

A G E N D A

IDAHO TRANSPORTATION BOARD

September 16, 2020



A G E N D A

Regular Meeting of the Idaho Transportation Board

September 16, 2020

District 6 Office
206 North Yellowstone Highway
Rigby, Idaho

To listen:

1. Dial #844-740-1264
 - a. Meeting number (access code): 133 904 8530
 - b. password: 1234

The meeting packet will be available at <https://itd.idaho.gov//Board/> after September 13.

KEY:

ADM = Administration

CD = Chief Deputy

DIR = Director

OP = Operations

	Page	Time*
Action Item 1. CALL MEETING TO ORDER		10:30
Information Item		
2. SAFETY/SECURITY SHARE: District 4 Operations Engineer Helms		
Action Item 3. BOARD MINUTES – August 20, 2020	3	10:35
Action Item 4. 2020 BOARD MEETING DATES	13	
October 15		
November 19		
December 17		
Information Items		
5. INFORMATIONAL CALENDAR		
OP ___ Contract award information and current advertisements	14	
OP ___ Professional services agreements and term agreement work tasks report.....	19	
ADM ___ Return check report for FY2020	25	
ADM ___ State FY21 financial statements	27	
ADM ___ Monthly report of federal formula program funding through August.....	46	
ADM ___ Status: FY22 appropriation request	48	

*All listed times (MDT) 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.



September 16, 2020

Page 2 of 2

<u>September 16, 2020</u>			Page #	Time*
6. DISCUSSION: Board Policy 4076 Use of Unallocated Idaho Transportation Investment Program Funds - Chairman Moad.....				
			52	10:40
7. MONTHLY REPORT ON DEPARTMENT ACTIVITIES -				
Director Ness and Chief Deputy Stokes				10:50
8. AGENDA ITEMS				
Action Item				
CD	—	CARES Act update and funds transfer	54	11:10
Duran		(Resolution on page 55)		
Information Item				
DIR	—	FY21-27 Idaho Transportation Investment Program outreach results	56	11:20
Spence/Havey				
Action Items				
ADM	—	Recommended FY21-27 Idaho Transportation Investment Program	94	11:40
Collins		(Resolution on page 95)		
ADM	—	FY20 Redistribution of Federal Formula Funds August 28, 2020.....	96	11:50
Collins		(Resolution on page 97D)		
9. EXECUTIVE SESSION				12:00
PERSONNEL ISSUES [SECTION 74-206(a), (b)]				
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]				
10. AGENDA ITEMS, continued				
Action Item				
OP	—	Amendment to CenterCal (Meridian Village) Sales Tax Anticipation		
Lakey		Revenue Agreement (Resolution on page 106)	98	1:30
Information Items				
OP	—	Office of Highway Safety communication plan.....	107	1:35
Kotowski				
11. DISTRICT 4 REPORT: District Engineer Barrus.....				1:55
12. ADJOURNMENT (estimated time)				2:15

*All listed times (MDT) 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.

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

August 20, 2020

Due to the COVID-19 virus, the meeting was conducted remotely.

Idaho Transportation Board Chairman Bill Moad called the meeting to order at 8:30 AM on Thursday, August 20, 2020. The following principals participated:

Bill Moad, Chairman

Jim Kempton, Vice Chairman – District 4

James R. Thompson, Member – District 1

Janice B. Vassar, Member – District 2

Julie DeLorenzo, Member – District 3

Dwight Horsch, Member – District 5

Bob Hoff, Member – District 6

Brian W. Ness, Director

Scott Stokes, Chief Deputy

Larry Allen, Lead Deputy Attorney General

Sue S. Higgins, Executive Assistant and Secretary to the Board

Safety/Security Share. District 2 Engineering Manager Bob Schumacher mentioned that the fire danger is high in the area due to the wet spring and recent high temperatures and thunderstorms. Fires were reported this week near Elk City and Grangeville. He encouraged checking 511 for road closures and urged caution to prevent fires, especially from vehicles: avoid parking hot vehicles on dry vegetation and don't drag items like trailer chains.

Engineering Manager Schumacher also warned about scams. He stressed the importance of verifying the credibility of the caller if financial or personal information is involved and check the validity of the message and the sender before responding to emails.

Chairman Moad thanked Engineering Manager Schumacher for the important messages.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on July 16, 2020 as submitted. Member Vassar seconded the motion and it passed 6-0 by individual roll call vote.

Board Meeting Dates. The following meeting dates were scheduled:

September 16, 2020

October 15, 2020

November 19, 2020

Consent Items. Executive Assistant Higgins said the FY20 Account Write Off item had an error. The background information stated that there are 35 accounts greater than \$1,000 that need Board approval to write off; however, the recommendation requests Board approval to write off 30 accounts. The correct number is 35 accounts.

August 20, 2020

Vice Chairman Kempton asked about the process to prioritize local projects for the end-of-year plan and redistributed obligation authority. Chief Deputy Stokes said the amount of money Idaho will receive as part of the federal redistribution of obligation authority from other states is not known at this time. Projects on the list will be obligated as funding becomes available.

Local Highway Technical Assistance Council Administrator Jeff Miles elaborated on the prioritization process. The 2020 commitments are the highest priority for funding followed by special commitments, such as the Cherry Lane Bridge that received a special grant award, and then other projects in out years that are ready, starting with 2021 projects. Because the total available funding is unknown at this time, the list is extensive so local highway jurisdictions will be ready to obligate all available funds.

Member DeLorenzo made a motion to approve the following resolution with the correction of 35 accounts to be written off. The motion was seconded by Member Vassar and passed 6-0 by individual roll call vote.

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB20-46 explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the Performance Measurement Report for the Division of Financial Management; the FY20 account write-off; the FY20 local public agencies' end-of-year plan and prioritized project list for redistributed obligation authority; modifications to the Rail-Highway Crossing Program; and consultant agreements.

1) Performance Measurement Report for the Division of Financial Management. Idaho Code requires all state agencies to submit an annual Performance Measurement Report before September 1. The report is to provide an agency overview, core functions of the department, revenues and expenditures, cases managed and key services provided, and requirements for the Red Tape Reduction Act and Licensing Freedom Act.

2) FY20 Account Write Off. All uncollectible accounts exceeding \$1,000 are to be reviewed and approved for write off by the Board. The Director or a designee reviews and approves for write off all accounts less than \$1,000. For FY20, staff requests Board approval to write off 35 accounts totaling \$118,799, as shown as Exhibit #526, which is made a part hereof with like effect. Forty accounts in amounts less than \$1,000 have been determined as uncollectible, totaling \$15,902. The outstanding receivables are more than four years delinquent. Customers are not allowed to do business with the Department until their deficiencies are paid or the statute of limitations is reached.

3) FY20 Local Public Agencies End-of-Year Plan and Prioritized Project List for Redistributed Obligation Authority. Idaho received 90.1% of annual obligation authority. Of the \$62.3 million allotted to local public agencies, \$11.1 million remained as of July 31, 2020. The

August 20, 2020

allotments include savings, prior year released funds, and unused scheduled funds that are available to cover cost increases or to advance projects. Staff requests approval of the local public agencies' end of year plan and prioritized project list of advances and cost increases for use of potential redistributed obligation authority, as shown as Exhibit #527, which is made a part hereof with like effect. The priorities are contingent on delivery and cost estimating.

4) Modify the Rail-Highway Crossing Program. Staff requests delaying the FY20 Off System, Look Lane, Caldwell project, key #20355, for \$500,000 to FY22 and advancing the following FY22 projects to FY20: SH-19, Boise Valley Railroad Railroad Crossing, Greenleaf, key #22460 for \$110,000; Off System, North Wardell Avenue, Emmett, key #20364 for \$250,000; and Off System, North Johns Avenue, Emmett, key #20578 for \$150,000.

5) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for key #13476 – Half Continuous Flow Intersection, Intersection of Eagle Road and SH-44, Ada County for engineer of record services of \$100,000, bringing the total to \$1.15 million and key #20350 – US-95, Granite North and Frontage Roads, Bonner County for construction engineering and inspection services for a total of \$3 million.

Information Items. 1) Contract Awards and Advertisements. Key #20473 – Off System, SMA-7076, Lindsay Boulevard Curves Super Elevation, Idaho Falls. Low bidder: Knife River Corporation – Mountain West – \$212,080.

Keys #14049 and #20499 – Off System, Americans with Disabilities' Act Sidewalk Repair Citywide, Phase 2, Idaho Falls. Low bidder: Depatco - \$419,127.

Keys #22265, #22270, and #22273 – I-90, SH-1, and US-95, 2020 District 1 Culvert Repair Projects. Low bidder: Razz Construction Inc. - \$338,510.

Key #20350 – US-95, Granite North and Frontage Roads, District 1. Low bidder: M A DeAtley Construction Inc. - \$21,074,793.

Key #14060 – Off System, Great Western Canal Bridge. Low bidder: Cannon Builders Inc. - \$1,099,589.

Key #22275 – I-90, FY21 Fence Repair, District 1. Low bidder: Northwest Landscape LLC – 4,500 feet.

Key #22286 – I-90, FY22 Fence Repair, District 1. Low bidder: Northwest Fence Company – 18,776 feet.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From June 24 through July 28, 36 new professional services agreements and work tasks were

August 20, 2020

processed, totaling \$10,761,554. Five supplemental agreements to existing professional services agreements were processed during this period in the amount of \$656,946.

3) **Monthly Reporting of Federal Formula Program Funding through July.** Idaho received obligation authority of \$286.6 million through September 30 via an appropriations act signed in December 2019. This includes \$936,200 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area. In February \$14.1 million of Highway Infrastructure General Funds were received; however, \$4.6 million will not be used until FY23. Obligation authority through September 30 is \$296.1 million, which corresponds to \$297 million with match after a reduction for prorated indirect costs. Idaho should receive notification of Redistribution of Obligation Authority Not Used by Other States by the end of this month. Idaho received apportionments via notices through February 13 of \$331.7 million, including Redistribution of Certain Authorized Funds and Highway Infrastructure General Funds. Obligation authority is currently 90.7% of apportionments. Of the \$297 million allotted, \$9.3 million remains.

Monthly Report on Activities. Director Ness reported that extensive efforts to address COVID-19 are continuing, such as following safety protocols, sanitizing high-touch areas and work areas, and telecommuting. He mentioned a letter from a contractor commending District 4 Environmental Planner Connie Jones for her exceptional service. Staff met with Federal Highway Administration (FHWA) personnel, including the regional supervisor, recently. Some of the topics discussed included the US-95 rockslide near Riggins, risk management, and redistribution of federal aid. Due to the vacant Internal Review Manager position, GARVEE Program Manager Amy Schroeder will lead the Department's enterprise risk management process this year. Director Ness believes ITD is well positioned to receive additional funds, and he provided FHWA with a list of projects that are ready to obligate. When the COVID-19 pandemic hit earlier this year, the Department set aside state funds to use as match if more federal funds became available. He added that local highway jurisdictions would be eligible to receive additional funding. In closing, he congratulated Justin Wuest and Shanon Murgoitio from District 1 and the Bridge Section, respectively, for completing the Western Association of State Highway and Transportation Officials' Emerging Leaders Program.

Chief Deputy Stokes said Governor Little is calling a special legislative session next week to address COVID-19 and ensure a secure election in fall. The Board approved three legislative proposals; however, at the direction of the Governor's Office, the two Red Tape Reduction Act proposals are being combined. He also reported that 53-foot commercial motor vehicle restrictions on US-95 have been eliminated. The entire route is now open to an off-track of 6.5 feet, which will enhance mobility and economic opportunity.

Chairman Moad thanked Director Ness and Chief Deputy Stokes for their reports.

Drugged Driving Initiatives. Highway Safety Manager John Tomlinson reported that there have been 111 highway fatalities so far this year, compared to 145 at this time last year. The National Highway Traffic Safety Administration approved the Highway Safety Plan.

Grants/Contracts Officer Lisa Losness said fatalities from impaired driving crashes increased 26.9% from 2018 to 2019. Forty-four percent of all fatalities were from impaired driving. The Drug Recognition Expert (DRE) Program provides intensive training to law enforcement officers to evaluate the impairment of a suspect. Currently, there are 124 DREs throughout the state. Impairment due to marijuana is a concern, and an impaired driving campaign focusing on marijuana is underway.

Chairman Moad thanked staff for the highway safety information.

Updating the Guide for Utility Management to Incorporate Telecommunications Facilities. Robert Beachler, Senior Transportation Planner (STP), said the Guide for Utility Management (GUM) addresses the coordination and administration of utility facilities installation, relocation, and adjustment within the state highway right-of-way. The Guide covers utilities that are regulated by the Idaho Public Utilities Commission. Idaho Code regulates the right to use right-of-way for telephone lines but not broadband and wireless telecommunications. Federal regulations authorize states to manage the highway rights-of-way or to require fair and reasonable compensation, including from internet providers.

STP Beachler proposed integrating a new chapter in the GUM to address private sector for-profit telecommunications facilities to provide guidance and establish procedures for staff. It is important to protect the rights-of-way for transportation purposes while accommodating broadband and wireless facilities. He added that the Department is developing a system to track the location of utilities and encroachment permits using Geographic Information Systems.

Some discussion followed on the fee structure and what other states are doing. STP Beachler replied that some fees are set in code and others are established by the Public Utilities Commission and ITD. Chief Deputy Stokes mentioned the importance of establishing a fair market value, and the Department will involve stakeholders as part of the rule-making process. He added that other states have been more aggressive in dealing with broadband. Staff is reviewing those processes and guidelines.

DAG Allen clarified that the references to fees is actually a process to recover federal funds that were used to purchase right-of-way. There are options other than monetary, such as trading property or installing fiber.

Chairman Moad thanked STP Beachler for the information.

District 2 Annual Report. District 2 Engineer (DE) Doral Hoff commended the maintenance crews for keeping the roads clear of ice and snow 84% of the time during the 2019-2020 winter, exceeding the goal of 73%. This was accomplished in spite of the Clearwater Basin, which covers most of the District, recording the snow water equivalent of 108% of average and Lewiston setting a new record for snow with 29". The crews also submitted 100% of their winter road reports on time. Eight of the District's nine FY20 projects were delivered by September 30, 2019.

DE Hoff mentioned that in addition to eight major construction projects this year, staff is working on refining its winter maintenance efforts and reducing costs, and preparing the trucks for next winter. The District has responded to the COVID-19 pandemic with activities such as regimental cleaning of high-touch areas like door handles, key boards, and phones, and allowing some employees to work remotely or on a rotating schedule.

Member Vassar commended DE Hoff for his leadership, noting that there have been a number of challenges, such as rockslides, that he has managed well.

Member Horsch asked for an update on the interchange on US-95/US-12 at the casino near Lewiston. DE Hoff replied that the District has been working with the Nez Perce Tribe and its consultant on that project. The final design and environmental work should be completed by the end of this month. The Tribe is still in the process of securing funding for the construction.

Chairman Moad thanked DE Hoff for the presentation.

US-95, Riggins Rock Slide. Chief Operations Officer Dan McElhinney said he visited District 2 recently, including the rock slide near Riggins. He is impressed with the dedicated, professional employees and especially with the staff members who have been working on the rock slide. Safety is the highest priority on this project.

District Operations Engineer Jared Hopkins said the initial rock slide occurred on July 3 followed by a more severe slide on July 10. Pollock Road was used as a detour until the shoo-fly around the slide could be cleared and opened to traffic on July 27. Bids were opened on August 17 and the contract was awarded to Scarsella Brothers Inc. for \$3 million. It plans to remove about 14,000 cubic yards of material with 6,000 pounds of explosives.

District Materials Engineer Janet Zarate said crack sensors and tilt sensors are being used to continuously monitor the area. Naturally-occurring asbestos was discovered in the area and a mitigation plan was developed. The contractor anticipates completing the blasting in five to seven days followed by close to a week to remove the debris and re-open the US-95 shoo-fly, which will need to be closed during this work. Work will commence on the rock face and then the road surface will be repaired. The anticipated completion date is November 1. She expressed appreciation for the great collaboration and assistance numerous individuals and entities provided on this unique and challenging project.

Member Vassar commended staff and ITD's partners for their exceptional response to the slide. Chairman Moad also thanked staff for its efforts and the informative presentation.

2020-2021 Administrative Rulemaking. Governmental Affairs Project Manager (GAPM) Ramón Hobdey-Sánchez presented two proposed rule changes for the upcoming legislative session. IDAPA 39.02.60, Rules Governing License Plate Provisions is being modified to align the rule with changes brought to the Specialty License Plate Program per Senate Bill 1349a-2020. To align IDAPA 39.02.71, Rules Governing Driver's License Violation Point System with House Bill 614-2020, a new violation for distracted driving is being added and the points table for moving violations and assessed points is being updated. Both rules have been through the

negotiated rulemaking process and are ready to advance to the formal temporary and proposed rulemaking stage.

Member DeLorenzo moved to approve the following resolution, seconded by Member Vassar, and passed 5-0 by individual roll call vote. (Member Thompson's vote was not recorded, which may have been due to technical difficulties):

RES. NO. ITB20-47 WHEREAS, Idaho Transportation Department staff has proposed changes to two (2) administrative rules:

- 39.02.60 – Rules Governing License Plate Provisions; and
- 39.02.71 – Rules Governing Driver's License Violation Point System; and

WHEREAS, the changes being made to 39.02.60 - Rules Governing License Plate Provisions are being made pursuant to the passage of Senate Bill 1349a-2020 in order to reflect the changes made to the Specialty License Plate Program; and

WHEREAS, the changes being made to 39.02.71 - Rules Governing Driver's License Violation Point System are being made pursuant to the passage of House Bill 614-2020 in order to add the new distracted driving traffic violation; and

WHEREAS, these administrative rule changes were approved by the Division of Financial Management, within the Idaho Governor's Office, on August 5, 2020; and

WHEREAS, IDAPA 39.02.60 will have a temporary effective date of January 1, 2021; and

WHEREAS, IDAPA 39.02.71 will have a temporary effective date of July 1, 2020.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves that these two (2) administrative rules be published in the Idaho Administrative Bulletin as temporary and proposed.

GAPM Hobdey-Sánchez said the Department is working through a second year of reauthorizing its 44 administrative rules. Because none of those rules were rejected during the 2020 legislative session, the 37 non-fee rules automatically became temporarily effective at the end of the session in March, with full force and effect of law. A notice of the seven fee rules was published in the April Special Edition of the April 2020 Idaho Administrative Bulletin and now are ready to proceed to the proposed rulemaking stage and subsequently the pending rulemaking stage. The rules are being advanced with no changes.

Member Vassar made a motion, seconded by Member DeLorenzo, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. ITB20-48 WHEREAS, the Idaho Transportation Department has 37 non-fee rules and 7 fee-rules for a total of 44 administrative rules; and

August 20, 2020

WHEREAS, the Department's 37 non-fee rules automatically became temporarily effective (3/20/2020) with the full force-and-effect of the law at *sine die* of the 2020 Idaho Legislature; and

WHEREAS, the Department's 7 fee-rules became temporarily effective (3/20/2020) with the full force-and-effect of the law via the publication of ITD's "Notice of Omnibus Rulemaking - Adoption of Temporary Rule" in the Special Edition of the April 2020 Idaho Administrative Bulletin; and

WHEREAS, ITD's 7 fee-rules are as follows:

- 39.02.04: Rules Governing Manufacturer & New Vehicle Dealer Hearing Fees
- 39.02.05: Rules Governing Issuance of Certificate of Title
- 39.02.22: Rules Governing Registration and Permit Fee Administration
- 39.02.26: Rules Governing Temporary Vehicle Clearance for Carriers
- 39.02.41: Rules Governing Special Provisions Applicable to Fees for Services
- 39.02.60: Rules Governing License Plate Provisions
- 39.03.03: Rules Governing Special Permits – General Conditions and Requirements; and

WHEREAS, no changes are being proposed to ITD's 7 fee-rules; and

WHEREAS, these rules implement the duly enacted laws of the State of Idaho, provide citizens with the detailed rules and standards for complying with those laws, and assist in the orderly execution and enforcement of those laws; and

WHEREAS, the Governor has found that the fees within these rules are justified and necessary to avoid immediate danger to the Department's budget, to the state budget, to necessary state functions and services, and to avoid immediate danger of a potential violation of Idaho's constitutional requirement that it balance its budget.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves ITD's 7 fee-rules be advanced to the Proposed Rulemaking Process via publication in the September 2020 Special Edition of the Idaho Administrative Bulletin.

Chairman Moad thanked GAPM Hobdey-Sánchez for the presentation on rules.

State FY20 Financial Statements. Controller Dave Tolman said the Department's revenue was below the forecast for the fiscal year due to impacts of COVID-19. Revenues to the State Highway Account from all state sources finished the fiscal year below projections by 1.3% or \$4.6 million. Total receipts from the Highway Distribution Account were 1.2% or \$2.6 million less than forecast. State revenues to the State Aeronautics Fund were below projections by 5.4%, or \$176,000. Expenditures were within planned budgets. Unspent cash balance is being reserved

August 20, 2020

in anticipation of further lower receipts to mitigate impact to operations. Personnel costs had savings of \$11 million or 8% prior to transferring \$2 million to operating expenditures. The savings were due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$451.8 million were essentially the same as last year.

The balance of the long term investments was \$110.4 million at the end of June. These funds are obligated against construction projects and encumbrances. The cash balance was \$93.4 million. Expenditures in the Strategic Initiatives Program Fund for FY20 were \$25.4 million, and deposits into the Transportation Expansion and Congestion Mitigation (TECM) Fund were \$21.5 million. The federal CARES-ACT Fund provided new revenue of \$27.3 million for public transportation in FY20. Expenditures in the fiscal year were \$1.7 million. Due to COVID-19's potential negative impact to ITD's revenue, a mitigation plan has been established, with \$75 million identified. The objective is to hold operations and personnel as appropriated and to use uncommitted funds to mitigate impacts to the Idaho Transportation Investment Program.

Controller Tolman said expenditures in the GARVEE Capital Projects Fund were \$19.5 million. He said market conditions are currently favorable. If the callable portions of the 2011 Series bonds are refinanced, the rate would be 1.1%, which would save the Department about \$1.8 million a year. The interest rate for new bonds is about 2.2%, which is about 1% less than the bond rate of the most recent bond sale in 2019.

Member DeLorenzo asked for clarification on other bonding options. Controller Tolman said the legislature provided the Department with authority to bond TECM funds. The program is guaranteed a minimum of \$15 million annually from sales tax receipts. No additional legislative authority is required to use this tool.

Member DeLorenzo questioned pursuing this bonding option due to the favorable market conditions. The consensus of the Board was to have staff look at TECM bonding options.

Chairman Moad thanked Controller Tolman for the presentation.

August 2020 Revenue Forecast and FY22 Appropriation Request. Economist Bob Thompson presented the revised revenue forecast. The projected FY22 revenue from all sources is \$725.93 million, which is a slight decrease from the projected revenue presented at the June workshop. Revenue to the Aeronautics Fund is expected to decrease 14 to 15 percent.

Financial Manager Justin Collins proposed an FY22 appropriation request of \$669,778,300 and 1,648 full-time positions. Highlights include an increase of \$1.15 million for a 1% change in employee compensation; \$28.7 million for replacement equipment; \$68.6 million for debt service; and four line items totaling \$17.2 million, with \$4 million in on-going costs.

Member DeLorenzo made a motion, seconded by Member Vassar, and passed 6-0 by individual roll call vote to approve the following resolution:
RES. NO. WHEREAS, the FY22 Idaho Transportation Department budget request will be

August 20, 2020

ITB20-49 prepared in accordance with instructions in the Division of Financial Management's Budget Development Manual; and

WHEREAS, the Idaho Transportation Board has reviewed the proposed FY22 budget request summary.

NOW THEREFORE BE IT RESOLVED, that the Board has reviewed the budget request estimates reflected in the Department Summary and Certification, submitted for approval August 20, 2020, as shown as Exhibit #528, which is made a part hereof with like effect, and authorizes the estimates and guidance provided to serve as the basis for the FY22 budget request submitted to the Division of Financial Management and Legislative Services Office.

Chairman Moad thanked staff for the presentation.

Executive Session on Personnel and Legal Issues. Member DeLorenzo made a motion to meet in executive session at 11:40 AM to discuss personnel issues as authorized in Idaho Code Section 74-206 (b) and legal issues as authorized in Idaho Code Section 74-206 (c). Member Vassar seconded the motion and it passed 6-0 by individual roll call vote.

Chairman Moad announced that the Board meeting will adjourn immediately after the executive session.

The discussion on legal matters related to acquiring real property. The discussion on personnel matters related to the performance of an employee.

The Board came out of executive session at 12:45 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 12:45 PM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2020
_____, Idaho

August 20, 2020

BOARD MEETING DATES

2020

October 15
November 19

December 17

2020

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

2021

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

"X" = holiday

"-----" = conflicts such as AASHTO/WASHTO conferences (or Board/Director conflicts)

Action: Approve the Board meeting schedule.

SSH:mtgsched.docx



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 16, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials DK	Reviewed By LSS
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

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 10/01/19 to 08/31/20					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
58	24	6	4	1	0

RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 08/04/20 to 08/31/20	
ITD	Local
3	1

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

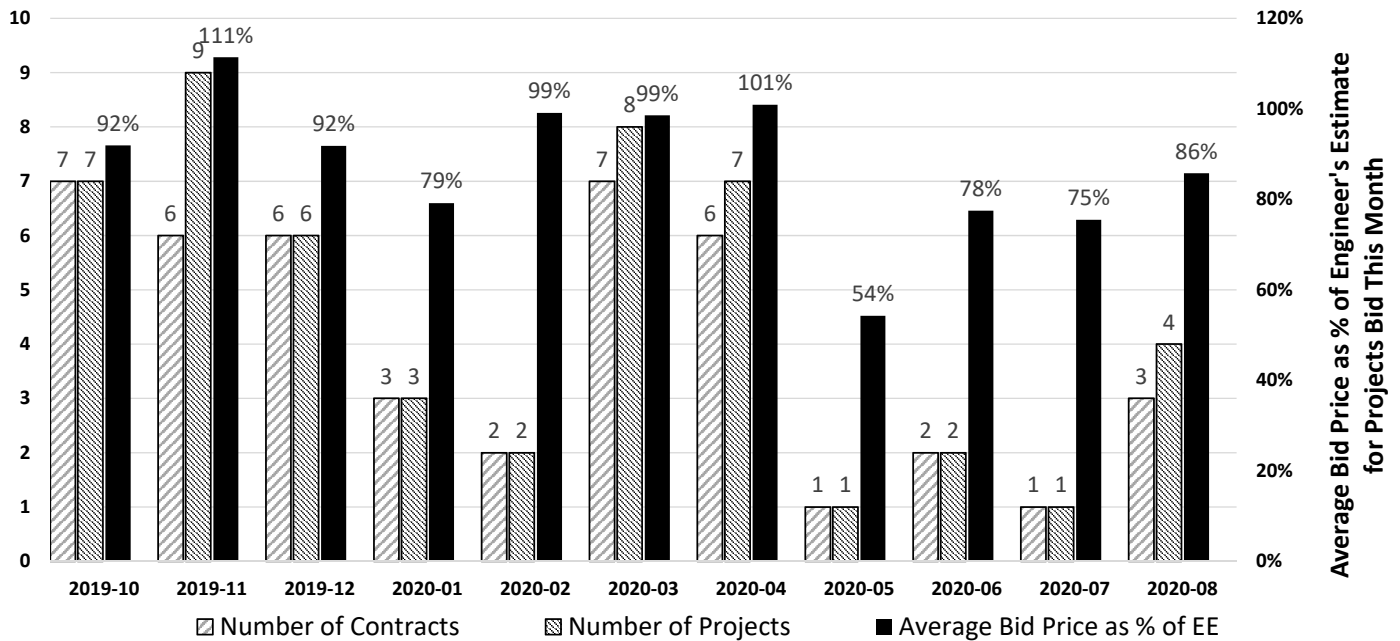
☐ Approved ☐ Deferred _____
☐ Other _____

FFY20 State Infrastructure Project Bid Results: YTD Summary By Cost

50 Projects YTD through August 31, 2020

YTD Total for all 50 projects:

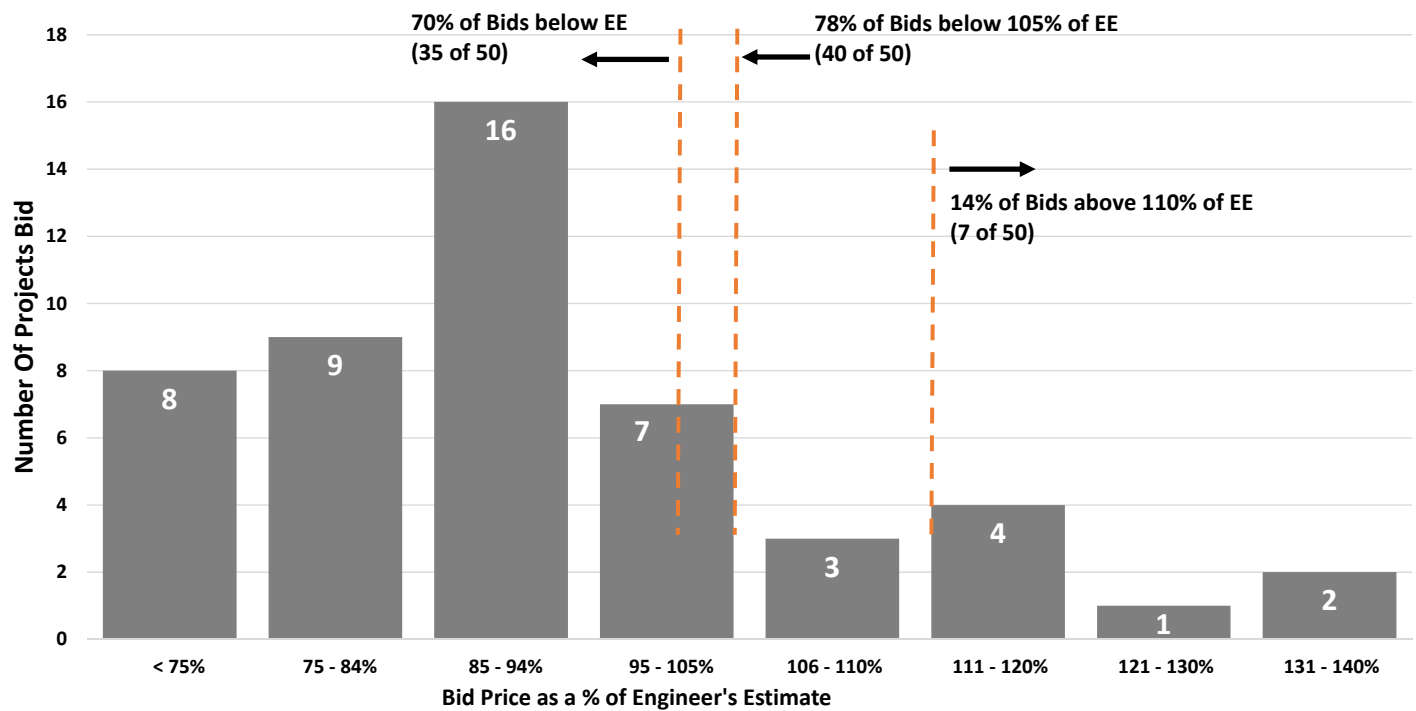
Ratio of Bid Costs / Engineer's Estimates = \$230.4 / \$242.3M = 95.1%



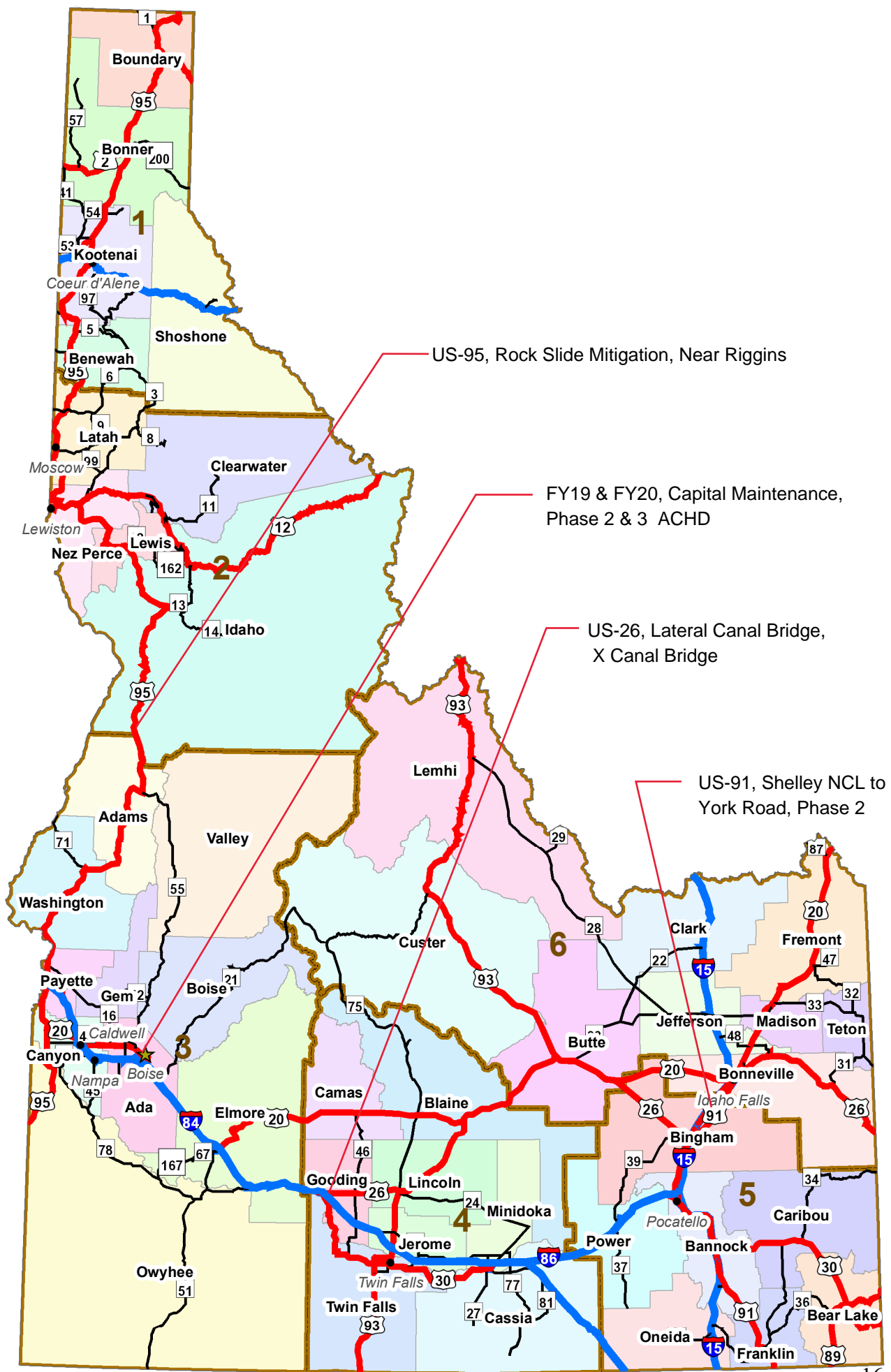
Notes: 1) Local Project are not included 2) Contracts may have multiple Projects

