

A G E N D A

IDAHO TRANSPORTATION BOARD

October 15, 2020



A G E N D A

Regular Meeting of the Idaho Transportation Board

October 15, 2020

District 1 Office
600 West Prairie
Coeur d'Alene, Idaho

To listen:

1. Dial #415-655-0003 US Toll
 - a. Meeting number (access code): 133 541 7459
 - b. password: 1234

The meeting packet will be available at <https://itd.idaho.gov//Board/> after October 12.

KEY:

ADM = Administration
BRD = Board
CD = Chief Deputy

DIR = Director
OP = Operations

		Page	Time*
Action Item	1. CALL MEETING TO ORDER		9:30
Information Item	2. SAFETY/SECURITY SHARE: District 1 Operations Engineer Wilson		
Action Item	3. BOARD MINUTES – September 16, 2020	4	9:35
Action Item	4. 2020 BOARD MEETING DATES	13	
	November 19 January 21		
	December 17 February 18		
Action Item	5. CONSENT CALENDAR	14	
DIR	2020-2021 omnibus administrative fee rule reauthorization.....	15	
CD	Addition of Community Planning Association of Southwest Idaho transit project to the Idaho Transportation Improvement Program	18	
OP	Addition of State Transportation Innovation Councils incentive grant	19	
OP	Addition of FY21 Canyon Road Bridge Feasibility Study	21	
OP	Delay SH-13 Curve improvement and advance SH-62 Zenner to Nezperce ..	22	
OP	Add Aht'Wy Interchange and Plaza project to FY21	23	
OP	Consultant agreements	24	
OP	Contract for award.....	28	

*Listed times are in Pacific Daylight Time and are estimates only. The Board reserves the right to move agenda items and adjust the time schedule. The meeting is open to the public, except for the executive session.



October 15, 2020

Page 2 of 3

<u>October 15, 2020</u>			Page #	Time*
Information Items				
	6. INFORMATIONAL CALENDAR			
OP	___	Contract award information and current advertisements	33	
OP	___	Professional services agreements and term agreement work tasks report.....	39	
OP	___	Update on 80 mile per hour speed zones, I-15, I-84, and I-86	46	
ADM	___	State FY21 financial statements	48	
ADM	___	Monthly report of federal formula program funding through September	67	
CD	___	Economic emergency permits – approved	69	
DIR	___	Performance Measurement Report for Division of Financial Management ...	71	
	7. MONTHLY REPORT ON DEPARTMENT ACTIVITIES -			
		Director Ness and Chief Deputy Stokes		9:40
	8. AGENDA ITEMS			
OP	___	District 1 impaired driving	85	10:00
Tomlinson/Knoll				
OP	___	District 1 2020 board update	87	10:20
Allen				
OP	___	FY20 State Highway System projects end of year statement	88	10:45
McElhinney				
Action Items				
BRD	___	Revisions to Board Policy 4078 Board Meetings and Resolutions.....	90	10:50
Higgins				<i>(Resolution on page 94)</i>
DIR	___	Administrative rule correction.....	95	10:55
Hobdey-Sanchez				<i>(Resolution on page 97)</i>
Information Items				
DIR	___	Idaho Transportation Department Fiscal Year 2020 Annual Report	98	11:05
Trimboli				
ADM	___	FY22 revision #1 appropriation request.....	101	11:10
Bray				

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October 15, 2020

Page 3 of 3

October 15, 2020

Page
#

Time*

Information Items

9. EXECUTIVE SESSION

11:15

PERSONNEL ISSUES [SECTION 74-206(a), (b)]

LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

10. ADJOURNMENT (estimated time)

12:30

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REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 16, 2020

The Idaho Transportation Board convened at 10:30 AM on Wednesday, September 16, 2020. The following principals were present in Rigby, Idaho:

Bill Moad, Chairman
Jim Kempton, Vice Chairman – District 4
Julie DeLorenzo, Member – District 3
Dwight Horsch, Member – District 5
Bob Hoff, Member – District 6
Brian W. Ness, Director
Scott Stokes, Chief Deputy
Sue S. Higgins, Executive Assistant and Secretary to the Board

The following principals participated remotely:

James R. Thompson, Member – District 1
Janice B. Vassar, Member – District 2
Larry Allen, Lead Deputy Attorney General

Safety/Security Share. District 4 Operations Manager Seth Helms talked about the potential for vehicles to roll after the driver parks it and exits it. He emphasized the importance of ensuring the vehicle is in park, setting the emergency brake, shutting off the engine or grounding the equipment if appropriate, and chocking the wheels if appropriate.

Chairman Moad thanked Operations Manager Helms for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on August 20, 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:

October 15, 2020
November 19, 2020
December 17, 2020

Information Items. 1) Contract Awards and Advertisements. Keys #19887 and #19847 – Off System, FY19 and FY20 Capital Maintenance, Phase 2 and 3, Ada County Highway District. Low bidder: Knife River Corporation – Mountain West – \$1,994,605.

Key #23078 – US-95, Rock Slide Mitigation, Near Riggins, District 2. Low bidder: Scarsella Bros. Inc. - \$3,027,384.

September 16, 2020

Key #19376 – US-91, Shelley North City Limits to York Road, Phase 2, District 5. Low bidder: H-K Contractors Inc. - \$7,949,969.

Key #20044 and #20005 – US-26, Lateral Canal Bridge, X Canal Bridge, District 4. Low bidder: Cannon Builders Inc. - \$867,455.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From July 29 through August 25, 23 new professional services agreements and work tasks were processed, totaling \$3,240,496. Five supplemental agreements to existing professional services agreements were processed during this period in the amount of \$71,168.

3) Return Check Report for FY20. During FY20, \$35,418,148 in checks were received, while 60 checks, or .32%, totaling \$111,791 were returned. Collection of returned checks equaled \$99,289 for an annual collection rate of 88.82%.

4) State FY21 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 57% after the first month in the new fiscal year. Receipts from the Highway Distribution Account were \$9.7 million more than forecast; although the forecast was lowered due to COVID-19. State revenues to the State Aeronautics Fund were below projections by 19%, or \$37,000. Expenditures were within planned budgets. Personnel costs had savings of \$541,000 or 5.3% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$51.5 million in July.

The balance of the long term investments was \$110.5 million at the end of July. These funds are obligated against construction projects and encumbrances. The cash balance was \$97.1 million, and includes the reserve to mitigate the impact of COVID-19 on FY21 revenue. Expenditures in the Strategic Initiatives Program Fund were \$1.9 million in July. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$1.8 million, and expenditures were \$3 million. The federal CARES Act provided \$27.3 million for public transportation in FY20. Expenditures in July were \$1.1 million.

5) Monthly Reporting of Federal Formula Program Funding through August. 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, \$4.2 million will not be used until FY23. Obligation authority through September 30 is \$335 million after receipt of \$38.5 million Redistribution of Obligation Authority Not Used by Other States on August 28. This corresponds to \$335.3 million with match after a reduction for prorated indirect costs. Idaho received apportionments via notices through February 13 of \$327.4 million, including Redistribution of Certain Authorized Funds and Highway Infrastructure General Funds. Obligation authority is currently 102.3% of apportionments. Of the \$335 million allotted, \$49.5 million remains.

6) Status: FY22 Appropriation Request. The total FY22 appropriation request that the Board approved last month was reduced by \$72,500 in personnel, equipment, and contract construction. The total appropriation request is \$669,705,800 and 1,648 full time positions.

Board Policy 4076 Use of Unallocated Idaho Transportation Investment Program (ITIP) Funds. Chairman Moad proposed changes to Board Policy 4076. Historically, because funds remain in the Unallocated account in April, staff sweeps them to use on ITIP projects. He believes there are a number of smaller projects that Districts would like to fund, such as passing lanes, snowplow turnouts, or improvements to address off-tracking restrictions. He suggested the Board members and their respective District Engineer identify potential projects that could be constructed with the unspent funds in this account. Projects should address safety, mobility, or economic opportunities. He also encouraged working with advisory committees to identify potential projects.

In response to Member DeLorenzo's question, Chief Deputy Stokes replied that the funds have to be spent on the state highway system per Idaho's constitution. He added that another policy may need to be addressed because it prohibits developing projects that are not in the ITIP.

Although there was concern that funding needs to be available to address emergencies, the consensus of the Board was to pursue this proposal. Chairman Moad asked staff to refine the proposal and revise the policy.

Monthly Report on Activities. Director Ness reported on a recent partnering meeting with the Associated General Contractors of Idaho. One of the focus areas was safety in construction zones. He mentioned some awards the Department received and the receipt of \$38.4 million in federal redistribution of obligation authority, noting staff's exemplary work to position Idaho for this additional funding. He also commended staff for its productivity working from home and the Enterprise Technology Service employees for enabling the successful telecommuting. He mentioned a crash last week along I-15. A motorist hit an ITD vehicle that was on the shoulder with its lights flashing. Fortunately the three District 5 employees in the truck were not injured. In closing, he was pleased to report that the Nez Perce Tribe received a \$19.1 million federal grant for the US-95 and Aht'Wy Plaza interchange. Construction should start in spring.

Chief Deputy Stokes said the Division of Motor Vehicles (DMV) plans to go live with the vehicle phase of the modernization project on October 13. Training is currently underway. DMV will resume implementing the drive insured program next month, as it was suspended earlier due to the COVID-19 pandemic. He commended DMV employees for their productivity during the pandemic, noting that many employees are still working from home, and reported that the number of DMV transactions has generally exceeded the monthly norms. He also shared a message from the Mayor of Riggins commending ITD's response to the US-95 rock slide and the expeditious manner in which it opened an alternate route, as the transportation system is vital to the economy.

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

Coronavirus Aid, Relief, and Economic Security (CARES) Act Update and Fund Transfer Proposal. Public Transportation Manager (PTM) Ron Duran said Idaho received \$27.3 million from the federal CARES Act for public transportation. Staff developed an on-line portal for these funds and began processing payment authorizations in May. Idaho was one of the first states in the nation to execute a CARES grant. Over \$17.7 million has been awarded to date. He commended staff for building the portal and maintaining the normal level of service while overseeing the additional CARES funds.

PTM Duran said the CARES Act included \$2.7 million for administrative purposes, such as office payroll, supplies, technology, and marketing to manage these funds. Normally, ITD expends just under \$400,000 annually for administration. He recommended transferring \$2 million to general funds to execute a competitive call for applications for technology improvements for transit providers.

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. WHEREAS, the Public Transportation Office is charged with soliciting,
ITB20-50 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 Public Transportation Advisory Council, the Board, and the Federal Transit Administration for final approval.

Chairman Moad thanked PTM Duran for the presentation.

FY21-27 Idaho Transportation Investment Program (ITIP) Outreach Results. Aubrie Spence, Public Information Officer, said the draft FY21–27 ITIP proposing highway, public transportation, and aeronautics projects was available for public review and comment during

July. Traditional methods, such as news releases and ads in local papers, as well as social media were used to inform the public of the draft document and seek comments.

Senior Transportation Planner Margaret Havey summarized the 110 comments received. The majority, 39%, related to congestion. The other main topics were the environment/wildlife, safety, preservation and maintenance, and transportation options. Every comment was acknowledged and specific questions were forwarded to the subject matter expert for further discussion and a response. She added that the Department receives comments year-round.

Chairman Moad asked if the comments are shared with the legislators who represent that area so they are aware of their constituents' concerns. The comments have not been provided to legislators to date, according to Communication Manager Vincent Trimboli, but he added that consideration will be given to sharing the comments.

Vice Chairman Kempton noted that focus groups occasionally submit comments on a topic such as wildlife. With the population center in the greater Boise area, it is not surprising that District 3 received a number of comments related to congestion. Other than those two groups, there were few comments received in the other Districts. He believes outreach efforts should target transportation committees. Communication Manager Trimboli concurred. He said staff is already discussing opportunities for next year's public involvement period, and stakeholder outreach and more targeted outreach are being considered.

Chairman Moad thanked staff for the informative report.

Recommended FY21-27 ITIP. Justin Collins, Financial Manager – Financial Planning & Analysis (FM-FP&A) presented the recommended FY21-27 ITIP. The document will be revised to include the additional obligation authority the Department received in August and other end-of-year changes. He said the public comments and requests received during the 30-day public review comment period were considered and incorporated into the updated ITIP when appropriate. Other revisions made to the Program since June include fiscally constrained changes requested by stakeholders and correction of oversights and errors.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department
ITB20-51 to publish and accomplish a current, realistic, and fiscally constrained Idaho
Transportation Investment Program (ITIP); and

WHEREAS, it is the intent of the Idaho 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
four-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; and

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.

Redistribution of Federal Formula Funds. FM-FP&A Collins reported on the Federal Highway Administration's redistribution of formula obligation authority. Of the \$4.8 billion redistributed nationally, Idaho received \$38.5 million, bringing the total FY20 apportionment to \$324.1 million, or \$7.5 million above the apportionment level.

FM-FP&A Collins said a Board Policy addresses 100% of obligation authority, but not funding received above that level. Because the funds needed to be obligated prior to September 15 and staff wanted to maximize all of the available funding, it distributed the additional \$7.5 million above the obligation authority following the spirit of Board Policy 4028 Allocation of Federal Formula Highway Apportionments to Local Public Agencies. As a result, 87.4% of the funds were directed to ITD and the other 12.6% to local public agencies. He asked the Board to ratify the distribution formula used for these additional funds.

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

RES. NO. WHEREAS, it is in the public interest for the Idaho Transportation Department to
ITB20-52 accomplish a current, realistic, and fiscally constrained Idaho Transportation Investment Program; and

WHEREAS, it is the intent of the Idaho 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 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% FY2020 apportionment and \$7,543,657 exceeded the FY20 apportionment; and

WHEREAS, it is the intent to fully utilize the FY20 federal highway redistribution allocations proportionately across the state and local projects.

NOW THEREFORE BE IT RESOLVED, that the Board ratifies the allotments of August 2020 redistribution, as shown as Exhibit #529, which is made a part hereof with like effect, and authorizes staff to fund advances and cost increases to fully utilize the funding over 100% of obligation authority; and

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

Chairman Moad thanked FM-FP&A Collins for the presentations.

Executive Session on Personnel and Legal Issues. Member DeLorenzo made a motion to meet in executive session at 12:00 noon 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 Horsch seconded the motion and it passed 6-0 by individual roll call vote.

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 1:45 PM.

Amendment to CenterCal (Meridian Village) Sales Tax Anticipation Revenue (STAR) Agreement. District 3 Engineer (DE) Caleb Lakey said development in the SH-55 corridor in the Meridian Village area is triggering the need to complete Phase 3 of the SH-55, Eagle Road improvements per the STAR agreement. A couple of amendments are being proposed to the agreement: allowing a letter of credit in lieu of commencing construction on Phase 3 improvements this fall and the addition of Phase 4 improvements, a modified traffic signal at East Village Drive and extended turn lanes at East River Valley Drive. He added that an engineering review determined that the additional improvements would be acceptable.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department
ITB20-53 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 Road) is regionally significant; and

WHEREAS, Sales Tax Anticipation Revenue (STAR) legislation has been enacted by the Legislature that 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 a 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 Road), 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 East Village Drive and turn lane improvements to East 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 Road).

