, and one dollar (\$1.00) of each fee charged for driver's licenses pursuant to subsection (1)(c) and (f) of this section shall be deposited in the emergency medical services fund III created in section ~~56-1018B~~, Idaho Code;~~

~~(b) Twenty eight dollars (\$28.00) of each fee for a seasonal or class A, B or C driver's license, and nineteen dollars and fifty cents (\$19.50) of each fee charged for a license pursuant to subsection (1)(b) of this section, and eight dollars and sixteen cents (\$8.16) of each fee charged for a license pursuant to subsection (1)(c) of this section shall be deposited in the state highway account;~~

~~(c) Twenty dollars (\$20.00) of each fee for a commercial learner's permit or driver's license classification change shall be deposited in the state highway account;~~
~~(d) Four dollars (\$4.00) of each fee for a commercial learner's permit shall be deposited in the emergency medical services fund III created in section 56-1018B, Idaho Code;~~
~~(e) Ten dollars (\$10.00) of each fee for a duplicate seasonal or class A, B or C driver's license, class A, B or C driver's license extension, or additional endorsement shall be deposited in the state highway account;~~
~~(f) Seven dollars and fifty cents (\$7.50) of each fee for a motorcycle endorsement and motorcycle endorsement instruction permit shall be deposited in the state highway account;~~
~~(g) Five dollars and thirty cents (\$5.30) of each fee for a four year class D driver's license, and ten dollars and sixty cents (\$10.60) of each fee for an eight year class D driver's license, and four dollars (\$4.00) of each fee charged for a license pursuant to subsection (1)(d) and (e) of this section, and one dollar and thirty three cents (\$1.33) of each fee charged for a license pursuant to subsection (1)(f) of this section shall be deposited in the driver training account;~~
~~(h) Twelve dollars and seventy cents (\$12.70) of each fee for a four year class D driver's license, and twenty dollars and forty cents (\$20.40) of each fee for an eight year class D driver's license, and ten dollars and fifty cents (\$10.50) of each fee charged for a license pursuant to subsection (1)(d) and (e) of this section, and six dollars and eighty three cents (\$6.83) of each fee charged for a license pursuant to subsection (1)(f) of this section shall be deposited in the highway distribution account;~~
~~(i) Two dollars and sixty cents (\$2.60) of each fee for a class D instruction permit, duplicate class D license or permit, and class D license extension shall be deposited in the driver training account;~~
~~(j) Seven dollars and forty cents (\$7.40) of each fee for a class D instruction permit, duplicate class D license or permit, and class D license extension shall be deposited in the highway distribution account;~~
~~(k) Ten dollars (\$10.00) of each fee for a class A, B or C skills test shall be deposited in the state highway account;~~
~~(l) One dollar (\$1.00) of each fee for a class A, B, C or four year D driver's license, and two dollars (\$2.00) of each fee for an eight year class D driver's license, and one dollar (\$1.00) of each fee charged for a license pursuant to subsection (1)(b), (d) and (e) of this section, and thirty four cents (34¢) of each fee charged for a license pursuant to subsection (1)(c) and (f) of this section shall be deposited in the motorcycle safety program fund established in section 33-4904, Idaho Code;~~
~~(m) Six dollars and fifty cents (\$6.50) of each fee for a class D skills test shall be deposited into the state highway account; and~~
~~(n) Each voluntary contribution of two dollars (\$2.00) as described in subsection (2) of this section, less actual administrative costs associated with collecting and transferring such contributions, shall be deposited into the organ donation contribution fund created in section 49-2447, Idaho Code.~~

(9) The department shall request information from the drug and alcohol clearinghouse to determine whether an applicant for any class A, B, or C driver's license or commercial learner's permit is eligible for the credential.

~~(10) The contractor administering a class A, B or C skills test shall be entitled to not more than one hundred ninety dollars (\$190) of the skills test fee.~~ A contractor administering a class A, B or C skills test may collect an additional fee for the use of the contractor's vehicle for the skills test.