FFY20 State Infrastructure Project Bid Results: YTD Summary By Project Count

50 Projects YTD through August 31, 2020



Note: Local 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
19887/19847/							
ACHD (3)	20091	OFF SYS	8/11/2020	4	\$2,560,169.00	\$1,994,605.00	(-\$565,564.00)
FY19 & FY20 Capital Maintenance, Phase 2 & 3, ACHD							78%
Contractor: Knife River Corporation-Mountain West					Federal		
2	23078	US-95	8/17/2020	4	\$3,760,658.20	\$3,027,383.50	(-\$733,274.70)
US-95, Rock Slide Mitigation, Near Riggins - Emergency Project							81%
Contractor: Scarsella Bros. Inc					State		
5	19376	US-91	8/18/2020	3	\$9,117,663.13	\$7,949,969.01	(-\$1,167,694.12)
US-91, Shelley NCL to York Road, Phase 2							87%
Contractor: H-K Contractors Inc					Federal		
4	20044/20005	US-26	8/18/2020	6	\$1,057,230.91	\$867,454.90	(-\$189,776.01)
US-26, Lateral Canal Bridge, X Canal Bridge							82%
Contractor: Cannon Builders Inc					Federal		

Monthly Contract Advertisement As of 08-31-2020

District	Key No.	Route	Bid Opening Date
4	20165	SH-25	9/1/2020
SH-25, N Canal Bridge \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(3)	20613	OFF SYS	9/1/2020
Intersection Lone Star & Middleton Road \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
3	19999	SH-51	9/15/2020
SH-51, South Side Canal Culvert \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
4	20191	I-84	9/15/2020
I-84, Westbound Declo Port of Entry \$10,000,000 to \$15,000,000			Federal

District	Key No.	Route	Bid Opening Date
5	19730	I-15	9/22/2020
I-15, FY21b Bridge Repair \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
5	20457	SH-34	9/22/2020
SH-34, Tincup Creek Bridge MP 106.818 \$1,000,000 to \$2,500,000			Federal



Board Agenda Item ITD 2210 (Rev. 10-13)

Meeting Date September 16, 2020

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

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By LSS
Preparer's Name Chaz Fredrickson	Preparer's Title Consultant Services Proj Manager	Initials CF	

Subject

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

Background Information

For all of ITD:

Consultant Services processed twenty-three (23) new professional services agreements and work tasks totaling **\$3,240,496** and five (5) supplemental agreements to existing professional services agreements totaling **\$71,168** from July 29, 2020 through August 25, 2020.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
Resources not Available									
Load Rating							1		1
Environmental		2							2
Surveying	2					1			3
Construction	2	2			1				5
Bridge Inspection							1		1
Materials					2		2		4
Design					1				1
Local Public Agency Projects	2		2	1		1			6
Total	6	4	2	1	4	2	4		23



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Seventeen (17) new professional services agreements and work tasks were processed during this period totaling **\$2,404,556**. One (1) supplemental agreements totaling **\$9,366** 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, Granite North and Frontage Roads, Bonner County	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	HDR Engineering	Prev: \$2,700,318 This: \$380,859 Total: \$3,081,177 Board Approved \$3.7M during March 2019 Meeting
I 90, Old US 10 Wall Repair, Wallace	Resources not available: Construction	Construction Engineering, Inspection, Sampling and Testing Services, Year 2	Individual Project Solicitation	Ruen-Yeager & Associates	Prev: \$38,482 This: \$246,205 Total: \$284,687
US 2, Milepost 10.5 Rockfall Mitigation, Bonner County	Resources not available: Surveying	Surveying	Direct from Term Agreement	Glahe & Associates	\$24,503
SH 53, Washington State Line to Hauser Lake Road, Kootenai County	Resources not available: Survey	Survey, Mapping and Right-of-Way Plans	RFI from Term Agreement	T-O Engineers	\$172,630

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, Deep Creek Bridge, Latah County	Resources not available: Environmental	National Historic Register Nomination and Interpretive Signage	Direct from Term Agreement	Stevens Historical Research Associates	\$29,713



Board Agenda Item

ITD 2210 (Rev. 10-13)

US 95, Milepost 188 Rock Slide Mitigation, near Riggins	Resources not available: Construction	Construction Inspection Services	Direct from Term Agreement	HDR Engineering	\$99,836
US 95, Milepost 188 Rock Slide Mitigation, near Riggins	Resources not available: Construction	Blasting Services for Rock Slide Mitigation	RFI from Term Agreement	McMillen Jacobs Associates	\$299,161
US 95, Thorn Creek Road to Moscow, Phase 1	Resources not available: Environmental	Wetland Evaluation and Rating	Direct from Term Agreement	Resource Planning Unlimited	\$9,112

District 3

None this month.

District 4

None this month.

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 86/I 15, System Interchange, Pocatello	Resources not available: Materials	Geotechnical Services, Phase 2	Individual Project Solicitation	GeoEngineers	Prev: \$498,897 This: \$387,664 Total: \$886,561
FY23, Blackfoot Signal Upgrade	Resources not available: Design	Update Traffic Signal Timing Parameters and Develop Traffic Signal Timing and Coordination	Direct from Term Agreement	Six Mile Engineering	\$22,686
US 30, Lava Hot Springs Rock Fall Mitigation	Resources not available: Construction	Rock Fall Mitigation Services	Direct from Term Agreement	GeoEngineers	\$99,542
FY21, D5 Planning and Scoping	Resources not available: Materials	Materials and Geotechnical Services	Direct from Term Agreement	American Geotechnics	\$98,106



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, Divided Highway Railroad Crossing Closure	Resources not available: Survey	Railroad Fees Required to Work on Railroad Property	Direct from Term Agreement	Keller Associates	Prev: \$43,453 This: \$7,930 Total: \$51,383

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY20, SHS Bridge Inspection/FY 20, Local & Off-System Bridge Inspection	Resources not available: Load Rating	Bridge Load Rating Services	Individual Project Solicitation	AI Engineers	\$106,938
FY20, SHS Bridge Inspection/FY 20, Local & Off-System Bridge Inspection	Resources not available: Bridge Inspection	Underwater Bridge Inspections	RFI from Term Agreement	Collins Engineers	\$290,494
HQ Lab Staff Augmentation	Resources not available: Materials	HQ Central Lab Staff Augmentation	Direct from Term Agreement	Materials Testing & Inspection	\$90,775
HQ Lab Staff Augmentation	Resources not available: Materials	HQ Central Lab Staff Augmentation	Direct from Term Agreement	GeoTek	\$38,402

Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
3	US 20, Phyllis Canal Culvert, Near Meridian	Jacobs Engineering Group	3/2020, Bridge Design, Phase 2: Update Charter, Preliminary and Final Design	Additional Geotechnical Field Exploration	Prev: \$713,228 This: \$9,366 Total: \$722,594



Board Agenda Item

ITD 2210 (Rev. 10-13)

For Local Public Agency Projects:

Six (6) new professional services agreements totaling **\$835,940** were processed during this period. Four (4) supplemental agreements totaling **\$61,802** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Pine Street Sidewalk, Sandpoint	City of Sandpoint	Roadway Design through PS&E	Direct from Term Agreement	HMH, LLC	\$49,671
Old Ahsahka Grade, Clearwater County/Guardrail Upgrade, Near Bonners Ferry	Clearwater and Bonner Counties	Roadway Design through PS&E	RFI from Term Agreement	David Evans and Associates	\$118,136
West 9 th Street; Pioneer to West Indianhead Road, Weiser	City of Weiser	Engineer of Record Services	RFI from Term Agreement	Keller Associates	Prev: \$436,000 This: \$33,527 Total: \$469,527
Franklin Boulevard and Karcher Road Intersection, Nampa	City of Nampa	Roadway Design, Phase 1: Design Services Up to Final Design Review	Individual Project Solicitation	Parametrix	\$400,908
River Street; Walnut to Galena, Hailey	City of Hailey	Roadway Design, Phase 2: Completion of Design through PS&E	RFI from Term Agreement	Stanley Consultants	Prev: \$184,000 This: \$214,297 Total: \$398,297
Thermoplastic and ADA Improvements; Lindsay Boulevard Curves Superelevation; ADA Sidewalk Improvements Stage 2, Idaho Falls	City of Idaho Falls	Materials Testing During Construction	Direct from Term Agreement	Materials Testing & Inspection	\$19,401



Board Agenda Item

ITD 2210 (Rev. 10-13)

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
3	FY19, Capital Maintenance, Phase 2, Ada County Highway District	HMH, LLC	8/2019, Construction, Engineering, Inspection and Testing Services	Materials Testing Services	Prev: \$135,140 This: \$17,648 Total: \$152,788
4	Idahome Road and 2750 East Road, Raft River Highway District	Keller Associates	6/2019, Construction Engineering, Inspection, Sampling and Testing Services	Additional Construction, Engineering and Inspection Services	Prev: \$305,943 This: \$18,955 Total: \$324,898
5	Bannock Street, Malad City	Forsgren Associates	5/2019, Roadway Design, Phase 2: Design though PS&E	Tree Assessment and Documentation	Prev: \$489,352 This: \$3,818 Total: \$493,170
6	Intersection of East 17 th Street and South Woodruff Ave, Idaho Falls	Six Mile Engineering	5/2017, Intersection Improvement Design	Design Revisions Necessary to Complete Design of the Project	Prev: \$349,400 This: \$21,381 Total: \$370,781

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 16, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed Information

Presenter's Name David Tolman	Presenter's Title Financial Services Controller	Initials DT	Reviewed By LSS
Preparer's Name Nancy Luthy	Preparer's Title Revenue Operations Manager	Initials NL	

Subject

Return Check Report for FY 2020

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

Background Information

The following is a report of FY 20 dollar value of checks returned and collected.

	FY 2020	FY 2019
Total Value of Checks	\$35,418,148	\$37,986,993
Value of Returned Checks	\$111,791	\$220,752
Quantity of checks	60	63
Percent of return checks based on all checks received	.32%	.58%
Collection of returned checks	\$99,289	\$223,520
Annual collection rate	88.82%	101.25%

Analysis:

When comparing FY 2020 and FY 2019, we experienced a 49.36% decrease in dollar value of returned checks. The decrease in the dollar value of returned checks also decreased the collection of returned checks by 55.58%. The collection rate for FY 2019 was 101.25% compared with FY 2020 of 88.82%. FY2019 had 2 large checks for \$90,938.09 and \$32,609.44, reflecting higher than normal totals for that year.

Conclusion:

Overall the department receives a minimal amount of returned checks. Our collection efforts follow industry standards.

Recommendations

For information.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date Sept. 16, 2020

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

Presenter's Name David Tolman	Presenter's Title Controller	Initials DT	Reviewed By
Preparer's Name David Tolman	Preparer's Title Controller	Initials DT	

Subject

State Fiscal Year 2021 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2020 thru July 31, 2020, Fiscal Year 2020 Financial Statements

The financial operations of the Department as of July 31, 2020 begin this fiscal year with revenue coming in ahead of forecast year-to-date for the State Highway Account after one month and the expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 57% and ahead of July 2019 by 10%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$9.7M. ITD forecasted lower revenue due to Covid and intentionally lowered expectations for the month of July which has receipts from fuel sales in May. State revenues to the State Aeronautics Fund are below forecast by -19% or \$37,000. The impacts of Covid on revenue are challenging to predict, staff will continue to monitor revenue, make adjustments where necessary and continue to provide updates.
- Expenditures are within planned budgets YTD. The differences after one month are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$541,000 or 5.3% due to vacancies and timing between a position becoming vacant and filled. Management is working diligently to reduce vacancies.
- Contract construction cash expenditures in the State Highway Account for July of this year continues the trend of being very strong at \$51.5 M. Traditionally, August and September are ITD's highest construction payout months.

The balance of the long term investments as of the end of July is \$110.5 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$97.1M) totals \$207.6M and includes the reserve to mitigate the impact of Covid on FY21 revenue.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus) for the month of July were \$1.9M. Projects obligated from these funds are now in the construction season and higher payouts will occur over the next few months. There are no additional receipts other than interest earned of \$14k based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$1.8M is ahead of the same month a year ago by approximately \$200k. The receipts into this fund for FY21 are committed to construction projects identified in the ITIP. Expenditures for selected projects were \$3M.

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27M. The activity for this grant is shown in a fund created specifically for CARES funding and had expenses of \$1.1M .

Recommendations

For information.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

User ID: kbentley
 Report ID: AD-FN-GL-010
 Run Date: 10 Aug 2020
 % of Time
 Remaining: 91.67

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 7/31/2020
 (all amounts in '000)

Fiscal Year: 2021

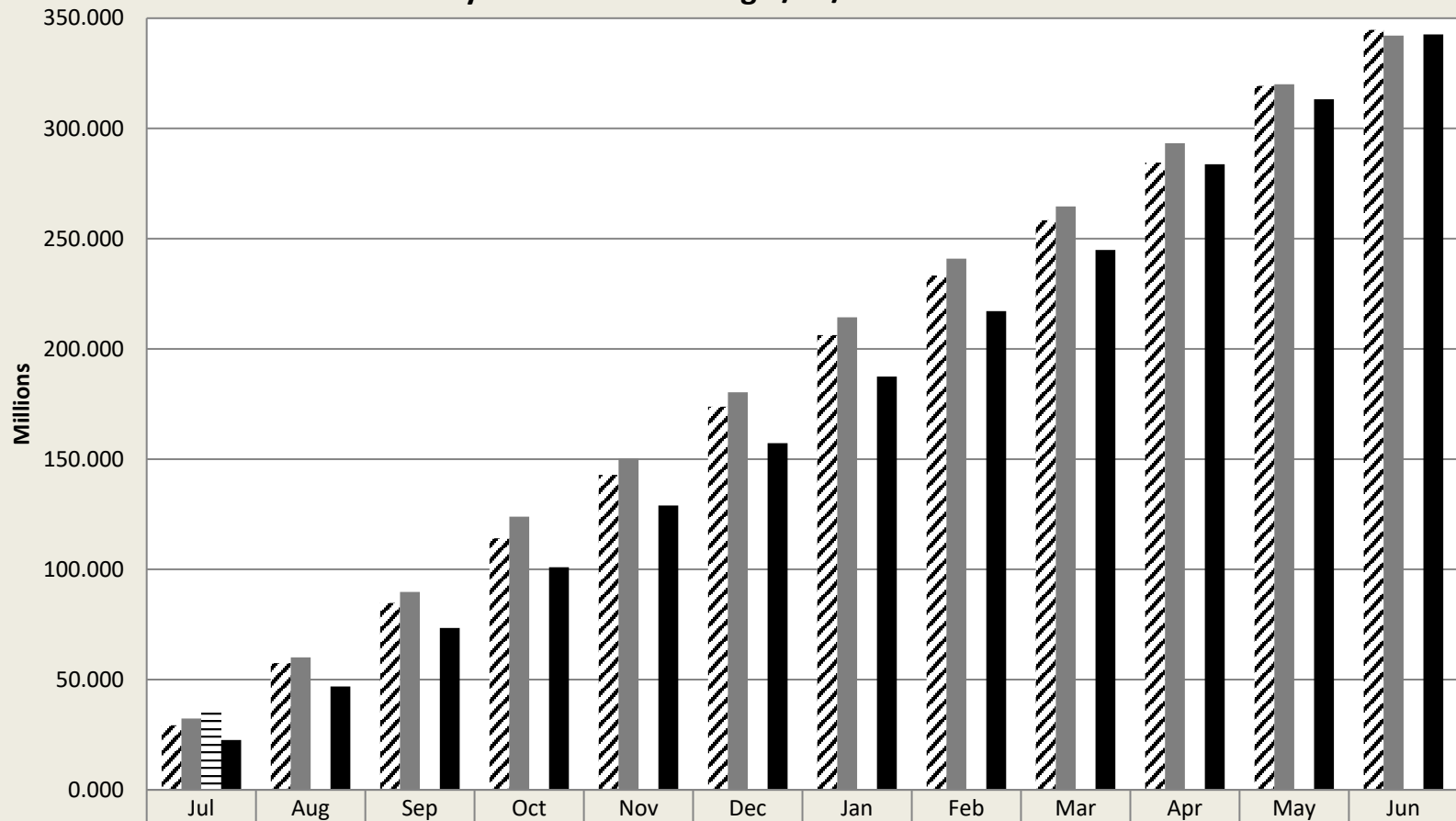
Funds Received					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Forecast YTD	FY21 to FY20 Actual	FY 21 to Forecast
State Highway Account					
Federal Reimbursements	36,863	37,362	32,100	1.4%	16.4%
State (Inc. H.D.A.)	32,334	35,679	22,639	10.3%	57.6%
Local	5,451	(174)	3,000	-103.2%	-105.8%
Total State Highway Account:	74,648	72,868	57,739	-2.4%	26.2%
State Aeronautics Fund					
Federal Reimbursements	26	32	30	22.7%	6.1%
State	306	149	186	-51.1%	-19.5%
Total State Aeronautics Fund:	331	181	215	-45.3%	-15.9%
Total Fund Received:	74,980	73,049	57,954	-2.6%	26.0%
Disbursements (includes Encumbrances)					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Construction Payouts	64,271	53,888	60,523	-16.2%	-11.0%
Operations Expenses					
Highways	25,560	18,610	26,282	-27.2%	-29.2%
DMV	7,263	2,137	8,529	-70.6%	-74.9%
Administration	3,437	2,740	2,596	-20.3%	5.5%
Facilities	0	667	0	180,617.7%	0.0%
Aeronautics	206	546	319	164.7%	71.3%
Total Operations Expenses:	36,467	24,699	37,726	-32.3%	-34.5%
Transfers					
Debt Service	0	109	0	0.0%	0.0%
Total Transfers:		109	0	0.0%	0.0%
Total Disbursements:	100,738	78,696	98,249	-21.9%	-19.9%
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Expenditures by Type					
Personnel	9,562	9,591	10,132	0.3%	-5.3%
Operating	17,246	12,008	24,551	-30.4%	-51.1%
Capital Outlay	7,960	2,092	916	-73.7%	128.4%
Sub-Grantee	1,700	1,008	2,127	-40.7%	-52.6%
Totals Operations Expenses:	36,467	24,699	37,726	-32.3%	-34.5%
Contract Construction	64,271	53,888	60,523	-16.2%	-11.0%
Totals (excluding Transfers):	100,738	78,587	98,249	-22.0%	-20.0%

State Highway Fund 0260

Fiscal Year 2021

State Revenue Source Forecast vs Actual

July - For Period Ending 7/31/2020



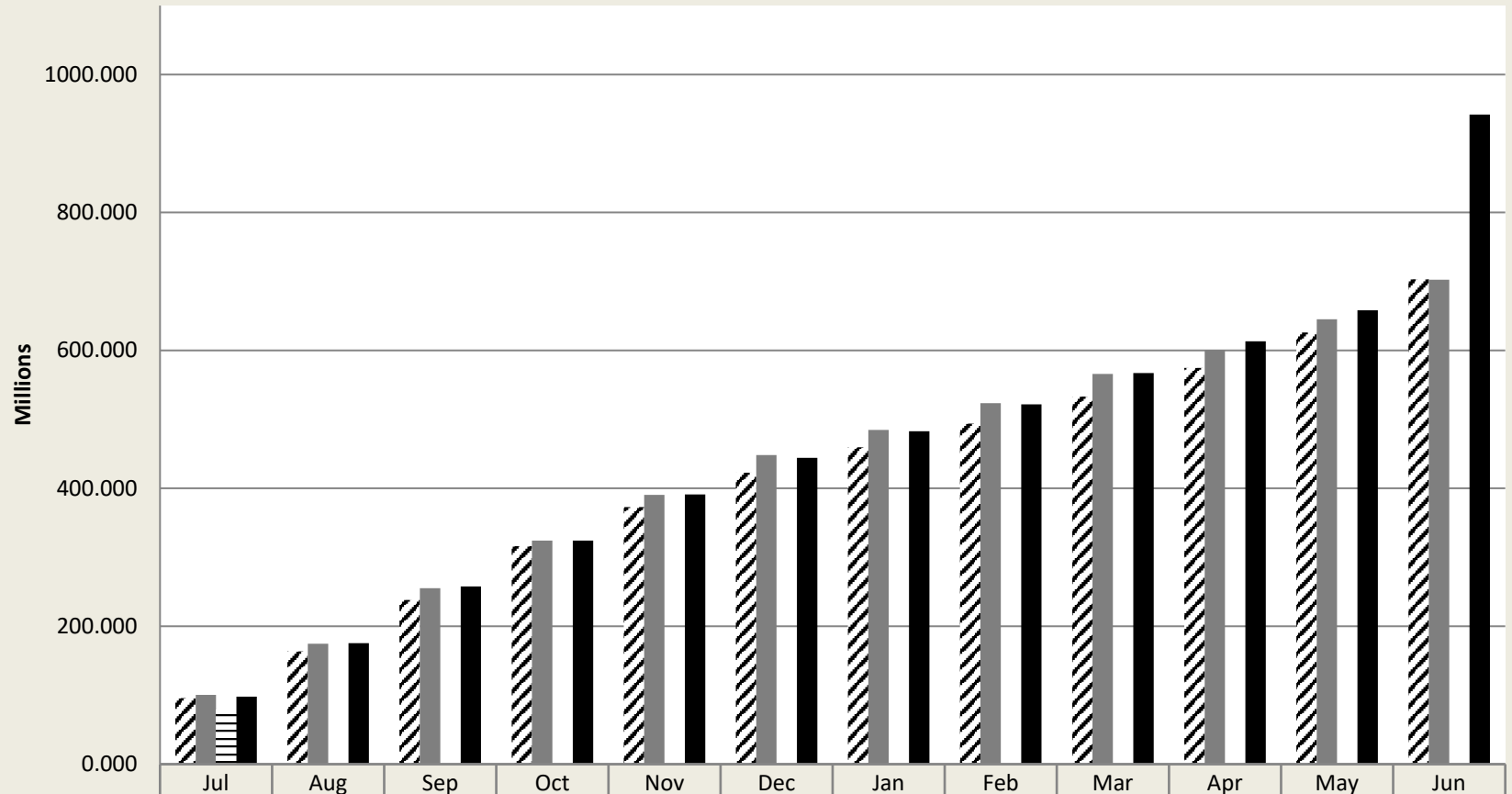
▨ FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
■ FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
□ FY21 Current	35.679											
■ FY21 Forecast	22.639	46.902	73.397	100.998	128.991	157.223	187.477	217.147	244.892	283.773	313.199	342.661

State Highway Fund 0260

Fiscal Year 2021

Expenditures

July - For Period Ending 7/31/2020



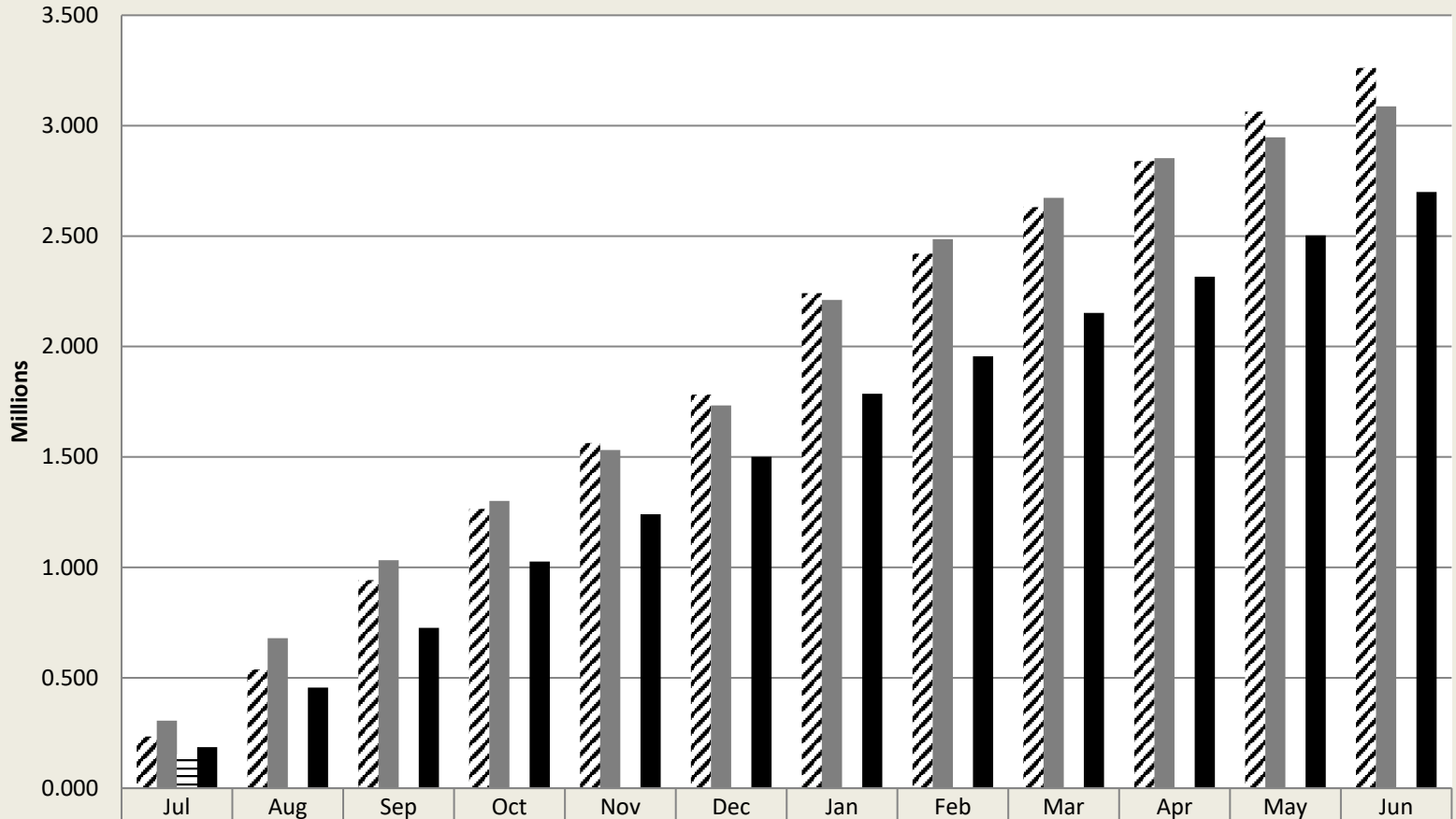
FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
FY21 Current	78.041											
FY21 Forecast	97.930	175.396	257.677	324.256	391.048	444.191	482.726	521.810	567.046	613.185	658.109	941.986

Aeronautics Fund 0221

Fiscal Year 2021

State and Interagency Revenue Sources Forecast vs Actual

July - For Period Ending 7/31/2020



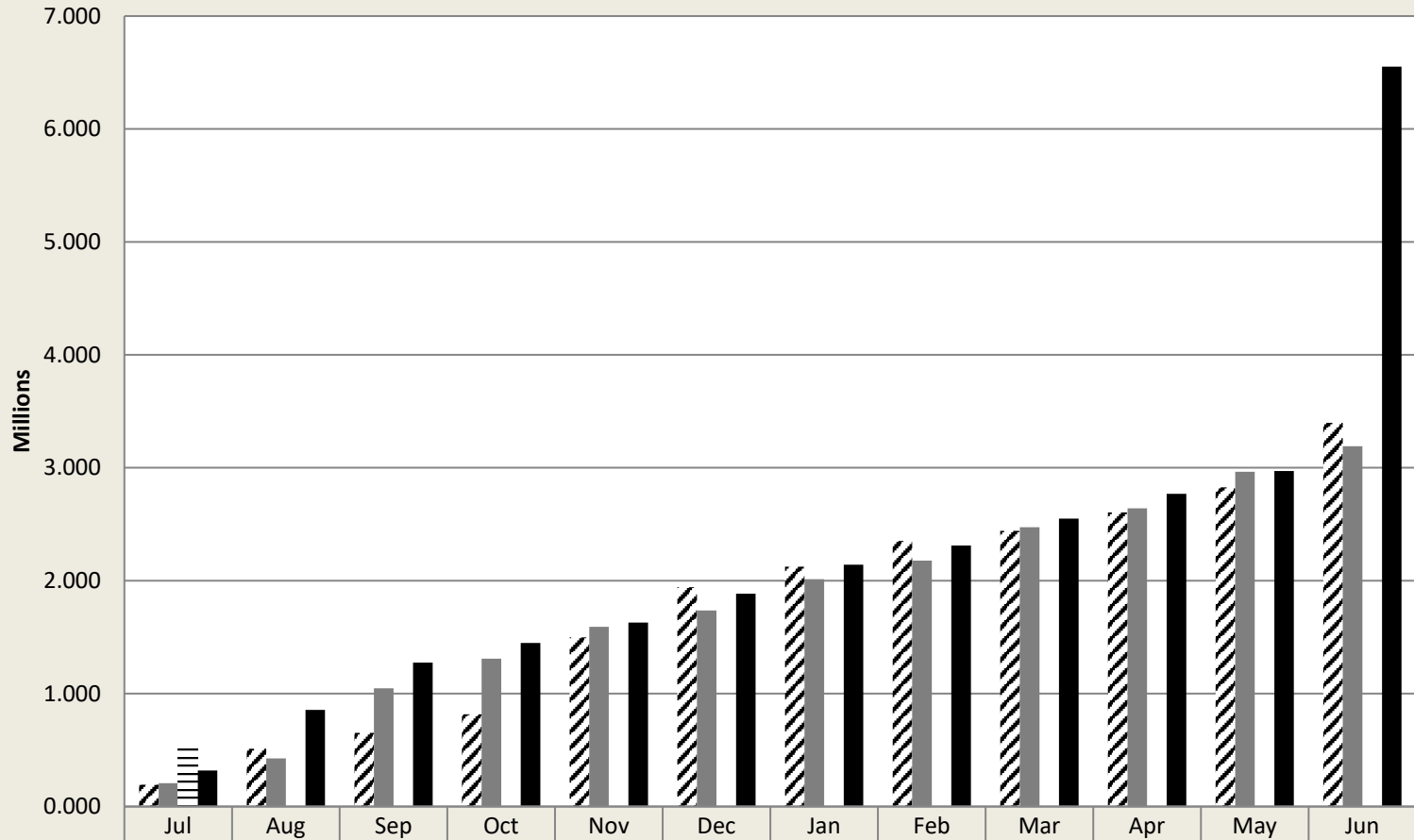
▨ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
□ FY21 Current	0.149											
■ FY21 Forecast	0.186	0.456	0.726	1.026	1.241	1.501	1.786	1.956	2.152	2.316	2.503	2.700

Aeronautics Fund 0221

Fiscal Year 2021

Expenditures

July - For Period Ending 7/31/2020



▨ FY19 Actual Expenditures	0.193	0.512	0.652	0.816	1.498	1.943	2.124	2.351	2.441	2.604	2.826	3.398
■ FY20 Actual Expenditures	0.206	0.426	1.047	1.310	1.591	1.736	2.014	2.177	2.474	2.641	2.965	3.191
= FY21 Current	0.546											
■ FY21 Forecast	0.319	0.856	1.274	1.449	1.629	1.884	2.142	2.311	2.550	2.770	2.971	6.551

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 10 Aug 2020

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 7/31/2020

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Jun-20	Jul-20	Jun-20	Jul-20	Jun-20	Jul-20
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,604,828	2,396,170	93,433,820	97,096,489	42,123,914	40,918,204
Investments (Long Term: STO - Diversified Bond Fund)	860,813	862,006	110,373,080	110,527,787	0	0
Total Cash & Investments	3,465,642	3,258,175	203,812,745	207,630,121	42,123,914	40,918,204
Receivables - Other	1,637	2,187	1,267,294	1,345,276	0	0
- Due From Locals (Project Overruns)	0	31,607	910,270	973,593	0	0
- Inter Agency	5,155	13,027	0	871	0	0
Total Receivables	6,792	46,821	2,177,564	2,319,740	0	0
Inventory on Hand	0	0	15,321,759	15,758,086	0	0
Total Assets:	3,472,434	3,304,996	221,312,068	225,707,948	42,123,914	40,918,204
LIABILITIES						
Vouchers Payable	0	0	1,762	2,037	0	0
Sales Tax Payable	0	0	12,336	12,448	0	0
Deferred Revenue (Local Projects Match)	0	0	23,344,521	23,895,472	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	229,912	236,674	0	0
Total Liabilities:	0	0	23,604,549	24,162,648	0	0
FUND BALANCE						
Reserve for Encumbrance	395,011	592,547	33,369,278	41,469,291	0	0
Fund Balance	3,077,423	2,712,449	164,338,241	160,076,008	42,123,914	40,918,204
Total Fund Balance:	3,472,434	3,304,996	197,707,519	201,545,299	42,123,914	40,918,204
Total Liabilities and Fund Balance	3,472,434	3,304,996	221,312,068	225,707,948	42,123,914	40,918,204