Chairman Moad thanked DE Lakey for the presentation.

Office of Highway Safety Strategic Communication Plan. Bill Kotowski, Grants Officer (GO), said the Department has been using positive messaging to encourage and educate Idahoans about safe driving behaviors, focusing on distracted driving. The Shift campaign has been well received and has won multiple awards over the last three years. GO Kotowski said this positive messaging will be used for other focus areas, such as impaired driving, aggressive driving, and seat belt usage. The plan is to improve the Department's online presence, use more inbound marketing tactics, and continue with outbound promotional efforts.

Chairman Moad thanked GO Kotowski for the informative presentation and for his efforts on highway safety.

District 4 Annual Report. DE 4 Jesse Barrus said an Origin Destination Study is being completed for a third Snake River crossing in the Twin Falls and Jerome area. Some upgrades are being made to the office building in Shoshone to make it more comfortable and accessible. Staff is still exploring the site at I-84 and US-93 for a new facility, and the Division of Military signed a lease and is preparing to do utility work at the site.

DE Barrus commended the maintenance crews for keeping the roads clear of ice and snow 89% of the time during the 2019-2020 winter, exceeding the goal of 73%. Staff delivered 13 of the 14 projects by the March 2020 deadline. Some of the major construction projects underway are the I-84/I-86 Salt Lake Interchange, US-93 and 200 South, and rehabilitating I-84 between Jerome and Twin Falls. He praised staff's response to the March earthquake, as it quickly assessed the state highway system. None of the Districts' facilities or assets were damaged. DE Barrus also mentioned events hosted at the Cotterel Port of Entry in recognition of the trucking industry's early response to the COVID-19 pandemic; a wildlife road kill app that was developed in partnership with the Department of Fish and Game; and District 4 employees' outreach efforts to educate citizens about winter driving, specifically driving near snowplows.

Chairman Moad and Vice Chairman Kempton thanked DE Barrus for the report and for his leadership.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 2:40 PM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2020
_____, Idaho

BOARD MEETING DATES

2020

November 19

December 17

2020

SMTWTFS	SMTWTFS	SMTWTFS	SMTWTFS
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
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2021

January 21

February 18

2021

SMTWTFS	SMTWTFS	SMTWTFS	SMTWTFS
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
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"X" = holiday

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

Action: Approve the Board meeting schedule.

SSH:mtgsched.docx



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 15-32

RES. NO. ITB20-54 WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the 2020-2021 omnibus administrative fee rule reauthorization; the addition of Community Planning Association of Southwest Idaho transit project to the Idaho Transportation Improvement Program; the addition of State Transportation Innovation Councils incentive grant; the addition of FY21 Canyon Road Bridge Feasibility Study; the delay of SH-13 Curve improvement and advance SH-62 Zenner to Nezperce; the addition of Aht'Wy Interchange and Plaza project to FY21; consultant agreements; and a contract for award.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Ramón S. Hobdey-Sánchez	Presenter's Title GAPM	Initials RSHS	Reviewed By
Preparer's Name Ramón S. Hobdey-Sánchez	Preparer's Title GAPM	Initials RSHS	

Subject

2020-2021 ITD Omnibus Administrative Fee Rule Reauthorization		
Key Number	District	Route Number

Background Information

As follow-up to the Department's presentation of administrative rules in August, staff now requests final approval of the Omnibus Pending Fee Rules.

As background:

ITD is working through a 2nd year of reauthorizing the Department's administrative rules. ITD has 44 total rules (37 non-fee and 7 fee). None of the Department's rules were rejected during the 2020 legislative session, so the 37 non-fee rules automatically became temporarily effective at *sine die* (3/20/2020) with the full force-and-effect of the law.

However, fee-rules require a more rigorous process and threshold. ITD published a "Notice of Omnibus Rulemaking - Adoption of Temporary Rule" for the Department's 7 fee-rules (effective 3/20/2020). As the next step in the formal reauthorization rulemaking process, ITD then advanced these 7 fee-rules to the proposed rulemaking stage and now, the pending rulemaking stage to ensure review by the 2021 Idaho Legislature.

Important to note, is that these rules are being advanced with no changes, as this is simply to ensure that the rules are reauthorized with the full force-and-effect of the law. ITD's 7 fee-rules are:

- [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](#)

The Department's "Notice of Omnibus Rulemaking – Adoption of Pending Fee Rule" will be published in the November 2020 Special Edition of the Idaho Administrative Bulletin.

Recommendations

ITD staff recommends that the Board approve the adoption of the Department's reauthorization of the pending fee rules in IDAPA Title 39.

Board Action

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

IDAPA 39 – IDAHO TRANSPORTATION DEPARTMENT

DOCKET NO. 39-0000-2000F

NOTICE OF OMNIBUS RULEMAKING - ADOPTION OF PENDING FEE RULE

EFFECTIVE DATE: This rule has been adopted by the agency and is now pending review by the 2021 Idaho State Legislature for final approval. Pursuant to Section 67-5224(5)(c), Idaho Code, this pending rule will not become final and effective until it has been approved by concurrent resolution of the legislature because of the fee being imposed or increased through this rulemaking. The pending fee rule becomes final and effective upon adoption of the concurrent resolution or upon the date specified in the concurrent resolution unless the rule is rejected.

AUTHORITY: In compliance with Section 67-5224, Idaho Code, notice is hereby given that this agency has adopted a pending rule. The action is authorized pursuant to Sections 40-312 and 49-201, Idaho Code.

DESCRIPTIVE SUMMARY: The following is a concise explanatory statement of the reasons for adopting the pending rule and a statement of any change between the text of the proposed fee rule and the text of the pending fee rule with an explanation of the reasons for the change.

This pending fee rule adopts and re-publishes the following existing and previously approved and codified chapters under IDAPA 39, rules of the Idaho Transportation Department:

- 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

FEE SUMMARY: The following is a specific description of the fee or charge imposed. This rulemaking does not impose a fee or charge, or increase a fee or charge, beyond what was previously approved and codified in the prior rules. The fee or charge being imposed is pursuant to Sections of Idaho Code.

39.02.04, Rules Governing Manufacturer and New Vehicle Dealer Hearing Fees: ITD is required to collect filing fees for hearings when requested by a franchised dealer over disputes with a manufacturer. The Department is required to collect the fees, appoint a hearing officer and ensure all legal expenses including a court reporter, hearing transcripts and witness fees are reimbursed to the Department. Although the Department is not a party to the dispute, Idaho Code and this rule facilitate the hearing process between franchisees and manufacturers. The deposited fee of \$2,000 is utilized to cover initial expenses incurred by the Department. Any remaining part of the deposit is refunded to the dealer and additional expenses are billed to the responsible party. (See §49-1617, Idaho Code).

39.02.05, Rules Governing Issuance of Certificate of Title: The \$25 fee assessed under this rule is for an inspection of a vehicle to be performed by the Department's Motor Vehicle Investigators on vehicles with a special construction; including glider kits, replicas, street rods, replica street rods, assembled vehicles and specially constructed vehicles. This fee covers administrative costs of the Motor Vehicle Investigator for the physical inspection of the vehicle and preparation of necessary documents for the owner to obtain a title from the Department with the correct physical classification of the vehicle. (See §49-504 and §49-525, Idaho Code).

39.02.22, Rules Governing Registration & Permit Fee Administration: This rule provides for installment payment plans for commercial motor vehicle registrations. It covers administrative costs for services provided by the Department, which includes a \$50 fee for setting up each installment payment plan. To reinstate a payment plan

that has been suspended, a \$40 fee is required. If there are insufficient funds, the rule allows the Department to collect a \$20 insufficient funds fee and provides the Department with the ability to collect a \$40 fee for reinstatement of a revoked or suspended commercial motor vehicle registration. (See §49-434, Idaho Code).

39.02.26, Rules Governing Temporary Vehicle Clearance for Carriers: This rule allows the Department to authorize and issue temporary clearance for a carrier who needs to immediately operate a commercial motor vehicle and who is in the process of obtaining and submitting requirements for full issuance of vehicle registration and license plates. This temporary permit provides for a 45-day intermediate clearance at a cost of \$18. (See §49-501, Idaho Code).

39.02.41, Rules Governing Special Provisions Applicable to Fees for Services: This rule includes fees associated with the costs of providing records (typically bulk data) for requestors other than law enforcement and specified state agencies which receive records free of charge. Depending on the format and nature of the records requested, there is a base charge of \$75. (See §49-201, Idaho Code).

39.02.60, Rules Governing License Plate Provisions: This rule encompasses several license plate programs and their identifiers/formats. It provides for dealer and loaner license plates, standard license plates, restricted vehicle license plates, transporter and wrecker license plates, the personalized plate program criteria, legislatively sponsored license plates and many others. Most fees for plate programs are set in Idaho Code; however there are two that are not and they are established by rule. For vehicle dealer registration and plates, the fee is \$15 annually or the dealer may purchase single trip permits. These are only valid on boat and utility trailers for demonstration purposes. The other fee within this rule is \$12 for standard sample plates to pay for the production of the plate and administrative fees. (See §49-202, Idaho Code).

39.03.03, Rules Governing Special Permits – General Conditions and Requirements: This is a new rule that was part of the Department’s efforts to consolidate and streamline commercial motor vehicle permit rules and was presented during the 2019 legislative session. The fees set in this rule cover a variety of commercial motor vehicle permits. These fees simply cover administrative costs for processing, issuing and enforcing special permits. This program is revenue-neutral. (See §49-1004, Idaho Code).

FISCAL IMPACT: The following is a specific description, if applicable, of any negative fiscal impact on the state general fund greater than ten thousand dollars (\$10,000) during the fiscal year: This rulemaking is not anticipated to have any fiscal impact on the state general fund because the FY2020 budget has already been set by the Legislature, and approved by the Governor, anticipating the existence of the rules and fees being reauthorized by this rulemaking.

ASSISTANCE ON TECHNICAL QUESTIONS: For assistance on technical questions concerning this pending rule, please contact Ramón Hobdey-Sánchez at (208) 334-8810.

Dated this 15th day of October, 2020.

Ramón S. Hobdey-Sánchez, J.D.
Office of Governmental Affairs
Idaho Transportation Department
3311 W. State St.
Boise, ID 83703
Phone: (208) 334-8810
ramon.hobdey-sanchez@itd.idaho.gov



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Shauna Miller	Presenter's Title Grants/Contract Officer	Initials SM	Reviewed By LSS
Preparer's Name Shauna Miller	Preparer's Title Grants/Contract Officer	Initials SM	

Subject

Add **COMPASS Transit Project** to the approved FY 2021 – 2027 ITIP

Key Number new	District 3	Route Number Transit
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Background Information

The purpose of this consent item is to request approval to add a transit project to FY 2021, per policy 5011 *Idaho Transportation Investment Program* (ITIP) and at the request of the COMPASS and the sponsor Valley Regional Transit.

The **Transit-Fueling Station and Parking Lot** project is to renovate the compressed natural gas (CNG) fueling island, to extend its life through the transition period to electric vehicles and to accommodate a larger fleet through parking lot rehabilitation and expansion at the Orchard maintenance facility in the City of Boise. The cost of the project is **\$2,675,000**, the federal portion of **\$2,140,000** is from the nationally competitive FTA Section 5339(c) Grant and the local match of **\$535,000** was approved from current available funds and will be covered by Valley Regional Transit.

COMPASS will be updating their Transportation Improvement Program on November 10, 2020 to add this project to FY 2021 of the FY 2021 – FY 2027 approved TIP.

The staff requests approval to add this project as detailed above to the approved FY 2021 – 2027 ITIP.

Recommendations

Approve the addition of a transit project: the **Transit-Fueling Station and Parking Lot** project at a cost of **\$2,675,000**.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher	Presenter's Title Chief Engineer	Initials	Reviewed By LSS
Preparer's Name Jeff Miles	Preparer's Title LHTAC Administrator	Initials	

Subject

Add FY 2020 STIC Incentive Grant to FY 2021 of the approved FY 2021 - 2027 ITIP		
Key Number new	District	Route Number

Background Information

The purpose of this consent item is to request the addition of the **Local, Complete Advanced Environmental Wetland Mitigation** to **FY 2021** of the program, at the request of the Local Highway Technical Assistance Council (LHTAC), per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

Idaho received an FY 2020 State Transportation Innovation Councils (STIC) Incentive grant. The STIC Incentive Program offers technical assistance and funds – up to \$100,000 in Federal-aid funds per year – to support the costs of standardizing innovative practices.

The total project cost is **\$83,670**; the STIC grant provides \$66,936 and the required local match of 20 percent is \$16,734, to be paid by LHTAC. LHTAC will partner with the US Forest Service to complete the mitigation project.

Staff requests that the project be added to **FY 2021** of the approved FY 2021 - 2027 ITIP.

Recommendations

Approve the addition of the **Local, Complete Advanced Environmental Wetland Mitigation** project at a cost of **\$83,670** to **FY 2021** of the approved FY 2021 - 2027 ITIP.

Board Action

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

STIC - State Transportation Innovation Councils

STIC Incentive Program -- Offers technical assistance and funds—up to \$100,000 per state, per fiscal year—to support the costs of standardizing innovative practices in a state transportation agency or other public sector STIC stakeholder.

Program Fiscal Year	Key Number	Project Name	Grant	Local Match	Total Project Cost	Work Description
2014	18672	LOCAL, BRIDGE DESIGN STANDARD	\$ 100,000	\$ 25,000	\$ 125,000	Development of design standards for Geosynthetic Reinforced Soil-Integrated Bridge System technology
2015	19764	LOCAL, GRS-IBS WORKSHOPS *	\$ 84,500	\$ 6,694	\$ 91,194	Hosting demonstration workshops on Geosynthetic Reinforced Soil – Integrated Bridge System bridge construction for statewide participation by local agencies
2016	19801	STATE, FY16 STIC INCENTIVE GRANT	\$ 97,888	\$ 24,472	\$ 122,360	Hosting a 2-day workshop to advance 3D Modeling and Automated Machine Guidance (D6)
2017	20353	LOCAL, PEDESTRIAN SAFETY COUNTERMEASURE WORKSHOP	\$ 35,000	\$ 8,750	\$ 43,750	Provide demonstration workshops on pedestrian safety countermeasures to local governments
2017	20354	LOCAL, DIGITAL WAREHOUSE FOR TRAFFIC VOLUME DATA	\$ 50,000	\$ 12,500	\$ 62,500	Build a digital warehouse to store traffic volume data for a local highway jurisdiction to advance the DDSA-Data-Driven Safety Analysis initiative in Idaho.
2018	22188	STATE, DENSITY TESTING WITH GROUND PENETRATING RADAR (GPR)	\$ 100,000	\$ 25,000	\$ 125,000	Deployment of Continuous-Full-Coverage (CFC) density testing with a Ground Penetrating Radar (GPR) system in Idaho.
2019	22616	LOCAL, BRIDGE REPAIR AND BUNDLING WORKSHOPS	\$ 100,000	\$ 25,000	\$ 125,000	Hosting 2-3 workshops for bridge preservation, maintenance, and bundling.
2020	New	LOCAL, COMPLETE ADVANCED ENVIRONMENTAL WETLAND MITIGATION	\$ 66,936	\$ 16,734	\$ 83,670	Advance wetland mitigation project for EO 11990 (protection of wetlands) impacts. Project implementation by US Forest Service.
Grant Total			\$ 634,324	\$ 144,150	\$ 778,474	

* Sliding scale used on this project .9266



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher	Presenter's Title Chief Engineer	Initials	Reviewed By LSS
Preparer's Name Jeff Miles	Preparer's Title LHTAC Administrator	Initials	

Subject

Add FY 2021 Canyon Road Bridge Feasibility Study to the approved FY 2021 - 2027 ITIP

Key Number new	District 1	Route Number STC1699
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Background Information

The purpose of this consent item is to request the addition of the Canyon Road Bridge Feasibility Study to **FY 2021** of the program, at the request of the Local Highway Technical Assistance Council (LHTAC), per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

LHTAC has been working with Eastside Highway District (ESHD) on a partnership with District 1. District 1 is replacing two bridges on I90 right next to the Canyon Road Bridge that ESHD has applied for funding on a few times to replace. This project ranked #2 on the latest round of LHTAC bridge applications. The Council gave the go ahead to participate in a study and ITD is moving forward with an RFP.