~~(11) Sixty dollars (\$60.00) of each restricted driving permit and each restricted school attendance driving permit shall be deposited in the state highway account.~~

~~(112)~~ The department may issue seasonal class B or C driver's licenses to drivers who are employees of agri-chemical businesses, custom harvesters, farm retail outlets and suppliers, and livestock feeders that:

(a) Will only be valid for driving commercial vehicles that normally require class B or C commercial driver's licenses;

- (b) Will be valid for seasonal periods that begin on the date of issuance and that are not to exceed one hundred eighty (180) days in a twelve (12) month period;
- (c) May only be obtained twice in a driver's lifetime;
- (d) Are valid only within a one hundred fifty (150) mile radius of the place of business or farm being serviced; and
- (e) Will be valid only in conjunction with valid Idaho class D driver's licenses.

(123) The department may issue seasonal class B or C driver's licenses to drivers who:

- (a) Have not violated the single license provisions of applicable federal regulations;
- (b) Have not had any license suspensions, revocations or cancellations;
- (c) Have not had any convictions in any vehicle for any offense listed in section 49-335(1) or (2), Idaho Code, or any one (1) serious traffic offense;
- (d) Have at least one (1) year of driving experience with a class D or equivalent license in any type motor vehicle; and
- (e) Are at least sixteen (16) years old.

49-319. EXPIRATION AND RENEWAL OF DRIVER'S LICENSE. (1) Every noncommercial Idaho driver's license issued to a driver shall expire and be renewable as follows:

- (a) For drivers twenty-one (21) years of age or older, the driver's license shall expire on the licensee's birthday in the fourth year following the issuance of the driver's license.
- (b) At the option of the applicant, for drivers twenty-one (21) years of age through sixty-two (62) years of age, the driver's license shall expire on the licensee's birthday in either the fourth year or the eighth year following the issuance of the driver's license.
- (c) Except for the provisions found in subsections (1)(e) and (3) of this section, every driver's license issued to a driver under eighteen (18) years of age shall expire five (5) days after the licensee's eighteenth birthday.
- (d) Except for the provisions found in subsections (1)(e) and (3) of this section, every driver's license issued to a driver eighteen (18) years of age but under twenty-one (21) years of age shall expire five (5) days after the licensee's twenty-first birthday.
- (e) Every driver's license that is not, as provided by law, suspended, revoked or disqualified in this state or any other jurisdiction shall be renewable on or before its expiration, but not more than twenty-five (25) months before, upon application, payment of the required fee and satisfactory completion of the required vision screening. Notwithstanding the provisions of this section, a person who has had his noncommercial Idaho driver's license suspended may renew his driver's license as provided in this section, which renewal shall be subject to the suspension.

(2) Except for the provisions found in subsection (3) of this section, at the option of the applicant, every commercial driver's license issued to a person twenty-one (21) years of age ~~or older~~ through sixty-two (62) years of age shall expire on the licensee's birthday in the fourth or eighth year following issuance of the license. ~~and Any class A, B or C license issued to a person eighteen (18), nineteen (19) or twenty (20) years of age shall expire five (5) days after the licensee's twenty-first birthday. There shall be no option for an eight (8) year class A, B or C license.~~

49-322. AUTHORITY OF DEPARTMENT TO CANCEL AND DOWNGRADE DRIVER'S LICENSE OR INSTRUCTION PERMIT. (1) The department shall cancel any driver's license, restricted school attendance driving permit, or instruction permit upon determining that the licensee or permittee was not entitled to the issuance of the driver's license or instruction permit, or that the licensee or permittee failed to give the required or correct information in his application, or committed fraud in making the application.

(2) Upon a cancellation, the licensee or permittee shall surrender the canceled driver's license or canceled instruction permit to the department.