UserID: mmcbride
 Report ID: AD-FN-GL-002
 Run Date: 10 Aug 2020

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 7/31/2020

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Jun-20	Jul-20	Jun-20	Jul-20	Jun-20	Jul-20	Jun-20	Jul-20
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	19,910,171	18,002,851	49,051	34	19,959,222	18,002,884	(1,639,074)	(1,110,958)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	19,910,171	18,002,851	49,051	34	19,959,222	18,002,884	(1,639,074)	(1,110,958)
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:	19,910,171	18,002,851	49,051	34	19,959,222	18,002,884	(1,639,074)	(1,110,958)
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	-24,000	24,000
Fund Balance	19,910,171	18,002,851	49,051	34	19,959,222	18,002,884	0	0
Total Fund Balance:	19,910,171	18,002,851	49,051	34	18,320,147	18,002,884	(1,639,074)	(1,110,958)
Total Liabilities and Fund Balance	19,910,171	18,002,851	49,051	34	18,320,147	18,002,884	(1,639,074)	(1,110,958)

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Aug 2020
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2021
 Budget Fiscal Year: 2021
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Federal Sources									
FHWA - Highway	26,525,800	33,771,939	33,771,939	0	7,246,139	27.32 %	375,381,680	341,609,741	91.00 %
FHWA - Indirect Cost	4,223,700	2,898,114	2,898,114	0	(1,325,586)	-31.38%	25,000,000	22,101,886	88.41 %
Federal Transit Authority	900,000	559,254	559,254	0	(340,746)	-37.86%	14,759,600	14,200,346	96.21 %
NHTSA - Highway Safety	350,000	130,973	130,973	0	(219,027)	-62.58%	6,142,800	6,011,827	97.87 %
Other Federal Aid	100,000	2,219	2,219	0	(97,781)	-97.78%	4,130,000	4,127,781	99.95 %
Total Federal Sources:	32,099,500	37,362,499	37,362,499	0	5,262,999	16.40 %	425,414,080	388,051,581	91.22 %
State Sources									
Equipment Buy Back	0	0	0	0	0	0.00 %	10,223,100	10,223,100	100.00 %
Miscellaneous Revenues	2,863,753	3,344,845	3,344,845	0	481,092	16.80 %	30,131,333	26,786,488	88.90 %
Total State Sources:	2,863,753	3,344,845	3,344,845	0	481,092	16.80 %	40,354,433	37,009,588	91.71 %
Local Sources									
Match For Local Projects	3,000,000	(181,274)	(181,274)	0	(3,181,274)	-106.04%	19,238,100	19,419,374	100.94 %
Other Local Sources	0	7,500	7,500	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	3,000,000	(173,774)	(173,774)	0	(3,173,774)	-105.79%	19,238,100	19,411,874	100.90 %
TOTAL REVENUES:	37,963,253	40,533,569	40,533,569	0	2,570,317	6.77 %	485,006,613	444,473,043	91.64 %
TRANSFERS-IN									
Highway Distribution Account	13,065,500	22,821,012	22,821,012	0	9,755,512	74.67 %	215,599,000	192,777,988	89.42 %
Fuel/Registration Direct	5,736,384	7,454,050	7,454,050	0	1,717,666	29.94 %	69,007,200	61,553,150	89.20 %
Ethanol Fuels Tax	973,500	2,059,259	2,059,259	0	1,085,759	111.53 %	17,700,000	15,640,741	88.37 %
TOTAL TRANSFERS-IN:	19,775,384	32,334,321	32,334,321	0	12,558,937	63.51 %	302,306,200	269,971,879	89.30 %
TOTAL REV AND TRANSFERS-IN:	57,738,637	72,867,890	72,867,890	0	15,129,254	26.20 %	787,312,813	714,444,922	90.74 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Aug 2020
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2021
 Budget Fiscal Year: 2021
 EXPENDITURES

	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)
Operations Expense									
Permanent Staff Salaries	6,812,100	6,344,877	6,344,877	0	467,223	6.86 %	88,817,984	82,473,107	92.86 %
Board, Hourly, OT, Shift Diff	21,770	73,920	73,920	0	(52,150)	-239.55%	308,008	234,088	76.00 %
Fringe Benefits	3,214,829	3,072,377	3,072,377	0	142,452	4.43 %	40,253,008	37,180,631	92.37 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	2,246,400	2,246,400	100.00 %
In State Travel Expense	134,784	55,525	55,525	0	79,259	58.80 %	1,675,681	1,620,156	96.69 %
Out of State Travel Expense	62,676	1,653	1,653	0	61,023	97.36 %	454,998	453,345	99.64 %
Technology Operating Expense	8,305,642	387,696	387,696	2,462,377	5,455,569	65.69 %	25,755,321	22,905,248	88.93 %
Operating Expense	16,002,744	2,658,960	2,658,960	6,036,405	7,307,379	45.66 %	71,593,046	62,897,681	87.85 %
Technology Equipment Expense	416,500	165	165	1,432	414,903	99.62 %	2,655,400	2,653,803	99.94 %
Capital Equipment Expense	499,400	3,701	3,701	1,503,726	(1,008,027)	-201.85%	27,053,700	25,546,273	94.43 %
Capital Facilities Expense	0	157,008	157,008	387,456	(544,464)	0.00 %	6,009,807	5,465,344	90.94 %
Trustee & Benefit Payments	1,936,841	1,005,752	1,005,752	0	931,089	48.07 %	21,321,900	20,316,148	95.28 %
Total Operations Expense:	37,407,286	13,761,634	13,761,634	10,391,396	13,254,256	35.43 %	288,145,253	263,992,224	91.62 %
Contract Construction									
Technology Operating Expense	0	44,710	44,710	444,136	(488,847)	0.00 %	0	(488,847)	0.00 %
Operating Expense	1,301,000	204,092	204,092	703,898	393,010	30.21 %	10,600,000	9,692,010	91.43 %
Capital Projects	59,100,000	51,193,215	51,193,215	1,230,939	6,675,846	11.30 %	641,141,164	588,717,010	91.82 %
Trustee & Benefit Payments	122,000	67,402	67,402	0	54,598	44.75 %	2,100,000	2,032,598	96.79 %
Total Contract Construction:	60,523,000	51,509,419	51,509,419	2,378,973	6,634,607	10.96 %	653,841,164	599,952,771	91.76 %
TOTAL EXPENDITURES:	97,930,286	65,271,053	65,271,053	12,770,369	19,888,863	20.31 %	941,986,417	863,944,995	91.72 %
TRANSFERS OUT									
Statutory	0	108,900	108,900	0	(108,900)	0.00 %	0	(108,900)	0.00 %
Operating	0	0	0	0	0	0.00 %	57,646,439	57,646,439	100.00 %
TOTAL TRANSFERS OUT:	0	108,900	108,900	0	(108,900)	0.00 %	57,646,439	57,537,539	99.81 %
TOTAL EXPD AND TRANSFERS OUT:	97,930,286	65,379,953	65,379,953	12,770,369	19,779,963	20.20 %	999,632,856	921,482,534	92.18 %
Net for Fiscal Year 2021:	(40,191,649)	7,487,937	7,487,937		34,909,217		(212,320,043)	(207,037,612)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Aug 2020
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2020

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year:	2021									
Budget Fiscal Year:	2021									
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	100,000	19,542	19,542	84,297	(3,839)	-3.84%	2,500,000	2,396,161	95.85 %
Operating Expenditures	Federal	1,200,000	229,028	229,028	1,063,737	(92,764)	-7.73%	8,000,000	6,707,236	83.84 %
Operating Expenditures	FICR	0	54	54	0	(54)	0.00 %	0	(54)	0.00 %
Operating Expenditures	Local	1,000	179	179	0	822	82.15 %	100,000	99,822	99.82 %
Total Operating Expenditures		1,301,000	248,802	248,802	1,148,034	(95,836)	-7.37%	10,600,000	9,203,164	86.82 %
Capital Outlay										
Capital Outlay	Dedicated	17,000,000	16,120,152	16,120,152	164,362	715,487	4.21 %	228,094,683	211,810,170	92.86 %
Capital Outlay	Federal	36,000,000	32,050,984	32,050,984	1,066,577	2,882,439	8.01 %	361,320,980	328,203,420	90.83 %
Capital Outlay	FICR	5,000,000	1,727,899	1,727,899	0	3,272,101	65.44 %	33,000,000	31,272,101	94.76 %
Capital Outlay	Local	1,100,000	1,294,180	1,294,180	0	(194,180)	-17.65%	18,725,500	17,431,320	93.09 %
Total Capital Outlay		59,100,000	51,193,215	51,193,215	1,230,939	6,675,846	11.30 %	641,141,164	588,717,010	91.82 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	1,000	6,344	6,344	0	(5,344)	-534.40%	500,000	493,656	98.73 %
Trustee & Benefit Payments	Federal	120,000	61,058	61,058	0	58,942	49.12 %	1,500,000	1,438,942	95.93 %
Trustee & Benefit Payments	Local	1,000	0	0	0	1,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		122,000	67,402	67,402	0	54,598	44.75 %	2,100,000	2,032,598	96.79 %
Total Contract Construction:		60,523,000	51,509,419	51,509,419	2,378,973	6,634,609	10.96 %	653,841,164	599,952,772	91.76 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Aug 2020
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2020

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
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2021									
Budget Fiscal Year: 2021									
REVENUES									
Miscellaneous Revenues	0	28,496	28,496	0	28,496	0.00 %	0	(28,496)	0.00 %
TOTAL REVENUES:	0	28,496	28,496	0	28,496	0.00 %	0	(28,496)	0.00 %
TRANSFERS-IN									
Sales Tax	0	1,789,570	1,789,570	0	1,789,570	0.00 %	0	(1,789,570)	0.00 %
TOTAL TRANSFERS-IN:	0	1,789,570	1,789,570	0	1,789,570	0.00 %	0	(1,789,570)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	1,818,066	1,818,066	0	1,818,066	0.00 %	0	(1,818,066)	0.00 %
EXPENDITURES									
Contract Construction - Capital Projects	0	3,023,776	3,023,776	0	(3,023,776)	0.00 %	67,900,346	64,876,570	95.55 %
TOTAL EXPENDITURES:	0	3,023,776	3,023,776	0	(3,023,776)	0.00 %	67,900,346	64,876,570	95.55 %
TOTAL EXPD AND TRANSFERS OUT:	0	3,023,776	3,023,776	0	(3,023,776)	0.00 %	67,900,346	64,876,570	95.55 %
Net for Fiscal Year 2021:	0	(1,205,709)	(1,205,709)		(1,205,710)		(67,900,346)	(66,694,636)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Aug 2020
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2020

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
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2021									
Budget Fiscal Year: 2021									
REVENUES									
State Sources - Miscellaneous Revenues	0	13,969	13,969	0	13,969	0.00 %	0	(13,969)	0.00 %
TOTAL REVENUES:	0	13,969	13,969	0	13,969	0.00 %	0	(13,969)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	13,969	13,969	0	13,969	0.00 %	0	(13,969)	0.00 %
EXPENDITURES									
Contract Construction - Capital Projects	0	1,921,290	1,921,290	0	(1,921,290)	0.00 %	20,376,559	18,455,270	90.57 %
TOTAL EXPENDITURES:	0	1,921,290	1,921,290	0	(1,921,290)	0.00 %	20,376,559	18,455,270	90.57 %
TOTAL EXPD AND TRANSFERS OUT:	0	1,921,290	1,921,290	0	(1,921,290)	0.00 %	20,376,559	18,455,270	90.57 %
Net for Fiscal Year 2021:	0	(1,907,320)	(1,907,320)		(1,907,321)		(20,376,559)	(18,469,239)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Aug 2020
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2020

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: 2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2021									
REVENUES									
State Sources - Miscellaneous Revenues	0	34	34	0	34	0.00 %	0	(34)	0.00 %
TOTAL REVENUES:	0	34	34	0	34	0.00 %	0	(34)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	34	34	0	34	0.00 %	0	(34)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	25,831	49,051	49,051	0	(23,219)	-89.89%	49,831	781	1.57 %
TOTAL EXPENDITURES:	25,831	49,051	49,051	0	(23,219)	-89.89%	49,831	781	1.57 %
TOTAL EXPD AND TRANSFERS OUT:	25,831	49,051	49,051	0	(23,219)	-89.89%	49,831	781	1.57 %
Net for Fiscal Year 2021:	(25,831)	(49,017)	(49,017)		(23,185)		(49,831)	(815)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Aug 2020
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2020

Fund: 0345 CARES Act Covid-19

	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: 2021									
Budget Fiscal Year: 2021									
REVENUES									
Federal Sources - Federal Transit Authority	0	1,648,042	1,648,042	0	1,648,042	0.00 %	0	(1,648,042)	0.00 %
TOTAL REVENUES:	0	1,648,042	1,648,042	0	1,648,042	0.00 %	0	(1,648,042)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	1,648,042	1,648,042	0	1,648,042	0.00 %	0	(1,648,042)	0.00 %
EXPENDITURES									
Operating Expenditures	373,991	0	0	24,000	349,991	93.58 %	4,951,395	4,927,395	99.52 %
Trustee & Benefit Payments	2,969,244	1,110,958	1,110,958	0	1,858,286	62.58 %	20,638,404	19,527,446	94.62 %
TOTAL EXPENDITURES:	3,343,235	1,110,958	1,110,958	24,000	2,208,277	66.05 %	25,589,799	24,454,841	95.56 %
TOTAL EXPD AND TRANSFERS OUT:	3,343,235	1,110,958	1,110,958	24,000	2,208,277	66.05 %	25,589,799	24,454,841	95.56 %
Net for Fiscal Year 2021:	(3,343,235)	537,085	537,085		3,856,319		(25,589,799)	(26,102,883)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Aug 2020
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2020

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: 2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2021									
REVENUES									
State Sources - Miscellaneous Revenues	0	920,011	920,011	0	920,011	0.00 %	0	(920,011)	0.00 %
TOTAL REVENUES:	0	920,011	920,011	0	920,011	0.00 %	0	(920,011)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	920,011	920,011	0	920,011	0.00 %	0	(920,011)	0.00 %
EXPENDITURES									
Operating Expenditures	0	12,839	12,839	0	(12,839)	0.00 %	0	(12,839)	0.00 %
Capital Projects	0	3,138,423	3,138,423	0	(3,138,423)	0.00 %	0	(3,138,423)	0.00 %
TOTAL EXPENDITURES:	0	3,151,262	3,151,262	0	(3,151,262)	0.00 %	0	(3,151,262)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	3,151,262	3,151,262	0	(3,151,262)	0.00 %	0	(3,151,262)	0.00 %
Net for Fiscal Year 2021:	0	(2,231,251)	(2,231,251)		(2,231,251)		0	2,231,251	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Aug 2020
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2020

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: 2021									
Budget Fiscal Year: 2021									
REVENUES									
State Sources - Miscellaneous Revenues	0	9,591	9,591	0	9,591	0.00 %	0	(9,591)	0.00 %
TOTAL REVENUES:	0	9,591	9,591	0	9,591	0.00 %	0	(9,591)	0.00 %
TRANSFERS-IN									
Operating	0	1,377,605	1,377,605	0	1,377,605	0.00 %	0	(1,377,605)	0.00 %
TOTAL TRANSFERS-IN:	0	1,377,605	1,377,605	0	1,377,605	0.00 %	0	(1,377,605)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	1,387,195	1,387,195	0	1,387,196	0.00 %	0	(1,387,196)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	45,142,156	45,142,156	0	(45,142,156)	0.00 %	0	(45,142,156)	0.00 %
TOTAL EXPENDITURES:	0	45,142,156	45,142,156	0	(45,142,156)	0.00 %	0	(45,142,156)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	45,142,156	45,142,156	0	(45,142,156)	0.00 %	0	(45,142,156)	0.00 %
Net for Fiscal Year 2021:	0	(43,754,961)	(43,754,961)		(43,754,960)		0	43,754,960	

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 10 Aug 2020
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2020

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2021	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
Federal Sources - FAA	29,800	31,607	31,607	0	1,807	6.06 %	668,500	636,893	95.27 %
State Sources - Miscellaneous	8,467	12,855	12,855	0	4,388	51.82 %	347,000	334,145	96.30 %
Interagency Sources -	17,000	11,558	11,558	0	(5,442)	-32.01%	252,500	240,942	95.42 %
TOTAL REVENUES:	55,267	56,020	56,020	0	753	1.36 %	1,268,000	1,211,980	95.58 %
TRANSFERS-IN									
Operating	160,094	125,038	125,038	0	(35,056)	-21.90%	2,100,000	1,974,962	94.05 %
TOTAL TRANSFERS-IN:	160,094	125,038	125,038	0	(35,056)	-21.90%	2,100,000	1,974,962	94.05 %
TOTAL REV AND TRANSFERS-IN:	215,361	181,058	181,058	0	(34,303)	-15.93%	3,368,000	3,186,942	94.62 %
EXPENDITURES									
Permanent Staff Salaries	58,014	58,281	58,281	0	(267)	-0.46%	925,708	867,427	93.70 %
Board, Hourly, OT, Shift Diff	0	12,573	12,573	0	(12,573)	0.00 %	0	(12,573)	0.00 %
Fringe Benefits	25,759	29,267	29,267	0	(3,508)	-13.62%	352,508	323,241	91.70 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	16,084	16,084	100.00 %
In State Travel Expense	11,224	4,239	4,239	0	6,985	62.23 %	60,905	56,666	93.04 %
Out of State Travel Expense	640	0	0	0	640	100.00 %	12,034	12,034	100.00 %
Technology Operating Expense	2,742	2,116	2,116	0	626	22.83 %	48,235	46,119	95.61 %
Operating Expense	30,307	73,518	73,518	325,545	(368,756)	-1216.74%	1,077,526	678,463	62.96 %
Technology Equipment Expense	0	0	0	0	0	0.00 %	6,000	6,000	100.00 %
Capital Equipment Expense	0	0	0	0	0	0.00 %	55,500	55,500	100.00 %
Capital Facilities Expense	0	4,535	4,535	33,651	(38,186)	0.00 %	92,324	54,138	58.64 %
Trustee & Benefit Payments	190,000	2,307	2,307	0	187,693	98.79 %	2,154,648	2,152,341	99.89 %
Internal Holdback-Trustee/Benefits	0	0	0	0	0	0.00 %	1,750,000	1,750,000	100.00 %
TOTAL EXPENDITURES:	318,686	186,836	186,836	359,196	(227,346)	-71.34%	6,551,472	6,005,440	91.67 %
TOTAL EXPD AND TRANSFERS OUT:	318,686	186,836	186,836	359,196	(227,346)	-71.34%	6,551,472	6,005,440	91.67 %
Net for Fiscal Year 2021:	(103,325)	(5,778)	(5,778)		(261,649)		(3,183,472)	(2,818,498)	45



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 16, 2020Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name Justin Collins	Presenter's Title Financial Mgr., FP&A	Initials JC	Reviewed By
Preparer's Name Nathan Hesterman	Preparer's Title Sr. Planner - Programming	Initials ndh	

Subject

Monthly Reporting of Federal Formula Program Funding Through August

Key Number N/A	District N/A	Route Number N/A
-------------------	-----------------	---------------------

Background Information

Idaho received \$286.6 million of obligation authority through September 30th via an appropriations act signed on December 20, 2019. This includes \$936,200 of *Highway Infrastructure General Funds* carried over from last year in the Transportation Management Area. On February 13th we also received \$14.1 million of *Highway Infrastructure General Funds*. \$4.2 million earmarked toward bridges will not be used until FY 2023. Obligation authority through September 30th (365/365^{ths}) is \$335.0 million after receipt of \$38.5 million *Redistribution of Obligation Authority Not Used By Other States* on August 28th. This corresponds to \$335.3 million with match after a reduction for prorated indirect costs. A separate Board item this month provides information on the method to distribute the obligation authority above 100%.

Idaho has received apportionments via notices through February 13th of \$327.4 million. This includes *Redistribution of Certain Authorized Funds* and *Highway Infrastructure General Funds*. Currently, obligation authority is 102.3% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through September 30, 2020.

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2020

Per FAST Tables – Total Year	
Federal Aid Only	\$317,314
Including Match	\$344,009
Per Apportionments – Total Year	
Federal Aid Only	\$327,425
Including Match	\$354,971
Obligation Limits through 9/30/2020	
Federal Aid Only	\$334,969
Less prorated \$25M indirect costs w/Match	\$335,344

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the FY 2020 Board Approved Program (Sky Blue Book).
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through August 28, 2020.

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

Program	Allotted Program Funding through 9/30/2020	Program Funding Remaining as of 9/1/2020
All Other SHS Program	\$194,121	\$32,085
GARVEE Formula Debt Service*	\$62,318	(\$29)
State Planning and Research*	\$7,076	\$493
Metropolitan Planning*	\$1,941	\$0
Railroad Crossings	\$2,157	\$1,821
Transportation Alternatives (Urban/Rural)	\$3,968	\$420
Recreational Trails*	\$1,711	\$1,764
STBG - Local Urban	\$9,692	\$1,618
STBG - Transportation Mgt. Area	\$12,938	\$1,636
Transportation Alternatives (TMA)	\$480	\$48
STBG – Local Rural	\$15,678	\$3,891
Local Bridge+	\$10,007	\$6,958
Off System Bridge	\$4,085	(\$2,462)
Local Safety	\$8,932	\$1,303
Total (excluding indirect costs)	\$335,104	\$49,546

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the FY 2020 Board Approved Program (Sky Blue Book).
 3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
 4. Data reflects both obligation and de-obligation activity (excluding indirect costs) through August 31st.
 5. Advanced construction conversions of \$79.5 million are outstanding for FY 2020.
- * These programs are provided 100% Obligation Authority. Other programs are adjusted accordingly.
+ Includes \$500k payback to state for Penstock Bridge OA loan



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 16, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed Information

Presenter's Name Chris Bray	Presenter's Title Financial Manager - FP&A	Initials CB	Reviewed By LSS
Preparer's Name Chris Bray	Preparer's Title Financial Manager - FP&A	Initials CB	

Subject

Status: FY2022 Appropriation Request		
Key Number	District	Route Number

Background Information

The department's FY22 Appropriation Request was submitted to DFM and LSO on August 28, 2020

The FY2022 Appropriation Request carries these changes from the Proposed Request reviewed with the Board in August:

FTP's	Spending Authority	
1,648.0	\$669,778,300	FY22 Proposed Request reviewed with the Board (08-20-20)
	(10,200)	Personnel: refined CEC and employer benefit cost calculations
	(14,000)	Equipment: Decrease in replacement items
	(48,300)	Contract Construction: Decrease in Contract Construction funding
0.0	(\$72,500)	Net Change
1,648.0	\$669,705,800	FY22 Original Appropriation Request (08-28-20)

Summary values carried in the FY22 Appropriation Request

\$ 646,060,500	FY22 Base
6,450,300	Base Adjustments
\$ 652,510,800	Adjusted FY22 Base
17,195,000	Line Items
\$ 669,705,800	Total FY22 Spending Authority
68,591,609	Debt Service
\$ 738,297,400	FY22 Total Program Funding

Exhibits

- Comparison: FY22 Proposed Request (08-20-20) to Original Request (08-28-20)
- Appropriation Request Summary

Recommendations

Information Item for the Board



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

IDAHO TRANSPORTATION DEPARTMENT
PROPOSED FY22 APPROPRIATION REQUEST - September 2020 Board Meeting
as of: 09-2-2020
(\$ in millions, rounded)

	DRAFT Board Workshop Jun 20	August Board Meeting			Description of Change from August Board Meeting
		Proposed Request Aug 20 2020	Original Request Aug 28, 2020	\$ Change	
1	CASH, Beginning	49.2	4.9	4.9	-
	Revenue				
2	Federal	345.8	348.2	348.2	-
3	Fed - Obligated Unspent	-	-	-	-
4	State	367.1	360.6	361.4	0.9
5	Interagency	0.3	0.3	0.3	-
6	Local	4.7	4.7	4.7	-
7	TECM	26.0	26.0	22.1	(3.9)
9	Pre-FY21 Funds	-	-	-	-
8	Total Revenue	743.8	739.6	736.6	(3.0)
9	Expenditures				
10	Personnel	137.0	141.2	141.2	(0.0)
11	Operating	95.9	95.9	95.9	-
12	Capital Facilities	3.6	3.6	3.6	-
13	Equipment	28.6	28.7	28.7	(0.0)
14	Trustee & Benefits	28.1	30.6	30.6	-
15	Contract Construction	369.6	369.7	369.6	(0.0)
16	Total Expenditures	663.0	669.8	669.7	(0.1)
17	Anticipated Holdback	49.8	-	-	-
18	Debt Service	63.5	68.6	68.6	-
19	Total Program Funding	776.2	738.4	738.3	(0.1)
20	CASH, Ending	16.7	6.2	3.2	(3.0)

\$3M Projected Ending Cash Balance
\$ - 3.9 M in TECM Revenue
\$ + 72,500 in Expenditure Savings
\$ + 872,000 in SHA Direct

IDAHO TRANSPORTATION DEPARTMENT

September 2020 Board Meeting

Proposed FY22 Appropriation Request

		<u>Funding</u>	<u>FTE's</u>
1	FY22 BASE	646,060,500	1,648.0
2			
3	Adjustments		
4	Change In Benefit Costs	\$3,154,500	
5	Change in Employee Compensation (1.0%)	\$1,151,900	
6	Replacement Equipment	\$28,735,200	
7	SWCAP (placeholder pending actual costs)	\$150,000	
8	Contract Construction: Base Reduction, Ongoing Spending Authority	(26,741,300)	
9		<hr/> \$6,450,300	
10			
11	FY22 ADJUSTED BASE	652,510,800	1,648.0
12			
13	Line Items (5 line items, by Division)		
14	Highway Operations: Geographic Info Systems (GIS) Integration (Phase 4	\$1,750,000	
15	Highway Operations: CARES Act Funding	\$9,000,000	
16	Highway Operations: Federal Funding (FTA)	\$2,445,000	
17	Highway Operations: Personnel Cost	\$3,600,000	
18	Administration: Personnel Cost	\$400,000	
19		<hr/> \$17,195,000	
20			
21	FY22 TOTAL APPROPRIATION (Spending Authority)	\$669,705,800	1,648.0
22			
23	GARVEE Bond Debt Service	\$68,591,600	
24			
25	FY22 TOTAL PROGRAM FUNDING	\$738,297,400	1,648.0



BOARD POLICY 4076

Page 1 of 1

**USE OF UNALLOCATED IDAHO TRANSPORTATION
INVESTMENT PROGRAM (ITIP) FUNDS**

Purpose

This policy explains that an amount of state funds, not to exceed five million dollars shall be included annually within the Idaho Transportation Investment Program (ITIP) to be used at the discretion of the Board for addressing specific needs on the state highway system that cannot be anticipated and planned for in a 5-year funding cycle.

Legal Authority

- Idaho Code 40-310(4) – The Board shall locate, design, construct, reconstruct, alter, extend, repair and maintain state highway, and plan, design and develop state transportation systems, determined by the Board to be in the public interest.
- Idaho Code 40-314(3) - The Board is authorized to exercise all powers and duties deemed necessary to fully implement and carry out the provisions of Title 40 of the Idaho Code, and to control the financial affairs of the Board and the Department.
- Idaho Code 40-708(1) – revenues in the state highway account must be spent exclusively for the maintenance, construction and development of highways and bridges in the state highway system.

Project Criteria

The request to use unallocated ITIP funds throughout the year shall be made by the Director or Chief Operating Officer at a Board meeting via a Board Agenda Item. Acceptable projects include partnerships for highway improvements that will enhance Idaho's economic goals and mobility, urgent safety concerns, federal matching funds for highway infrastructure grants awarded to ITD during the fiscal year and emergency repairs to damaged highways and structures. In order to be eligible, the event or opportunity must occur during the same state fiscal year as the funding request.

Funding Cycle

The balance of funds that have not been committed by May 1st of each year shall be used to advance current ITIP projects in accordance with policy 4011.

Jerry Whitehead
Board Chairman

Approved by the Board on:

Date: 11/18/15

Historical & Current STATUS OF THE TRANSPORTATION BOARD'S STATE-FUNDED UNALLOCATED ACCOUNT
SFY 2016 through 2021 to date

Approved	Key No.	Description	SFY 2016	SFY 2017	SFY 2018	SFY 2019	SFY 2020	SFY 2021
		<i>Beginning Appropriation</i>	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
7/16/2020	New	US 30, LAVA HOT SPRINGS ROCK FALL MITIGATION						1,000,000
2/19/2020	22562	I 84, SNAKE RIVER REST AREA REPAIR					1,250,000	
4/16/2020	22888	SH 3, GOOSEHAVEN RD TO ROUND LAKE RD, BENAWARE CO					1,500,000	
6/1/2020	22562	I 84, SNAKE RIVER REST AREA REPAIR					(1,250,000)	
8/16/2018	20848	SH 54, ATHOL BIKE PATH EXTENSION				10,000		
3/15/2018	20793	SMA-7235, RELINQUISH OWNERSHIP CDA LAKE DR TO LOCAL AGENCIES			3,547,000			
10/22/2015	19767	I 15, INKOM POE WEIGH-IN-MOTION, NB	800,000					
10/22/2015	19768	I-15, INKOM POE WEIGH-IN-MOTION, SB	800,000					
1/20/2016	19775	US 95, LEWISTON HILL SIGN REPLACEMENT	150,000					
4/16/2016	19805	FY17 STRATEGIC INITIATIVES PROG FUND DEVELOPMENT	1,480,000					
		<i>Total Projects Funded</i>	3,230,000	-	3,547,000	10,000	1,500,000	1,000,000
		Unused Board Unallocated - Sweep to ST0 Funds	(1,770,000)	(5,000,000)	(1,453,000)	(4,990,000)	(3,500,000)	Pending
Note 1								

Note 1: Although the Snake River Rest Area Project was approved by the board for funding in FY 2020, the project was not ready to go before year end close and will be funded in FY21 with HB312 state funds



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 9/16/2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Ron Duran	PT Program Manager	RD	LSS
Preparer's Name	Preparer's Title	Initials	
Ron Duran	PT Program Manager	RD	

Subject

CARES Update and Fund Transfer Proposal		
Key Number	District	Route Number

Background Information

The Public Transportation office will be giving an update on the status of CARES Act funds that have been awarded to Idaho for Public Transportation.

ITD-PT is granted 10% of 5311 funds for State Admin, or \$2.7 million. These federal funds are used to pay for office payroll, supplies, technology, and any other expenses associated with managing these grant funds. These funds are 100% federal with no match required. ITD-PT is proposing a transfer of \$2,000,000 of CARES State Admin to general funds, in order to execute a competitive call for applications, specifically for technology improvements for transit providers.

Recommendations

It is recommended that the Board approve the transfer of \$2,000,000 of CARES State Admin, and subsequent call for applications for technology improvements. Resolution on page 55.

Board Action

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting,
ITB20- reviewing, and programming public transportation projects in the rural areas of
Idaho; and

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

WHEREAS, the funding source includes one FTA grant, the 5311 CARES Act
grant; and

WHEREAS, these are one-time funds without sub-recipient match on all projects;
and

WHEREAS, the Public Transportation Office intends to transfer \$2,000,000 of
5311 CARES Act grant funds from State Admin to a one time competitive call for
applications to improve technology at the provider level to meet provider demand
and/or to assist in meeting future demand.

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the
proposed plan and approves the transfer in the amount of \$2,000,000 for
solicitation of technology projects, ultimately to be reviewed and concurred upon
by the PTAC, the Board, and the FTA for final approval; and



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 9/16/2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 20

Presenter's Name Aubrie Spence; Margaret Havey	Presenter's Title PIO; STP	Initials	Reviewed By LSS
Preparer's Name Ken Kanownik	Preparer's Title Transportation Planning Manager	Initials	

Subject

FY2021-27 Idaho Transportation Investment Program Outreach Results		
Key Number	District	Route Number

Background Information

Each year as part of the Idaho Transportation Investment Program (ITIP) the department engages in a public comment and outreach period to solicit feedback from the public regarding the annual update for the ITIP. Staff provides various avenues to distribute information and collect responses.

Staff conducted the public comment period from July 1st through 31st, 2020. The staff presentation (attachment 1) will provide details on the following topics:

- Methods of outreach
- Social Media Interaction
- Comment statistics, geographic distribution and related categories
- Summary of how staff response to comments

The Board has been provided a list (attachment 2) of all the comments received during the public comment period. Staff will present the actions taken to respond and follow-up with the comments submitted during the public comment period.