Funding for this project is from FY2021 Local Bridge Highway Funds or transfer from existing projects until 2021 are available. Eastside Highway District is contributing match on the local share.

Staff requests that the project be added to **FY 2021** of the approved FY 2021 - 2027 ITIP.

Recommendations

Approve the addition of the **Canyon Road Bridge Feasibility Study** project at a cost of **\$250,000** to **FY 2021** of the approved FY 2021 - 2027 ITIP.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020Consent Item ☒Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Doral Hoff	Presenter's Title DE 2	Initials	Reviewed By LSS
Preparer's Name Curtis Arnzen	Preparer's Title Design / Construction A Engineer	Initials CJA	

Subject

Delay SH-13 Curve Improvement Near Kooskia from FY22 to FY23 and advance SH-62 Zenner to Nezperce from FY23 to FY22 in the Board Approved ITIP

Key Number 19861 & 22221	District 2	Route Number SH-13 and SH-62
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Background Information

The purpose of this consent item is to delay **SH-13 Curve Improvement Near Kooskia** from FY22 to FY23 and advance **SH-62 Zenner Road to Nezperce** from FY23 to FY22. The programmed value of Construction of SH-13 Curve Improvement Near Kooskia is \$1,154,000 and the programmed value of SH-62 Zenner Road to Nezperce is \$1,751,000.

The SH-13 Curve Improvement Near Kooskia is a safety project that will flatten a curve that has a history of fatalities. The District recently learned that its preferred alternative flattened a curve into an area that has cultural significance to the Nez Perce Tribal Historian causing an "Adverse Effect" to an ethnographic resource. The "Adverse Effect" requires ITD to explore other alternatives causing significant delay and project expense.

The SH-62 Zenner Road to Nezperce project is a paving project from Zenner Road to Nezperce. It has been delivered and is ready for advertisement.

Swapping both projects in the program will help reduce uncertainty and volatility in the ITIP.

Recommendations

Approve the delay of **SH-13 Curve Improvement Near Kooskia** (KN 19861) in the Safety program from FY22 to FY23 and the advancement of **SH-62 Zenner Road to Nezperce** (KN 22221).

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher	Presenter's Title Chief Engineer	Initials	Reviewed By LSS
Preparer's Name Doral Hoff	Preparer's Title District Engineer	Initials	

Subject

Add **Aht'Wy Interchange and Plaza** project to **FY 2021** of the approved FY 2021–2027 ITIP

Key Number New	District 2	Route Number US 95
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Background Information

The purpose of this consent item is to request approval to add **US 95, Aht'Wy Interchange and Plaza** project to the Program per policy 5011 *Idaho Transportation Investment Program* (ITIP).

The Nez Perce Tribe applied for and received a BUILD (Better Utilizing Investments to Leverage Development) Transportation Discretionary Grant. The grant is for \$19,134,710 and the total project cost is **\$20,141,800**. The sponsor, the Nez Perce tribe, will pay the match of \$1,007,090.

The project will construct the Aht'Wy interchange and plaza area on US 95/12 to facilitate eastbound and westbound access, including construction of a diamond-shaped interchange, replacement of the current at-grade intersection with an overpass to access the plaza, and the addition of deceleration and acceleration ramps for eastbound and westbound US 95 traffic.

The project will remove the at-grade crossing of left-turning vehicles through two lanes of oncoming traffic along one of the most dangerous road segments in Idaho. Eliminating the difficult left turn will also reduce delays experienced by the local transit system. It will result in improved access to Clearwater River tourist areas and major employment centers. It also improves the efficiency and safety of freight movement, especially for the agricultural and logging industries, to the nearby ports of Lewistown and Wilma. Broadband conduits will be installed as part of a larger initiative between the Nez Perce Tribe and the Idaho Department of Transportation.

After the structure is complete, ITD will assume ownership and maintain it as part of the public transportation system.

Staff requests the addition of this project to **FY 2021** of the approved FY 2021–2027 ITIP.

Recommendations

Approve the addition of the **US 95, Aht'Wy Interchange and Plaza** project at a total cost of **\$20,141,800** to **FY 2021** of the approved FY 2021-2027 ITIP.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020Consent 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 MC
Preparer's Name Chaz Fredrickson	Preparer's Title Consultant Services Proj Manager	Initials CF	LSS

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS

Key Number Various	District	Route Number
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Background Information

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

The size of the agreements listed was anticipated because of the complexity and magnitude of the associated construction projects. In many instances, the original intent is to solicit the consultant service in phases allowing for greater flexibility of the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over \$1M may be issued allowing for continuity of the inspector. In all cases, any agreement over \$500,000 is awarded through the Request for Proposal (RFP) process which is open to all interested firms.

Recommendations

Approve: (see attached sheets for additional detail)

- KN 20559/20596 – I-84, Jerome Interchange to Twin Falls Interchange Westbound & Eastbound Lanes (District 4) – for Construction Engineering, Inspection and Testing (CEI&T) of approximately \$1.4M
- KN 20675 – Kimberly Interchange (SH- 50), Jerome County (District 4) – for Design and Engineer of Record Services of approximately \$1.8M
- KN 20053 – Chester to Ashton, Fremont County (District 6) – for Environmental Services and Environmental Documentation of approximately \$2.8M

Board Action

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



DATE: September 11, 2020

Program Number(s)A020(559), A020(596)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)20559, 20596

FROM: Jesse Barrus, PE
District 4 Engineer

Program ID, County, Etc.I-84, Jerome IC to Twin Falls IC WBL & EBL

RE: Request to Increase Professional Services Agreement Amount to over \$1,000,000 for Construction Engineering Inspection and Testing Services (CEI&T) for Horrocks Engineers

Project Description

The I-84, Jerome Interchange to Twin Falls Interchange project is reconstructing the roadway. Horrocks Engineers was selected in April 2020 through individual project solicitation to provide (CEI&T) for this project.

Project Phasing

The construction of these project was phased for two years. The initial agreement with Horrocks Engineers was to cover 2020 activities. Work for 2021 activities is currently being negotiated.

Current Funding and Agreement Amounts

These projects currently have \$1,154,086 obligated for CEI&T Services. The agreement for 2020 work is \$898,490. The anticipated amount of the 2021 work is \$465,000.

The district is working on identifying and obligating additional funds for the 2021 agreement.

The purpose of this board item is to request approval to extend the existing consultant services agreement amount on these projects to \$1,400,000 to complete CEI&T services.



DATE: September 28, 2020

Program Number(s)A020(675)

TO: Monica Crider, P.E.
Contracting Services Engineer

Key Number(s)20675

FROM: Jesse Barrus, P.E.
District 4 Engineer

Program ID, County, Etc.Kimberly IC (SH-50),
Jerome Co.

RE: Request to Increase Professional Services Agreement Amount to over \$1,000,000 for
Design by HDR

Project Description

Kimberly Interchange (SH-50) project will replace the aging Bridge where SH-50 intersects with I-84. HDR Engineering was selected through individual project solicitation in November 2018 to provide design services for this project.

Project Phasing

The design of this project has 2 phases. Phase 1 is nearly complete. Services included Value Engineering/ Needs Assessment, Public Involvement, Survey and Mapping, Geotechnical Phase reports, Interchange Modification Report, Bridge Type Size and Location. Phase 2 will include additional Public Involvement and Geotechnical, Preliminary to PS&E for Roadway Design, Bridge Design, Drainage, Utilities, Traffic Control/ Phasing, and Signing/Pavement markings.

HDR will be needed for a post award consultant agreement for Engineer of Record tasks. The estimated cost of the agreement is \$100,000.

Current Funding and Agreement Amounts

This project currently has \$1,060,000 in total obligated funds. Phase 1 of the agreement is \$710,000. We are estimating needing an additional \$600,000 to complete Phase 2 Design and Engineer of Record Services. We are working with Bridge to try to find the needed funds.

The purpose of this board item is to request approval to extend the existing consultant services agreement amount on this project to \$1.8M to complete the design and provide engineer of record services.



DATE: September 28, 2020

Program Number(s)A20(053)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)20053

FROM: Drew Meppen, PE
D6 Design/Construction Manager

Program ID, County, Etc.Chester to Ashton,
Fremont Co.

RE: Request to Increase Professional Services Agreement Amount to over \$1,000,000 for
Design by Jacobs

The Chester to Ashton Project will construct a four-lane highway with the addition of two new interchanges. Jacobs was selected through individual project solicitation in 2017 to provide environmental investigation and reporting for the Chester to Ashton project. The original scope anticipated the environmental efforts for the project to be a category exclusion (Cat Ex) after further investigation the scope changed requiring an Environmental Assessment (EA) to meet the requirements of the project. Environmental Assessments require more in-field investigations with subsequent documentation. The original agreement also included environmental work for three additional projects along the US-20 corridor. There was no change to the three additional projects environmental requirements.

Current Funding and Agreement Amounts:

The current agreement with Jacobs is for \$1.8M and for all four projects. An additional \$1.0M is in the process of being obligated for the Chester to Ashton project (KN20053) to cover the expected costs of doing an Environmental Assessment.

The purpose of this board item is to request approval to extend the existing consultant services agreement amount on this project to \$2.8M to complete environmental services and environmental documentation.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020Consent 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

Board Approval of Contracts for Award

Key Number	District	Route Number
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Background Information

INFORMATION

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

Year to Date Bid Summary (10/1/19 to 09/28/20)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
61	25	7	4	1	0

ACTION

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

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

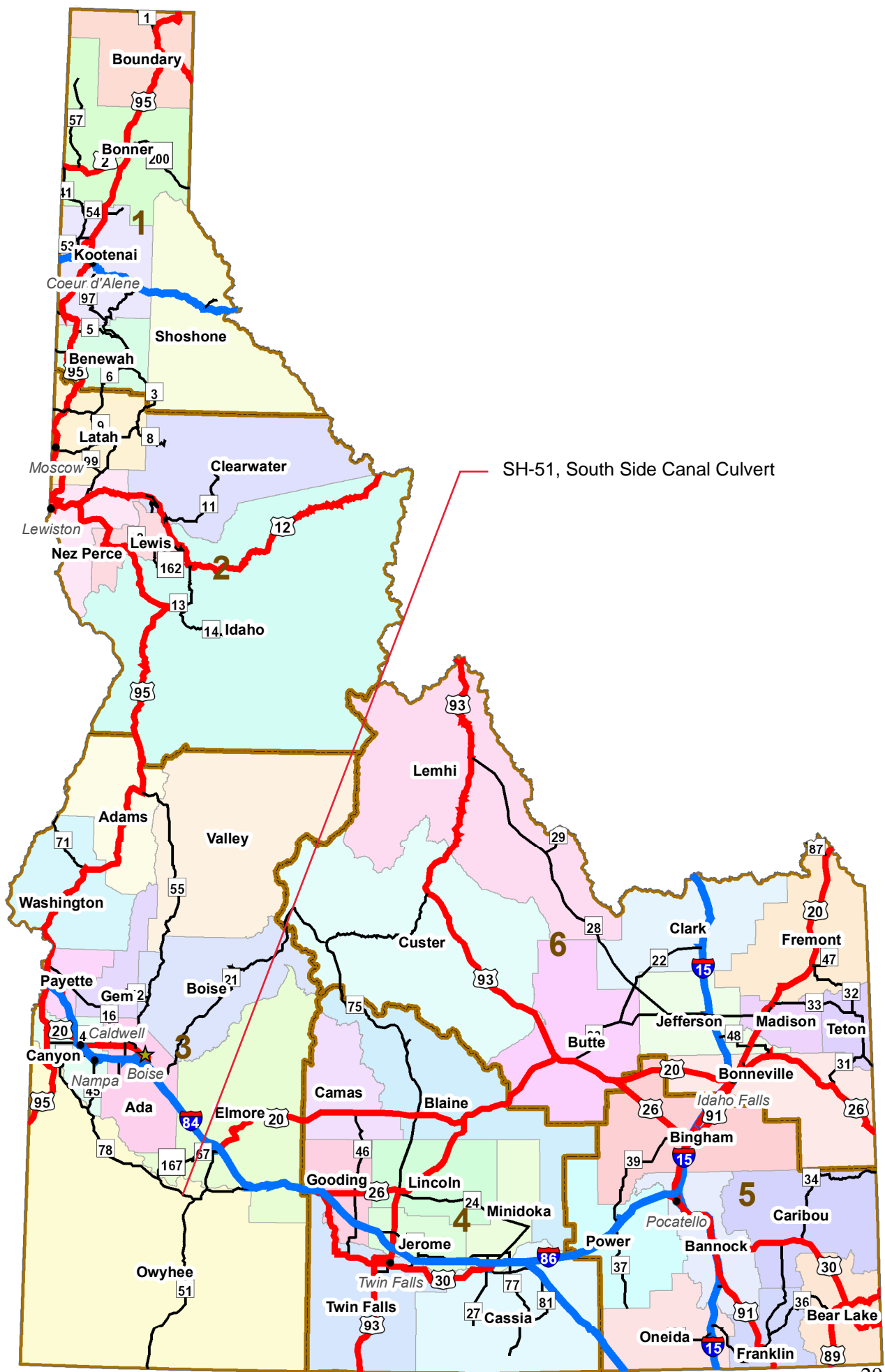
Contracts requiring Board Approval to Award -Justification received 09/01/20 to 09/28/20	
ITD	Local
1	0

Recommendations

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

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
3	19999	SH-51	9/15/2020		5	\$548,469.29	\$644,705.00	\$96,235.71
SH-51, South Side Canal Culvert						Federal		118%
Contractor: Knife River Corporation-Mountain West								

DATE OF BID OPENING - SEPTEMBER 22, 2020 - IDAHO FEDERAL AID
FINANCED PROJECT

IDAHO FEDERAL AID Project No. A019(999)
Key No. 19999
SH 51, South Side Canal Culvert
Owyhee County

DESCRIPTION: The work on this project consists of replacing a culvert

BIDDERS:

KNIFE RIVER CORPORATION - MOUNTAIN WEST Boise, ID	\$644,705.00
GRANITE EXCAVATION, INC. CASCADE, ID	\$945,860.01

2 BIDS ACCEPTED (3 irregular – DBE & Electrical)

ENGINEER'S ESTIMATE - \$548,469.29

LOW BID - 118% Percent of the Engineer's Estimate

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

Attached is the justification for Award or Rejection of the Bid. Contracting Services concurs with the recommendation.