(3) The department shall cancel a person's commercial driver's license upon determining that the class A, B or C licensee has falsified information. Upon cancellation of a class A, B or C driver's license, the licensee shall be disqualified from operating a commercial motor vehicle for a period of sixty (60) days.

(4) The department shall decertify the medical status and initiate a downgrade of any driver who is required by the federal motor carrier safety administration to maintain a medical examiner's certificate and/or medical exemption letter or skill performance evaluation certificate upon determining the person's medical certification has expired or has been revoked or canceled. The department shall change the person's driving status in the driver record to "not-certified," within ten (10) days and shall mail a notification letter regarding the pending decertification and downgrade action to the driver's last known address. The downgrade action shall occur no more than sixty (60) days from the date the "not-certified" status is posted to the record. Drivers can remove the "not-certified" medical status from their driving record by presenting a current and valid medical examiner's certificate and/or medical exemption letter or skill performance evaluation certificate to the department or by submitting an application to the department requesting their medical status be changed to "Excepted."

(5) The department shall remove and, when applicable, subsequently reinstate a driver's commercial driving privileges upon receiving notification of a driver's status change in the drug and alcohol clearinghouse.

5-6) When a driver's license has been canceled for reasons of impairment, incompetence or inability of the licensed driver to operate a motor vehicle safely as provided in section [49-303](#) or [49-326](#), Idaho Code, and the licensee has voluntarily surrendered his driver's license, or when a licensed driver requests cancellation of his license for any of the same reasons stated in this subsection and he voluntarily surrenders his license, the licensee may be eligible for a no-fee identification card as provided in section [49-2444](#), Idaho Code.

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Authorization for preclearance of commercial vehicles at ports of entry

40-511. STOPPING AND INSPECTION. (1) Wherever by the laws of the state of Idaho any vehicle with a maximum gross weight or registered gross weight, or operated at a gross weight, of twenty-six thousand one (26,001) pounds or more, excepting those transporting placardable quantities of hazardous materials, is used to transport any merchandise, product, commodity, or livestock within the state, within the state to without the state, or from without the state to within the state, the owner or operator of either the motor vehicle or trailer, as defined in [chapter 1, title 49](#), Idaho Code, used to transport such merchandise, product, commodity, or livestock is hereby required to stop at such ports of entry or checking stations established by the Idaho transportation department and submit to inspection, grading or weighing for compliance with the laws of the state of Idaho. Noncommercial vehicles, as defined in section [49-123\(2\)\(k\)](#), Idaho Code, shall not be required to stop for inspection pursuant to this section.

(2) Vehicles or combinations of vehicles with a maximum gross weight of ten thousand (10,000) pounds or more transporting placardable quantities of hazardous materials are required to stop at all ports of entry or checking stations established by the Idaho transportation department.

(3) It shall be the duty of such owner or operator of every motor vehicle or trailer to drive the motor vehicle or trailer upon any state-owned inspection station, stationary or portable scale, or private scale, certified by the state of Idaho, when requested to do so by any peace officer, excepting fish and game officers, or authorized employees of the Idaho transportation department.

(4) Authorized employees of the transportation department may stop any vehicle with a maximum gross weight of eighteen thousand (18,000) pounds or more by displaying a flashing red light if the authorized employee has probable cause to believe the vehicle bypassed a weighing or inspection station or proceeded through the station without regard for the directional signals. Authorized employees may direct a vehicle that has bypassed a weighing or inspection station, or has proceeded through the station without regard for the directional signals, to return to the bypassed inspection or weighing station and may issue a citation for failure to stop as required in this section. The operator of a vehicle shall bring the vehicle to a stop, pulling off the traveled portion of the highway, when directed to do so by an authorized employee of the transportation department by use of emergency lights or siren.

(5) The transportation department is authorized to implement technology and procedures, where practicable, to allow vehicles, that meet the established criteria, to lawfully bypass a port of entry. The department may promulgate rules to implement the provisions of this section.