Recommendations

This item is for informational purposes and has no recommendations to the Idaho Transportation Board.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Help Build Idaho's Future



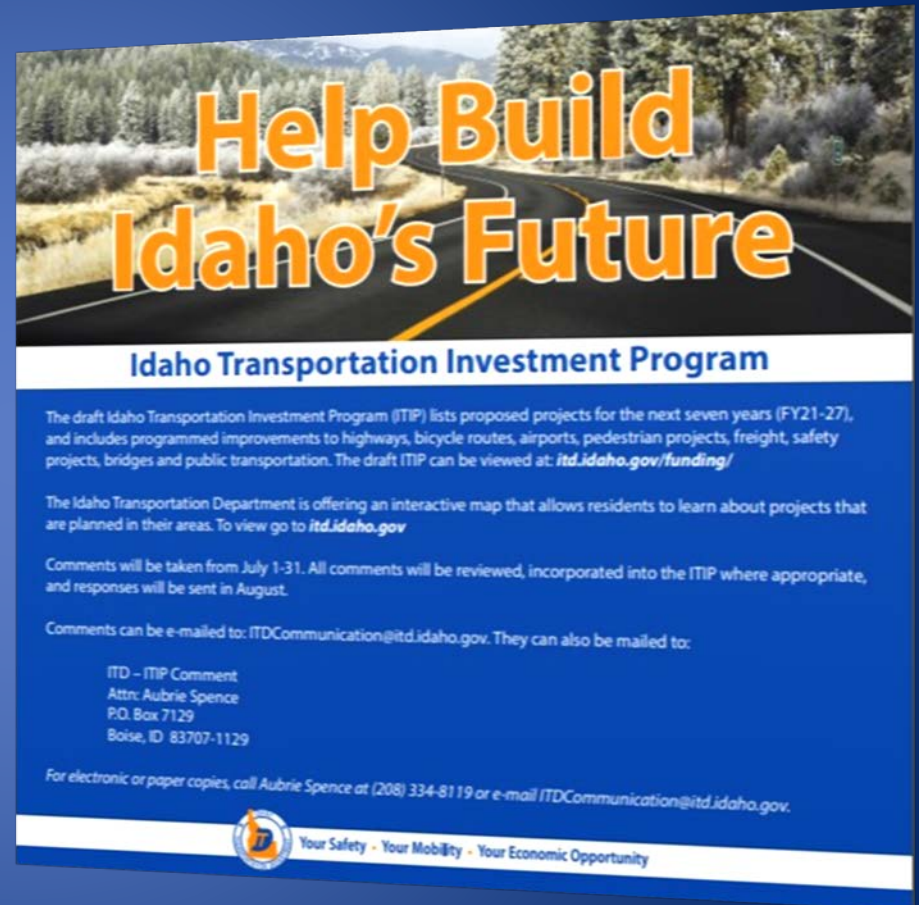
Idaho Transportation Investment Program Outreach Results



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

Outreach Efforts July 1-31

- Ad in local papers (Boise, Twin Falls, Lewiston, Coeur d'Alene, Pocatello, Idaho Falls)
- News Releases (customized per district)
- Constant Contact (stakeholders, elected officials, public)
- Simple Short Videos/ITD in Motion
- ITD.Idaho.gov
- Dept. Social Media (Facebook, Twitter, YouTube)



Social Media

Idaho Transportation Department (ITD)
Published by Aubrie ITD [?] · July 14 ·

We want to hear from you! The draft Idaho Transportation Improvement Program, which outlines projects for the next 7 years, is up and ready for public comment.

Visit itd.idaho.gov/funding to learn more and to view an interactive map that highlights projects in your area. Email us at ITDCommunication@itd.idaho.gov with your comments through July 31. Replies to comments will be sent after August 1, once the comment period has ended.

Idaho Transportation Project Map
FY 2021-2027

State Highways
Road Information
Road Conditions
Download All | Check All

- ☐ Pavement Preservation
- ☐ Pavement Restoration
- ☐ Supporting Infrastructure Needs
- ☐ Roadway Safety
- ☐ Significant Projects
- ☐ Bridge Preservation
- ☐ Bridge Restoration
- ☐ Safety & Capacity
- ☐ System Support
- ☐ State Toll
- ☐ Federal Aid
- ☐ Strategic Planning and Research
- ☐ New To: 18th
- ☐ Systems Planning

5,654 People Reached 418 Engagements [Boost Post](#)

13 8 Comments 7 Shares

[Like](#) [Comment](#) [Share](#)

Idaho Transportation Department (ITD)
Published by Aubrie ITD [?] · July 1 ·

What would you like to see ITD work on next? That's the question we are asking all of you while we prepare the next Idaho Transportation Improvement Program which outlines projects for the next 7 years.

Find out more about projects in your area and comment until July 31 at: itd.idaho.gov/funding

Help Build Idaho's Future

6,240 People Reached 283 Engagements [Boost Post](#)

13 20 Comments 8 Shares

[Like](#) [Comment](#) [Share](#)

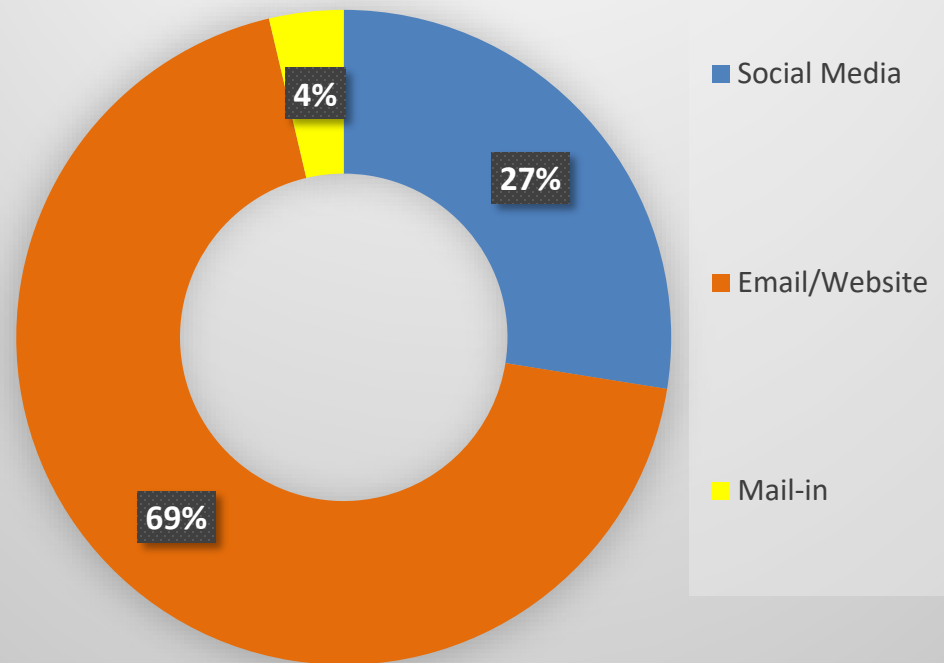
Total Comments

Email/Website = 72

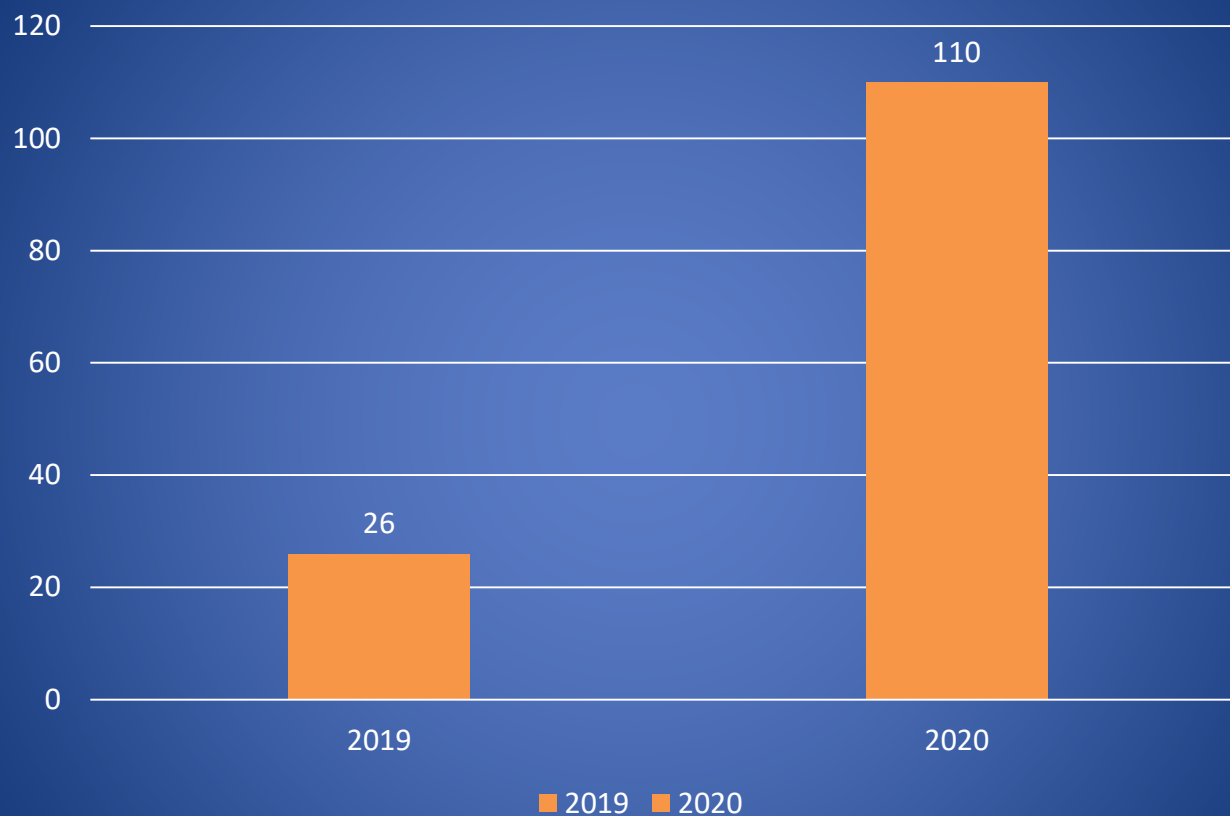
Social Media = 30

Mail-in = 5

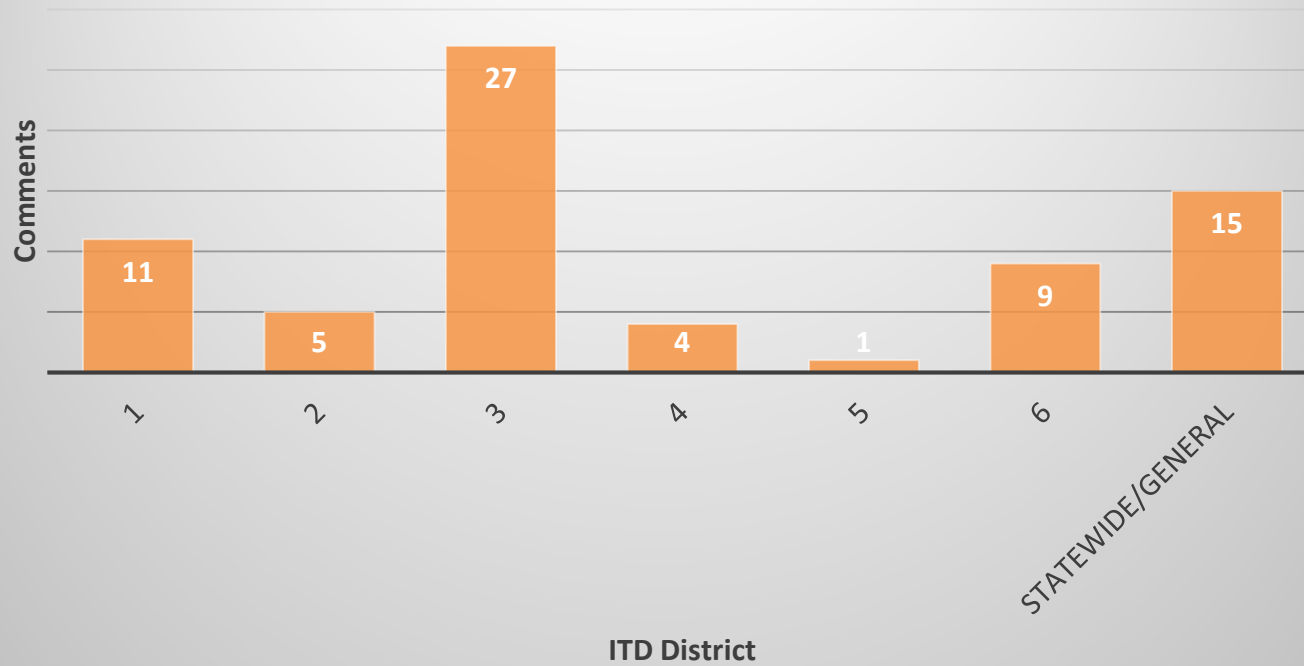
Source of Comments



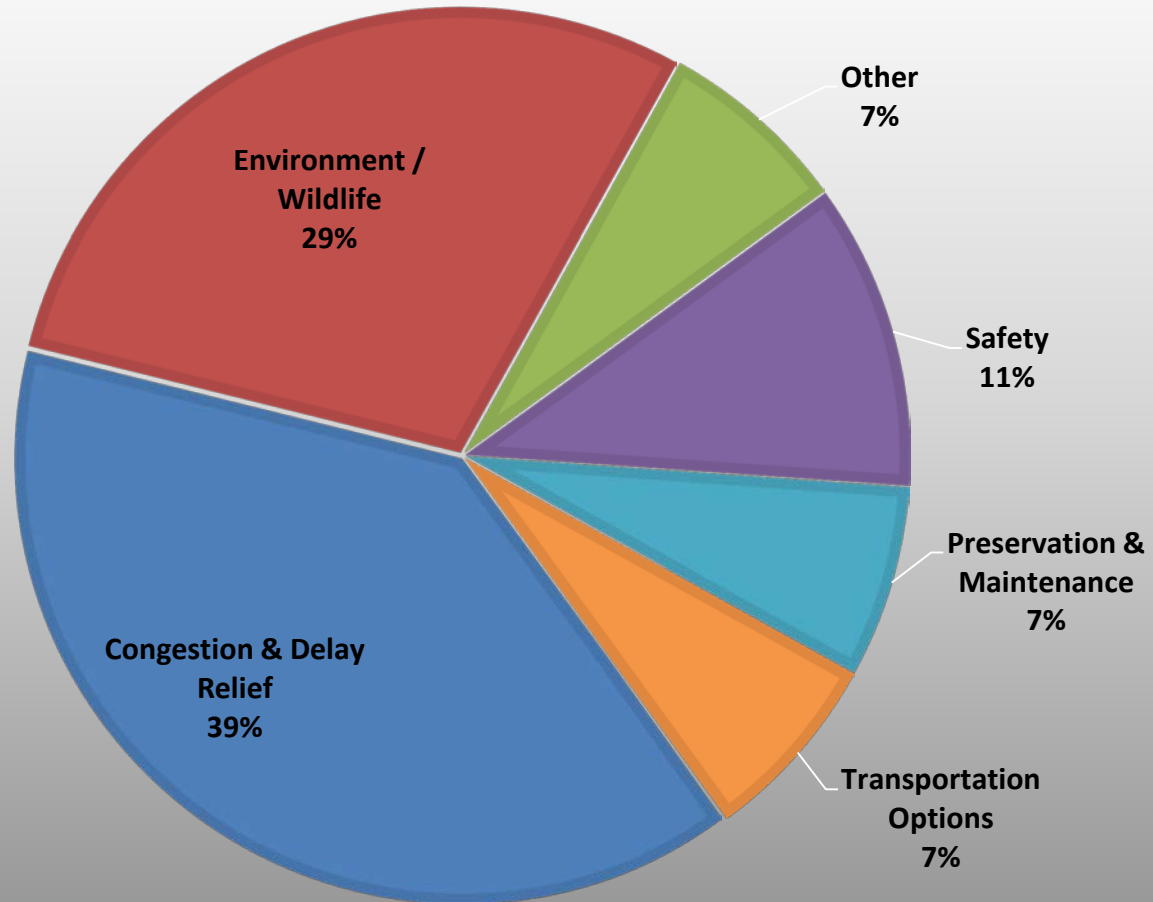
Year-Over-Year Comparisons



ITD District Comment Totals



DRAFT ITIP PUBLIC COMMENT TOPICS

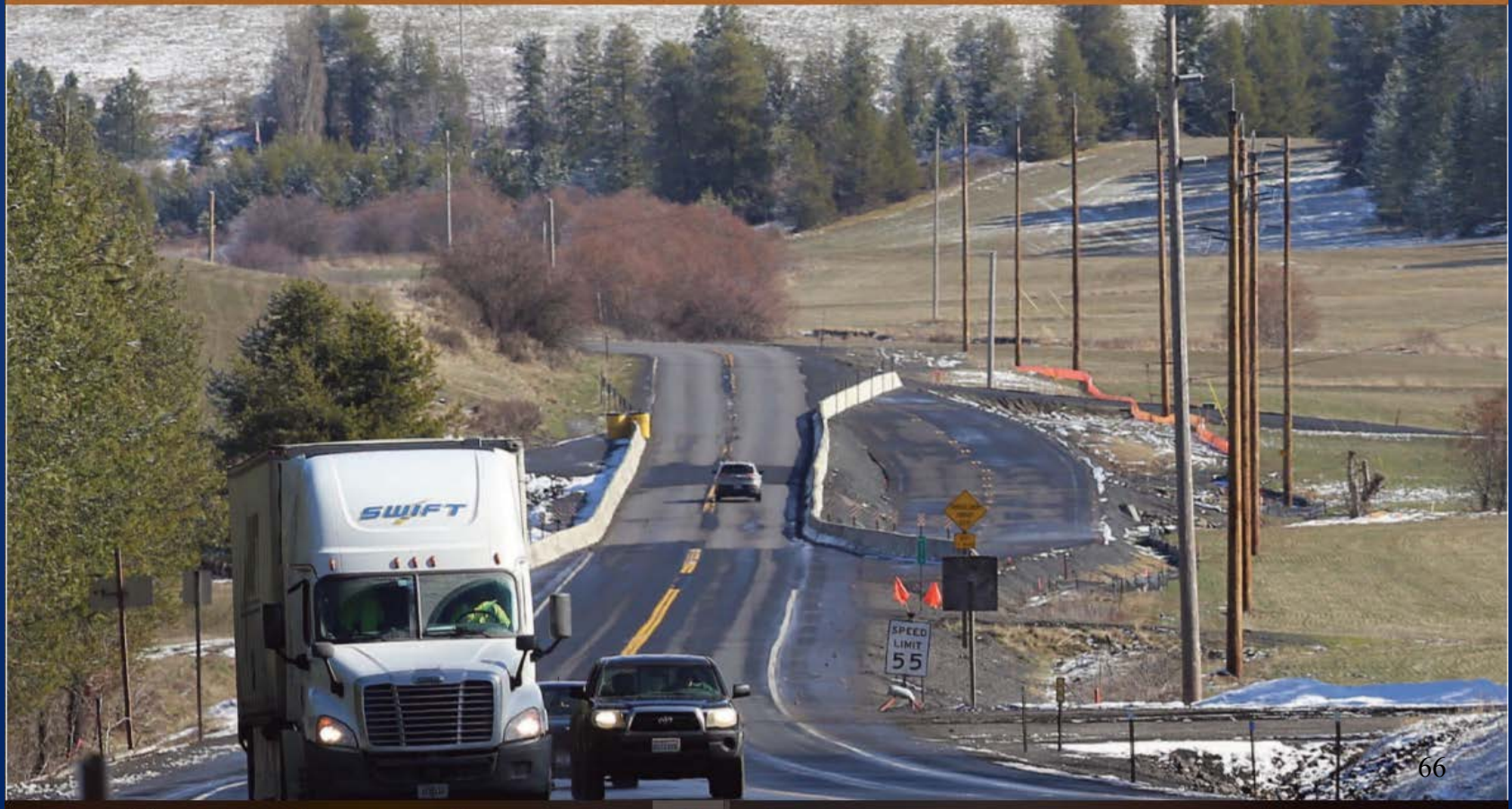


ITD Staff Response

- Each comment submitted was acknowledged
- Comments only
- Specific questions or comments forwarded to Subject Matter Experts for further discussion, consideration and response
- Ongoing – ITD obtains input to incorporate to future ITIP updates

Discussion

FY2021 to FY2027 Draft for Public Comment - July 2020
Idaho Transportation Department Investment Program



FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/1/2020	Andy Resor	I would like to see improvements to highway 3 between St. Maries and Peterson Hill. Also the road between St. Maries and Plummer is 75 years past improvements. 118 curves in 19 miles is ridiculous. thanks Andy Resor	1
7/1/2020	Melissa	Lovely charts, colorful, detailed..... but..... how do I find out the proposed projects in the Rathdrum-Hayden Lake area? Where's a map that keys to the charts?	1
7/7/2020	Susan Hall	Highway 2 just off I-95 going towards Montana is in dire need of repavement	1
7/4/2020	Barbara States	I hope right turn arrows will be installed at all the intersections possible along I95 especially through Coeur d'Alene. Thank you, Barbara States	1
7/8/2020	Dawn Kruger Clarkia Development Club	Would like a rail to trail program from Clarkia to either Fernwood or Bovill. This would be nice to get bicyclists off the road and a great recreational program. Dawn Kruger	1
7/16/2020	Barbara & Dave Wardsworth	Regarding your list, it doesn't seem to list Hwy. 97 and my husband and I are wondering why? The highway has been in disrepair for years and it's getting worse every year. Our Eastside Fire District, with their heavy trucks, has made you aware that in a rush they could have an accident and tip over because the road is sinking and slipping over the edge. An example, Beauty Bay Hill. In the winter and spring months, rocks and trees are cascading onto the highway. The highway hasn't been resurfaced in years. ITD repairs the road with "bandaids" which last for a while and then its as bad as ever.	1
7/15/2020	Kim Ellman	Project Name: Pedestrian sidewalks on 95 Comments: How are pedestrians supposed to walk 95 with no sidewalks? I tried walking from my daughter's on Spokane Ave and 95 to Meadow Ranch 55+ Community by Fred Meyer and was very difficult and dangerous in some areas without sidewalks, particularly across freeway (90)!	1
7/15/2020	Kippen Bauer	Can we get a middle lane at Dufort and Highway 95 or perhaps a traffic light?	1
7/24/2020	Gregg Ninfeldt	Greetings, I was perusing the interactive map of planned and upcoming projects over the next several years. While I am aware of the plans to add more center turn lanes and shoulder width on ID-200 through Kootenai, it bothers me that there are no plans to widen the stretch between Dalby Ln and Kootenai Cutoff Rd in Ponderay. . There are many left turn movements into and out of the businesses along this stretch. You also have the new housing development coming up on Lutzke Dr, as well as the public access point to the POB trail behind the Hoot Owl Cafe. . With all the businesses, development and access points in this stretch, it seems like it is being ignored. . Thanks for the interactive map and the opportunity to comment. Gregg	1
7/30/2019	Stephan Flint	Project Name: #9294, US95 Thorn Cr to Moscow I do not believe the E2 alignment will receive the wetlands permit from the CORPS; let's expedite this by switching to the C3 alignment which should easily qualify for a CORPS permit.	2
7/31/2020	Verland & Carla Woempner	To Whom it May Concern, My husband & I live just off of Hwy 97 in North Idaho. He has lived here his entire life and has never seen this highway in worse shape. There are wheel breaking potholes and the edge of the road is deteriorating to the point that it could slide off in many areas. The shoulder & barrow pits are filled with downed trees & fallen rock. All of these conditions are becoming worse all the time. This road was not built to handle the amount of traffic and construction vehicles that now frequent the highway. We strongly urge ITD to take some genuine action to repair Hwy 97 before someone is seriously injured or worse. Respectfully, Verland & Carla Woempner	1
7/1/2020	Stephen Redinger	Thorncreek to Moscow: I would like to thank all that have worked on this project. It will be great to finally get it started and completed. This route will save lives!	2

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/1/2020	Nick Ness	Hello my name is Nick Kress and I had some suggestions on road projects in North Central Idaho. I dont have the specific mile marker information but just drove these roads recently and noticed there were planned projects in the area but none noted as to what I observed. The paint lines on Highway 12, (Center and White) west of Orofino toward Lewiston wear out very quickly and made night driving extremely dangerous. The white lines that have been repainted are an obvious 12-16 inches narrower than the previous ones which make it feel even more dangerous driving at night. With a bigger pickup in places it is almost impossible to drive the speed limit and not cross the white line or hit center rumble strip. I think an ongoing plan needs to be made to keep the lines painted fresh on that road and use the most amount of safe roadway possible. For corners with high traffic on the paint maybe there is a more robust way to mark the outside lines. My other observation was also highway 12 north and south of the Greer/Weippe turnoff. There are major potholes that are unavoidable when there is traffic going both ways. The potholes seem big enough to start damaging vehicles and cause a possible accident. With it being a road directly next to the river I believe the danger to be reasonably high if accidents do occur. I have observed the improvement of highway 12 over the last years and it has made it a much safer road to travel. That being said just the nature of its route makes it one of the most dangerous roads for severe accidents. I think if we could address these issues it would further ensure the safety of that highway 12 corridor.	2
7/15/2020	Lynne Kindelspire	Project Name: US 95, RIVERSIDE NB PASSING LN, LATAH CO Comments: Thank you for continuing to make HWY 95 safer!	2
7/30/2019	David Hall	ITIP comments on US 95, THORN CR RD TO MOSCOW, PH 1 It is difficult to characterize a complex, large project in 14 words, but "The project is expected to improve safety and highway capacity by widening shoulders, adding rumble strips, and replacing guardrail." totally mischaracterizes the project. [apps.itd.idaho.gov/Apps/Fund/itip2021/draft/County/FY21-ByCounty-Hwy.pdf, p. 115] The project is a relocation of about 6 miles of Highway 95 just south of Moscow. Alignment E-2, District 2's preferred alignment, is the closest to and most threatens rare Palouse Prairie habitat on Paradise Ridge and has a much greater effect on watersheds and tributaries than do other alternatives brought forward. Hundreds of thousands of dollars and years of work have been spent to create an Environmental Impact Statement (which is required for a project outside of the current highway footprint) for this project. District 2 (D2) engineers continue to try to justify alignment E-2, which has been their preferred alternative from the outset. Their work barely passed muster with the court for the NEPA/EIS process as not being predetermined. In early 2017 ITD applied to the Army Corps of Engineers for a section 404 Clean Water Act permit for the project. District 2's preferred alternative is clearly not the Least Environmentally Damaging Practicable Alternative (LEDPA), as D2 admits, but they tried to justify their choice using other factors that are not allowed in determination of the LEDPA. The Corps can permit only the LEDPA. It should be noted that the U.S. Environmental Protection Agency continues to have objections to alternative E-2 (see their comments regarding the 404 permit application). Idaho environmental agencies objected to alignment E-2 throughout the NEPA process as well. The Corps had concerns with ITD's application and asked D2 to supply further information. In December 2018 the Corps considered ITD's application as withdrawn due to D2's long delay in providing requested information. They subsequently reinstated the application, and are still awaiting information from ITD. Following their 2017 application submission, D2 commissioned new wetlands studies, adjusted fill geometries, and adjusted watershed/tributary classifications in an attempt to make the E-2 alignment appear less damaging to wetlands and tributaries. ITD could keep the realignment within the current Highway 95 footprint, with no new Environmental Impact Statement required, which would arguably be the LEDPA. Six miles of highway just south of Moscow	2

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>likely would not require separated lanes, which would further decrease the environmental and social impacts (and cost) of the project. The Moscow-Pullman highway expansion originally had a separated lane design but was built non-separated primarily to reduce costs. D2 folks say that it is very important to upgrade this section of Highway 95, but they have done essentially nothing regarding interim improvements to address safety issues in the decades it has taken to produce the EIS and apply for a permit to build. D2 will not add rumble strips. They will not reduce speed limits. Ken Helm, District 2 project manager, says that the project is the highest District 2 priority, but notes that there have been no fatalities on that "dangerous" 6½-mile stretch of Highway 95 for "quite a few years." [Moscow Pullman Daily News, Highway 95 Expansion Delayed Until Spring, July 3, 2020] I do not object to making this portion of Highway 95 safer if the actual least damaging alternative is approved and if Palouse Prairie is not damaged. Least damaging likely would be within the current highway footprint, which is essentially D2's early C-1 alternative. An analysis of that alternative has been provided to the Corps and ITD as a part of the public comment process for the 2017 ITD application for a 404 permit. Only a central alignment alternative should be funded. The eastern alignment that District 2 is pushing is unacceptable.</p> <p>Response Requested</p>	
7/1/2020	Erik Heggland	When will the project to connect Idaho 55 at it's current intersection with State Street through to the north-south network of streets such as 5 Mile Road be considered again? There is an lot of development occurring on Idaho 55 to the north of State Street, and right now that commuter traffic t-bones onto State Street. The congestion is only going to get worse unless a north-south connector is established there.	3
7/7/2020	Tricia Matthew	<p>To Whom It May Concern:</p> <p>I support of ALL proposed projects (widening SH44, SH16, SH55) listed in the Meridian Press on 7/3/20. All projects are overdue based on daily traffic counts. SH55 south of Middleton is desperately in need of additional widening due to heavy truck, occasional farm equipment, and the expected slow-moving traffic and should have highest priority as an inter-state arterial. All other Ada County widening projects can also be easily supported by the ongoing growth.</p> <p>And, I also highly support widening Fairview between Locust Grove and Eagle Rd. I submitted this recommendation to Meridian Planning last year. As half of this road section already includes a third lane, costs and construction time should be minimal. Also, this will facilitate traffic moving along Fairview Rd west through the Eagle signal.</p> <p>As for travel to and from Kuna, I do not support any additional widening of SH69, except for that section from the Kuna curve into town. A reduction in SH69 traffic could be accomplished by improvements to Linder Rd, including an interchange. Also, improve SH69 collectors (Amity, Lake Hazel) to provide secondary through routes into Boise.</p> <p>Thanks for allowing my input.</p> <p>Tricia Matthews Current resident of Meridian 50+ year Idaho resident Former ITD employee Former Meridian Transportation Commission member</p>	3
7/4/2020	David Rockwell	<p>Hello,</p> <p>I believe your attention should be focused on widening highway 44 from Star all the way to Linder. I also believe highway 16 needs to be completed to make the connection to I84.</p> <p>Thanks,</p> <p>David Rockwell</p>	3

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/4/2020	Frederick Hoadley	<p>Please find my comment on the Idaho Transportation Improvement Program draft below.</p> <p>The absence of completion of ID 16 to I 84 is a mistake. As you improve ID 44 and US 20/26, the pressure on the few north/south routes increases. The completion of an alternative route to ID 55 as a north/south route in the Treasure Valley is critical to the successful operation of the improved east/west routes.</p> <p>Saying ID 16 is unfunded is true to the degree that it is not included as a priority in the Transportation Improvement Program. The completion of ID 16 to I 84 should be one of the top 10 priorities that are funded.</p> <p>Frederick Hoadley Nampa, Idaho</p>	3
7/5/2020	Mike Prentice	<p>Project Name: Stop Light at Hwy 44 and Old Hwy 30</p> <p>How did you hear about us? Blank</p> <p>Comments: I am sure you have done traffic volume studies at the intersection of Hwy 44 and Old Hwy 30. A stop Light would allow traffic to flow better. Another option would be to add an exit ram at Sand Hollow Rd., thus eliminating some North bound traffic from the Hwy 44 and Old Hwy 30 intersection.</p> <p>Thank you for the opportunity to submit comments.</p>	3
7/8/2020	Brent Orton, City of Caldwell	<p>Good morning!</p> <p>Caldwell supports the improvement projects from Middleton to Indiana to widen SH55 and implement the ITD Corridor Plan. These projects are critical steps to enhance Safety, mobility, and economic opportunity on this significant corridor.</p> <p>Compliments to ITD for the foresight shown in performing the environmental analysis for future widening on SH55 beyond Indiana. This corridor is enormous importance as a statewide facility, regionally, and locally. These efforts by ITD truly fulfill ITD's Mission for safety, mobility and economic opportunity.</p> <p>Thank you!!</p> <p>Sincerely, Brent Orton</p>	3
7/8/2020	Erin Thomas	<p>There should be a 4 lane highway from Emmett to Star. There are only more people moving to Emmett and the traffic is increasing tremendously. The accidents are horrible and frequent with many fatalities, I don't even want my 16 year old son driving over it. Widening shouldn't even be a question and I don't believe that it is enough to solve the issue, but it would be a start.</p> <p>Thank you, Erin Thomas</p>	3
7/8/2020	Rob Thomas	<p>Highway 16 - Freezeout Hill WideningDear ITD,</p> <p>Short answer: YES</p> <p>The non-stop gravel/construction trucks are creating a major hazard going 10-20 mph up the hill from Emmett towards Star. My family and I have seen numerous accidents and close calls over the last 4 years we have lived here. We moved from Meridian in 2016 and have noticed a MAJOR increase in traffic, not just from Emmett commuters, but Boise/Meridian/Nampa people coming to Emmett. It is only going to get worse as this whole area is growing at a rapid pace. Please, please, please just widen it and save lives!</p> <p>Thank you, Robert T.</p>	3