Dana Dietz

Digitally signed by Dana
Dietz
Date: 2020.09.25 09:58:40
-06'00'

DANA DIETZ P.E.
Contracts Engineer

Date



DATE: 9/24/20

Program Number(s)A019(999)

TO: Dana Dietz, P.E.
Contracts Engineer

Key Number(s)19999

FROM: Caleb Lakey, P.E.
FOR: District 3 Engineer

Program ID, County, Etc.SH-51, South Side
Canal Culvert, Owyhee Co.

 Jason D Brinkman
2020.09.24 15:15:11 -06'00'

RE: Justification for Award of Bid

On September 22, 2020 5 bids were opened for the above referenced project. The low bid of \$644,705.00 was 18% higher than the Engineer's estimate of \$548,469.29.

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

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
578-005A	Precast Concrete Culvert 5' X 12'	1 LS	\$118,000	\$195,000	\$77,000
S904-05A	SP Temporary Traffic Control	1 LS	\$50,000	\$100,000	\$50,000
Total Difference from these Items					\$127,000
% of Difference in Engineer's Estimate (\$96,235.71)					132%

The Precast Concrete Culvert item is the major item of work for this project and contributes to a large percentage of the overall project cost. Due to this item being measured by lump sum and a wide variability of designs between projects, it can be difficult to use historic average bids to accurately estimate a price for the work. This particular project has a tight work window due to in-water work needing to be completed before the opening of the canal on March 15, 2021. This additional risk to the contractor was not factored into the estimate for this item.

Temporary Traffic Control is a lump sum item that was intended to encompass all items associated with simple traffic control operations. We believe the contractor feels there may be risks associated with not having itemized traffic control. This additional risk was not factored into the estimate for this item.

Overall, we believe the engineers estimate did not accurately take into account additional risks associated with the two lump sum items mentioned, as well as the small work window allowed for this project. The district has obtained funds through statewide balancing. We believe the low bid price for this project is reasonable and recommend that the project be awarded. Due to time constraints with the canal, if this bid is not awarded, the project will not be able to be constructed this fiscal year.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020Consent 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
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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 09/28/20					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
61	25	7	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 09/01/20 to 09/28/20	
ITD	Local
3	1

FUTURE ACTIONS

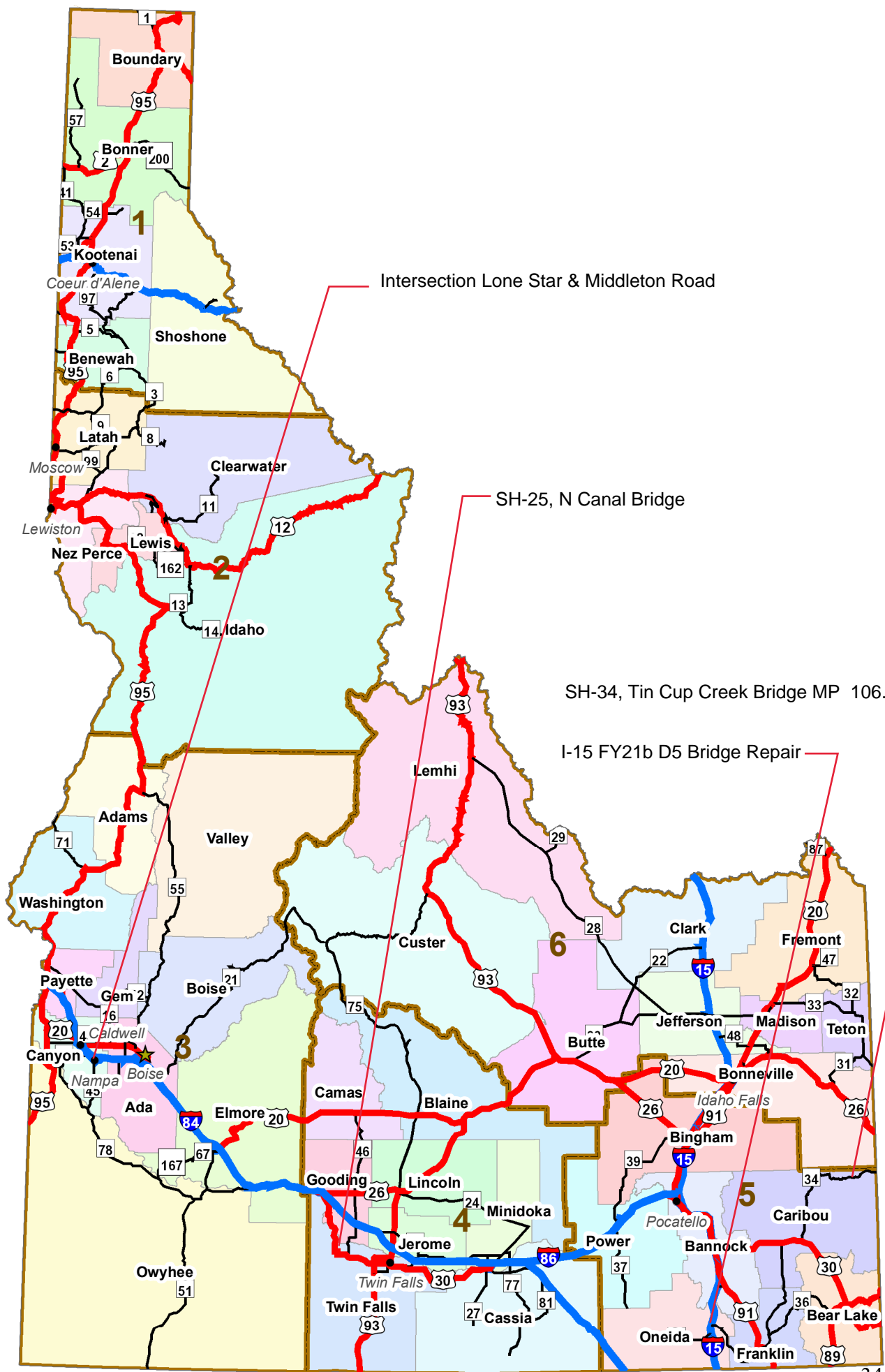
The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

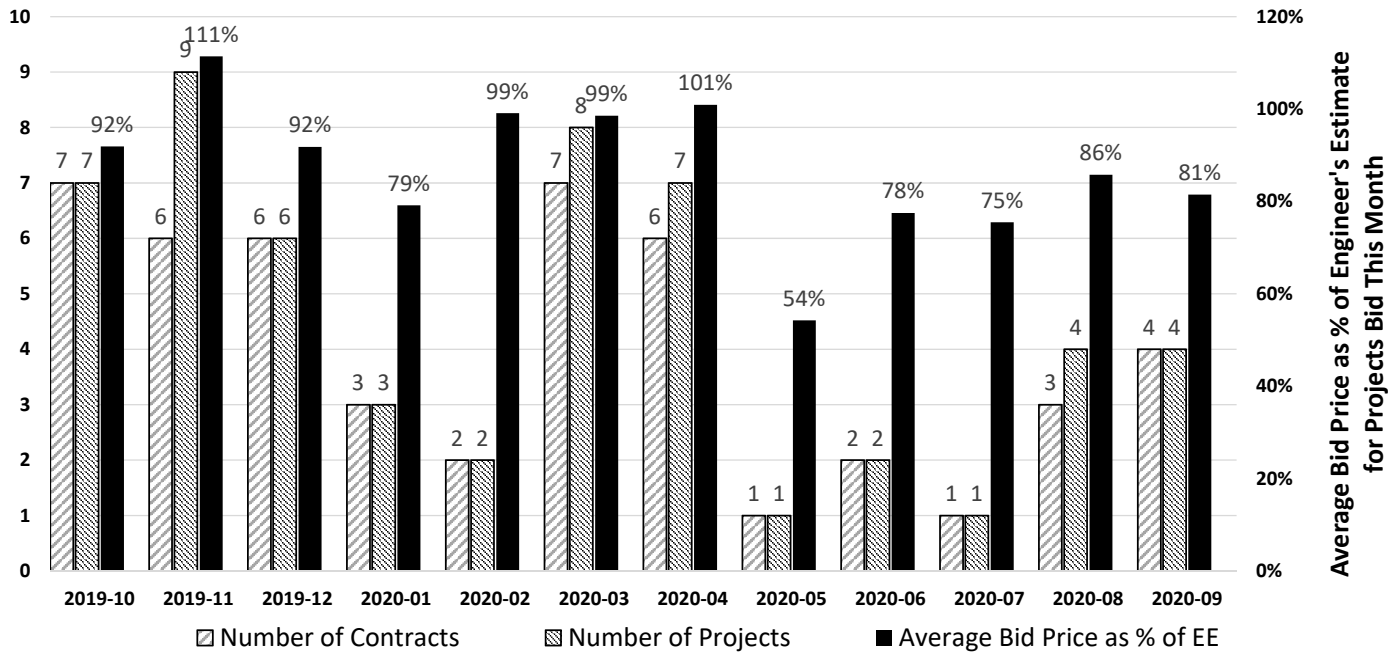


FFY20 State Infrastructure Project Bid Results: YTD Summary By Cost

54 Projects YTD through September 28, 2020

YTD Total for all 54 projects:

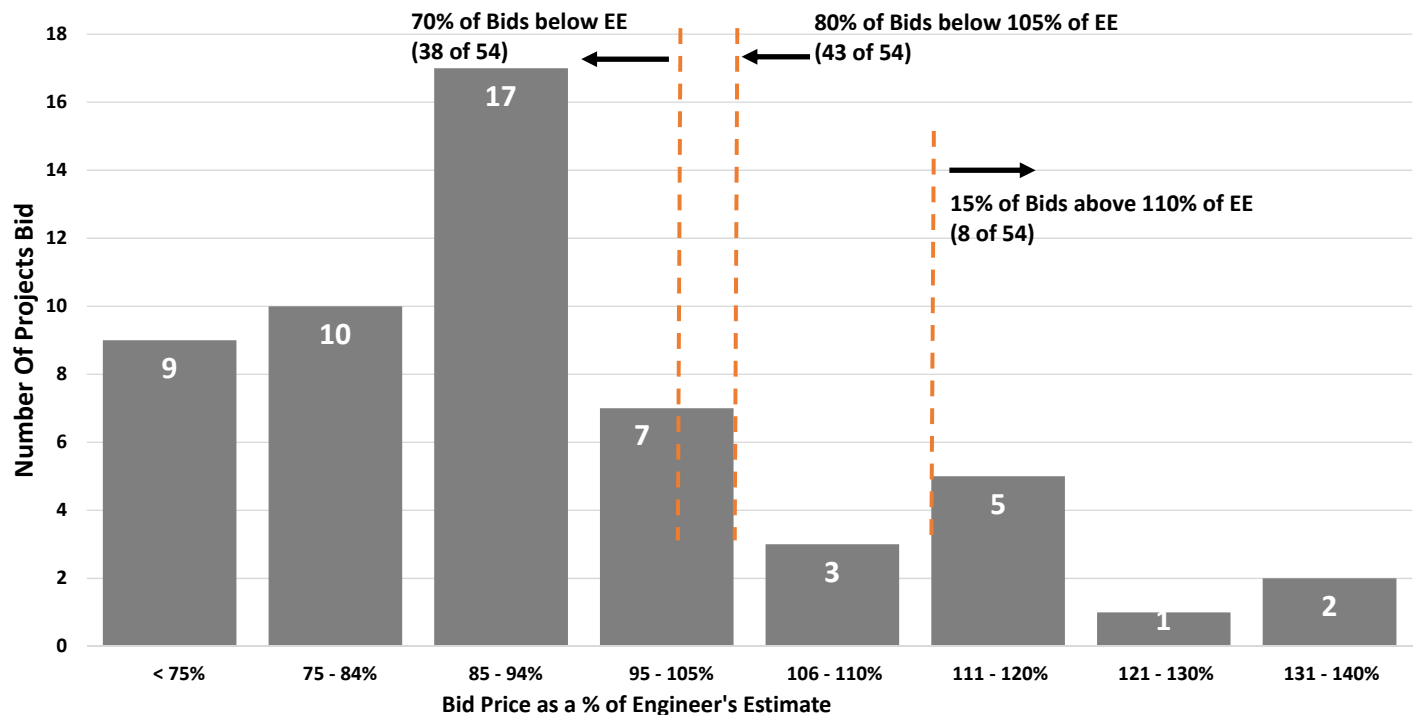
Ratio of Bid Costs / Engineer's Estimates = \$235.7 / \$248.8M = 94.7%



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

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

54 Projects YTD through September 28, 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
4	20165	SH-25	9/1/2020	4	\$1,872,886.65	\$1,592,865.81	(-\$280,020.84)
SH-25, N Canal Bridge							85%
Contractor: Coldwater group Inc.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(3)	20613	OFF SYS	9/15/2020	5	\$1,987,650.35	\$1,698,857.00	(-\$288,793.35)
Intersection Lone Star & Middleton Road							85%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	19730	I-15	9/22/2020	5	\$2,080,462.77	\$1,401,364.40	(-\$679,098.37)
I-15, FY21b D5 Bridge Repair							67%
Contractor: Coldwater Group Inc.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	20457	SH-34	9/22/2020	3	\$2,012,099.07	\$1,668,983.46	(-\$343,115.61)
SH-34, Tin Cup Creek Bridge MP1 06.818							83%
Contractor: Engineered Structures Inc.					State		

Monthly Contract Advertisement As of 09-28-2020

District	Key No.	Route	Bid Opening Date
4	19830	US-30	9/29/2020
US-30, Bliss to Hagerman \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
4	20025	I-84	9/29/2020
I-84, FY21 D4 Bridge Repair \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
3	20251	I-84	9/29/2020
I-84, FY21 D3 Bridge Repair \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
2	20584	SH-8, SH-9 & US-12	9/29/2020
SH-8, SH-9 & US-12 FY21b Bridge Repair \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
2	20112	SH-3, SH-7, SH-11, SH-162 & US-12	10/6/2020
SH-3, SH-7, SH-11, SH-162 & US-12 FY21 D2 Bridge Repair \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
4	19866	US-93	10/6/2020
US-93, Nevada State Line to Hollister \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
3	13476	SH-44	10/6/2020
SH-44, Half CFI Intersection Eagle Road to SH-44, Eagle \$5,000,000 to \$10,000,000			Federal