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/11/2020	Ronald Carr	<p>Upon reading "Freezeout passing lane up for discussion" in the current issue of our Messenger Index I decided to express my views on the subject:</p> <p>I have lived at my home on Orchard Ln. near the base of Freezeout hill for about 25 years and use that road on my trips to Boise, Meridian, Nampa and other towns in the Gem Valley. I find that 2.2 mile stretch of highway very safe, well maintained and easy to negotiate as long as drivers have patience and pay attention to traffic. The only problems occur when an aggressive driver gets upset and tries to pass. I have seen drivers jump into the slow vehicle lane to pass on the right before the vehicle ahead can move over. I think that this action was instrumental in a recent death there. Traffic has increased and so has the number of aggressive drivers. Maybe reducing the speed limit to 45mph could make it safer.</p> <p>I do not want to see a passing lane up that hill for the following reasons:</p> <ol style="list-style-type: none"> 1. It would encourage speeding which is a danger to other drivers, especially in the wintertime. 2. The current speed limit of 55mph is plenty fast enough to negotiate the hill safely. 3. Occasionally the speed is reduced due to about 45mph due to a loaded truck or car towing a trailer. (The dump is to the left at the top of the hill which many of us use) ... Today I drove the 2.1 miles uphill from the point that the two lanes merge at the bottom to the top where it is level. 2 min, 20 sec @55mph as opposed to 2 min, 55 sec @ 45mph. It only takes 35 seconds longer if you are patient. And vehicle speeds increase as soon as they reach the top. Then it is a 65mph zone and even the heaviest trucks speedup to the full posted speed limit. 4. It would be a waste of money which is needed more elsewhere. 	3
7/22/2020	Heron River	<p>As the Board of Directors of the Heron River Subdivision in Star, we are responding to your request for comments relating to future modifications to Hwy. 44 between Hwy. 16 and Star Road.</p> <p>An apartment building has been approved on the south side of Hwy 44 (State Street) and between Hwy 16 and the Heron River subdivision and more commercial and residential development in that area, we are very concerned about ITD's plans for Moyle Road. Mismanaging traffic in that area could have near disastrous consequences for the people residing along Wildbranch Drive in Heron River. A traffic light has been installed at Hwy 44 and Plummer and a Ridley's grocery store is being constructed on that corner. The homeowners are excited to have a safe opportunity to make a left turn and right turn without fear of traffic across State St. not turning at the same time. A crosswalk will also give pedestrians a chance to cross State St. to enjoy dinner without risking our lives running across the street.</p> <p>Now that we have the street light at Plummer there will be a greater amount of cars using the light to enter State St/HWY 44. Ridley's market is due to finish construction by the end of the year and the store will attract more vehicle traffic into Heron River Subdivision. The danger is that if there is not a reasonable outlet at Moyle, this will effectively turn Wildbranch into a collector. Wildbranch is a narrow residential road with many children. Turning it into a collector will endanger children and make it very difficult for residents to back out of their driveways causing potential accidents and it will make it difficult for traffic to flow when visitors and others are parked along the street.</p> <p>We have been told that ITD is considering turning Moyle into a right-turn-only intersection. That would by itself send significant traffic down Wildbranch. Anyone who wanted to go to the grocery store, the post office, library or anywhere in downtown Star would be forced to either cut through Wildbranch or to turn right and make a u-turn or to go to Hwy 16 and then several miles to either Chinden or Floating Feather to turn west and go around another several miles just to get to town. Obviously, they will take the shortcut by way of Wildbranch endangering the people and children thereon.</p> <p>We recommend that when you widen Hwy 44 that you please include a sensor traffic light at Moyle so</p>	3

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>the homes, apartments and commercial properties in the 100 acres to Heron River's East can travel west State St without traveling through Heron River. Hwy. 16 has cut off access to that 100 acres and the only streets to exit the area are Moyle and Wildbranch. Wildbranch leads into Heron River and, as noted above, is a small residential road.</p> <p>Thank you for your consideration in keeping Heron River a safe family subdivision.</p> <p>Thank you,</p> <p>The Board of Directors Heron River Homeowners' Association, Inc.</p>	
7/21/2020	M Turner	<p>The Heron River HOA recently requested input for you folks about what kinds of improvements we'd like to see on State Street (ID 44) between ID 16 and Star road. This family sees no need for a widening on SR 44 between ID 16 and Star Rd, other than to provide sidewalks on both the North and South sides of ID 44. Likely this is not withing the purview of ITD, but we thought we'd mention it.</p> <p>Thanks!</p>	3
7/20/2020	Roger L Hart	<p>I am a resident of Star, ID. The traffic on Hwy 44 just east of Star is substantial on any weekday. Traffic is especially heavy at rush hour in the morning and afternoon. Please consider widening, improving and additional lighting for this section of road.</p> <p>Thank you, Roger Hart</p>	3
7/19/2020	Alisa Snyder	<p>We were told there would be a no outlet sign put up on the corner of Caribee Inlet and Streamleaf but still no sign. Also what is happening with our streets in our neighborhood with the water seeping out of the middle of the street?</p> <p>Thank you, Alisa Snyder</p>	3
7/19/2020	Michael Turner	<p>I don't want to see four lanes of traffic on SR44 between SR16 and Star road. I would like to see sidewalks on both sides of the street through that entire corridor. And maybe a couple more crosswalks.</p> <p>Thanks - Mike Turner Heron River</p>	3
7/18/2020	Laurie Tingey	<p>As information is gathered while planning future developments to Highway 44 between HWY 16 and Star rd, I would like to request a cement sound barrier wall be put up along residential areas, specifically Heron River. Especially if the road is widened. With increase traffic flow due to increasing growth and commercial development it is understandable that accommodation be made for traffic flow. As a resident here prior to development, I would like the noise factor to those of us effected to be considered also. A wall such as the one going in on Chinden near Ten Mile would help to minimize noise pollution.</p> <p>Thank you, Laurie Tingey</p>	3
7/17/2020	Luke Stoddard	<p>Subject: [EXTERNAL] Highway 16 connector to 44</p> <p>I'm a huge fan of this project! Good luck getting it done.</p> <p>Luke Stoddard Heron River</p>	3

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/18/2020	stacey camara	<p>Hello,</p> <p>I live in Star off State St and Plummer Way in the Heron River Subdivision.</p> <p>A traffic light is being constructed as I write this note at State and Plummer. The homeowners are excited to have a safe opportunity to make a left turn and right turn without fear of traffic across State not turning at the same time. A crosswalk will also give pedestrians a chance to cross State to enjoy dinner without risking our lives running across the street.</p> <p>Now that we have a street light at Plummer there will be a greater amount of cars using the light to enter State St/HWY 44. Ridley's market is now under construction due to finish at the end of the year and the store will attract more vehicle traffic into Heron River Subdivision.</p> <p>When you widen Hwy 44 please include a sensor traffic light at Moyle so the homes, apartments and commercial properties in the 100 acres to Heron River's East can access State St without traveling through Heron River. Hwy 16 cut off access to that 100 acres and the only streets to exit the area are Moyle and W Wildbranch which leads into Heron River and is a small residential road.</p> <p>Thank you for your consideration in keeping Heron River a safe family subdivision.</p> <p>Stacey Camara</p>	3
7/18/2020	Mike Machunis	<p>We are supposed to be a better community to live in we pay a higher average of dues. There are 5 holes where ATo Z removed trees but didn't replace them the front pond fountain hasn't worked for a while now and the entrance waterfall doesn't work. A lot of common area grass is dead. .. None of this is from the virus. So why don't you fix it ..this place has become no better than rock bridge . across the road.</p>	3
7/18/2020	Bob West	<p>Commissioners,</p> <p>We are writing and voicing our concerns and recommendations to your agency per your request for Public Input.</p> <p>As residents and wonders of a beautiful home in Heron River development, our primary concerns are Safety, Traffic Congestion, and Traffic Cut-throughs in front of and through Heron River.</p> <p>First, the amount of heavy truck construction traffic on 44 from Star Road to Crystal Springs has multiplied astronomically in less than 9 months. Near misses are a daily occurrence as residential vehicles attempt to turn onto or off of Highway 44, west or eastbound, as heavy trucks loaded with rock and aggregate speed through Seneca Springs and Plummer Road at over 60 MPH.</p> <p>Although the posted speed just west of Moyle westbound says 35 MPH, nobody seems to obey the speed limit.</p> <p>Then eastbound, ITD has a posted speed of 55 MPH before Plummer - so you have, by your posted speed policy, trained all traffic to accelerate to 55 MPH or more before you reach Plummer, which now is receiving a traffic signal light. Heavy trucks don't stop on a dime. This is very dangerous!</p> <p>So please accept our suggestions:</p> <ol style="list-style-type: none"> 1. Post 35 MPH signs well before Crystal Springs or Moyle westbound, and Cosmo going eastbound. 2. Second, place traffic Speed Monitor displays at both Cosmo eastbound and before Moyle west bound. Communicate with State Troopers to monitor and ticket vehicles speeding in this traffic calming zone. 3. Reduce speed to 25 MPH between Seneca Springs and Plummer. You already installed a crosswalk signal at Plummer to cross Highway 44 - how will that work if heavy trucks are speeding through that crosswalk with heavy payloads and running Red lights?? Someone's child, friend on a bicycle, elderly parent in a wheelchair is going to be injured or killed if you do not take these measures seriously and institute them. Very dangerous! <p>We look forward to your response and taking our suggestions seriously. Please communicate whatever measures you put into place to keep our community and our citizens safe in this stretch of</p>	3

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		Highway 44. Sincerely, Bob and Barbara West	
7/18/2020	Paul Higgs	Hello. Hwy 44, otherwise known as State Street traffic is already congested/busy. With all the new construction planned, it will become a traffic nightmare. It pretty much is already a nightmare from Eagle Road going East. They need to widen 44 asap and ideally slow down the construction projects. I don't know what else can be done. Are there other options? Paul Higgs	3
7/24/2020	David Hitz	Hello, I am a resident of Heron River. I live on Wildbranch Dr, which would be affected greatly with any and all changes to the population and traffic pattern. With young kids I would like to have my street and home safe and traffic flow monitored. As such I feel that a right in right out at Moyle on Hwy 44 would create a highway of my quiet street with kids. I would propose a quick light with a cross walk, similar to what you find at Main St and Hwy 44 in Star. The light could change for pedestrians or cars that need to turn. Alternatively, a light there for traffic flow could be installed. The need for the light to change would not need to be often, and could easily be sensor dependent, with a quick timer. Being able to turn left onto Moyle, and then left out of Moyle to Hwy 44 would relieve congestion and diminish the flow of traffic through the Heron River neighborhood. This would also allow for a better flow both on and off of the interchange that is to be built at the Hwy 44 and Hwy 16 crossing. Thank you for your time in considering my concerns and fears for the traffic pattern changes at Hwy 44 and Moyle, and then also the Hwy 44 and Hwy 16 interchanges. Thanks, David Hitz	3
7/24/2020	Patricia Doll-Fallstrom	I am a resident of Heron River and while I hate to see State Street widened I realize it's inevitable. Cross walks at various intersections are a must! Currently, while walking and attempting to cross at Seneca Springs Road and State Street is a suicide attempt and it's only two lanes of traffic with the speed limit at 35 mph! PLEASE allow for crosswalks, marked appropriately that "pedestrians have the right of way". I often walk to the Post Office and can safely cross by Star City Hall and the Post Office - speed is 25 mph - and most traffic will stop. It is a painted cross-walk with a yellow sandwichboard-type sign reminding traffic to stop for pedestrians. I know a traffic light is in the process of being installed at Plummer Wy but that won't help west of Plummer. Please consider this seriously. Thank you. Patricia Doll-Fallstrom	3

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/27/2020	Jeremy McMullin	<p>Hello,</p> <p>I am a resident in Heron River and live on W. Wildbranch Drive. I am concerned with the proposed right hand turn only on Moyle onto State Street. This would cause a lot of traffic to come through on my street from the apartments that will be going up past Moyle. If Moyle is a right turn only the residents from the apartments would need to come down W. Wildbranch Drive to make a left onto State St. I have young children and live right on the corner and the proposed right hand turn only will increase traffic. My recommendation is to keep Moyle as it is or install a traffic light on State Street at Moyle so the people who will be in the Crystal Springs Apartments don't have to go through my road to easily turn left onto State Street.</p> <p>Thank you for your time,</p> <p>Jeremy McMullin</p>	3
7/28/2020	Pete Schindele	<p>Please stop allowing apartments and giant subdivisions to be built when the infrastructure is not there. Make the developers pay for it and have it built before their projects can start selling. That or get a train system or a beltway like most cities that are metros. Traffic gets worse every year. Either fix the roads via Increase in bonds/tax increase/rental car Tax and hotel tax.</p> <p>Regarding Star, the city needs a bypass. State St/HWY 44 is not functional as is. If that can't be done make Chinden from Central Valley and the bypass.</p> <p>Please stop the rubber stamping of development.</p>	3
7/28/2020	Larry Martin	<p>I don't see in any of plans plans to complete Hwy 16 from Chinden to I-84. That is unbelievable! Please advise reasons. There are so many reasons why that is such a vital link. Please begin planning for that.</p>	3
7/30/2019	Joe Chase	<p>Good Afternoon,</p> <p>My Wife and I live in the Heron River Development and really enjoy the area. As time has gone by and depending on the time day, it is getting tougher and tougher to enter highway 44 from any of the cross streets that exit onto 44. With the number of projects that are now being planned along 44, I can see the day coming that we will have traffic signal lights at every intersection to allow traffic to flow out of the housing areas.</p> <p>On the corner of Senaca Springs and 44, I have seen cars leaving the Heron River development go to the East and make a U-turn in the middle of 44 or into the businesses along the North side of the roadway so that they can go West. It is only going to get worse because the City of Star is going to allow a high density building project be built on that corner.</p> <p>With all of the traffic now, it is becoming unsafe for pedestrians to cross 44 even if they do it legally at an intersection. There are a number of people who like to walk to the few restaurants and shops that are available but are now shying away from that because of the truck traffic.</p> <p>I think it is time for both the city and state to step back and take a look at what is being planned right now. 44 is only going to become a bigger bottle neck once all of the building is done and by that time it will be to late to do anything about the traffic issue.</p> <p>Thank you.</p> <p>Bernard J. Chase</p>	3

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/30/2019	Daniel and Laurel Bertuleit	<p>Dear Idaho Department of Transportation,</p> <p>The Heron River HOA Board of Directors advised us of your request for community comment about future Highway 44 projects. When I mentioned this request to two Star librarians last week, I became distressed by their comments. They indicated there is a community impression that IDT intends to construct a 4-lane high speed / greater traffic roadway through the center of Star. They seemed resigned that Star residents will have no influence over the decision. Community sentiment is that if IDT makes plans for a higher speed - higher traffic volume 4-lane highway through the center of Star, it will degrade Star.</p> <p>My wife and I decided to move into Star in a new section of Heron River a little more than a year ago. We liked the rural setting, beautiful views, and the obvious potential for Star to develop as a community. We also noticed the blighted properties on W. State Street and thought Star needed restaurants, stores, and a walk-able downtown. Then and now, we believe W. State St (Hwy 44) is the obvious place for development of a Star "downtown" with a community of restaurants, shopping, and government and healthcare services to cater to Star's rapidly expanding neighborhoods and population.</p> <p>However, soon after moving in to our new home we became aware of severe discontent of many of our neighbors, largely over unplanned development, unpopular zoning changes by Star City Council, and traffic increases on neighborhood streets that everyone thought would remain as they were. People are upset by the new high density developments now planned. We began to tune in to Nextdoor and become aware that in other neighborhoods near to the center of Star there are also concerns about ongoing blight not addressed by City government and about increasing property crime.</p> <p>Like our neighbors, we believe that Star needs to be treated and planned as a community, and not continually burdened with a haphazard set of individual developments that degrade existing neighborhoods and the future of the City. Star needs IDT's support to our concept that Star will develop as a complete, livable, walk-able, and safe family-oriented community. We are asking that IDT give our sentiment great consideration in your future plans.</p> <p>To bring any vision of community improvement to fruition, Star needs to encourage new restaurants, shops, and small businesses to locate here. Star's main commerce street is W. State Street and we ask IDT to recognize this as a priority for Star's development. As Star continues to grow, seniors and families in neighborhoods south of W State Street will want and need walking / bicycling access to stores north of W. State, and also to Star's library and US Post office. People on the north side will want and need pedestrian and bicycle access to the south side of the street, to restaurants and healthcare. This entire area should be prioritized for commerce, pedestrians, and bicyclists. It needs to be made more attractive to support Star's development as a community.</p> <p>In Star, just west of Plummer, there remains a 55 mph zone. This area is unsafe. My wife and I frequently ride bicycles from the Heron River neighborhood (south of W. State St.) to the neighborhoods north of W. State St. We usually cross W. State St. (44) at Seneca Springs Way. This intersection does not have a traffic signal, pedestrian warning light, or cross walk. It is also a dangerous intersection for drivers given the misalignment of N. Seneca Springs Way with S. Seneca Springs Way. Star recently approved high density apartment building construction right next to this intersection, which will only add more autos and pedestrians into the chaos. Community and safety should be IDT's top priority; this needs to be addressed as an immediate priority.</p> <p>Generally, West State Street (Hwy 44) should be improved from Plummer to Star Road to help it support the development of Star as a community. Sidewalks, bike lanes, crosswalks, and a lower speed limit are needed for the entire length of this area. The speed limit should be 25 mph or less so that pedestrians can be safe crossing the street. Only a single lane of automobile traffic should be allowed; this will calm traffic and promote safety in the downtown area. For an overall appearance / style, think of developing W. State St. as if it were Main Street and other nearby streets in the Capitol area of Boise.</p> <p>We understand there had been discussion about a highway 44 bypass north of Star on Floating Feather. Our perception and our neighbors seem to agree that the best IDT could now do for Star in</p>	3

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>terms of a by-pass would be routing traffic south on 16 to a widened Highway 20, carrying highway 84 bound traffic around Star. It would be even better if IDT would consider that route connecting to the 44 Middleton bypass to 84.</p> <p>In summary, please restrict traffic through Star and make the attractive improvements to W. State St. that are needed to support Star's development as community. Please also make plans to route traffic around Star to reduce or eliminate Highway 44's present detrimental and dangerous impact on Star.</p> <p>Thank you for your consideration.</p> <p>Daniel and Laurel Bertuleit</p>	
7/1/2020	Sarah Michael	<p>Highway 75 in Blaine County, particularly through the City of Ketchum, is crumbling and is one of the worst roads in the Idaho. As a key tourist destinations in the State, it is hard to understand why this stretch of highway can not be improved. I, as a individual citizen, have joined the Idaho AAA and the Idaho Trucking Association in advocating higher state gas taxes to help maintain our existing road system. I also see the rationale for paying an extra \$75.00 a year in vehicle registration fees to offset my Prius' fuel economy to help pay my part. But we need action. I urge the Idaho State Transportation Board to advocate an increase in gas taxes to keep our existing roads from falling apart, and please make funds available to repave our Highway 75 route through the City of Ketchum so that it is not a third world country mainstreet. Thank you for your consideration of these comments.</p>	4
7/1/2020	Ken Lebsack	<p>At the intersection where Hyw 81 meets Hwy 30 by the Burley Airport, I would really like to see a turn light to allow the traffic coming from Heyburn then turning on to Hwy 81 going towards Declo. At the intersection where Hyw 81 meets Hwy 30 by the Burley Airport, I would really like to see a turn light to allow the traffic coming from Heyburn then turning on to Hwy 81 going towards Declo.</p> <p>There is so much traffic leaving Burley, going towards Heyburn, that it is next to impossible to make the turn to Declo before the light changes. To set thru (4) light cycles is not uncommon, one time I set thru (7) light cycles, and the cars were backed up for a quarter mile, waiting to turn. Now, a lot of cars will either turn left on the road to the airport, then make a u-turn and catch the light going thru the intersection from north to south or they will stay on Hwy 30, go thru the light, then turn around in a parking lot so they can take the turn lane on the west side to get them onto Hwy 81. This is mostly at rush hour when it is the worst (5:00 to 6:00 pm), but it can happen at any time. There is a turn light on the other side of the bridge in Heyburn, and that is all we need on this intersection. Please put this on your list to consider. Thank you for your time</p>	4
7/15/2020	Helenanne Boswell	<p>Project Name: 22201</p> <p>Comments: SH 30 from Heyburn to Overland St.,Burley is in terrible condition. It really needs to be completely torn out and redone. Seal coating just doesn't last. With all the semi-truck and regular traffic it is completely worn out. It is just one big bunch of patches that never lasts the winter.</p>	4
7/15/2020	Aaron Wert	<p>Project Name: E 4100 N Rehabilitation PH 2, Buhl HD</p> <p>Comments: This project should be scheduled and companioned with STC-2721 4100N, 2100E to 2400E, filer Highway District Key No 19672. To save money and amount of time the community is inconvenienced.</p>	4

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/31/2020	Kathy Rinaldi	<p>Dear Mr. Rusch,</p> <p>Please accept these comments for the FY2021-27 Draft Idaho Transportation Investment Program (ITIP), Idaho's "roadmap" for planning and developing transportation projects in the state. We appreciate the Idaho Transportation Department's (ITD) commitment to listening to its citizens in developing the FY2021-27 ITIP.</p> <p>On behalf of its 90,000 supporters, the Greater Yellowstone Coalition has worked with people to protect the lands, waters and wildlife of the Greater Yellowstone Ecosystem (GYE) for over 35 years. GYC has long cooperated with the agencies and organizations that manage the lands, waters and wildlife in the Idaho portion of the GYE, including ITD Districts 5 and 6.</p> <p>The depth of knowledge and understanding of the impacts that our transportation network has on wildlife movement and landscape connectivity is continuing to grow. We commend ITD and Idaho Fish and Game's (IDFG) commitment to working together to address mutual goals and objectives such as ITD's objective to "improve safety, mobility and economic opportunity" and IDFG's goal to "sustain Idaho's fish and wildlife and the habitats which they depend." When agencies work together toward mutual goals, citizens and taxpayers' benefit. Wildlife vehicle collisions pose significant safety concerns for drivers and at the same time Idaho's healthy wildlife is an important economic driver in the state. We encourage ITD and IDFG to continue to work together in the development and planning of projects that meet both agencies goals and objectives.</p> <p>Given the importance of our transportation network, as well as the importance of healthy wildlife populations in the state, GYC submits the following comments for your consideration. If you have any questions, please do not hesitate to contact me.</p> <p>Sincerely, Kathy Rinaldi, Idaho Conservation Coordinator krinaldi@greateryellowstone.org Recommendations Best available science - We commend and encourage ITD and other state agencies to continue to</p>	5
7/1/2020	Thomas Woodall	<p>The lists of projects does not include funding for SH47, which is in desperate need of work. It is too narrow and the shoulders are not wide enough to allow safe passing when wide farm equipment is on the road. Wide shoulders are needed to the large number of cyclists who use the road now. It has heavy traffic when there is US20 construction and many heavy RVs use it. The uneven pavement is a safety issue. In order to reduce bicycle traffic on SH47 between Warm River and Bear Gulch I would suggest that the old railway trail be paved to allow for bicyclists to use it. (I know that is a USFS trail but I think ITD should work with them so the road is safer for all from Warm River to Bear Gulch.</p>	6
7/1/2020	Thomas Woodall	<p>Project Name: US 20 Chester to Ashton I do not believe it is worthwhile to bypass Ashton. It will have significant economic impact on Ashton and there are lower cost methods to achieve the same safety. Since the 4 lanes must drop to 2 before the Snake River, it is better to do it without bypassing Ashton. The 4 lanes should end just south of Ashton and the speed should be reduced to 25MPH both a 1/2 mile before and after the junction with SH47. This achieves the safety without all the economic impact and cost.</p>	6
7/17/2020	Mary Kebker	<p>There needs to be a traffic light installed on the corner of Yellowstone Highway and W Main Street in Rexburg, ID.</p> <p>-Mary</p>	6

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/28/2020	Mary VanFleet	<p>Idaho Transportation Department Comments on ITIP 2020-2025 District 6- US Hwy 20</p> <p>I've read the ITIP portions that concern D6 where I live. With the increased risk of wildlife vehicle collisions (WVCs) in this region and the steadily increasing traffic, I would suggest you evaluate the entire corridor for wildlife mitigation. This areas is extremely rich in wildlife, there is no avoiding the increased WVCs that will come with increasing I would like to address two concerns:</p> <p>1. Ashton-Montana Border is a wildlife rich area. It is on a select list of roadways in the State with legacy wildlife. Western Governors Association has endorsed wildlife corridor preservations by various methods, including considerations for roadways as barriers to wildlife movements. Idaho Transportation Department already knows this, they have had it studied in 2011-2013, they had an analysis of required mitigations done in 2014-2016, and they have a copy of a 2 year IDFG roadkill study recently completed at end of 2019. They have the information, and it appears its all being ignored.</p> <p>The entire stretch of mp 350-397 is wildlife rich, many WVCs occur in this area, the recent IDFG study. All the segments you have divided projects into is no way to approach a stretch of road that needs mitigation throughout. Sections 354-356, 350, 365-373, 373-383, 383-391-397 and 401-406 are all part of a huge wildlife summer range and multiple routes of migration to and from YNP, Montana and the Sand Creek area. They should be looked at as one ecosystem that is wildlife rich and planned with a area-wide solution, not piecemeal. In the 370's area there is Swan Lake, the single most productive swan producing pond in the entire State of Idaho. Mitigation is essential for this to continue, as low water level in late summer forces them to cross US 20 to fledge their brood. This is because the roadway base needs armoring from the seepage so that the pond can be maintained at a higher level for benefit of the swans.</p> <p>In only two of these sections is any consideration of wildlife getting across the roadway safely to improve traffic safety: mp 350- bridge reconstruction at Ashton and 401-406 Animal Detection systems WITHOUT any fencing or monitoring of effectiveness which is a waste of money, due to yielding to political pressure of motorized use groups.</p> <p>The threat of WVCs is present through the entire section. Its largely a 2 lane road with SOME turn lanes and SOME passing lanes. If there is a threat at MP 350, it only gets worse as you get to 349-356, 365-383 and 383-391. All these areas have a lot of wildlife on the road at all times of the year, as the IDFG 2 yr. Roadkill study showed (you have a copy in District 6). This report shows, with excellent rigorous scientific approach, that there were 246 large mammals killed on the road from Chester to MT in 2 years. That's 2.5 large animals a week. That's potentially 2.5 fatal accidents a week, and if not injury accidents, then large amounts of property damage. This is not road safety. Why are these sections not being addressed? The risk is the same if not increased. There are many areas in these sections that are undeveloped and uncongested with side roads. Largely National Forest.</p> <p>2. Simple road safety improvements. US 20 is largely a 2 lane road from mp 350 to Montana border. Occasional passing lanes, occasional turn lanes, but in many areas they are missing. For example, the section around mp395, Aspen Ridge subdivision, Flat Ranch TNC property, Drift Lodge Fly Shop, Red Rock Rd. Very congested in terms of drivers trying to enter and exit a constant stream of 65-70 mph traffic with no breaks. A fatal accident occurred there 7/25. Another congested place is Pinehaven area around mp 377 area. There are 3 entrances to this large subdivision but only one has a turning lane. Another road, S. Pinehaven Dr is a road to Henrys Fork Lodge, a popular lodge with dining room that has a lot of traffic daily. It's nearly impossible to try to turn in at that point with a semi traveling 70mph right behind you and no place for him to shoulder. There are NO SHOULDERS on US 20 in Island Park. No place to safely get off the road if there is a disabled vehicle, or a slow mover who wants to let cars by, or simply stop in time for a wreck or an animal on the road, or to fix a tire. NONE. Why are these basic safety concerns not being addressed in Island Park?</p> <p>I have a guess. I believe that adding 8-10 ft. shoulders on both sides of the road, and turn lanes in</p>	6

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		some places adds 30-40 feet or so to the width of the road, and that doubles the time that the danger of wildlife being on the pavement. It will increase WVCs tremendously to have wider highways, less obstruction requiring traffic to slow. ITD knows this. Because the local County Commissioners have been convinced by the motorized use group that fencing required for wildlife mitigation success is threatening their ability to recreate in the forest (they already have over 400 miles of approved motorized use trails in Fremont County- but they want to go anywhere and everywhere they want!), ITD does not want to go up against this politicized issue. So they do nothing. No safety improvements, not anything. Many of these areas mentioned in my first comment are in forested land without congestion or developments. Mitigation could be easily done without infringing anyone's ability to recreate.	
7/28/2020	Ann Schenk	<p>Thank you for the opportunity to make suggestions for needed improvements to our Idaho highways.</p> <p>1st; Wildlife safe crossing need to be included in the plans for future improvements on US 20 from Ashton to at least Last Chance. Hundreds of wild animals are killed every year on that stretch of road. It is only a matter of time before these vehicle, animal collisions result in human lives lost!</p> <p>2nd: US 47 from Ashton to Bear Gulch, is part of Idaho's Scenic By-Way. It is in terrible condition with pot holes, broken pavement and ever increasing traffic! It is dangerous because drivers are crossing the center line to avoid the pot holes. It needs to be resurfaced before major contraction is started on US 20 from Chester to Ashton. Or at the same time!! Please send someone out from ITD to drive this section!!</p> <p>Thank you,</p>	6
7/28/2020	Blank	<p>Signs need to be put up for upcoming intersections showing the name of the cross street especially in country areas.</p> <p>Stop signs should have solar power lights flashing to help drivers see and stop especially when trees may be covering stop signs or they miss the warning that stop sign is coming ahead.</p> <p>Idaho Falls- 17th St needs to add an extra lane on each side "right turn only" lanes all the way down along businesses and heavy traffic areas. Always the worst wrecks especially on sunny days! Some intersections have recurrent pot holes even within 2 weeks of them being fixed, something needs to be done that keeps the area safe longer and saves on money and people's car repairs!</p> <p>Idaho is one of the best states with how roads are built and maintained. Thanks for all you do!</p>	6
7/30/2019	John Messenger	The general public would like to know when and if hwy 20 would become 3 lanes each side of the road Idahofalls to Saint Anthony, and double lane from Saint Anthony to Henry's lake it's heavily traveled, and why are we wasting tax dollars on a cable divider even the IPD is apposed to rather than a concrete rail system like in Rigby that is removable for future construction and better access points for emergency vehicles with the yellow barrels on both sides of access points, even Utah is going to concrete and removing the cables that a dangerous if hit could it not cut a vehicle in half as well as the person who hits it wrong?	6

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/30/2019	Renee Seidler	<p>At the Jackson Hole Wildlife Foundation (JHWF), we work to ensure that our community lives compatibility with our wild neighbors and that free-roaming fauna remain integrated in the identity of our valley's wild spirit. We achieve our mission by collaborating with agencies, organizations, and private landowners to improve habitat. They also gather and disseminate wildlife data that can inform wildlife-friendly policies and educate the community and reduce human-caused impacts on wildlife. The Jackson Hole Wildlife Foundation also works where the wild life moves. We share with Teton County, Idaho migrating herds of ungulates, birds and bats, dispersing carnivores and many other animals that do not recognize human-created jurisdictional boundaries. For those reasons, we feel it is important to comment on the proposed highway projects in Eastern Idaho.</p> <p>We are writing to provide comment on a \$4,654 million project (Key No: 20710) slated for construction in 2025 which is proposed to improve intersections and passing and turning Lanes on SH 33. As described in the Idaho transportation investment program itip document and online map tool, the project will go from milepost 138 .70 to milepost 149 .40. It is not entirely clear if the project has been updated to include additional work outside the scope project area described in I tip. If so, we request an update to the language on this project for the public to accurately understand and so we may appropriately comment on the project. Once we have an updated briefing on the project, we may wish to provide additional comment.</p> <p>If project 20710 is will also address safety issues south of Victor, Idaho, JHWF has additional concerns for WVC's and landscape permeability for migrating and wintering big game in the area. The section of highway 33 is part of a known WVC hotspot in Teton County, Idaho. Recently, a motorcyclist collided with a radio-collared mule deer south of Victor, Idaho on highway 33. Fortunately the motorcyclist survived and is recovering; the deer did not survive the collision. We note the deployment of a mobile LED message sign placed on the highway in response to this incident and we laud the Idaho transportation department ITD for this effort. Research has shown that signs placed on the road have some, but relatively little impact on the number of wildlife vehicle collisions. The sign is an appropriate stopgap measure that we appreciate and we support ITD continue along this line of addressing wildlife and road issues here by considering more impactful migration as part of future highway projects, such as wildlife crossings.</p> <p>South of Victor, the Trail Creek Corridor and its border riparian habitat parallels highway 33. This part of the valley holds precious limited winter forage for moose, mule deer and elk, some of which migrate to summer range high in the Tetons and in our national parks. The shared herds are at risk due to the threat of development in the southern part of Teton valley, Idaho and protecting them from increasing commuting and visitor traffic and the larger pavement footprint is important part of retaining heard viability. Neighborhood development, conversion of agricultural land, highway expansions, editions of pathways through the recent Federal Land access program FLAP and Better Utilizing Investments to Leverage Development BUILD grants) all loom on the horizon as gains for local deployment in southern Teton valley will be destructive for wildlife. these herds are not only a critical part of Idaho, Wyoming and Grand Teton national Parks heritage, but they are a vital part of our economy as hunters and wildlife watchers alike flock to this part of the greater Yellowstone ecosystem to harvest and view these animals. With continued expansion of the human footprint and increased ability for more visitors to travel through southern Teton valley, urge ITD to consider how to mitigate the impacts of road improvements and increasing traffic on wildlife. Project 20710 provides a great opportunity to include wildlife mitigation to protect these valuable herds.</p> <p>We strongly encourage ITD to collaborate with Idaho department of fish and game and other experts to understand the ramifications of road improvements on wildlife populations. At JH WF, we are also have roadkill and live citing data from Teton valley that may be useful in considering ways to mitigate the effects of increasing traffic and expanded roadways.</p> <p>Please do not hesitate to reach out to us with any questions or responses to these comments. Upon your request we are also happy to compile data from our citizen scientist database that could help inform decisions made on these projects. Sincerely, Renee Seidler</p>	6

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/31/2020	Bonnie Altshuld	<p>To the Idaho Transportation Department:</p> <p>I am happy to submit my comments on the Idaho Transportation Department (ITD) Idaho Transportation Investment Program (ITIP), which addresses Idaho's transportation needs for fiscal years 2021 through 2027.</p> <p>I am an Idaho resident. I live in the Pinehaven subdivision, just south of Harriman State Park, in Island Park. We see a lot of roadkill in our area, from Last Chance to the Ashton hill. Elk, deer and moose regularly cross Hwy 20, as they spend days up on Bishop or Moonshine Mountain and cross the road to drink from the river or get to the forest land on the east side of the Henry's Fork river. Oftentimes we have a moose pair (mama and calf) in our subdivision in both the summer and winter.</p> <p>I would like ITD to focus on safety when improvements are made to Hwy 20. Traffic is only increasing in this corridor. This summer, 2020, I have not observed any decrease in the number of cars, RVs and trucks traveling the road. In fact, I think it has increased since last summer, and will only continue to increase in the years to come as more and more tourists visit Yellowstone.</p> <p>ITD owes it to the people of Idaho and the tourists using this highway to make the best decision on roadway safety. Ignoring the wildlife that also utilize this corridor is not putting safety first. I would like to feel safe when I drive on Hwy 20; I don't currently. Driving at dusk, nighttime or dawn is something I avoid as much as I can, as this is when animals are out and the risk of hitting one is the greatest.</p> <p>From Last Chance to Ashton the only subdivision right next to the road is Pinehaven, and it is set back in the forest. Pinehaven residents for the most part support wildlife mitigation in this stretch of the road, as we have seen the hit animals and the near death of our community members. In May of this year a Pinehaven resident hit an elk and nearly died.</p> <p>Ashton Hill is another hot spot for animal crossings. There are no houses, no subdivisions in this part of the highway. Please consider wildlife mitigation here, for safety, for our heritage, for the tourists that travel this and support our economy.</p> <p>I don't believe flashing signs will make a difference for safety. Drivers will ignore these. Changing human behavior behind the wheel has never proven to be a successful strategy.</p>	6

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>A start for highway safety could be to lower the speed limit on highway 20 and encourage trucks to travel on I-15. The truck weigh station recently built on Hwy 20 just south of Ashton on the west side of the highway seems to be always closed. Perhaps if that were open more often more trucks would travel on I-15 instead, improving safety for those of us on Hwy 20.</p> <p>It seems to me that politics influenced ITD's decision to use flashing lights for wildlife detection on Targhee Pass. I hope you can stand up for safety on the other Hwy 20 projects. In particular:</p> <p>Project ID: 20581, milepost 369 to 377.5</p> <p>This project, near Pinehaven, is a key area for elk, moose, deer and bear crossings. It also abuts Swan Lake, a very important habitat for nesting Trumpeter swans.</p> <p>Project ID: ORN22645, milepost 354.25 – 356 Ashton Hill area</p> <p>There are no subdivisions in this area, and it is a hotspot for roadkill.</p> <p>The IFWIS database shows 25 hit animals in 2020 (Jan to July 29th), larger than a wolf. This is highly underreported, as the carcass survey is no longer being conducted and this data is probably 20% of the total. However, the data shows five pregnant mule deer killed and two doe and fawn pairs. This is unacceptable. This roadkill will impact populations and animals available to be hunted.</p> <p>Please consider safety first and don't let politics get in the way of making the best decision for highway safety on Hwy 20.</p> <p>Sincerely, Bonnie Altshuld</p>	
7/1/2020	Con Paulos	The left turn light when your facing north at times you have to sit there for 2 minutes even when there is no south bound traffic. It needs to be fixed. I have seen people get so frustrated by this they just make a left turn on the red light! Thank you!	General/ Statewide
7/6/2020	Tyler G. Creech, Ph.D	<p>Hi Aubrie and Michael,</p> <p>I'm preparing comments on the FY21-27 Draft ITIP and was hoping you could provide geospatial data for the included projects. Michael has sent me a file geodatabase in past years, which would be perfect. Thanks for your assistance!</p> <p>Sincerely, Tyler Creech</p>	General/ Statewide
7/24/2020	Victoria Fowler	Here are just some reasons to support wildlife over- and underpasses with associated fencing: They keep wildlife and people safe. The best available science shows wildlife structures and fencing reduce collisions with wildlife by 83 to 87 percent. They are fiscally responsible. Wildlife crossing structures and fencing have a 25-year lifespan compared to similarly priced alternatives that only last 10 years, sometimes often much less. Wildlife crossings and fencing keep animals moving and migrating. Retrofitting bridges to allow wildlife crossings is a cost-effective, smart way to do this.	General/ Statewide
7/27/2020	Colleen Cabot	So glad you are taking wildlife into account as you plan upgrades to your highways. Providing over and under passes for wildlife save lives of people and wildlife, and allow migration paths so necessary to animals.	General/ Statewide
7/27/2020	Charles Collier	Study after study in recent years has proven wildlife crossings make up their initial cost within years of being implemented by preventing many collisions from ever occurring (with each collision carrying a financial cost, as well as, sadly, sometimes human lives). Primarily, wildlife over- and underpasses with associated fencing just make sense. Wildlife is protected, as are drivers: 1. They keep wildlife and people safe. The best available science shows wildlife structures and fencing reduce collisions with wildlife by 83 to 87 percent. 2. They are fiscally responsible. Wildlife crossing structures and fencing have a 25-year lifespan compared to similarly priced alternatives that only last 10 years, sometimes often much less. 3. Wildlife crossings and fencing keep animals moving and migrating. Retrofitting bridges to allow wildlife crossings is a cost-effective, smart way to do this. Thank you.	General/ Statewide
7/27/2020	blank	Please do extensive wildlife crossings In any new projects	General/ Statewide

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/27/2020	Blank	To keep wildlife and people safe. The best available science shows wildlife structures and fencing reduce collisions with wildlife by 83 to 87 percent. Wildlife crossing structures and fencing have a 25-year lifespan compared to similarly priced alternatives that only last 10 years, sometimes often much less. Wildlife crossings and fencing keep animals moving and migrating. Retrofitting bridges to allow wildlife crossings is a cost-effective, smart way to do this.	General/ Statewide
7/27/2020	Brigitte Merlini	I support ITD's plans for wildlife-friendly accommodations across the state, including crossing structures and fencing in priority migration areas. It would be ideal if bridges are a little higher, a little longer, with associated fencing and without rip-rap. Building flat areas or platforms would allow animals to walk under bridges out of water. Reasons to support wildlife over- and underpasses with associated fencing: They keep wildlife and people safe. The best available science shows wildlife structures and fencing reduce collisions with wildlife by 83 to 87 percent. They are fiscally responsible. Wildlife crossing structures and fencing have a 25-year lifespan compared to similarly priced alternatives that only last 10 years, sometimes often much less. Wildlife crossings and fencing keep animals moving and migrating. Retrofitting bridges to allow wildlife crossings is a cost-effective, smart way to do this. Thank You	General/ Statewide
7/28/2020	Janet Parkins	I heartily support wildlife over and underpasses with associated fencing because they are the most cost effective way to keep wildlife and people safe. Wildlife crossing structures and fencing have a 25-year lifespan compared to similarly priced alternatives that last maximally 10 years. Wildlife crossings and fencing also allow animals to keep moving and migrating safely. The best time to add wildlife crossings would be when retrofitting or replacing aging bridges. It would be ideal if bridges are a little higher, a little longer, with associated fencing and without rip-rap. Building flat areas or platforms would allow animals to walk under bridges out of water.	General/ Statewide
7/28/2020	steph spencer	I am writing to encourage you to develop more safe corridors for wildlife, in & around major roads & highways. The statistics for wildlife over & under passes is very promising. The best available science shows wildlife structures and fencing reduce collisions with wildlife by between 83 to 87 percent. Wildlife crossing structures and fencing have an approximate 25-year lifespan compared to similarly priced alternatives that only last 10 years or less. Wildlife crossings and fencing keep animals moving and migrating, which is key to the health & well-being of many species....including many who's numbers are dwindling such as bighorn sheep & elk. Retrofitting bridges to allow wildlife crossings is a cost-effective, smart way to do this, for the sake of human safety, as well as wildlife safety. Thank you for working on this project.	General/ Statewide
7/28/2020	Meryl Pinque	Why wildlife crossings are a good idea: - They keep wildlife and people safe. The best available science shows wildlife structures and fencing reduce collisions with wildlife by 83 to 87 percent. - They are fiscally responsible. Wildlife crossing structures and fencing have a 25-year lifespan compared to similarly priced alternatives that only last 10 years, sometimes often much less. - Wildlife crossings and fencing keep animals moving and migrating. Retrofitting bridges to allow wildlife crossings is a cost-effective, smart way to do this.	General/ Statewide
7/30/2019	Patrick Carr	I support maintaining Idaho's wildlife populations by providing safe highway crossings and fencing as appropriate for the state's wildlife. As you know, highways are a serious cause of mortality among migrating animals and can create genetically limited populations when regional groups are unable to co-mingle. I appreciate that your plan is to provide mitigation where possible to reduce these impacts!	General/ Statewide

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
7/31/2020	Rob Thornberry	<p>To whom it may concern:</p> <p>The Theodore Roosevelt Conservation Partnership (TRCP) thanks you for the opportunity to submit the following comments on the Draft Idaho Transportation Department (ITD) Idaho Transportation Investment Program (ITIP), which addresses Idaho's transportation needs for fiscal years 2021 through 2027. The TRCP is a national non-profit conservation organization working to guarantee all Americans quality places to hunt and fish. In addition to its 60 formal partner groups, the TRCP represents more than 100,000 individual members across the United States and 3,500 in Idaho. In cooperation with other sporting and conservation organizations, we work to ensure access to public lands while at the same time working through federal land use planning to make sure big game animals – such as deer, elk, bighorn sheep, and pronghorn – have room to thrive.</p> <p>Nearly 1,300 wildlife-vehicle collisions are reported each year in Idaho, according to ITD. The number of wildlife-vehicle collisions is undoubtedly an underestimate of wildlife-vehicle collisions and animals killed by vehicles, since ITD data accounts for only those crashes exceeding \$1,500. The ITD estimates these collisions cost at least \$34 million to taxpayers each year. The Federal Highway Administration estimates Idaho's costs to be \$55 million annually. Regardless of the formula used for calculations, the costs to Idaho taxpayers are high and could be mitigated with properly located and constructed wildlife crossings.</p> <p>Similar to many projects across the West, existing wildlife crossing projects on State Highway 21 near Boise, and near Copeland on U.S. Highway 95 in north Idaho have been highly successful in addressing wildlife-automobile collisions. Idahoans with a wide range of interests worked together collaboratively to build the crossing structures and there has been a significant reduction in wildlife-vehicle collisions, which makes our roads safer while maintaining critical habitat and landscape connectivity for wildlife. The success of these crossings underscores the need for similar projects in other high-risk transportation corridors across Idaho. It also bolsters the need to adequately fund already programmed projects in the</p>	General/ Statewide
		<p>current ITIP, which include the following projects in the current approved State of Idaho ITIP: * 20773 State Highway 21 wildlife overpass at Cervidae Peak, Boise County. (Fiscal Year 2022) Project</p> <p>* 22162 U.S. 30 Rocky Point wildlife crossing, Bear Lake County. (Fiscal Year 2025 Project)</p> <p>Including wildlife-related mitigation in its transportation planning and construction projects will also help ITD with its Towards Zero Deaths - Every Life Counts Initiative. Given that wildlife- vehicle collisions result in an average of 13 human fatalities and serious injuries per year in the state (Cramer et al. 2014), addressing these collisions is a necessity if ITD to reach its long- term goal of zero deaths. Our recommendations are straightforward:</p> <ul style="list-style-type: none"> ☐ Implement wildlife-friendly practices in places likely to reduce wildlife-vehicle collisions. ☐ Expand the span of bridges when possible following the best science and practices to allow for wildlife movement under the span. ☐ Maximize microhabitat complexity and cover within underpass using salvage materials (logs, root wads, rock piles, etc.) to encourage use by semi-arboreal mammals, small mammals, reptiles and species associated with rocky habitats. ☐ Include and maintain adequate wildlife fencing to encourage animals to utilize the bench below the bridge. Wildlife fencing is most effective and preferred method to guide wildlife to structure and prevent intrusions to the right-of-way. Fencing is most effective at reducing wildlife vehicle collisions when wildlife fences are approximate 8 feet in height and 3.1 miles in length around wildlife crossing structures or bridges. ☐ Be thoughtful about speed limits as IDT straighten curves, build passing lanes, or constructing new turn lanes on the state's highways. Numerous studies show that the operating speed of a highway is one of the most significant predictors of wildlife-vehicle collisions, as it significantly 	

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>reduces the driver's reaction time compared with reaction times at slower speeds. Other studies similarly indicate that road improvements, including straightening out curves, increasing lane and shoulder widths and paving gravel surfaces, are associated with an increase in wildlifevehicle collisions.</p> <p>☐ Improve Roadkill Data Collection. ITD and IDFG have identified a need for improved and consistent roadkill data collection. By providing an easy-to-use mobile application such as Survey 123 to experts in the field, Idaho's natural resource and transportation agencies can retain more accurate data about the impact of highways on Idaho's wildlife populations.</p> <p>☐ Integrate Recommended Actions within Idaho Fish & Game's State Wildlife Plans. Multiple studies and reports identify transportation as a threat to Idaho's wildlife. The following reports emphasize the importance of mitigating and monitoring the impacts of Idaho's expanding roads and road network: Management Plan for the Conservation of Wolverines in Idaho 2014-2019 (IDFG2014), Idaho State Wildlife Action Plan (SWAP; IDFG 2017), Idaho Action Plan for Implementation of Department of the Interior Secretarial Order 3362: "Improving Habitat Quality in Western Big-Game Winter Range and Migration Corridors" (IDFG 2019). These reports can be utilized to support partnership and collaboration between ITD and IDFG statewide to find innovate crossing solutions.</p> <p>☐ Implement recommendations from previous ITD-funded wildlife reports. ITD has deeply invested in studies and reports written by world-renown road ecologists and biological experts from IDFG. Within each of these reports are clear, science-based recommendations that, if implemented, would make Idaho's roads safer for people and wildlife.</p> <p>☐ Seek opportunities for funding projects in federal transportation bill currently moving through Congress.</p> <p>Again, we thank ITD for the continued work on efforts to mitigate wildlife-vehicle collisions. And thank you for accepting our comments regarding the 2021-2027 Draft Idaho Transportation Investment Program. If you would like to talk with us, please do not hesitate to contact us at your convenience.</p>	
7/31/2020	Blank	I support the state's plan to build bridges and fencing that supports the crossing of large animals in the state. Safety is important as does the idea of a future for our children with wildlife that IS part of the west.	General/ Statewide
7/31/2020	Hannah Rasker	<p>Dear Idaho Transportation Department:</p> <p>We are pleased to submit the following comments on the Draft Idaho Transportation Department (ITD) Idaho Transportation Investment Program (ITIP), which addresses Idaho's transportation needs for fiscal years 2021 through 2027. Our organizations are interested in improving passage for wildlife and aquatic species and reducing wildlife-vehicle collisions in Idaho. We cooperatively advocate for innovative solutions to improve and/or maintain habitat connectivity across roads and provide safe passage for people, fish, and wildlife through research, mapping, monitoring, policy work, and on-the-ground projects.</p> <p>Our comments recognize ITD's dedication to addressing wildlife and aquatic resource mitigation with transportation projects and make recommendations that will improve roads for drivers and wildlife. We provide the following recommendations to ensure wildlife resources are considered early in the transportation planning and budgeting processes for transportation projects.</p> <p>Where mitigation is determined to make sense, taking steps to prevent collisions and provide safe passage is predicted to save human lives, wildlife, and money. We commend ITD's history of implementing fish and wildlife passage along Idaho's highways at places like Chilco (D1), Highway 21 (D3), I-15 (D5), and Howard and Garden Creek (D6), and for taking significant steps to implement mitigation for wildlife in several existing and planned projects throughout the state, including projects on US 95 (District 1), SH 21 (District 3), US 30 (District 5), and the Lemhi River (D6). Projects like these continue to address the needs of Idaho's people, fish and wildlife.</p> <p>Supporting Research on Safe Wildlife Passage</p> <p>Wildlife-vehicle collisions (WVCs) cause human fatalities, injuries, property damage, and pose safety and maintenance challenges for departments of transportation. A 2008 study, requested by Congress pursuant to the SAFETEA-LU Act, estimated that one to two million collisions between cars and large animals occur every year in the United States (Huijser et al. 2008). Annually, wildlife-vehicle collisions cause hundreds of human deaths, over 25,000 injuries, and cost Americans over \$8 billion. These collisions harm native wildlife, including game species. Between vehicle repair costs, medical bills,</p>	General/ Statewide

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>towing fees, accident attendance costs, hunting value of road-killed game species, and more, the total costs for the average collision with a large ungulate in the United States and Canada have been estimated at \$8,190 per deer-vehicle collision, \$25,319 per elk-vehicle collision, and \$44,546 per moose-vehicle collision in U.S. dollars (adjusted for inflation to 2018) (Huijser et al. 2009). In addition to endangering Idahoans, WVCs also constitute a major threat to survival for some of the 10 federally listed threatened or endangered animal species in Idaho, including lynx and grizzly bears (IDFG 2015). There are, however, proven solutions to this costly issue: wildlife crossings combined with wildlife-proof fencing have been shown to reduce wildlife-vehicle collisions by 80 to 90%, while maintaining or improving the ability of animals to move safely back and forth across highways to meet their needs (Huijser 2016, Woods 1990, Clevenger et al. 2001, Dodd et al. 2007, Sawyer et al. 2016). Despite their upfront costs, these measures can be economical over time due to collision cost savings when installed at collision hotspots. Wildlife crossings combined with wildlife-proof fencing are preventative measures that ultimately save the public money (Huijser et al. 2009). With few exceptions, the American public supports these mitigations, as they support efforts to both improve human safety and reduce wildlife mortality on roadways.</p> <p>In addition, over 20 years of peer-reviewed literature suggests that maintaining and improving habitat connectivity between protected areas is one of the top strategies to combat biodiversity loss and maintain healthy wildlife populations (Heller and Zavaleta, 2009). In 2018, Secretarial Order 3362 (SO3362) put forth a mandate for “Improving Habitat Quality in Western Big-Game Winter Range and Migration Corridors” in 11 western states. In response, each of the 11 western states was directed to create an Action Plan to identify the top priorities for improving winter habitat and connectivity between seasonal ranges for mule deer, elk, and pronghorn antelope. Threats to migrations due to highways was a common theme across the 11 states. Idaho’s Action Plan includes five priority areas, and each one of those areas identifies highways as being a major threat to wildlife movement and migration. Special attention should be given to highways that fall within the Priority Areas that the state has identified under SO 3362, especially as mule deer populations are declining across the west, and they are one of the species that are most frequently involved in wildlife-vehicle collisions in the region.</p> <p>Including wildlife-related mitigation in its transportation planning and construction projects will also help ITD with its Towards Zero Deaths - Every Life Counts initiative. Given that wildlife- vehicle collisions result in an average of 13 human fatalities and serious injuries per year in the state (Cramer et al. 2014), addressing these collisions is a necessity if ITD to reach its long- term goal of zero deaths.</p> <p>Proposed ITD Highway Projects with Specific Wildlife Opportunities</p> <p>Appendix A (Table 1) lists specific projects for each highway district that we believe offers significant opportunities to proactively incorporate measures to mitigate these road segments’ disruptive effects on wildlife and ecological connectivity. We identified these projects using a variety of criteria, including (1) type, scope, and location of project; (2) opportunity to incorporate wildlife passage; and (3) proximity to important wildlife habitat, with a focus on wildlife corridors where safe passage across roads is particularly crucial. In assessing these criteria, we relied upon several data sources, including the ITIP and other project-specific materials; the State Wildlife Action Plan from Idaho Department of Fish and Game, and the Idaho Highway Wildlife Linkage Assessment, a cooperatively built linkage analysis provided by Idaho Transportation Department and the Idaho Department of Fish and Game. The project sites identified in the table have been overlaid on data sources representing wildlife value in the map in Appendix B.</p> <p>Recommendations</p> <p>Below is a list of best management practices and other actions we recommend to assist in ITD achieving its goals of safety and efficiency. Please reference Appendix A for projects we have identified as providing opportunity for incorporating wildlife-safe passage accommodations.</p> <p>Implement Wildlife-Friendly Practices Likely to Reduce WVCs</p> <p>Specific wildlife-friendly practices likely to reduce WVCs are detailed below. In particular, we request that bridge restoration/replacement designs accommodate safe wildlife passage where they span creek and river corridors, which often constitute important natural movement pathways for wildlife.</p>	

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>Bridges often span locations ideal for wildlife movement. Bridge restoration/replacement is an ideal opportunity to include these mitigations: "Retrofitting existing structures will almost always be less expensive than building new structures... Existing culvert and bridge structures provide a cost-effective solution to maintaining and improving wildlife movement across road and highway rights-of-way" (Shilling et al. 2012).</p> <p>Expand the Span</p> <ul style="list-style-type: none"> • To facilitate both aquatic and terrestrial wildlife passage, bridges should be extended/wide enough to span the stream to allow for some dry ground or an artificial ledge beneath the bridge on one or both sides. <p>Under the Bridge</p> <ul style="list-style-type: none"> • Erosion-reduction treatments (revetment) are often made from rip-rap (large rocks), or a mixture of rip-rap and concrete. Typical bridge riprap can be a barrier to animal movement, including ungulates, along streambanks. Passage benches allow for movement of animals under the bridge, thereby increasing road safety of bridge approaches (MNDOT 2014, p17- 22). • Alternative revetment involving soil and vegetation treatment of rip-rap can provide surfaces that are still resistant to erosion, but provide surfaces attractive for wildlife movement. Alternatively, a soil ledge away from regular stream erosion (e.g., near the bridge abutment) may provide a pathway for wildlife (Shilling et al. 2012). • Install interlocking brick to support slopes instead of riprap to open up a pathway and facilitate wildlife passage (Clevenger and Huijser 2011). • Maximize microhabitat complexity and cover within underpass using salvage materials (logs, root wads, rock piles, etc.) to encourage use by semi-arboreal mammals, small mammals, reptiles and species associated with rocky habitats (Clevenger and Huijser 2011). <p>Include Wildlife Fencing</p> <ul style="list-style-type: none"> • Fencing may be required to encourage animals to utilize the bench below the bridge. Wildlife fencing is most effective and preferred method to guide wildlife to structure and prevent intrusions to the right-of-way (Clevenger and Huijser 2011). • Mechanically stabilized earth walls, if high enough, can substitute for fencing and is not visible to motorists (Clevenger and Huijser 2011). • Fencing is most effective at reducing wildlife vehicle collisions when wildlife fences are approximate 8 feet in height and 3.1 miles in length around wildlife crossing structures or bridges (Huijser et al 2016). • Modify existing right-of way fencing by adding height to convert it to wildlife fencing to channel wildlife to existing bridge/crossing structure. <p>Passage Assessment System (PAS)</p> <ul style="list-style-type: none"> • We also encourage ITD to use a process to help identify opportunities for retrofitting existing structures - the Passage Assessment System (PAS). As can be viewed in Appendix F of Cramer et al. (2014), "the Washington State Department of Transportation (WSDOT) funded a study by Kintsch and Cramer to evaluate existing infrastructure for potential retrofits (modifications) to allow greater permeability for wildlife species to pass beneath the road. This method is to be used by a qualified DOT biologist somewhat familiar with different species preferences for crossing types and other infrastructure." This document can be found at http://www.wsdot.wa.gov/Research/Reports/700/777.1.htm. <p>Alternatives to Salt-based Deicers</p> <ul style="list-style-type: none"> • Salt-based deicers often attract ungulates onto the roadway, directly increasing wildlife deaths and increasing the risk of human fatalities. Use of salt-based deicers pose an extreme hazard for drivers. We encourage ITD to identify and prioritize the use of alternative deicing agents so that roads are safer for both drivers and wildlife. <p>Speed and Capacity Considerations</p> <ul style="list-style-type: none"> • Many of the projects in this ITIP draft involve constructing new right- and/or left-turn lanes, additional passing lanes, straightening out curves, and/or increasing lane and shoulder widths. It is important that ITD and the ITIP acknowledge that these projects will likely increase the operating 	

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>speed at which motorists will be able to drive on Idaho roadways, and increase the amount of traffic on the roadway. A recent report that ITD contributed to highlighted the decrease of WVCs during the Covid-19 stay-at-home order of early March to mid-April. During that time there was a 38% decrease in WVCs in Idaho, and an overall decrease of 63% travel on all roads (UC Davis Special Report 4, 2020). This study highlighted the direct link between the overall amount of vehicle on roadways and the increased likelihood of WVCs.</p> <ul style="list-style-type: none"> • Numerous studies show that the operating speed of a highway is one of the most significant predictors of wildlife-vehicle collisions (e.g., Newman et al. 2012), as it significantly reduces the driver's reaction time compared with reaction times at slower speeds. Other studies similarly indicate that road improvements, including straightening out curves, increasing lane and shoulder widths and paving gravel surfaces, are associated with an increase in wildlife-vehicle collisions. (Vokurka & Young 2008; Leblond et al. 2007; Jones 2000; Gunther et al. 1998.) • Rather than mitigating the safety risk of wildlife-vehicle collisions, these projects may indeed have the opposite effect. We recommend that ITD include specific actions to reduce the number of crashes involving wildlife in response to these improvements. <p>Programmatic Mitigation Plans</p> <ul style="list-style-type: none"> • Several states are beginning to take advantage of provisions originally enacted in the 2012 Moving Ahead for Progress in the 21st Century (MAP-21), and continued under the Fixing America's Surface Transportation (FAST) Act, that permit states to develop programmatic mitigation plans to holistically assess the effect of roads on natural resources, including wildlife, rather than doing so on a project-by-project basis. We encourage ITD to use this provision to develop a statewide plan for mitigating the highest priority hot spots for wildlife-related mitigation measures, with an eye towards 'banking' any stand-alone mitigation projects against future related transportation projects, as appropriate. <p>Improve Roadkill Data Collection</p> <p>ITD and IDFG have identified a need for improved and consistent roadkill data collection. By providing an easy-to-use mobile application such as Survey 123 to experts in the field, Idaho's natural resource and transportation agencies can retain more accurate data about the impact of highways on Idaho's wildlife populations. We strongly suggest ITD road crews reporting roadkill using a state-wide identified data-collection application, and standardized data collection processes. We welcome working with you to help establish these protocols, and identify the best roadkill mobile application for use by ITD road crews to improve roadkill reporting.</p>	
		<p>Integrate Recommended Actions within Idaho Fish & Game's State Wildlife Plans</p> <p>Multiple studies and reports identify transportation as a threat to Idaho's wildlife. The following reports emphasize the importance of mitigating and monitoring the impacts of Idaho's expanding roads and road network: Management Plan for the Conservation of Wolverines in Idaho 2014-2019 (IDFG2014), Idaho State Wildlife Action Plan (SWAP; IDFG 2017), Idaho Action Plan for Implementation of Department of the Interior Secretarial Order 3362: "Improving Habitat Quality in Western Big-Game Winter Range and Migration Corridors" (IDFG 2019). These reports can be utilized to support partnership and collaboration between ITD and IDFG statewide to find innovative crossing solutions. We ask ITD to amend the ITIP to include sufficient funds to cover the project costs associated with analyzing and implementing appropriate wildlife mitigation measures, in cooperation with Idaho Department of Fish & Game and other relevant agencies, such as the U.S. Forest Service, National Park Service, Bureau of Land Management, and the US Fish and Wildlife Service.</p> <p>Implement Recommendations from Previous ITD-funded Wildlife Reports</p> <p>ITD has deeply invested in studies and reports written by world-renowned road ecologists and biological experts from IDFG. Within each of these reports are clear, science-based recommendations that, if implemented, would make Idaho's roads safer for people and wildlife. ITD's Research Report 229, Methodology for Prioritizing Appropriate Mitigation Actions to Reduce Wildlife-Vehicle Collisions on Idaho Highways (Cramer et al. 2014) demonstrates compelling results and conclusions. We respectfully request that ITD follow the recommendations of their own reports to address the impacts Idaho's highways have on wildlife migrations and movement. We ask ITD to update the statewide prioritization with best available data, knowing that wildlife mitigation and accommodations are not possible everywhere.</p>	

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>possible everywhere.</p> <p>Address ITIP and ITD Planning Flaws that Overlook Cumulative Impacts and Segmentation</p> <p>ITD needs to further evaluate specific projects within highway corridors to ensure its compliance with the National Environmental Policy Act's requirements to address cumulative impacts of - and unlawful segmentation along - major highway projects. The Council on Environmental Quality's (CEQ) regulations (40 CFR §§ 1500-1508) implementing the procedural provisions of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. §§ 4321 et seq.), define cumulative effects as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions (40 CFR § 1508.7)." This is most notable along US20 in District 6, where multiple highway widening and expansion projects are proposed, but are considered as Categorical Exclusions in areas with extremely high levels of wildlife vehicle collisions, including across Idaho's priority elk migration routes and occupied habitat for Endangered Species such as grizzly bears. The projects appear not to have logical termini, nor do the road segments have independent utility.</p> <p>It has also come to our attention that an alternative location of Banks Maintenance Shed No. 3114 on the North Fork of the Payette River should be pursued due to storage of diesel fuel and hazardous chemicals in a Riparian Conservation Area, and that an Environmental Assessment should be completed before an additional Special Use permit expires.</p> <p>Opportunities with National Transportation Bills</p> <p>While a final Transportation Bill has not passed the Senate yet, we are encouraged by bipartisan support to address wildlife vehicle collisions and wildlife connectivity within both versions of the bill. Both bills include funding for the Bridge Investment Program, the Surface Transportation Block Program, and a minimum of \$50M/year for wildlife crossings. Both versions of the bill also include language to standardize wildlife vehicle collision and carcass data, and recommend national threshold guidance that can help states determine when crossings should be considered. The House version also included the Rebuild Rural Grant Program, which can be utilized to reduce WVCs, and waives state match for a minimum of two years on transportation projects. Further, both bills support updating and expanding the 2008 Wildlife Vehicle Collision Reduction Study Report to Congress, which will update some of the data and recommendations we reference in this letter. This bill, when passed, can provide opportunities for the state in the form of standards, resources, and funding to address driver and wildlife safety on Idaho's roads.</p> <p>Conclusion</p> <p>We hope that this letter opens lines of communication and identifies opportunities where we might be able to support ITD's efforts to consider the needs of wildlife movement. We will respectfully follow-up with each of the District Engineers, biologists, and planning teams to discuss priority projects (Appendix A), and encourage that ITD request additional funding from the Federal Highway Administration to implement collision mitigation and wildlife passage solutions. We also hope to support ITD headquarters to address larger requests, such as updating the statewide prioritization, and improving data collection processes.</p> <p>We would be happy conduct site visits with you as you continue the design process for the above-mentioned projects, and be a useful resource to provide best available science when creating Environment Impact Statements. We are specifically interested in being involved in the Garwood to Sagle EIS revision and updating Corridor plans, especially on US 20, and look forward to participating in these processes. Wildlife mitigation can often be achieved by considering relatively minor adjustments to the project. We are also happy to talk through ways that we might be able to provide financial and strategic support to implement these recommendations.</p> <p>We hope the supportive relationship between ITD, IDFG and the public continues to address wildlife mitigation opportunities. Thank you for addressing wildlife passage at important places, such as the McArthur Lake (D1), Cervidae Peak (D3), I-15 and Rocky Point (D5), and the Lemhi River (D6). And thank you for accepting our comments regarding the 2021-2027 Draft Idaho Transportation Investment Program. If you would like to talk with us, please do not hesitate to contact us at your convenience</p>	

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>Sincerely, Kim Trotter, Yellowstone to Yukon Conservation Initiative kim@y2y.net and Hannah Rasker, Yellowstone to Yukon Conservation Initiative Tyler Creech, Center for Large Landscape Conservation John Robison, Idaho Conservation League Cc: Brian Ness, Director, Idaho Transportation Department Wendy Terlizzi, Environmental Section Manager, Idaho Transportation Department Melinda Lowe, Senior Environmental Planner, Idaho Transportation Department Sonna Lyn Fernandez, Senior Transportation Planner, Idaho Transportation Department Damon Allen, District 1 Engineer, Idaho Transportation Department Doral Hoff, District 2 Engineer, Idaho Transportation Department Caleb Lakey, District 3 Administrator, Idaho Transportation Department Jesse Barrus, District 4 Engineer, Idaho Transportation Department Todd Hubbard, District 5 Engineer, Idaho Transportation Department Jason Minzghor, District 6 Engineer, Idaho Transportation Department Mike Hartz, District 1 Senior Environmental Planner, Idaho Transportation Department Shawn Smith, District 2 Senior Environmental Planner, Idaho Transportation Department</p>	
7/31/2020	Sarah Cubells	<p>Dear Idaho Transportation Department: The Henrys Fork Wildlife Alliance (HFWA) is pleased to submit the following comments on the Draft Idaho Transportation Department (ITD) Idaho Transportation Investment Program (ITIP), which addresses Idaho's transportation needs for fiscal years 2021 through 2027. HFWA is an organization committed to education and advocacy to protect and conserve the</p> <p>Dear Idaho Transportation Department: The Henrys Fork Wildlife Alliance (HFWA) is pleased to submit the following comments on the Draft Idaho Transportation Department (ITD) Idaho Transportation Investment Program (ITIP), which addresses Idaho's transportation needs for fiscal years 2021 through 2027. HFWA is an organization committed to education and advocacy to protect and conserve the native wildlife and its enjoyment by the public in the Upper Henrys Fork Watershed. As the Greater Yellowstone region attracts increasing amounts of visitors, HFWA supports efforts to achieve safer travel for people and wildlife through Ashton and Island Park that sustains our economic, ecological, and cultural heritage. The Upper Henrys Fork Watershed is a critical part of the Greater Yellowstone Ecosystem (GYE) and part of one of the last intact mountain ecosystems left on earth. Noss et al. (2002) reported that the Henrys Fork Megasite ranked number 1 in the GYE for "irreplaceability of resources" and was ranked number 2 in the combined ranking of "irreplaceability and vulnerability" in comparison with 42 other "megsites" within the GYE.</p> <p>According to the 2020 Draft ITIP, Highway 20 will be the site of many highway improvement projects over the next six years. Highway 20 and its traffic splits a critical corridor for wildlife migration in ITD's District 6, specifically for the Sand Creek elk herd, the Madison River elk herd, mule deer, and both resident and migratory moose. Because Highway 20 bisects migration and movement areas for many large ranging wildlife moving in and out of Yellowstone National Park, it is unfortunately commonplace for both tourists and residents to see animal carcasses of all sizes on the roadway, including large non-ungulates too, like black bears and grizzly bears.</p> <p>The Idaho Department of Fish and Game's 2015 State Wildlife Action Plan states that US Highway 20</p>	General/ Statewide