District	Key No.	Route	Bid Opening Date
3	20738	I-84	10/6/2020
I-84, Broadway to Eisenman, Boise \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
4	20191	I-84	10/6/2020
I-84, Westbound Delco Port of Entry \$10,000,000 to \$15,000,000			Federal

District	Key No.	Route	Bid Opening Date
3	19399	US-95	10/20/2020
US-95, Little Salmon River Bridge \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(2)	22638	US-12	10/20/2020
US-12, Cherrylane Bridge \$15,000,000 to \$25,000,000			Federal

District	Key No.	Route	Bid Opening Date
1	19248	US-95	10/20/2020
US-95, Sandpoint Long Bridge over Pend O'Reille \$10,000,000 to \$15,000,000			Federal

District	Key No.	Route	Bid Opening Date
1	19682	SH-41	10/27/2020
SH-41, Mullan Avenue to Prairie Avenue, Post Falls \$15,000,000 to \$25,000,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(1)	19046	OFF SYS	10/27/2020
Ruby Creek #2 Bridge \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(4)	13998	OFF SYS	10/27/2020
STC-2822, W Glendale Road & Cana Bridge \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(1)	20094	OFF SYS	10/27/2020
STC-1697, French Gulch/Fernan Hill Road, East Side Highway District \$500,000 to \$1,000,000			Federal



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

Meeting Date October 15, 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 MC
Preparer's Name Chaz Fredrickson	Preparer's Title Consultant Services Proj Manager	Initials CF	LSS

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 thirty-one (31) new professional services agreements and work tasks totaling **\$15,237,662** and six (6) supplemental agreements to existing professional services agreements totaling **\$460,488** from August 25, 2020 through September 23, 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									
Planning		1							1
Environmental	2	1		2					5
Surveying	1				1				2
Construction	1			1					2
Public Involvement			1				1		2
Materials	1	1		1	1				4
Design			2		1				3
Bridge			1	2			1		4
Special Expertise		1					2		3
Local Public Agency Projects	1	1	0	0	0	3	0		5
Total	6	5	4	6	3	3	4		31



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Twenty-six (26) new professional services agreements and work tasks were processed during this period totaling **\$14,823,784**. Five (5) supplemental agreements totaling **\$442,379** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 90, Old US 10 Wall Repair, Wallace	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	David Evans & Associates	Prev: \$677,745 This: \$44,238 Total: \$721,983
SH 3, Goosehaven Road to Round Lake Road, Benawah County	Resources not available: Materials	Materials and Geotechnical Support	Individual Project Solicitation	GeoEngineers	\$150,906
SH 3, Goosehaven Road to Round Lake Road, Benawah County	Resources not available: Surveying	Survey Services	Direct from Term Agreement	Ruen-Yeager & Associates	\$66,846
I 90, Old US 10 Wall Repair, Wallace	Resources not available: Environmental	Interpretive Signage Design, Manufacture & Installation	Direct from Term Agreement	TAG Historical Research & Consulting	\$7,182
SH 41, East Prairie Avenue to Boekel Road, Kootenai County	Resources not available: Environmental	Development, Manufacture & Installation of Interpretive Signs	Direct from Term Agreement	Gorman Preservation Associates	\$40,160

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, Milepost 188 Rock Slide Mitigation, near Riggins	Special Expertise	Provide Expertise for Management of Naturally Occurring Asbestos	Minor Agreement Procedures	Erskine Environmental Consulting	\$43,481



Board Agenda Item

ITD 2210 (Rev. 10-13)

US 95, Potlatch Northbound Passing Lane, Latah County	Resources not available: Planning	Traffic Study	Direct from Term Agreement	J-U-B Engineers	\$26,330
US 95, Thorn Creek Road to Moscow, Phase 1	Resources not available: Environmental	Phase 2 Hazmat Study	Direct from Term Agreement	Alta Science & Engineering	\$4,823
SH 3, North of Bovill, Potlatch River Bridge, Latah County	Resources not available: Materials	Additional Inspection, Materials Sampling/ Testing & Contract Administration Services	RFI from Term Agreement	HMH, LLC	Prev: \$35,000 This: \$40,000 Total: \$75,000

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 16, I 84 to US 20/26 & SH 44 Interchange, Ada & Canyon Counties	Resources not available: Design	SH 16, North Segment: Final Design Services	Individual Project Solicitation	David Evans & Associates	\$7,387,318
	Resources not available: Design	SH 16, South Segment: Final Design Services	Individual Project Solicitation	Parametrix	\$6,152,940
	Total: \$13,540,258 Board Approved \$14M during May 2020 Meeting				
FY24 D3 High Priority Bridge Repairs	Resources not available: Bridge	Rainbow Bridge Repair, Phase 2: Design through PS&E	RFI from Term Agreement	Forsgren Associates	Prev: \$16,893 This: \$247,314 Total: \$264,207
SH 16, I 84 to US 20/26 & SH 44 Interchange, Ada & Canyon Counties	Resources not available: Public Involvement	Public Involvement Services	Direct from Term Agreement	Rosemary Brennan Curtin	\$99,989



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 30, Dry Creek Bridge, Twin Falls County	Resources not available: Bridge	Analyze Third Bridge Option	Direct from Term Agreement	Forsgren Associates	Prev: \$95,858 This: \$3,952 Total: \$99,810
US 30, Blue Lakes Boulevard to Eastland Drive, Twin Falls	Resources not available: Materials	Geotechnical Services	Direct from Term Agreement	American Geotechnics	\$69,776
SH 27, G Canal Bridge, Cassia County	Resources not available: Environmental	Cultural Resource Investigation, Phase 2	Direct from Term Agreement	Stevens Historical Research Associates	Prev: \$22,640 This: \$11,107 Total: \$33,747
FY24 D4 High Priority Bridge Repair	Resources not available: Bridge	Bridge Mitigation and Inspection Services	Direct from Term Agreement	Wiss, Janney, Elstner Associates	Prev: \$75,459 This: \$7,705 Total: \$83,164
FY20 D4 Materials Reconnaissance	Resources not available: Environmental	Hazardous Materials Investigation	Direct from Term Agreement	Alta Science & Engineering	\$22,982
FY20 D4 Bridge Repair	Resources not available: Construction	Additional Testing Services During Construction	Direct from Term Agreement	Materials Testing & Inspection	Prev: \$24,792 This: \$34,788 Total: \$59,580

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 15, McCammon Interchange to Old US 91	Resources not available: Construction	Improve Roadway Surfaces	RFI from Term Agreement	J-U-B Engineers	\$171,105
US 91, Park Lawn to Siphon Road, Chubbuck	Resources not available: Materials	Geotechnical Services	Direct from Term Agreement	American Geotechnics	\$66,711
I 86, Intersection Pocatello Avenue, Power County	Resources not available: Surveying	Surveying	Direct from Term Agreement	Harper-Leavitt Engineering	\$9,980

District 6

None this month.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Asphalt Program Assistance	Special Expertise	Technical Assistance on Asphalt Specifications, Mix Design & Production	Minor Agreement Procedures	Mike Robinson, LLC	\$26,250
Asphalt Program Assistance	Special Expertise	Technical Assistance on Asphalt Specifications, Mix Design & Production	Minor Agreement Procedures	Adam Hand-Consultant	\$25,500
Corridor Plan for SH 44, District 3	Resources not available: Public Involvement	Public Involvement Services for Mini Corridor Plan	Direct from Term Agreement	J-U-B Engineers	\$12,693
FY19 State Highway System Sign Inspection	Resources not available: Bridge	Bridge Loading Rating for DMV Overweight Permits	Direct from Term Agreement	Jacobs Engineering Group	\$49,708

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 20/26 Chinden; I 84 to Middleton Road, Canyon County	WHPacific	6/2019, Design Services through PS&E	Widening of Sidewalks & Add Bike Lane	Prev: \$1,708,339 This: \$44,600 Total: \$1,752,939 Board Approved \$2.5M during May 2019 Meeting
4	US 30, North 400 to Parke Avenue, Burley	Horrocks Engineers	11/2019, Materials Testing, Inspection and Ticket Taking Services	Continuation of Original Scope	Prev: \$385,234 This: \$150,563 Total: \$535,797



Board Agenda Item

ITD 2210 (Rev. 10-13)

4	US 93, 200 South Road, Jerome County	HDR Engineering	1/2020, Construction, Engineering, Inspection, Materials Testing Services: Year 2	Additional Testing and Inspection Services	Prev: \$438,806 This: \$19,886 Total: \$458,692
5	I 15, UPRR Inkom Overpass, Bannock County	HDR Engineering	11/2017, Roadway and Bridge Design , Phase 1: Preliminary Design Services	Final Bridge & Retaining Wall Design; Additional Environmental Services	Prev: \$557,220 This: \$99,962 Total: \$657,182
6	Various District 6 Projects	Materials Testing & Inspection	3/2020, Materials Testing and Inspection During Construction	Additional Testing and Inspection Services	Prev: \$782,076 This: \$127,368 Total: \$909,444

For Local Public Agency Projects:

Five (5) new professional services agreements totaling **\$413,878** were processed during this period. One (1) supplemental agreements totaling **\$18,109** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Railroad Crossing near Sandpoint, Bonner County	Bonner County	Roadway Design Services through PS&E	RFI from Term Agreement	J-U-B Engineers	Prev: \$85,500 This: \$72,465 Total: \$157,965
9 th Street Grade; 5 th Avenue to Idaho Street, Lewiston	City of Lewiston	Develop Right-of-Way Plans	RFI from Term Agreement	Parametrix	Prev: \$203,600 This: \$3,039 Total: \$206,639
Archer Highway Safety Audit, Madison County	Madison County	Archer Highway Road Safety Audit	Direct from Term Agreement	Precision Engineering, LLC	\$40,000
East 1300 North, Ora Bridge, Fremont County	Fremont County	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Civil Science	Prev: \$527,956 This: \$274,444 Total: \$802,400
Great Western Canal Bridge, Bonneville County	Bonneville County	Engineer of Record Services During Construction	RFI from Term Agreement	J-U-B Engineers	Prev: \$290,700 This: \$23,930 Total: \$314,630



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>
1	West Riverview Drive, Post Falls Highway District	Ruen-Yeager & Associates	6/2019, Construction, Engineering, Inspection, Sampling and Testing Services	Additional Construction, Engineering and Inspection Services	Prev: \$127,611 This: \$18,109 Total: \$145,720

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed N.A.

Presenter's Name Kevin Sablan	Presenter's Title Design/Traffic Engineer	Initials ks	Reviewed By LSS
Preparer's Name Mona Hunt	Preparer's Title Traffic Resource Engineer	Initials mh	

Subject

Update on the 80 mile per hour speed zones, I-15, I-84, and I-86		
Key Number	District	Route Number I-15, I-84, & I-86

Background Information

In July of 2014, the Idaho Transportation Department raised the speed limit on rural sections of Interstate Highways 15, 84, & 86 from 75 mph to 80 mph based on observed 85th percentile speeds of all vehicles. Since implementation, Design/Traffic Services has been monitoring these 80 MPH corridors, keeping check on operating speeds and crashes. The following observations have been made since the speed limits were changed:

- During the period immediately following implementation of the 80 MPH speed limits, 85th percentile speeds increased to around 82.5 MPH, representing a 3 MPH rise from the 79.5 MPH conditions when posted at 75 MPH. Since that initial transition period, the observed 85th percentile speeds have remained steady at around 83 MPH for all routes.
- The before and after differential speeds between light and heavy vehicles has remained relatively unchanged with a 11 MPH average under 80 MPH conditions as opposed to 10 MPH with the speed limit at 75 MPH.
- In the six years since implementation of 80 MPH speeds, fatal and serious injury crash rates have remained relatively constant between 1 and 5 fatal and serious injury crashes per one hundred million vehicle-miles of travel. Which matches the fatal and serious injury crash performance of the interstate prior to raising the speed limit from 75 to 80 MPH.
- Compared to national rates, operations along these 80 MPH corridors are comparable if not slightly better.

The observed vehicle speeds and crash experience, since raising the speed limit on these routes, indicate operations has remained relatively unchanged from prior conditions and that the higher 80 mph speed limit is appropriate and should remain unchanged at this time.

Recommendations

Maintain the 80 mph speed zones



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 Oct. 15, 2020

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

Presenter's Name David Tolman	Presenter's Title Controller	Initials DT	Reviewed By LSS
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 August 31, 2020, Fiscal Year 2020 Financial Statements

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

- Revenues to the State Highway Account from all state sources are ahead of forecast by 37% and ahead of this time for FY 2019 by 6.8%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$13.3M. ITD forecasted lower revenue due to Covid and intentionally lowered expectations for the months of July and August which has receipts from fuel sales in May and June. State revenues to the State Aeronautics Fund are below forecast by -16% or \$74,000. 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 two months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$1.2M or 5.9% is 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 August of this year continues the trend of being very strong at \$56.3M. Traditionally, August and September are ITD's highest construction payout months.

The balance of the long term investments as of the end of August is \$110.7 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$79.8M) totals \$190.5 and includes the reserve to mitigate the impact of Covid on FY21 revenue.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of August, were \$6.6M. 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 \$197k based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$3.5M is ahead of the same time a year ago approximately \$300k. The receipts into this fund for FY21 are committed to construction projects identified in the ITIP. Expenditures for selected projects were \$8.3M.

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27M. The activity for this grant are shown in a fund created specifically for CARES funding and had expenses of \$1.4M

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 Sep 2020
 % of Time
 Remaining: 83.33

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 8/31/2020
 (all amounts in '000)

Fiscal Year: 2021

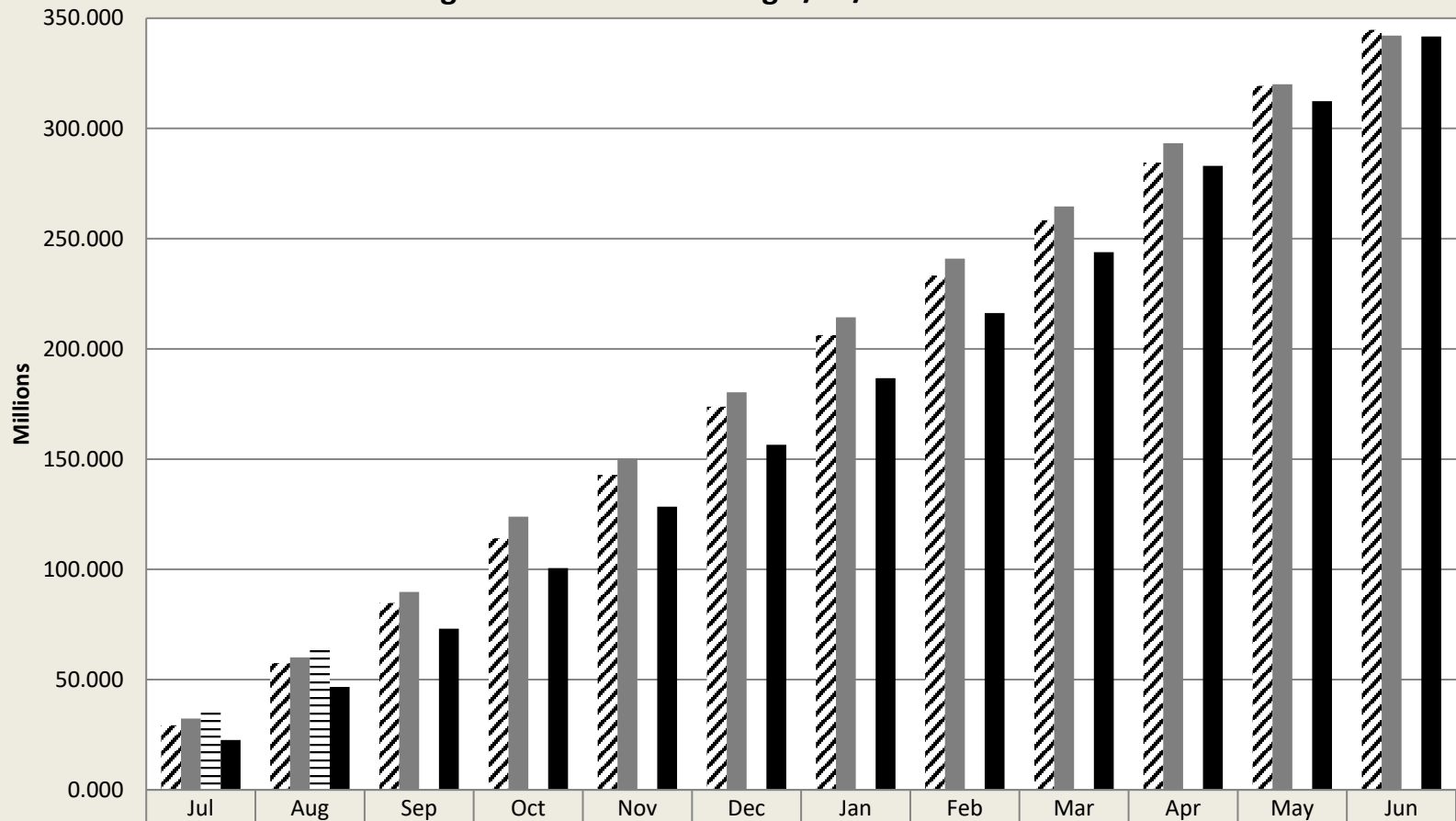
Funds Received					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Forecast YTD	FY21 to FY20 Actual	FY 21 to Forecast
State Highway Account					
Federal Reimbursements	74,710	72,379	68,624	-3.1%	5.5%
State (Inc. H.D.A.)	60,074	64,171	46,708	6.8%	37.4%
Local	7,117	1,129	4,000	-84.1%	-71.8%
Total State Highway Account:	141,901	137,680	119,331	-3.0%	15.4%
State Aeronautics Fund					
Federal Reimbursements	65	159	50	143.8%	218.3%
State	679	382	456	-43.7%	-16.1%
Total State Aeronautics Fund:	744	541	506	-27.3%	7.0%
Total Fund Received:	142,645	138,221	119,837	-3.1%	15.3%
Disbursements (includes Encumbrances)					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Construction Payouts	115,601	110,179	117,839	-4.7%	-6.5%
Operations Expenses					
Highways	39,956	43,029	43,415	7.7%	-0.9%
DMV	10,340	10,679	11,117	3.3%	-3.9%
Administration	7,564	4,921	4,618	-34.9%	6.6%
Facilities	1,190	773	0	-35.0%	0.0%
Aeronautics	426	729	899	71.3%	-18.9%
Total Operations Expenses:	59,476	60,132	60,050	1.1%	0.1%
Transfers					
Debt Service	0	109	0	0.0%	0.0%
Total Transfers:	0	109	0	0.0%	0.0%
Total Disbursements:	175,077	170,420	177,889	-2.7%	-4.2%
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Expenditures by Type					
Personnel	18,991	19,104	20,308	0.6%	-5.9%
Operating	27,367	28,281	34,008	3.3%	-16.8%
Capital Outlay	10,473	10,354	1,774	-1.1%	483.5%
Sub-Grantee	2,645	2,392	3,959	-9.5%	-39.6%
Totals Operations Expenses:	59,476	60,132	60,050	1.1%	0.1%
Contract Construction	115,601	110,179	117,839	-4.7%	-6.5%
Totals (excluding Transfers):	175,077	170,311	177,889	-2.7%	-4.3%

State Highway Fund 0260

Fiscal Year 2021

State Revenue Source Forecast vs Actual

August - For Period Ending 8/31/2020



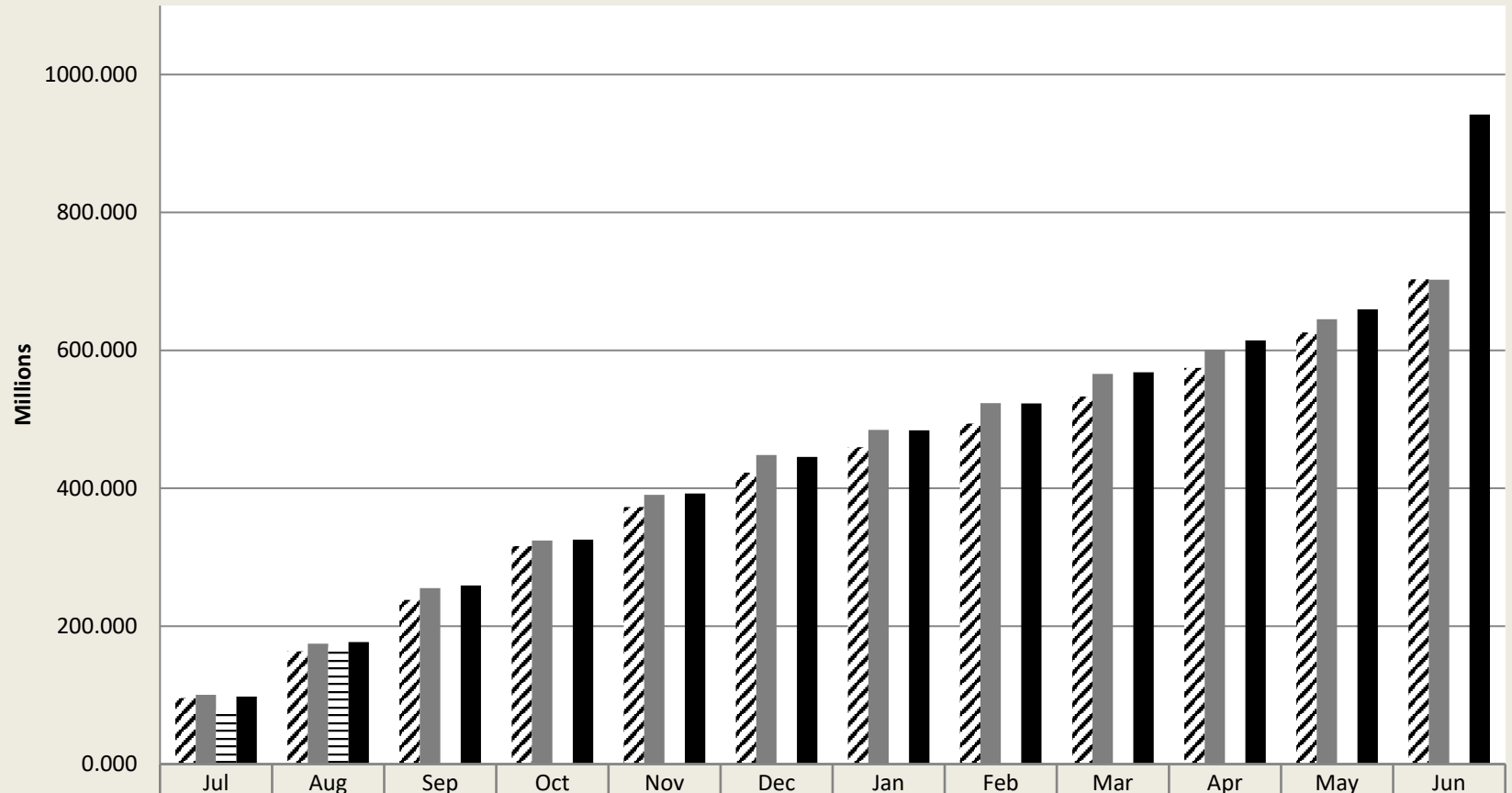
▨ FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
■ FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
□ FY21 Current	35.679	64.171										
■ FY21 Forecast	22.639	46.708	73.082	100.547	128.424	156.544	186.696	216.255	243.902	283.016	312.332	341.685

State Highway Fund 0260

Fiscal Year 2021

Expenditures

August - For Period Ending 8/31/2020



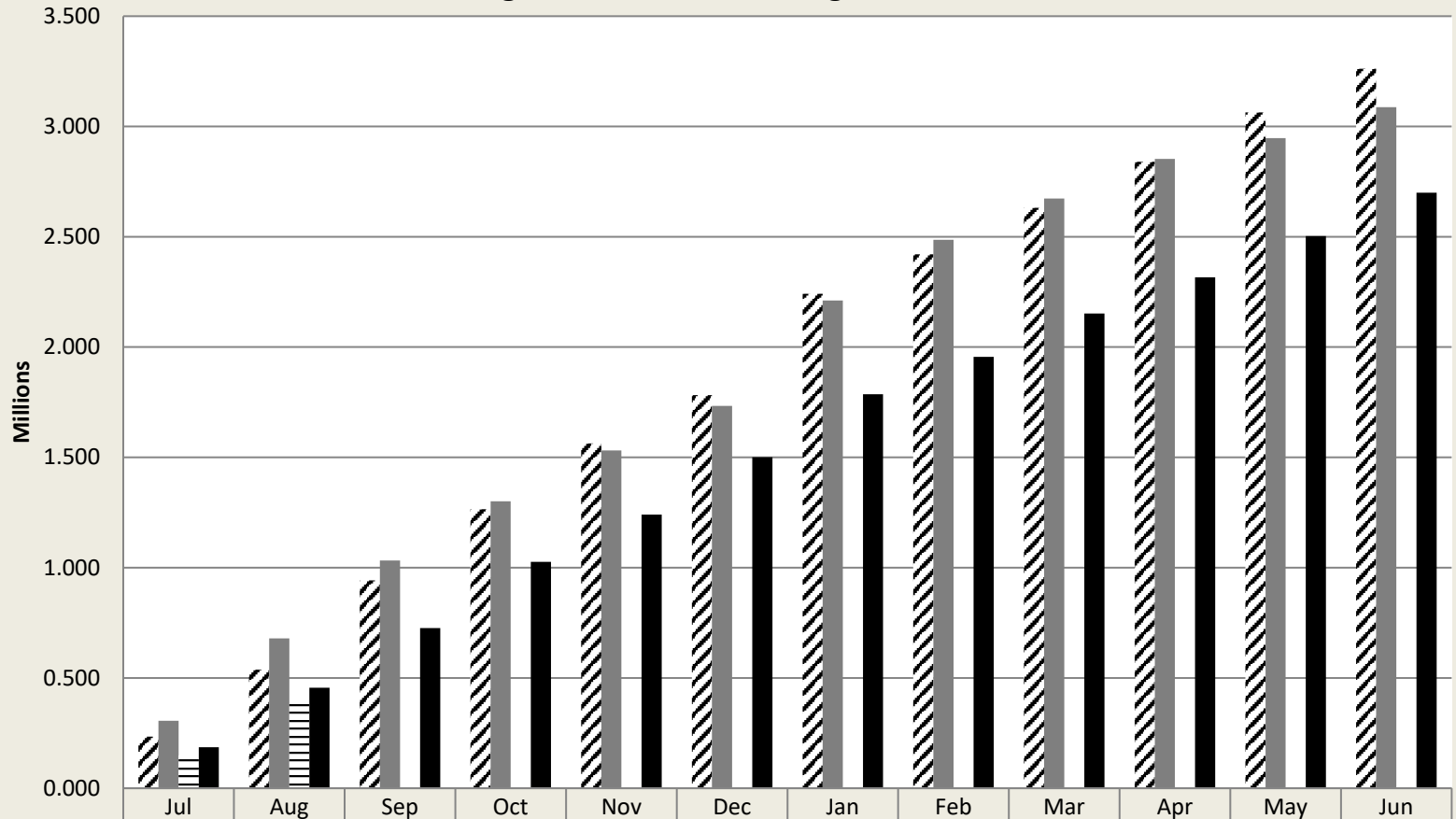
▨ FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
■ FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
= FY21 Current	78.041	169.582										
■ FY21 Forecast	97.930	176.990	258.948	325.527	392.319	445.462	483.997	523.081	568.317	614.455	659.380	942.030

Aeronautics Fund 0221

Fiscal Year 2021

State and Interagency Revenue Sources Forecast vs Actual

August - For Period Ending 8/31/2020



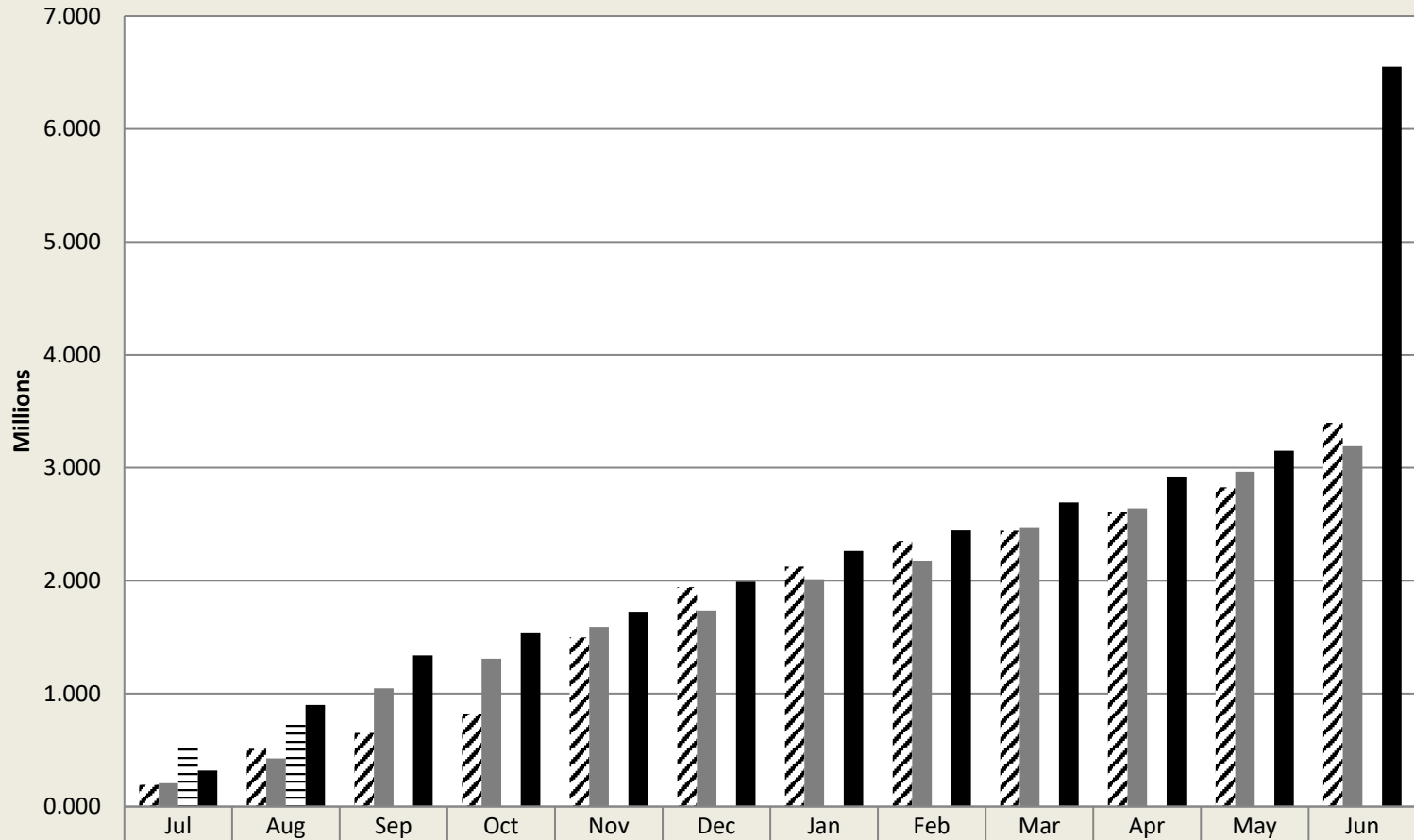
▨ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
□ FY21 Current	0.149	0.382										
■ FY21 Forecast	0.186	0.456	0.726	1.026	1.241	1.501	1.786	1.956	2.152	2.316	2.503	2.700