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>presents a threat to connectivity for ungulate migration (IDFG 2016). Indeed, this region contains critically important habitat for wildlife in Idaho. From 2017 to 2019, IDFG conducted a carcass survey on 54 miles of US-20 and 9 miles of SH-87 in Fremont County from Chester, ID to the Montana state border. They recorded 246 big game carcasses; 126 mule deer, 52 elk, 24 moose, 19 white-tailed deer, 6 pronghorn, 10 deer of unknown species, and 9 big game of unknown species. These highways are clearly a threat to wildlife on an individual basis, but the busy road also deters animals from crossing, interrupting their semi-annual migrations that allow their overall survival. Further, collisions with wildlife pose an enormous threat to human safety and property.</p> <p>As projects undertaken by ITD have demonstrated in other districts, there are proven solutions to the problem of wildlife-vehicle collisions. These highway mitigation measures, including wildlife underpasses, overpasses, and systems that automatically detect wildlife nearby, all in conjunction with adequate associated fencing, have been shown to reduce wildlife-vehicle collisions by 80 to 90% (Huijser 2016, Woods 1990, Clevenger et al. 2001, Dodd et al. 2007).</p> <p>We recognize and appreciate the economic challenge of fund allocation in ITD's project planning. Even small adaptations to design plans and proposed projects, specifically on bridge designs, can make wildlife passage possible without significantly adding to the overall costs of a project. However, despite the initial costs of some major wildlife mitigation provisions, these measures have been shown to pay for themselves due to collision cost savings when installed at collision hotspots (Huijser et al. 2009).</p> <p>Attached in Appendix A is a chart containing a subset of projects from the 2020 Draft ITIP that HFWA has identified as having potential opportunities to incorporate effective wildlife passage features in District 6. For example, Project 20581 is a repaving on Highway 20 from Sheep Falls to Pinehaven. Driver safety should be carefully considered on and beyond this stretch of road, as it is extremely congested and poses a significant threat of human mortality, human injury, and property damage. Further, this is a very important area for elk, moose, and mule deer migration, and a known hotspot for WVCs. ITD identified part of this area along the highway as a Wildlife Linkage Area in the Highway/Wildlife Linkage GIS Layers Final Report from 2005. There are no homes directly on the Sheep Falls to Pinehaven section of Highway 20 and people in this area largely support the addition of a wildlife crossing. In fact, over 50 residents of the nearest subdivision wrote a letter in 2018 asking ITD for an overpass. We believe that these conditions create an opportunity for the implementation of wildlife crossing infrastructure paired with appropriate fencing. We hope ITD will take advantage of any construction plans and use the best available science to implement these solutions to address the human and wildlife safety issues in this area.</p> <p>Opportunities</p> <p>We believe there are opportunities to incorporate appropriate mitigation measures to improve safety for Idahoans, tourists, and wildlife on the road. In Policy Resolution 2019-08, Western Governors Association agrees that migration corridors and habitat play a vital role in maintaining the health and resilience of fish and wildlife species in the West: Wildlife-vehicle collisions present a significant threat to public safety and wildlife populations. According to an annual State Farm Mutual Automobile Insurance Company report¹, it is estimated that there were over one million wildlife-vehicle collisions with deer, elk, moose or caribou in the United States between July 2017 and June 2018. When properly designed, wildlife crossing infrastructure (including fencing, overpasses, underpasses, motion sensors and other technology), has been shown to significantly reduce wildlife-vehicle collisions (WGA 2019).</p> <p>Although it has not yet passed in the Senate, we are optimistic about the opportunities that will be introduced in a National Transportation Bill. Both versions of the bill include funding that will improve driver and wildlife safety and facilitate wildlife movement via the Bridge Investment Program, the Surface Transportation Block Program, and a minimum of \$50M/year for wildlife crossings. Both versions of the bill also include guidelines to standardize wildlife vehicle collision and carcass data, and direction to better help states determine what conditions support the implementation of wildlife crossings. Both bills support updating and expanding the 2008 Wildlife Vehicle Collision Reduction Study Report to Congress. This bill will provide opportunities for the state of Idaho to address driver</p>	

FY2021-27 Draft Idaho Transportation Investment Program (ITIP) E-mail and Website Comments

Date Received	Name	Comment	ITD District
		<p>and wildlife safety on Idaho's roads.</p> <p>We respectfully encourage ITD to incorporate wildlife mitigation measures in the projects outlined in the 2021-2027 Draft ITIP. Please see Appendix A for a subset of projects from the 2020 Draft ITIP that HFWA has identified as having potential opportunities to incorporate safe wildlife passage features in District 6. HFWA commends ITD for considering our comments and we would welcome the opportunity to work with ITD in any way possible toward implementing safe wildlife passage solutions in District 6.</p> <p>Thank you.</p> <p>Respectfully,</p> <p>Sarah Cubells</p> <p>Program Coordinator</p> <p>On behalf of Henrys Fork Wildlife Alliance</p> <p>Appendix A.</p> <p>Table 1. A subset of projects from the 2020 Draft ITIP that HFWA has identified as having potential opportunities to incorporate safe wildlife passage features in District 6.</p> <p>Project ID Year Type Route Milepost Comments</p> <p>20053 2023-2025 Pavement Restoration US 20 352.2-363.38</p> <p>Project crosses the Fall River. Important linkage area for moose.</p> <p>Opportunity for lengthened bridge to allow wildlife passage and improved driver safety with fence.</p> <p>ORN22645 2023 Reconstruction/Realignment US 20 354.25 -356.5</p> <p>This project borders the Ashton to Montana Priority corridor.</p> <p>Increased traffic volume will increase risk of WVCs</p> <p>20581 2022 Pavement Restoration US 20 369-377.5</p> <p>Key area for elk, moose, grizzly bears and mule deer migration. *</p> <p>22234 2025 Bridge Restoration US 20 350</p> <p>This area is a known hotspot for WVCs.</p>	

Board Agenda Item

Meeting Date September 16, 2020Amount of Time Needed for Presentation 15 minutes

Presenter's Name Justin Collins	Presenter's Title Financial Mgr. – FP&A	Initials JC	Reviewed By LSS
Preparer's Name Nathan Hesterman	Preparer's Title Sr. Planner – Programming	Initials NH	

Subject

Recommended FY 2021 - 2027 Idaho Transportation Investment Program		
Route Number Various	Project Number Various	Key Number Various
District Various	Location Various	

Background Information

The Recommended FY 2021 - 2027 Idaho Transportation Investment Program (ITIP) is provided for the Board's review and approval. The Recommended ITIP includes the Highways, Public Transportation, and Aeronautics Programs as of September 4th. The Recommended ITIP is provided under separate cover and indicates changes between the draft ITIP as reviewed at the Board's June Workshop and this Recommended ITIP. The Recommended ITIP includes summarized preliminary engineering, right-of-way acquisition, and construction costs for each project.

Public comments and requests were considered and incorporated into the Recommended ITIP by the Districts when appropriate. Additional changes to the program are expected due to *Redistribution of Obligation Authority Not Used By Other States* received at the end of August along with resulting end-of-year actions. Other changes since the June Workshop include fiscally constrained changes requested by stakeholders and correction of oversights and errors.

Recommendations

Approval of the attached resolution, page 95.

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 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 2016 Fixing America's Surface Transportation (FAST) transportation act requires that a fiscally constrained list of projects covering a 4-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, Highways, Public Transit, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2021 - 2027 ITIP; and

WHEREAS, the Recommended FY 2021 - 2027 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2021 - 2027 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained Program; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2021 - 2027 Idaho Transportation Investment Program (ITIP).

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 16, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

Presenter's Name Justin Collins	Presenter's Title Financial Mgr., FP&A	Initials JC	Reviewed By
Preparer's Name Blake Rindlisbacher	Preparer's Title Chief Engineer	Initials BR	

Subject

FFY2020 Redistribution of Federal Formula Funds August 28, 2020

Key Number N/A	District N/A	Route Number N/A
-------------------	-----------------	---------------------

Background Information

On August 28, 2020 the Federal Highway Administration (FHWA) informed the states of additional FFY 2020 formula obligation authority (OA) through redistribution. Nationwide, \$4.8 billion was redistributed. Idaho's share of redistributed FFY2020 OA is \$38,497,831 and must be obligated prior to September 15th.

Of the \$38,497,831 redistribution:

\$30,954,174 brought OA to 100% of FFY2020 Apportionment, and

\$7,543,657 exceeded the FFY2020 Apportionment.

The August 2020 Redistribution – A detailed allocation breakdown of the above allotments can be found in the exhibit on page 2 of this item.

The “**to 100%** Apportionment” allotments (columns D-F) are based on existing IT Board policy and federal regulations and can be obligated immediately.

The “**above 100%** Apportionment” allotments (columns H-J) use concepts from Policy 4028 to fund ITD, Transportation Management Area, Local Urban, and Local Rural Programs and will also need to be obligated prior to September 15th.

Recommendations

Approve resolution on page 97D.

Board Action

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

	C	D	E	F	G	H	I	J	K	L	M	N
1	IDAHO TRANSPORTATION DEPARTMENT											
2	PROPOSED ALLOTMENT OF AUGUST 2020 REDISTRIBUTION											
3	prepared: 08-30-20											
4												
5												
6	AUGUST 2020 REDISTRIBUTION - PROPOSED ALLOTMENTS											
		to 100% Apportionment				above 100% Apportionment *				Total Redistribution		
7	Program	Federal Formula Funds	Match	Total Program Funding		Federal Formula Funds	Match	Total Program Funding		Federal Formula Funds **	Match	Total Program Funding
8	All Other SHS Programs	24,517,791.49	1,902,580.62	26,420,372.11		6,324,833.00	490,807.04	6,815,640.04		30,842,624.49	2,393,387.66	33,236,012.15
9	GARVEE Formula Debt Service*											
10	State Planning & Research*											
11	Metropolitan Planning*											
12	Railroad Crossings	199,251.44	19,925.14	219,176.58		0.00				199,251.44	19,925.14	219,176.58
13	Transportation Alternatives	366,541.36	26,904.14	393,445.50		0.00				366,541.36	26,904.14	393,445.50
14	Recreational Trails	127,003.14	0.00	127,003.14		0.00				127,003.14	0.00	127,003.14
15	STBG - Local Urban	815,757.75	59,876.62	875,634.37		475,250.00	34,883.35	510,133.35		1,291,007.75	94,759.97	1,385,767.72
16	STBG - Transportation Mgt Area	1,809,178.91	132,793.73	1,941,972.64		268,324.00	19,694.98	288,018.98		2,077,502.91	152,488.71	2,229,991.62
17	Transportation Alternatives - TMA	44,339.68	3,254.53	47,594.21		0.00				44,339.68	3,254.53	47,594.21
18	STBG - Local Rural	1,368,710.52	100,463.35	1,469,173.87		475,250.00	34,883.35	510,133.35		1,843,960.52	135,346.70	1,979,307.22
19	Local Bridge	503,163.00	36,932.16	540,095.16		0.00				503,163.00	36,932.16	540,095.16
20	Off System Bridge	377,349.16	27,697.43	405,046.58		0.00				377,349.16	27,697.43	405,046.58
21	Local HSIP	825,087.56	60,561.43	885,648.98		0.00				825,087.56	60,561.43	885,648.98
22	Total	30,954,174.00	2,370,989.15	33,325,163.15		7,543,657.00	580,268.72	8,123,925.72		38,497,831.00	2,951,257.88	41,449,088.88
23												
24												
25	notes:											
26	* these programs are provided 100% Obligation Authority and do not participate in redistribution											
27	** \$38,497,831 Redistribution of Obligation Authority notice was received from FHWA on August 28, 2020											
28												



ALLOCATION OF FEDERAL FORMULA HIGHWAY APPORTIONMENTS TO LOCAL PUBLIC AGENCIES

Purpose

The purpose of this policy is to authorize the Director to administer the formula apportionments received by Idaho and also to annually allocate a portion for surface transportation to Local Public Agencies. The allocation is designed to retain the same proportion of funds to Local Public Agencies as received prior to the Intermodal Surface Transportation Act of 1992 and to split funds between local rural and urban jurisdictions proportionally to population and lane-miles.

Legal Authority

- Idaho Code 40-310(8) – Board authority to expend funds appropriated for construction, maintenance and improvements of state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

The Director shall administer the federal formula apportionments received by Idaho and shall annually allocate a portion of these apportionments for use by Local Public Agencies (LPAs) having jurisdiction over federal-aid highways. The amount is determined by applying the deductions and calculation methodology, identified as “Option B” (see supplement 4028S).

LPAs will receive an amount of Surface Transportation Program (STP) apportionments equal to 12.6% of the total annual federal formula apportionments after deductions for:

- State Planning and Research,
- Congestion Mitigation and Air Quality,
- Transportation Alternatives, and
- Recreational Trails.

Local High Priority Projects are then deducted from the 12.6% LPAs share and any adjustment for obligation limitation is applied before it is divided equally between urban and rural LPAs.

Distribution between Local Urban and Rural LPAs

Available apportionments, as adjusted for obligation limitation, that are allocated to LPAs shall be divided equally between urban LPAs having jurisdiction over federal-aid highways within urban areas with a population of 5,000 or greater, and rural LPAs having jurisdiction over federal-aid highways in areas less than 5,000 population.

The funds available to urban LPAs shall be those remaining after the deduction of:

- federal funding for statewide ride-sharing coordination,

- the matching costs for the Local Technical Assistance Program Transportation Technology Transfer Center, and
- any federally required distribution of funding to a Transportation Management Area (TMA).

The funds available to rural LPAs shall be those remaining after the deduction of:

- the matching costs for the Local Technical Assistance Program Transportation Technology Transfer Center, and
- apportionments for the Surface Transportation Program Rural (STPR) Exchange Program (Board policy 4030).

The remaining funds available to rural LPAs shall be used for rural project selection under the Local Federal-Aid Incentive Program.

Project Selection

The director, or a delegate, shall work cooperatively with locally elected public officials, Metropolitan Planning Organizations, and the Local Highway Technical Assistance Council to formulate local jurisdiction project identification and funding recommendation procedures under the Local Federal-Aid Incentive Program which must be consistent with federal project funding regulations and guidelines.

All projects recommended for funding as a result of such procedures are subject to final approval by the Idaho Transportation Board for inclusion in the Idaho Transportation Investment Program (ITIP). Costs for any LPA project, or any phase of the project, incurred prior to inclusion of the project in the federally approved ITIP are not eligible for federal reimbursement.

Full Use Provision

By August 1 of each year, Urban and Rural apportionments that have not been obligated to construction on an LPA project shall be made available to other LPAs or the Department for use on other federally funded projects. Such apportionments obligated to other federal programs will no longer be available to the Urban and Rural Program for use in future years. This provision prevents the loss of federal funds in Idaho.

The total annual federal costs for LPA projects shall remain within the applicable total annual available urban or rural apportionments provided under this policy. LPA projects, which have not qualified for federal funds because the projects were not obligated by August 1 of each year, may be deferred to another year in the ITIP, but must be funded within the urban or rural apportionments made available under this policy in the year to which the project is deferred.

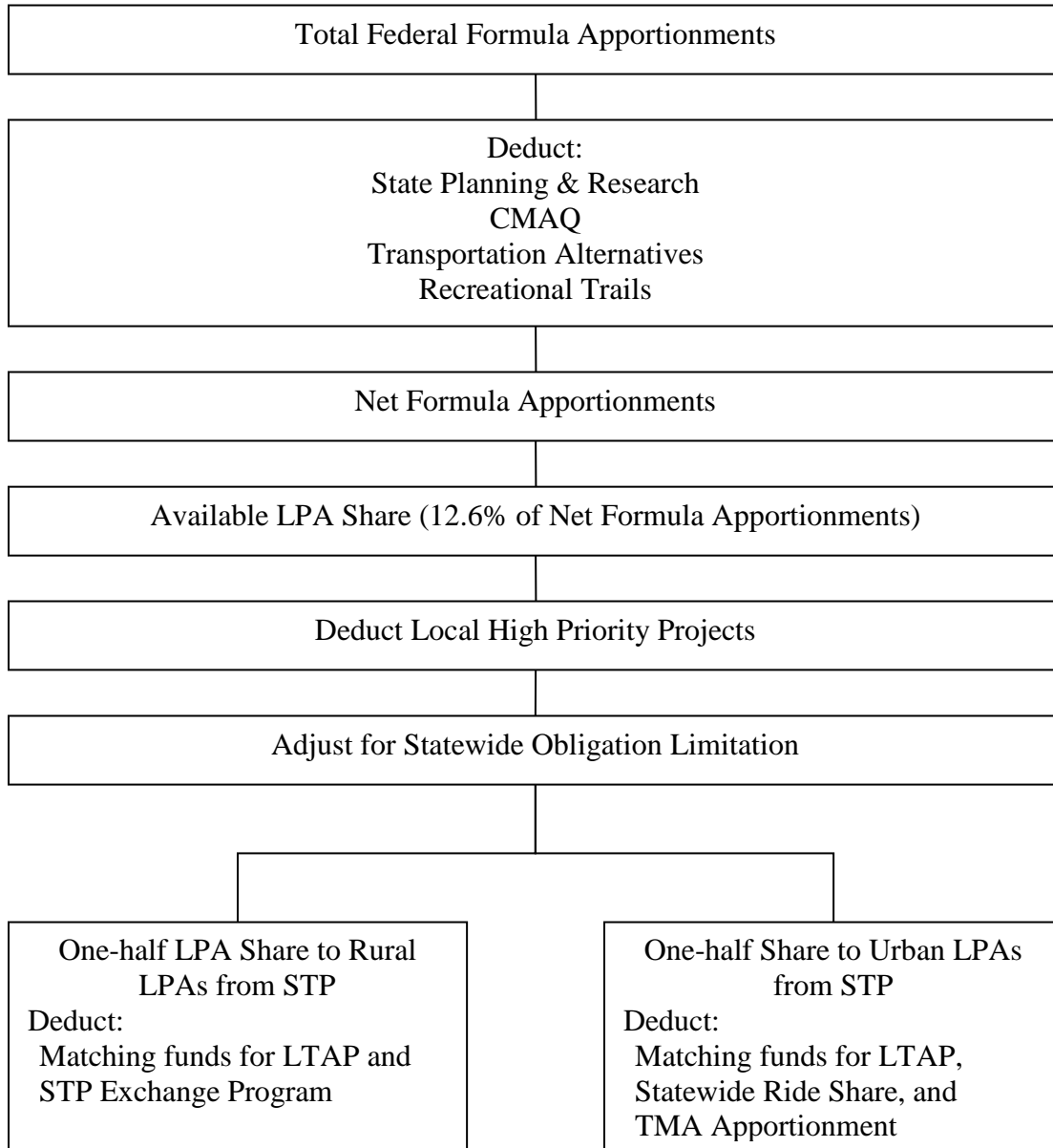
The continuation of this policy is contingent upon the continued availability of federal funding. This policy is subject to review by the Idaho Transportation Board in the event of changes in state or federal funding or related funding requirements.

Approved by the Board on:

Signed
Jerry Whitehead
Board Chairman

Date August 15, 2013

LOCAL PUBLIC AGENCY SHARE OF FEDERAL HIGHWAY FUNDING
Board-Established Method for Allocation of Apportionments to Local Public Agencies (LPAs)



* 4028 stipulates 12.6% of the total annual federal formula funding to LPAs after deductions.
Local High Priority Projects are deducted from the 12.6% share before it is divided equally between urban and rural LPAs.

LPA Programs share in reduced apportionments when there is a reduction in Obligation Authority.



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, it is in the public interest for the Department to accomplish a current, realistic and fiscally constrained Idaho Transportation Investment Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal-aid Highway Funding; and

WHEREAS, the State was notified on August 28, 2020 by the Federal Highway Administration (FHWA) that Idaho's share of redistributed FY 2020 Obligation Authority was \$38,497,831; and

WHEREAS, within the \$38,497,831 redistribution \$30,954,174 brought Obligation Authority to 100% FFY2020 Apportionment and \$7,543,657 exceeded the FFY2020 Apportionment, and

WHEREAS, it is the intent to fully utilize the FY 2020 federal highway redistribution allocations proportionately across state and local projects;

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board ratifies the allotments of August 2020 redistribution as shown in the accompanying exhibit and authorizes staff to fund advances and cost increases to fully utilize the funding over 100% of OA.

BE IT FURTHER RESOLVED, that staff is authorized to make the appropriate changes to the Idaho Transportation Investment Program.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 16 SEPT 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min

Presenter's Name Caleb Lakey	Presenter's Title D3 DE	Initials JCL	Reviewed By LSS
Preparer's Name Caleb Lakey	Preparer's Title D3 DE	Initials JCL	

Subject

Amendment to CenterCal (Meridian Village) STAR Agreement		
Key Number	District D3	Route Number SH-55, Eagle Rd.

Background Information

Since the spring of 2019, CenterCal and their consultant have been working to get the Phase 3 portion of the Meridian Village Star Agreement ready to advertise this fall. With development of residential units located in the SW quadrant of the River Valley and N Records Road intersection, they'll exceed the threshold mandating the implementation of Phase 3 Highway Improvements soon. Per the current agreement, the improvements include a third, southbound through lane on Eagle Rd between E. Leslie Dr. and Franklin Rd. (approx. 1.5 miles) CenterCal has made obligations to others that they'll have their certificate of occupancy by November 2020, but per our current agreement, construction should be completed prior to the certificate of occupancy being issued. CenterCal has asked that we consider accepting a surety bond based on 125% of the engineer's estimate in lieu of the 110% surety on the construction contract and that we consider that bond as commencing construction as it relates to the certificate of occupancy. Currently, the Developer is securing ROW necessary for the project and are at about 95% design. Their plan is to construct in 2021.

Also, the developer would like to amend the agreement to include the installation of a modified signal at E. Village Drive and extended turn lanes at E. River Valley Drive as a Phase 4 to the agreement, which has been shown to be acceptable through engineering review.

Both the addition of the signal and the acceptance of the surety bond are the subject of the proposed amendment.

Recommendations

Approval of attached resolution on page 106.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



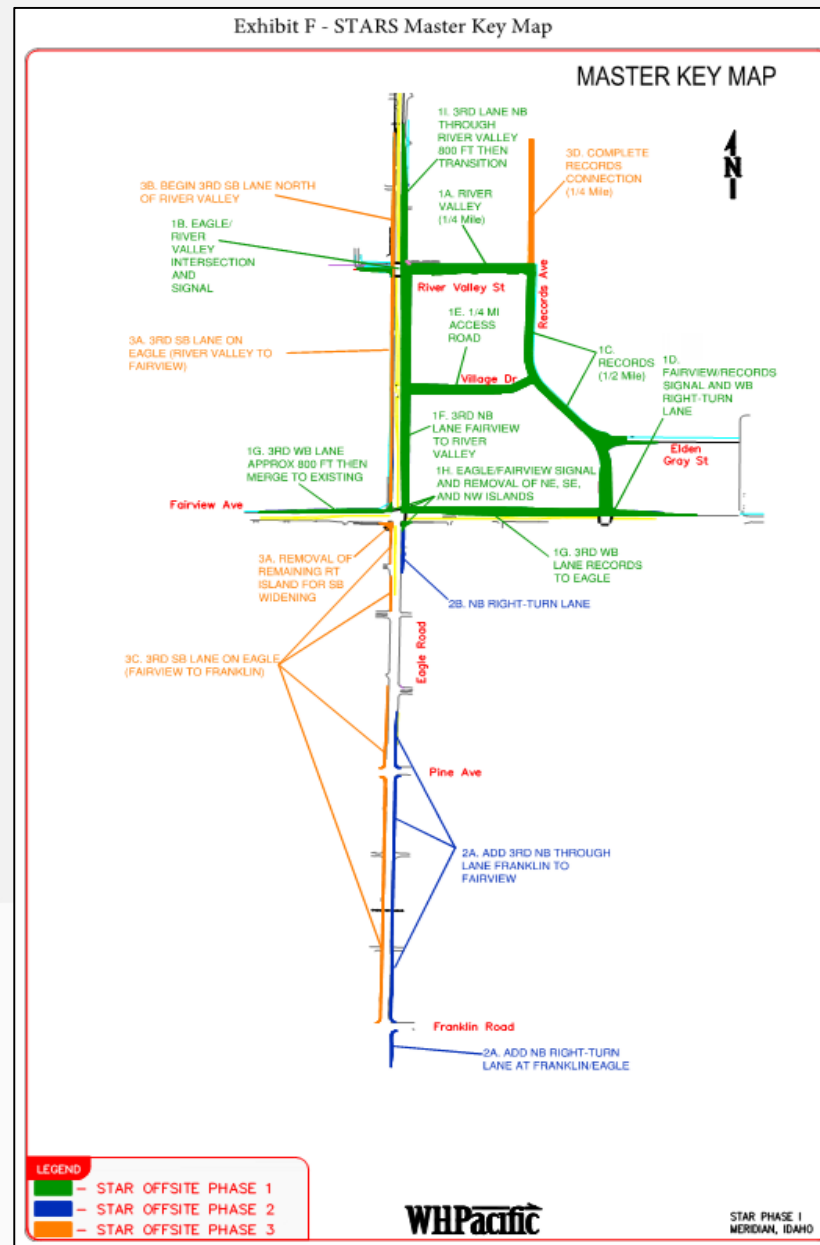
CenterCal (Meridian Village) STAR Agreement

Caleb Lakey, District 3 Engineer
September 2020

Amendment to include:

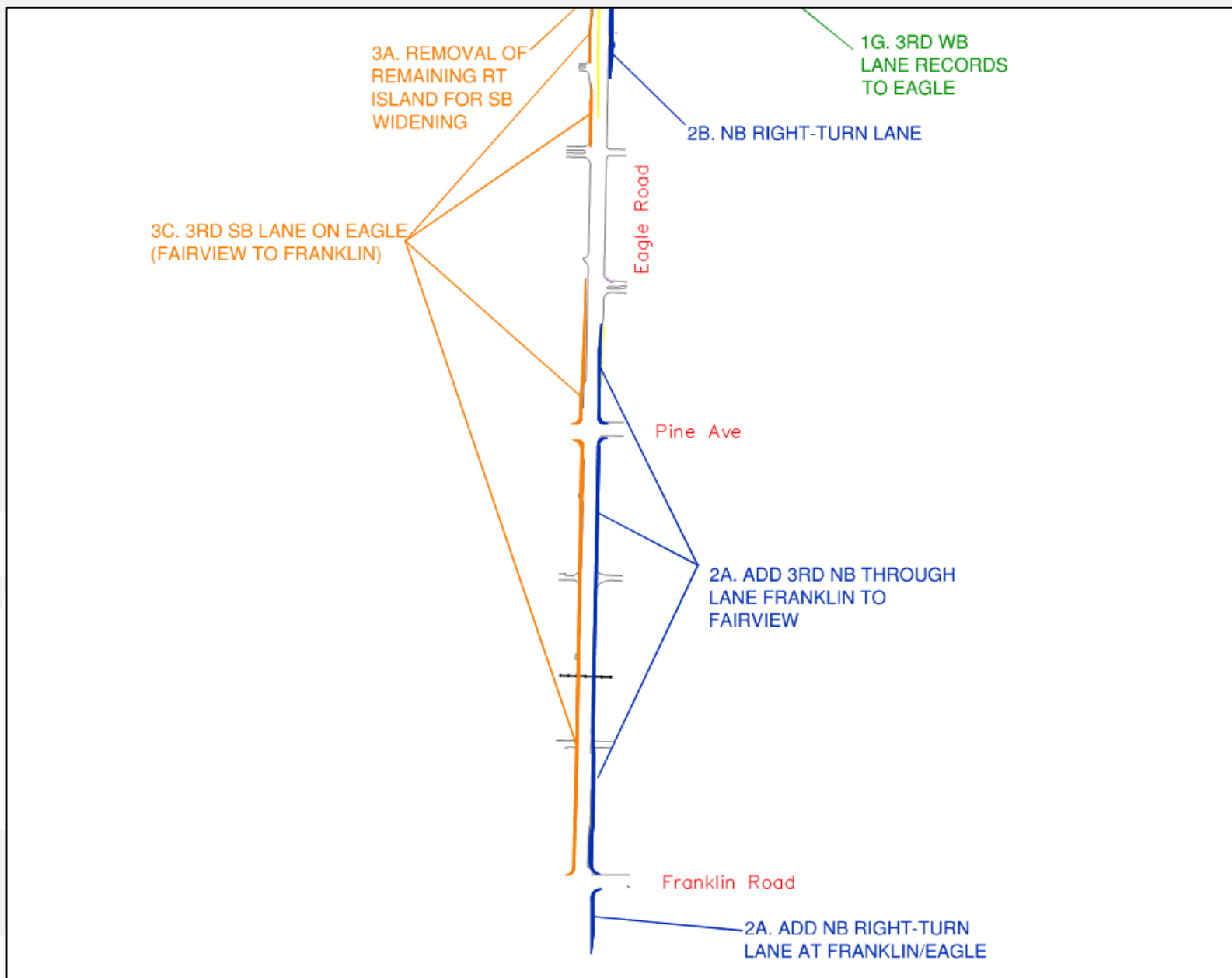
1. Letter of Credit in lieu of construction on Phase 3 improvements
2. Addition of Phase 4 improvements to the agreement

Exhibit F - STARS Master Key Map

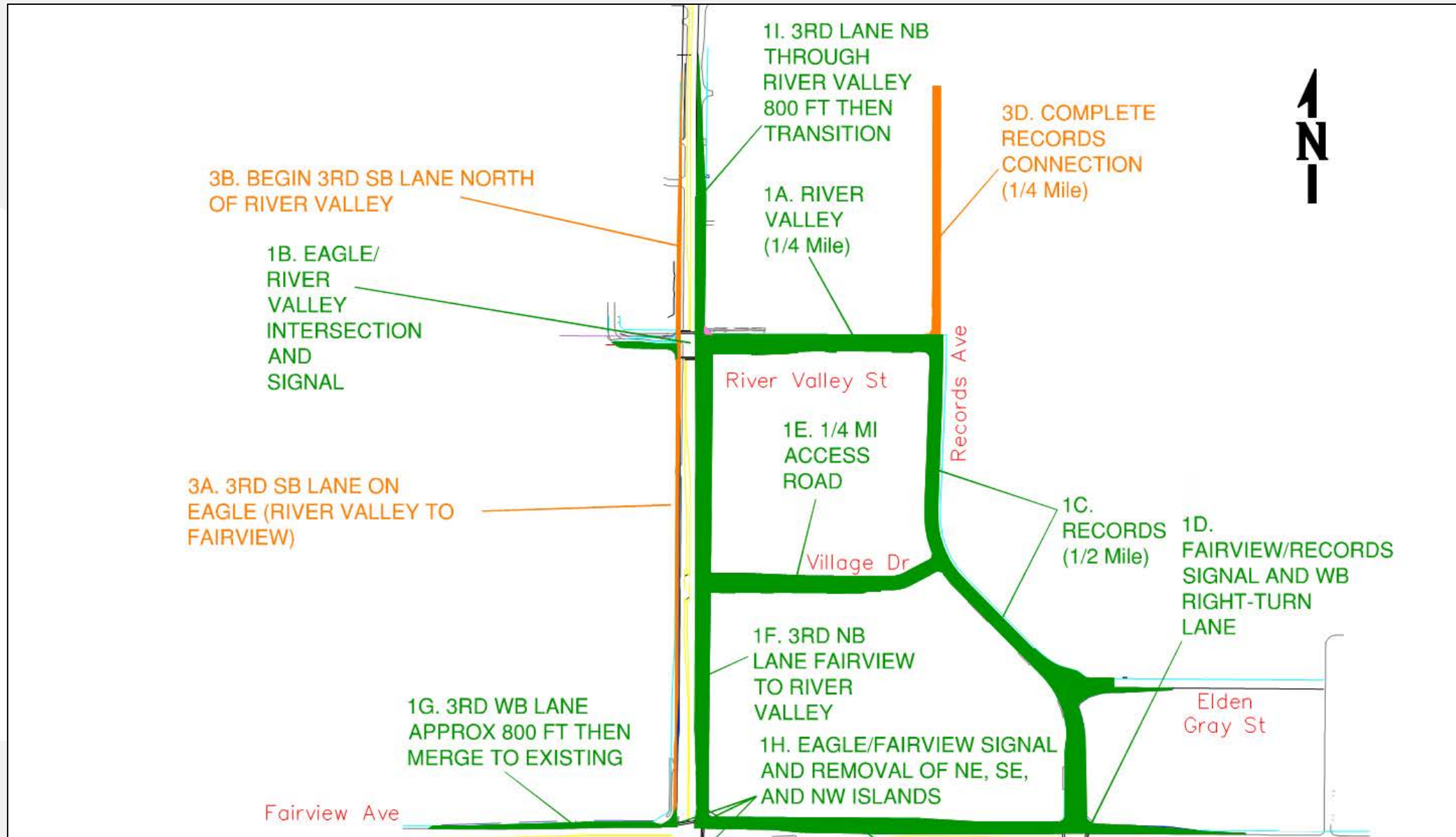


99C





99D





Your Safety • Your Mobility • Your Economic Opportunity



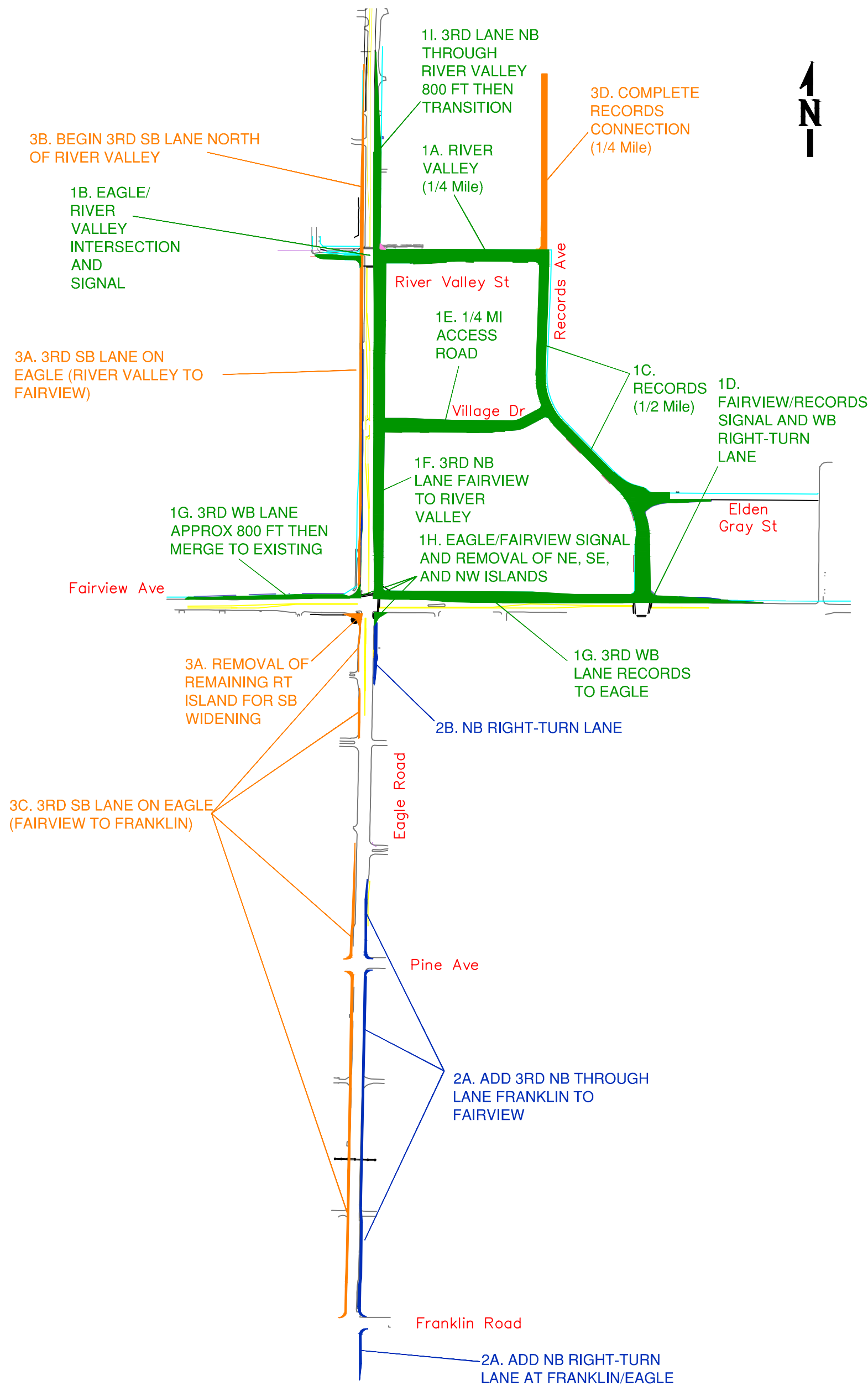
99G

Your Safety • Your Mobility • Your Economic Opportunity



Thank you!