Aeronautics Fund 0221

Fiscal Year 2021

Expenditures

August - For Period Ending 8/31/2020



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	0.729										
FY21 Forecast	0.319	0.899	1.339	1.535	1.726	1.991	2.264	2.443	2.692	2.922	3.151	6.551

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

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 8/31/2020

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Jul-20	Aug-20	Jul-20	Aug-20	Jul-20	Aug-20
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,396,170	2,364,563	97,096,489	79,821,020	40,918,204	37,339,680
Investments (Long Term: STO - Diversified Bond Fund)	862,006	863,180	110,527,787	110,680,234	0	0
Total Cash & Investments	3,258,175	3,227,743	207,630,121	190,507,099	40,918,204	37,339,680
Receivables - Other	2,187	3,229	1,345,276	1,282,746	0	0
- Due From Locals (Project Overruns)	31,607	126,913	973,593	1,140,417	0	0
- Inter Agency	13,027	34,473	871	0	0	0
Total Receivables	46,821	164,615	2,319,740	2,423,163	0	0
Inventory on Hand	0	0	15,758,086	17,069,034	0	0
Total Assets:	3,304,996	3,392,359	225,707,948	209,999,296	40,918,204	37,339,680
LIABILITIES						
Vouchers Payable	0	0	2,037	6,160	0	0
Sales Tax Payable	0	0	12,448	9,789	0	0
Deferred Revenue (Local Projects Match)	0	0	23,895,472	23,444,414	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	236,674	242,595	0	0
Total Liabilities:	0	0	24,162,648	23,718,976	0	0
FUND BALANCE						
Reserve for Encumbrance	592,547	503,121	41,469,291	51,566,766	0	0
Fund Balance	2,712,449	2,889,237	160,076,008	134,713,554	40,918,204	37,339,680
Total Fund Balance:	3,304,996	3,392,359	201,545,299	186,280,320	40,918,204	37,339,680
Total Liabilities and Fund Balance	3,304,996	3,392,359	225,707,948	209,999,296	40,918,204	37,339,680

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

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 8/31/2020

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Jul-20	Aug-20	Jul-20	Aug-20	Jul-20	Aug-20	Jul-20	Aug-20
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	18,002,851	13,475,750	34	52	18,002,884	13,475,802	(1,110,958)	(234,967)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	18,002,851	13,475,750	34	52	18,002,884	13,475,802	(1,110,958)	(234,967)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	92,024
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	92,024
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	18,002,851	13,475,750	34	52	18,002,884	13,475,802	(1,110,958)	(142,943)
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	-106,000	106,000
Fund Balance	18,002,851	13,475,750	34	52	18,002,884	13,475,802	0	0
Total Fund Balance:	18,002,851	13,475,750	34	52	16,891,926	13,475,802	(1,110,958)	(142,943)
Total Liabilities and Fund Balance	18,002,851	13,475,750	34	52	16,891,926	13,475,802	(1,110,958)	56(142,943)

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Sep 2020
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2020

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	58,729,800	64,359,694	30,587,755	0	5,629,894	9.59 %	375,381,680	311,021,986	82.85 %
FHWA - Indirect Cost	7,143,900	5,660,827	2,762,713	0	(1,483,073)	-20.76%	25,000,000	19,339,173	77.36 %
Federal Transit Authority	1,900,000	2,072,170	1,512,916	0	172,170	9.06 %	14,759,600	12,687,430	85.96 %
NHTSA - Highway Safety	650,000	283,427	152,453	0	(366,573)	-56.40%	6,142,800	5,859,373	95.39 %
Other Federal Aid	200,000	3,101	881	0	(196,899)	-98.45%	4,130,000	4,126,899	99.92 %
Total Federal Sources:	68,623,700	72,379,218	35,016,719	0	3,755,519	5.47 %	425,414,080	353,034,861	82.99 %
State Sources									
Equipment Buy Back	0	0	0	0	0	0.00 %	10,554,100	10,554,100	100.00 %
Miscellaneous Revenues	5,403,009	6,131,665	2,786,820	0	728,656	13.49 %	30,174,946	24,043,281	79.68 %
Total State Sources:	5,403,009	6,131,665	2,786,820	0	728,656	13.49 %	40,729,046	34,597,381	84.95 %
Local Sources									
Match For Local Projects	4,000,000	1,121,899	1,303,173	0	(2,878,101)	-71.95%	19,238,100	18,116,201	94.17 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	4,000,000	1,129,399	1,303,173	0	(2,870,601)	-71.77%	19,238,100	18,108,701	94.13 %
TOTAL REVENUES:	78,026,709	79,640,281	39,106,712	0	1,613,574	2.07 %	485,381,226	405,740,943	83.59 %
TRANSFERS-IN									
Highway Distribution Account	27,295,100	40,597,063	17,776,051	0	13,301,963	48.73 %	215,599,000	175,001,937	81.17 %
Fuel/Registration Direct	11,910,473	13,812,659	6,358,608	0	1,902,186	15.97 %	67,657,200	53,844,542	79.58 %
Ethanol Fuels Tax	2,099,200	3,629,805	1,570,547	0	1,530,605	72.91 %	17,700,000	14,070,195	79.49 %
TOTAL TRANSFERS-IN:	41,304,773	58,039,527	25,705,206	0	16,734,754	40.52 %	300,956,200	242,916,674	80.71 %
TOTAL REV AND TRANSFERS-IN:	119,331,482	137,679,808	64,811,918	0	18,348,328	15.38 %	786,337,426	648,657,617	82.49 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Sep 2020
 % of Time
 Remaining: 83.3

Fund: 0260 State Highway Fund

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2020

	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									
EXPENDITURES									
Operations Expense									
Permanent Staff Salaries	13,624,876	12,785,284	6,440,407	0	839,592	6.16 %	88,826,102	76,040,818	85.61 %
Board, Hourly, OT, Shift Diff	43,540	134,958	61,038	0	(91,418)	-209.96%	308,008	173,050	56.18 %
Fringe Benefits	6,428,982	5,988,736	2,916,359	0	440,246	6.85 %	40,244,890	34,256,154	85.12 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	2,246,400	2,246,400	100.00 %
In State Travel Expense	270,459	121,693	66,168	0	148,766	55.01 %	1,675,681	1,553,988	92.74 %
Out of State Travel Expense	83,586	2,165	511	0	81,421	97.41 %	454,998	452,833	99.52 %
Technology Operating Expense	10,952,982	2,197,814	1,810,118	7,599,527	1,155,641	10.55 %	25,755,321	15,957,980	61.96 %
Operating Expense	22,254,742	10,122,675	7,463,715	7,792,409	4,339,659	19.50 %	71,636,659	53,721,576	74.99 %
Technology Equipment Expense	751,000	165	0	89,706	661,129	88.03 %	2,655,400	2,565,529	96.62 %
Capital Equipment Expense	1,021,400	14,397	10,696	9,604,539	(8,597,535)	-841.74%	27,053,700	17,434,765	64.45 %
Capital Facilities Expense	0	230,368	73,360	364,212	(594,580)	0.00 %	6,009,807	5,415,228	90.11 %
Capital Projects	0	0	0	12,269	(12,269)	0.00 %	0	(12,269)	0.00 %
Trustee & Benefit Payments	3,718,681	2,341,700	1,335,948	0	1,376,981	37.03 %	21,321,900	18,980,200	89.02 %
Total Operations Expense:	59,150,248	33,939,954	20,178,320	25,462,661	(252,367)	-0.43%	288,188,866	228,786,252	79.39 %
Contract Construction									
Technology Operating Expense	0	166,147	121,437	416,839	(582,987)	0.00 %	0	(582,987)	0.00 %
Operating Expense	1,622,000	299,030	94,938	703,898	619,072	38.17 %	10,600,000	9,597,072	90.54 %
Capital Facilities Expense	0	3,240	3,240	0	(3,240)	0.00 %	0	(3,240)	0.00 %
Capital Projects	116,027,339	107,228,480	56,035,264	1,227,339	7,571,520	6.53 %	641,141,164	532,685,345	83.08 %
Trustee & Benefit Payments	190,000	134,474	67,072	0	55,526	29.22 %	2,100,000	1,965,526	93.60 %
Total Contract Construction:	117,839,339	107,831,370	56,321,951	2,348,076	7,659,891	6.50 %	653,841,164	543,661,716	83.15 %
TOTAL EXPENDITURES:	176,989,587	141,771,325	76,500,272	27,810,737	7,407,524	4.19 %	942,030,030	772,447,968	82.00 %
TRANSFERS OUT									
Statutory	0	108,900	0	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	0	0	(108,900)	0.00 %	57,646,439	57,537,539	99.81 %
TOTAL EXPD AND TRANSFERS OUT:	176,989,587	141,880,225	76,500,272	27,810,737	7,298,624	4.12 %	999,676,469	829,985,507	83.03 %
Net for Fiscal Year 2021:	(57,658,105)	(4,200,416)	(11,688,354)		25,646,952		(213,339,043)	(181,327,890)	58

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Sep 2020
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2020

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	120,000	39,458	19,916	82,294	(1,752)	-1.46%	2,500,000	2,378,248	95.13 %
Operating Expenditures	Federal	1,500,000	425,476	196,448	1,038,443	36,081	2.41 %	8,000,000	6,536,081	81.70 %
Operating Expenditures	FICR	0	54	0	0	(54)	0.00 %	0	(54)	0.00 %
Operating Expenditures	Local	2,000	189	11	0	1,811	90.54 %	100,000	99,811	99.81 %
Total Operating Expenditures		1,622,000	465,177	216,375	1,120,737	36,086	2.22 %	10,600,000	9,014,086	85.04 %
Capital Outlay										
Capital Outlay	Dedicated	38,164,097	34,395,485	18,275,333	164,097	3,604,515	9.44 %	228,094,683	193,535,101	84.85 %
Capital Outlay	Federal	68,063,241	62,952,180	30,901,196	1,063,241	4,047,820	5.95 %	361,320,980	297,305,559	82.28 %
Capital Outlay	FICR	7,400,000	7,860,650	6,132,750	0	(460,650)	-6.22%	33,000,000	25,139,350	76.18 %
Capital Outlay	Local	2,400,000	2,020,165	725,985	0	379,835	15.83 %	18,725,500	16,705,335	89.21 %
Total Capital Outlay		116,027,339	107,228,480	56,035,264	1,227,339	7,571,520	6.53 %	641,141,164	532,685,345	83.08 %
Capital Facilities Expense										
Capital Facilities Expense	Dedicated	0	3,240	3,240	0	(3,240)	0.00 %	0	(3,240)	0.00 %
Total Capital Facilities Expense		0	3,240	3,240	0	(3,240)	0.00 %	0	(3,240)	0.00 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	2,000	6,344	0	0	(4,344)	-217.20%	500,000	493,656	98.73 %
Trustee & Benefit Payments	Federal	186,000	128,130	67,072	0	57,870	31.11 %	1,500,000	1,371,870	91.46 %
Trustee & Benefit Payments	Local	2,000	0	0	0	2,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		190,000	134,474	67,072	0	55,526	29.22 %	2,100,000	1,965,526	93.60 %
Total Contract Construction:		117,839,339	107,831,370	56,321,951	2,348,076	7,659,893	6.50 %	653,841,164	543,661,718	83.15 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Sep 2020
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2020

Fund: 0269 Transportation Expansion and Congestion Mitigation 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									
Miscellaneous Revenues	110,000	53,041	24,544	0	(56,959)	-51.78%	670,000	616,959	92.08 %
TOTAL REVENUES:	110,000	53,041	24,544	0	(56,959)	-51.78%	670,000	616,959	92.08 %
TRANSFERS-IN									
Cigarette Tax	0	0	0	0	0	0.00 %	605,627	605,627	100.00 %
Sales Tax	2,900,000	3,505,927	1,716,357	0	605,927	20.89 %	18,612,996	15,107,069	81.16 %
TOTAL TRANSFERS-IN:	2,900,000	3,505,927	1,716,357	0	605,927	20.89 %	19,218,623	15,712,696	81.76 %
TOTAL REV AND TRANSFERS-IN:	3,010,000	3,558,968	1,740,901	0	548,968	18.24 %	19,888,623	16,329,655	82.11 %
EXPENDITURES									
Contract Construction - Capital Projects	6,000,000	8,343,201	5,319,425	0	(2,343,201)	-39.05%	67,900,346	59,557,145	87.71 %
TOTAL EXPENDITURES:	6,000,000	8,343,201	5,319,425	0	(2,343,201)	-39.05%	67,900,346	59,557,145	87.71 %
TOTAL EXPD AND TRANSFERS OUT:	6,000,000	8,343,201	5,319,425	0	(2,343,201)	-39.05%	67,900,346	59,557,145	87.71 %
Net for Fiscal Year 2021:	(2,990,000)	(4,784,233)	(3,578,524)		(1,794,233)		(48,011,723)	(43,227,490)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Sep 2020
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2020

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

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										
State Sources - Miscellaneous Revenues		44,308	197,150	183,181	0	152,842	344.95 %	259,000	61,850	23.88 %
TOTAL REVENUES:		44,308	197,150	183,181	0	152,842	344.95 %	259,000	61,850	23.88 %
TOTAL REV AND TRANSFERS-IN:		44,308	197,150	183,181	0	152,842	344.95 %	259,000	61,850	23.88 %
EXPENDITURES										
Contract Construction - Capital Projects		5,600,000	6,631,572	4,710,282	0	(1,031,572)	-18.42%	20,376,559	13,744,988	67.45 %
TOTAL EXPENDITURES:		5,600,000	6,631,572	4,710,282	0	(1,031,572)	-18.42%	20,376,559	13,744,988	67.45 %
TOTAL EXPD AND TRANSFERS OUT:		5,600,000	6,631,572	4,710,282	0	(1,031,572)	-18.42%	20,376,559	13,744,988	67.45 %
Net for Fiscal Year 2021:		(5,555,692)	(6,434,422)	(4,527,101)		(878,730)		(20,117,559)	(13,683,138)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Sep 2020
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2020