MASTER KEY MAP



LEGEND

- STAR OFFSITE PHASE 1
- STAR OFFSITE PHASE 2
- STAR OFFSITE PHASE 3

**AMENDMENT TO
SALES TAX ANTICIPATION REVENUE REIMBURSEMENT AGREEMENT
Meridian Town Center**

This AMENDMENT TO SALES TAX ANTICIPATION REVENUE REIMBURSEMENT AGREEMENT (“**Amendment**”) is made and entered into this _____ day of _____ 2020 (“**Effective Date**”), by and among the IDAHO TRANSPORTATION DEPARTMENT, an executive department of the state of Idaho (“**ITD**”), the IDAHO TRANSPORTATION BOARD, a board created pursuant to the laws of the state of Idaho (“**ITD Board**”), the ADA COUNTY HIGHWAY DISTRICT (“**ACHD**”), a highway district created pursuant to the laws of the state of Idaho, and MERIDIAN CENTERCAL, LLC, a Delaware limited liability company (“**Developer**”). The entities entering into this Addendum may be identified individually as a “**Party**” and collectively as the “**Parties**”, as warranted under the circumstances.

RECITALS AND AGREEMENT

1. The Parties entered into that certain Sales Tax Anticipation Revenue Agreement (Meridian Town Center) dated effective September 23, 2011, and recorded in the real property records of Ada County, Idaho as Instrument No. 112006971 (the “**Agreement**”).
2. The Parties hereby agree to modify the Agreement as follows:
 - 2.1. Section 1.1.3 of the Agreement shall be amended to include the **bolded and underlined** language below:
 - 1.1.3 Developer understands and agrees that it must commence the Phase 3 construction, by providing the required surety, **on the earlier of: (i) prior to the issuance of any occupancy permits which would bring the total amount of the Developer’s occupancy-permitted space (whether retail, commercial, residential or other), to any amount exceeding 950,000 total developed square feet; or (ii) November 1, 2020.** Prior to the commencement of any **physical** work on Phase 3 construction, Developer shall obtain final design approval, which will not be unreasonably withheld or delayed by the Agencies, and provide the Phase 3 surety referenced in Section 3.4 below. Subject to Section 1.7, Developer hereby obligates itself to proceed with the entirety of Phase 3 and shall commence Phase 3 construction prior to exceeding the 950,000 square feet restriction referenced herein. Once Phase 3 construction begins, Developer shall diligently prosecute the work until completed. ITD shall have no obligation to pursue or condemn any right of way that may be needed for Phase 3 construction.

2.2. A new Section 1.1.4 shall be added to the Agreement as follows:

1.1.4 Developer understands and agrees that it must commence the Phase 4 construction, by providing the required surety, on or before December 31, 2021. Prior to the commencement of any work on Phase 4 construction, Developer shall obtain final design approval, which will not be unreasonably withheld or delayed by the Agencies, and provide the Phase 4 surety referenced in Section 3.4 below. Subject to Section 1.7, Developer hereby obligates itself to proceed with the entirety of Phase 4 and shall commence Phase 4 construction on or before December 31, 2021. Once Phase 4 construction begins, Developer shall diligently prosecute the work until completed. ITD shall have no obligation to pursue or condemn any right of way that may be needed for Phase 4 construction.

2.3. Section 3.4 of the Agreement shall be amended to include the **bolded and underlined** language below:

“3.4 Letter of Credit or Cash Deposit or Performance Bond. In addition to the bonding requirements applicable to the Contractor pursuant to Section 3.2.1 *supra*, Developer shall deliver to each Agency an irrevocable and unconditional letter of credit in favor of the Agency in an amount equal to one hundred and ten percent (110%) of the total of the contract price of the Project Costs associated with the applicable phase. The letter of credit shall be issued by either a national bank with a branch in Ada County, Idaho or another financial institution acceptable to the Agency. In lieu of a letter of credit, the Developer may provide a cash deposit in the same amount, or pledge other security acceptable to the Agency of equal value. For ITD, Developer may in the alternative deliver: **(i) a phase-specific performance bond in an amount equal to one hundred and ten percent (110%) of the Construction Contract price of the applicable phase; or (ii) an irrevocable and unconditional letter of credit in favor of the ITD in an amount equal to one hundred twenty-five percent (125%) of Developer’s project engineer’s estimate of the Project Costs based on ninety-five percent (95%) complete project plans associated with the applicable phase.** If a bond is used, such shall comply with (a) the requirements of the Public Contracts Bond Act of Idaho Code Chapter 19, Title 54; (b) the specific provisions discussed in IDAPA 39.03.42.700.03.d; and (c) any other reasonable project-specific requirements specified by ITD. Each bond or other surety shall be obtained and be in effect at the time the Developer’s obligations to construct each phase accrue. When all Developer’s contractors for the Project have been paid and the Agency has issued its certificate of completion of the Project, such assurance shall be released to Developer. Developer may request a reduction in the amount of financial assurance as portions of the Project are fully completed, which requests shall not be unreasonably denied or delayed. **Delivery of the financial assurances set forth in this Section 3.4 shall operate to commence construction on the applicable phase for which the assurance is delivered.**”

2.4. Exhibit C to the Agreement shall be amended to add the following additional phase of Improvements:

“Phase 4: Limited Traffic Signal and River Valley Left-Turn Storage Improvements

- Phase 4A: Eagle Road and E. Village Drive – Install a new traffic signal and all typical components (e.g. poles, lights, power, control cabinet, signing, and curb/median) at Village Drive/Eagle Road intersection. The signal will be limited to protecting southbound left turns.
 - Phase 4B: Eagle Road and E. River Valley Street – Extend the southbound dual left turning lanes within the existing median area on Eagle Road at the Eagle Road/River Valley Street intersection to provide more vehicular storage for southbound left-turning vehicles.
3. Recordation. This Amendment shall be recorded in the Ada County Recorder’s office immediately upon the adoption and execution of the Amendment by the Parties.
4. Miscellaneous. All capitalized terms in this Amendment shall have the same meaning as set forth in the Agreement, except as modified herein. Except as expressly modified by this Amendment, all terms and conditions of the Agreement will remain in full force and effect.

[end of text; signature pages follow]

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

ITD:

IDAHO TRANSPORTATION DEPARTMENT, an executive department of the state of Idaho

By: _____
Its: _____

ACHD:

ADA COUNTY HIGHWAY DISTRICT, a highway district created under the laws of the state of Idaho

By: _____
Its: _____

DEVELOPER:

MERIDIAN CENTERCAL, LLC a Delaware 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 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 Ada County Highway District, 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 Ada County Highway District.

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 Meridian CenterCal, 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: _____

**STAR Agreement Amendment, SH-55, CenterCal (Meridian Village)
Resolution**

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

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available Federal, State, and Private highway funding; and

WHEREAS, the safe and efficient movement of people and goods on SH-55 (Eagle Rd.) is regionally significant; and

WHEREAS, Sales Tax Anticipation Revenue (STAR) legislation has been enacted by the Legislature which permits reimbursement, within established limits, of private funding of highway improvement construction projects with future sales tax reimbursements by the State; and

WHEREAS, CenterCal entered in an STAR agreement (dated September 23, 2011) to finance in its entirety the design, right-of-way acquisition, and construction for improvements to SH-55 (Eagle Rd.), outlined in three phases; and

WHEREAS, phase 1 and 2 of the project were satisfactorily completed under the current STAR Agreement; and

WHEREAS, the developer is finalizing plans and expecting phase 3 construction to begin in FY21; and

WHEREAS, allowing the certificate of occupancy to be issued in November 2020 with a surety bond for 125% of construction costs for the phase 3 improvements to be constructed in 2021 allows the development to continue while ensuring appropriate protection for the tax payers of Idaho; and

WHEREAS, adding a signal at the intersection of E. Village Drive and turn lane improvements to E. River Valley Drive as a Phase 4 to the agreement has been found to be acceptable through engineering review, and

WHEREAS, any amendments to the agreement with the Department will be reviewed by the Board,

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the amended STAR Agreement between the Department and CenterCal for the improvement of SH-55 (Eagle Rd.).



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 16, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 20 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Bill Kotowski	Grants Officer	BK	
Preparer's Name	Preparer's Title	Initials	
Bill Kotowski	Grants Officer	BK	

Subject

OHS Strategic Communication Plan		
Key Number	District	Route Number

Background Information

In the fall of 2017 the Office of Highway Safety (OHS) launched Shift – Idaho's engaged driving program. The program was based on an idea using positive messaging to encourage and educate Idahoans about safe driving behaviors as they relate to distracted driving. Shift has been well received as an engaged driving program and has won multiple awards over the last three years. Due to the successes of the program, OHS began to introduce positive messaging into other focus areas like impaired driving, aggressive driving, and seat belts.

As many activities slowed down due to the COVID19 pandemic, OHS used this down time to develop a strategic plan to create more consistent messaging across all focus areas. This effort included a brand audit of Shift and what has and has not resonated with Idaho drivers based off campaign performance. This presentation will highlight the outcomes of this audit, including an update to the look of the program as well as a strategic plan to introduce key elements of Shift to other focus areas over the next few years.

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Idaho Transportation Department

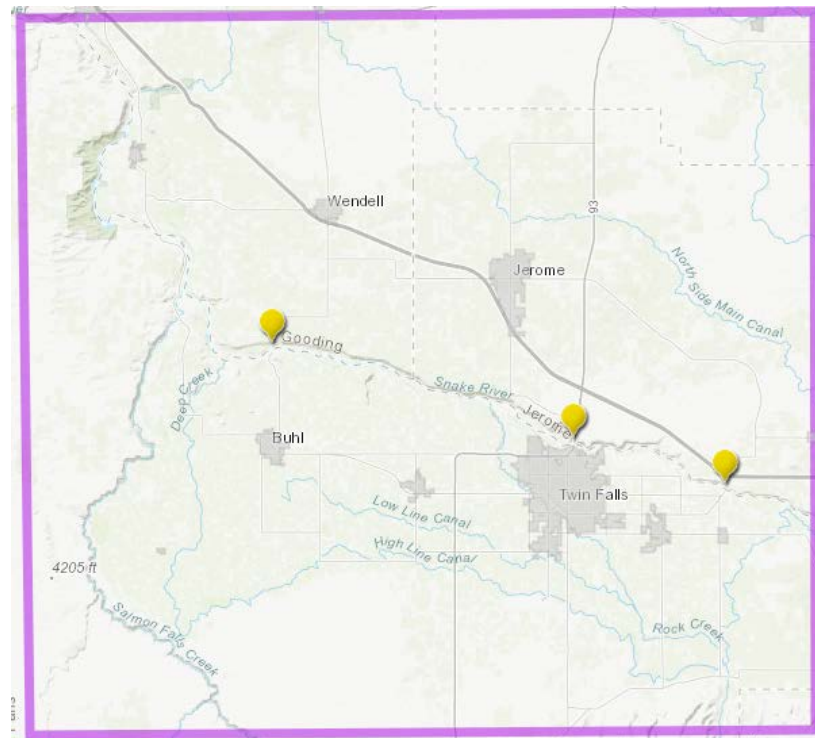
2020 Board Presentation District 4

Jesse Barrus

District Engineer

3rd Bridge Crossing

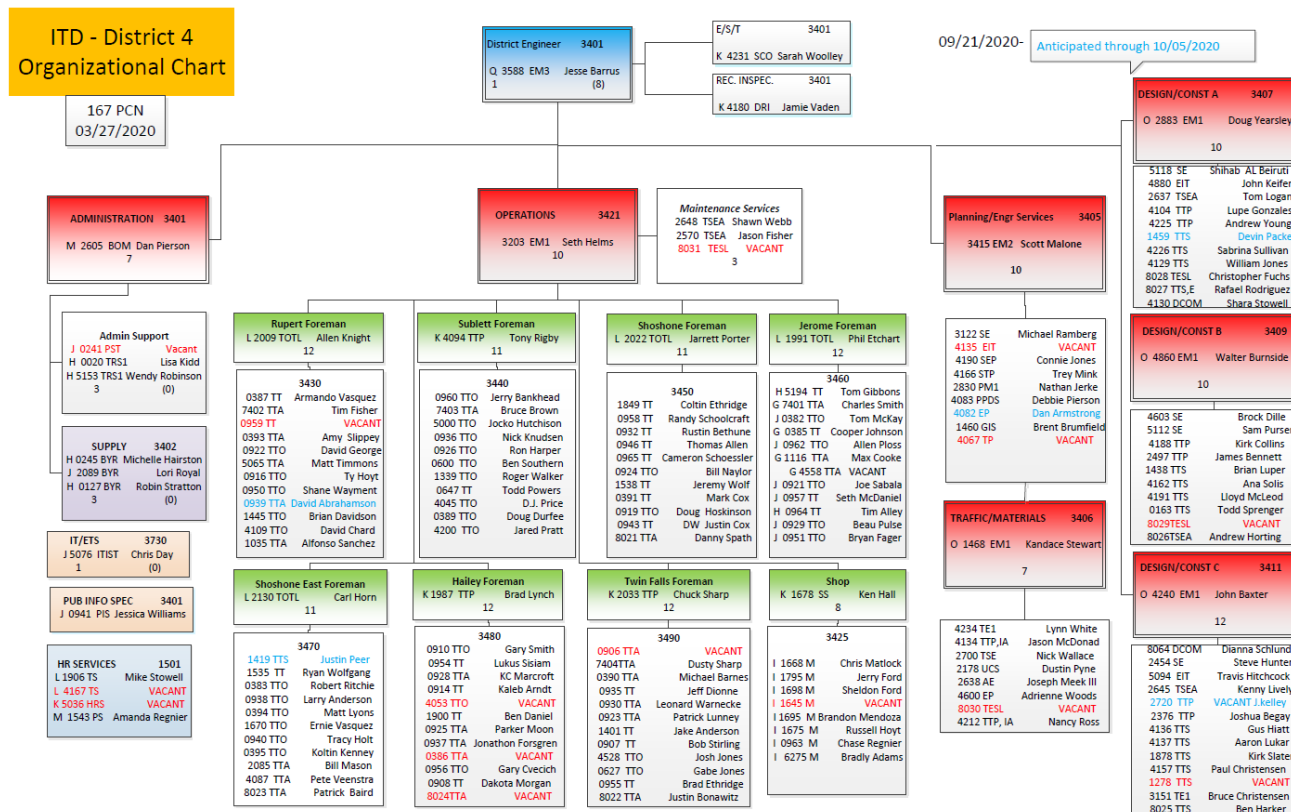
- Origin Destination Study nearly Complete
- Local Committee has been formed



Staffing

- 26 new hires this last year
- 16 still to hire
- 42 total positions or 25% of our staff

- Engineers are our biggest struggle
 - We have advertised 4 times and hired 4 engineers
 - We have 3 yet to fill



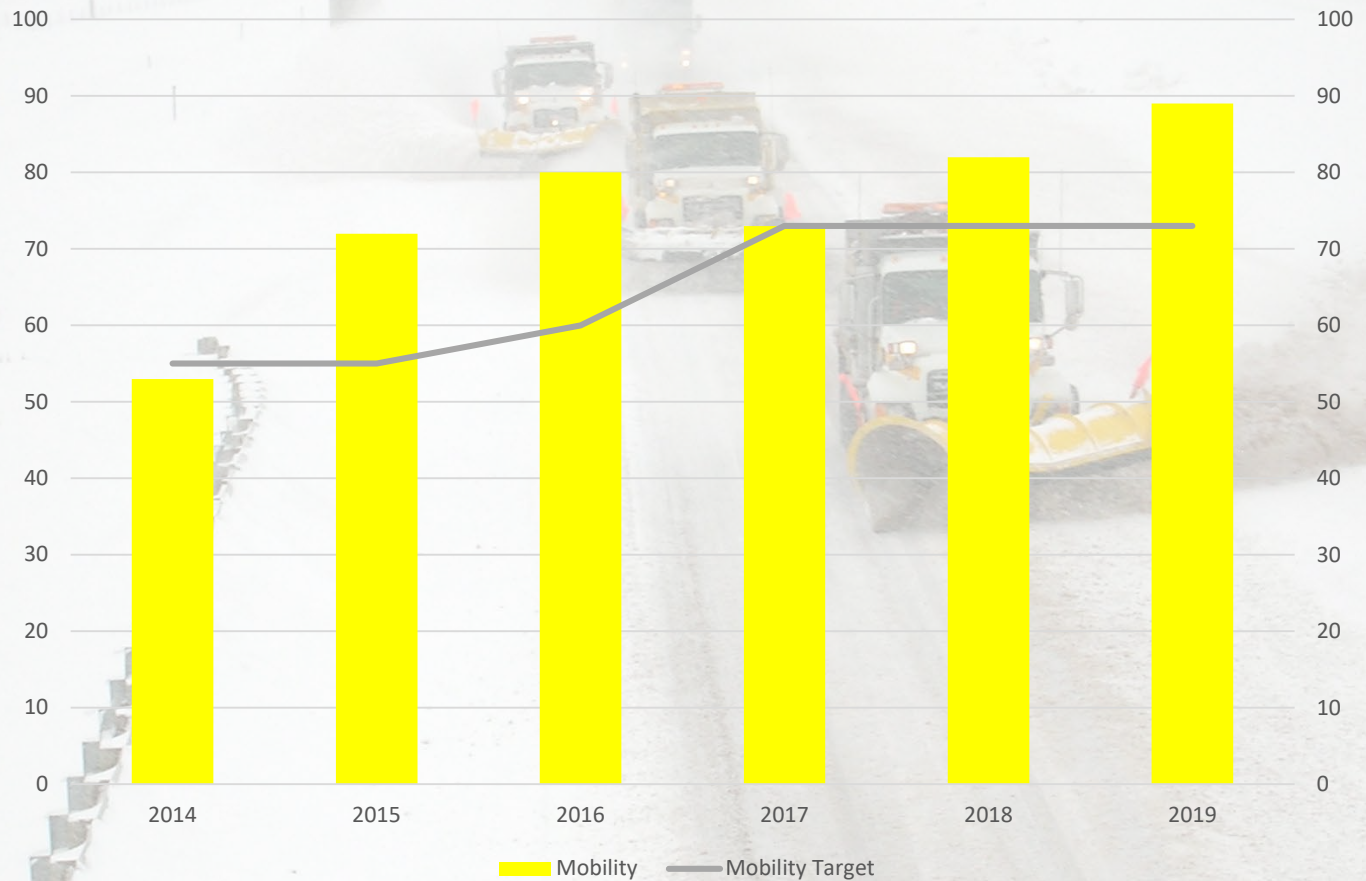
D4 Facility Update

- We are doing some mild updates to make our facility more comfortable and accessible.
 - HVAC updates
 - ADA upgrades
- We are still exploring the site at I-84/US-93.
 - Division of military lease has been signed and they are preparing to run utilities to the site. They will run enough capacity to accommodate our potential occupancy.

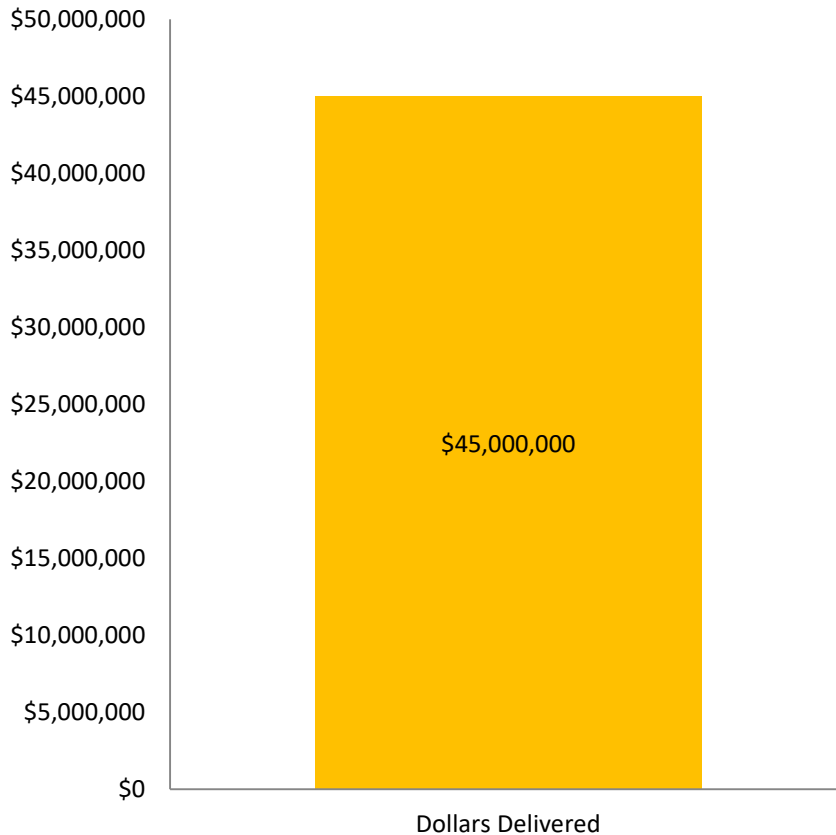


Mobility District 4

Mobility District 4



FY-21 Projects Delivered



Delivered 13 out of 14 Projects by March 2020 deadline.

All FY-21 projects are currently delivered.

3 FY-22 delivered for \$16,500,000

1 FY-27 Delivered for \$12,200,000



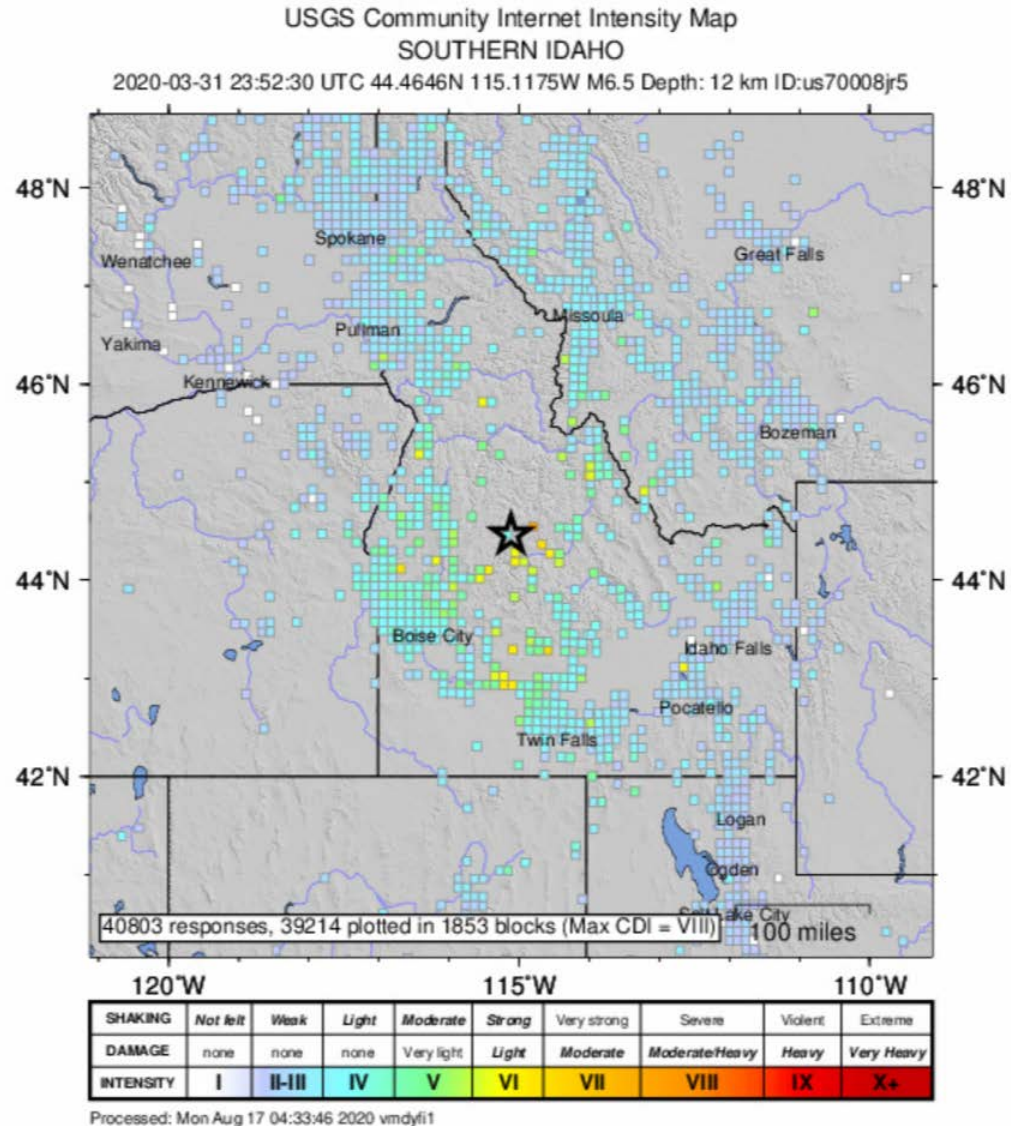
Construction Projects 2020

- Salt Lake Interchange
 - Should be complete this year
- 200 S. and US-93
 - Will finish this year
- SH-25 Overlay
 - Completed (FY-21)
- I-84 between Jerome and Twin Falls
 - Advanced from year 2021 and 2022
 - Complete one side this fall
 - Other side this coming spring



Earthquake 2020

- Magnitude 6.5
- About 19 miles North of Stanley
- Felt strongly in Jerome and Twin Falls
- No damage to ITD facilities or assets
- Excellent response by Operations

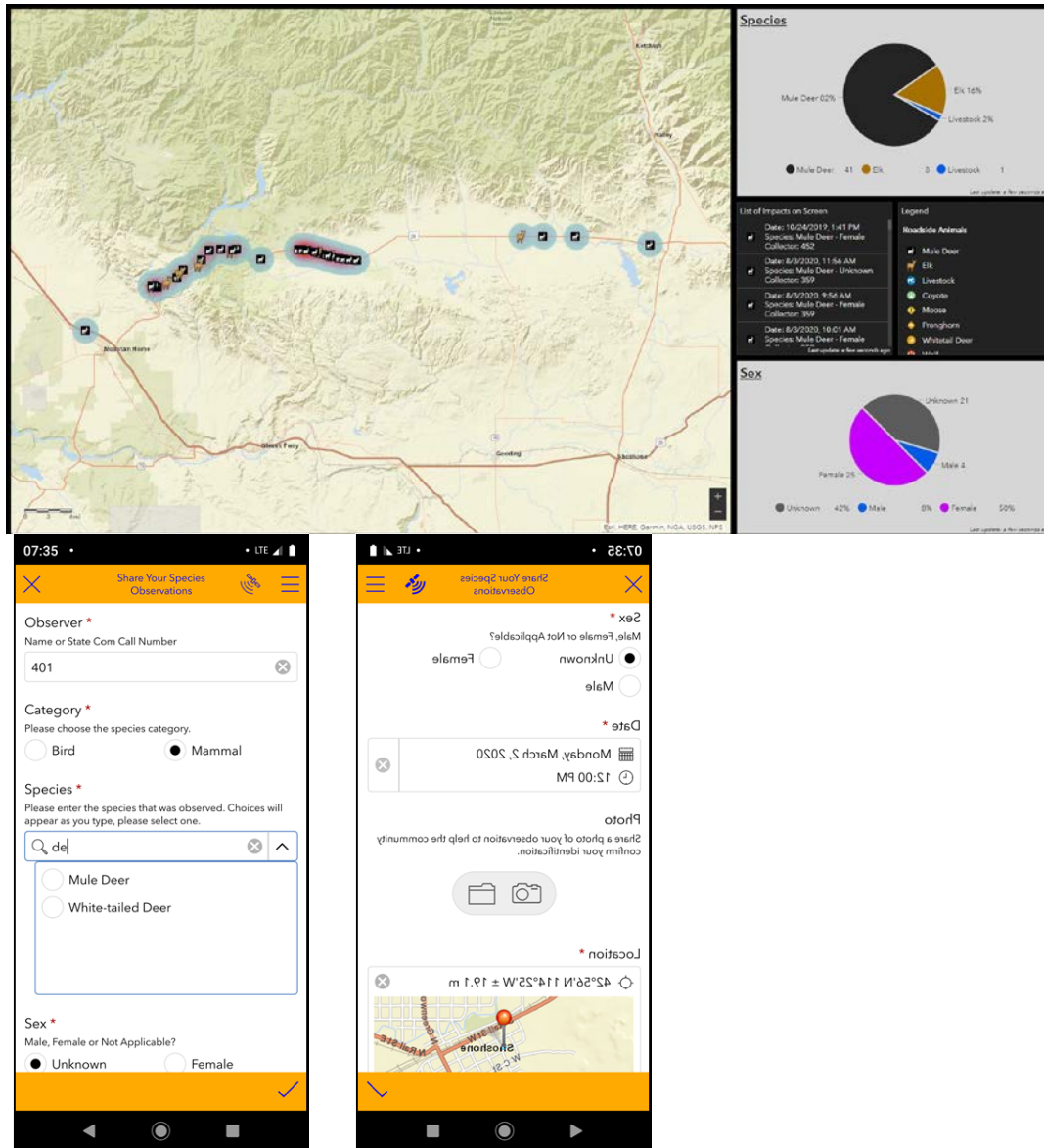


POE Events at Cotterel



- Pancake Breakfast
- Taco Salad Lunch
- Showers and Pop Coupon

Wildlife Road Kill App



- Brent Brumfield developed the app at the request of the Idaho Fish and Game.
- App can be deployed on any device.
- We saw an increase of 321% reported carcasses the 1st year of the app.
- Will convert directly in to the IF&G database.

S.N.O.W.

(Safely Navigate Our Winter)



- 12 from D4. Not all were external but we presented to pre-school classes all the way through Transportation Committee's.





Jesse Barrus, District Engineer

Jesse.barrus@itd.idaho.gov