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	52	19	0	52	0.00 %	0	(52)	0.00 %
TOTAL REVENUES:	0	52	19	0	52	0.00 %	0	(52)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	52	19	0	52	0.00 %	0	(52)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	25,831	49,051	0	0	(23,219)	-89.89%	49,831	781	1.57 %
TOTAL EXPENDITURES:	25,831	49,051	0	0	(23,219)	-89.89%	49,831	781	1.57 %
TOTAL EXPD AND TRANSFERS OUT:	25,831	49,051	0	0	(23,219)	-89.89%	49,831	781	1.57 %
Net for Fiscal Year 2021:	(25,831)	(48,998)	19		(23,167)		(49,831)	(833)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Sep 2020
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2020

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	2,879,068	1,231,026	0	2,879,068	0.00 %	0	(2,879,068)	0.00 %
TOTAL REVENUES:	0	2,879,068	1,231,026	0	2,879,068	0.00 %	0	(2,879,068)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	2,879,068	1,231,026	0	2,879,068	0.00 %	0	(2,879,068)	0.00 %
EXPENDITURES									
Operating Expenditures	747,982	24,000	24,000	106,000	617,982	82.62 %	4,951,395	4,821,395	97.37 %
Trustee & Benefit Payments	5,938,488	1,349,969	239,011	0	4,588,519	77.27 %	20,638,404	19,288,435	93.46 %
TOTAL EXPENDITURES:	6,686,470	1,373,969	263,011	106,000	5,206,501	77.87 %	25,589,799	24,109,830	94.22 %
TOTAL EXPD AND TRANSFERS OUT:	6,686,470	1,373,969	263,011	106,000	5,206,501	77.87 %	25,589,799	24,109,830	94.22 %
Net for Fiscal Year 2021:	(6,686,470)	1,505,099	968,015		8,085,569		(25,589,799)	(26,988,898)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Sep 2020
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2020

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
	(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	5,454,180	4,534,169	0	5,454,180	0.00 %	0	(5,454,180)	0.00 %
TOTAL REVENUES:	0	5,454,180	4,534,169	0	5,454,180	0.00 %	0	(5,454,180)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	5,454,180	4,534,169	0	5,454,180	0.00 %	0	(5,454,180)	0.00 %
EXPENDITURES									
Operating Expenditures	0	31,460	18,621	0	(31,460)	0.00 %	0	(31,460)	0.00 %
Capital Projects	0	7,621,690	4,483,267	0	(7,621,690)	0.00 %	0	(7,621,690)	0.00 %
TOTAL EXPENDITURES:	0	7,653,150	4,501,888	0	(7,653,150)	0.00 %	0	(7,653,150)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	7,653,150	4,501,888	0	(7,653,150)	0.00 %	0	(7,653,150)	0.00 %
Net for Fiscal Year 2021:	0	(2,198,970)	32,281		(2,198,970)		0	2,198,970	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Sep 2020
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2020

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	14,961	5,371	0	14,961	0.00 %	0	(14,961)	0.00 %
TOTAL REVENUES:	0	14,961	5,371	0	14,961	0.00 %	0	(14,961)	0.00 %
TRANSFERS-IN									
Operating	0	2,923,582	1,545,977	0	2,923,582	0.00 %	0	(2,923,582)	0.00 %
TOTAL TRANSFERS-IN:	0	2,923,582	1,545,977	0	2,923,582	0.00 %	0	(2,923,582)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	2,938,543	1,551,348	0	2,938,543	0.00 %	0	(2,938,543)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	45,543,980	401,824	0	(45,543,980)	0.00 %	0	(45,543,980)	0.00 %
TOTAL EXPENDITURES:	0	45,543,980	401,824	0	(45,543,980)	0.00 %	0	(45,543,980)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	45,543,980	401,824	0	(45,543,980)	0.00 %	0	(45,543,980)	0.00 %
Net for Fiscal Year 2021:	0	(42,605,436)	1,149,524		(42,605,437)		0	42,605,437	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 10 Sep 2020
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2020

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	49,800	158,520	126,913	0	108,720	218.31 %	668,500	509,980	76.29 %
State Sources - Miscellaneous	19,253	23,952	11,097	0	4,699	24.41 %	347,000	323,048	93.10 %
Interagency Sources -	67,000	37,953	26,395	0	(29,047)	-43.35%	252,500	214,547	84.97 %
TOTAL REVENUES:	136,053	220,425	164,405	0	84,372	62.01 %	1,268,000	1,047,575	82.62 %
TRANSFERS-IN									
Operating	369,457	320,378	195,340	0	(49,079)	-13.28%	2,100,000	1,779,622	84.74 %
TOTAL TRANSFERS-IN:	369,457	320,378	195,340	0	(49,079)	-13.28%	2,100,000	1,779,622	84.74 %
TOTAL REV AND TRANSFERS-IN:	505,510	540,803	359,745	0	35,293	6.98 %	3,368,000	2,827,197	83.94 %
EXPENDITURES									
Permanent Staff Salaries	130,428	116,296	58,014	0	14,132	10.84 %	847,578	731,282	86.28 %
Board, Hourly, OT, Shift Diff	20,800	22,880	10,307	0	(2,080)	-10.00%	64,100	41,220	64.31 %
Fringe Benefits	59,518	55,825	26,558	0	3,693	6.20 %	366,538	310,713	84.77 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	16,084	16,084	100.00 %
In State Travel Expense	18,224	6,767	2,528	0	11,457	62.87 %	60,905	54,138	88.89 %
Out of State Travel Expense	2,736	0	0	0	2,736	100.00 %	12,034	12,034	100.00 %
Technology Operating Expense	5,783	3,956	1,840	0	1,827	31.59 %	48,235	44,279	91.80 %
Operating Expense	419,964	177,546	104,028	256,808	(14,391)	-3.43%	1,075,626	641,271	59.62 %
Technology Equipment Expense	0	0	0	0	0	0.00 %	6,000	6,000	100.00 %
Capital Equipment Expense	1,900	0	0	0	1,900	100.00 %	57,400	57,400	100.00 %
Capital Facilities Expense	0	4,535	0	33,651	(38,186)	0.00 %	92,324	54,138	58.64 %
Trustee & Benefit Payments	240,000	50,725	48,418	0	189,275	78.86 %	2,154,648	2,103,923	97.65 %
Internal Holdback-Trustee/Benefits	0	0	0	0	0	0.00 %	1,750,000	1,750,000	100.00 %
TOTAL EXPENDITURES:	899,353	438,529	251,694	290,459	170,363	18.94 %	6,551,472	5,822,482	88.87 %
TOTAL EXPD AND TRANSFERS OUT:	899,353	438,529	251,694	290,459	170,363	18.94 %	6,551,472	5,822,482	88.87 %
Net for Fiscal Year 2021:	(393,843)	102,273	108,052		205,656		(3,183,472)	(2,995,285)	66



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

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 ndh	

Subject

Monthly Reporting of Federal Formula Program Funding Through FFY 2020 End-of-Year		
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. \$426,000 earmarked toward the Boise Transportation Management Area (TMA) will not be used until FY 2021. Obligation authority through September 30th (365/365^{ths}) is \$334.5 million after receipt of \$38.5 million *Redistribution of Obligation Authority Not Used By Other States* on August 28th. This corresponds to \$334.7 million with match after a reduction for indirect costs.

Idaho has received apportionments via notices through February 13th of \$327.0 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 how formula funds were used through the FFY 2020 end-of-year.

Looking forward, the Fixing America's Surface Transportation (FAST) Act expired in FY 2020. Six-year transportation acts provide us with apportionments. A replacement act has not yet been passed by Congress. Consequently, we will be working under an extension to the FAST act this year.

Annual appropriation acts provide us authority to obligate (OA) those apportionments. As has occurred the last several years, Congress has not yet passed an appropriations act for FY 2021. A Continuing Resolution (CR) has been passed which will provide us OA through December 11th. Idaho's nationwide share of OA is slightly lower than last year during this CR.

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	\$326,999
Including Match	\$354,509
Obligation Limits through 9/30/2020	
Federal Aid Only	\$334,543
Less prorated \$25M indirect costs w/Match	\$334,645

- 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 10/1/2020
All Other SHS Program	\$194,121	(\$1,311)
GARVEE Formula Debt Service*	\$62,318	(\$29)
State Planning and Research*	\$7,076	\$493
Metropolitan Planning*	\$1,941	\$0
Railroad Crossings	\$2,157	\$0
Transportation Alternatives (Urban/Rural)	\$3,968	\$359
Recreational Trails*	\$1,711	\$0
STBG - Local Urban	\$9,692	\$0
STBG - Transportation Mgt. Area	\$12,479	\$0
Transportation Alternatives (TMA)	\$480	(\$12)
STBG – Local Rural	\$15,678	\$584
Local Bridge+	\$10,007	\$7,370
Off System Bridge	\$4,085	(\$7,832)
Local Safety	\$8,932	\$378
Total (excluding indirect costs)	\$334,645	\$0

- 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 September 30th.
 5. Advanced construction conversions of \$108.2 million are outstanding for FY 2021.
- * 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 10/15/2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name Alberto Gonzalez	Presenter's Title DMV Administrator	Initials	Reviewed By LSS
Preparer's Name Craig Roberts	Preparer's Title MVPS- Compliance Supervisor	Initials	

Subject

Economic Emergency Permits - Approved		
Key Number	District	Route Number

Background Information

History: Economic Emergency Permits authorization comes from IDAPA rule 39.03.03.630.04. These permits allow a company to travel a specific section of road with a specific vehicle combination that exceed current legal requirements of those road sections. The ITD board or designees approve these permit(s) request. The board appointed the DMV administrator and Chief Engineer to be their designees to approve these applications on 03/18/2020. The designees following the evaluation of each submission for an Economic Emergency Permit have approved the following applications. Additionally, the current requirements for similar permitted loads were sufficient for the requested routes and vehicle configurations on these permits.

Federal Emergency Permits.

The invoking of the Stafford Act by the President of the United States due to the Corona Virus activated Emergency protocols allowing greater weights for reducible loads pertaining to emergency supplies. The weights allowed were as follows: 22,000 Lbs. on a single axle, 38,000 Lbs. on a tandem axle, 46,000 Lbs. on a tridem axle. The supplies authorized were: fuel, livestock and feed, medical supplies, food stuff, and temporary building or housing supplies. The weights received approval from the FHWA. The permits were good for 120 days per the Stafford Act and one extension of 30 days was granted expiring 08/14/20. The number of Federal Emergency Permits issued are as follows.

- 26– Feed/Livestock
- 18 – Fuel
- 9 – Food Stuff
- 6 – General Freight

State Economic Emergency Permits.

Two companies applied for Economic Emergency Permits and received approval. The first customers wished to transport their own cattle in a 53' cattle trailer. The off-track measurement for this combination measured at 5.60 feet. The customer would travel from their ranch in Oreana, up to Donnelly on SH55 (MP 102) and to their pastures located 18 miles SW of New Meadows (US95 MP 143). A portion of the SH 55 route is a red route with a legal off-track of 5.50.

The customer also details that this is the only trailer that they have and purchasing a 48 feet trailer (legal length), it would cost the customer \$40,000 to purchase. The permit approval was for a one-year period.

The second customer wished to transport products (coke, coal & soda ash) on doubles combinations. Vehicle combinations would travel on US30 from MP 405.1 (ID/WY border) to MP 455.5 (Jct. of US30 and SH34) and on SH34 from MP 57.8 to MP 63.6. These portions of US30 and SH34 allow a 6.50 off-track and the combinations are currently at a 7.41 off-track. The permit approval was for a one-year period on nine vehicles.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date Oct. 15, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name L. Scott Stokes	Presenter's Title Chief Deputy	Initials LSS	Reviewed By LSS
Preparer's Name Reed Hollinshead	Preparer's Title Public Information Officer	Initials REH	

Subject

Performance Measurement Report for the Division of Financial Management (DFM)		
Key Number	District	Route Number

Background Information

Idaho Code 67-1901 through 1904 requires that all state agencies submit both an annual Performance Measurement Report and a Strategic Plan to the Division of Financial Management (DFM). Both reports were submitted and approved by the Idaho Transportation Board in August and sent to DFM subsequently.

Last week, DFM requested wording be added to the report about how our performance targets were established.

Recommendations

Report for Board Information

In all cases, the targets were established through ITD internal research or accepted industry standards. That wording has been added.

This is just to inform the Idaho Transportation Board of that change. No action is needed by you.



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

FY21-24 Strategic Plan



Quality Performance

Mission and Vision

The mission of the Idaho Transportation Department is *Your Safety. Your Mobility. Your Economic Opportunity.*

The department's vision, representing how we exceed the expectations of Idahoans:

***Become the best transportation department
in the country.***

We do that by:

- Being transparent, accountable, and reliable.
- Being more efficient and saving costs.
- Providing remarkable customer service.
- Leveraging partnerships effectively.
- Valuing teamwork and using it as a means to improve.
- Placing a high value on employees, their development, and retaining them.

Goals & Objectives

The department has set measurable objectives for each primary goal detailed below and further described in the "Measurement" section, next:

- **Commit to having the safest transportation system possible.**
 - o Reduce fatalities
- **Provide a mobility-focused transportation system.**
 - o Maintain pavement in good or fair condition
 - o Maintain bridges in good or fair condition
 - o Keep highways clear of snow and ice during winter storms
- **Be a fiscally responsible steward of taxpayer funds.**
 - o Keep administration and planning expenditures stable
 - o Complete project designs on time
 - o Hold construction cost at award to programmed budget
 - o Hold final construction cost to contract award amount
- **Provide excellent customer service**
 - o Reduce time to process vehicle titles
 - o Increase DMV transactions processed via the internet

Measurement – What Are We Doing to Achieve our Goals?

ITD unveiled a dashboard of performance measures and benchmarks/objectives in January 2010. It can be found online at: <https://apps.itd.idaho.gov/apps/Dashboard/>

Goal: Have the safest transportation system possible.

Objective: Maintain a safe and responsible five-year fatality rate.

Achievement: ITD recorded a five-year fatality rate of 1.33 for FY2014-18

Future Targets: FY15-19 – 1.40, FY16-20 – 1.41, FY17-21 – 1.38, FY18-22 – 1.36

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

Why This Is Important

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

How We Measure It

The measure is calculated by dividing the number of fatalities that occur over a five-year period by the number of vehicle miles traveled during that same five-year period.

What We're Doing About It

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

Goal: Provide a mobility-focused transportation system.

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

Achievement: Last winter, roads were kept clear 85% of the time during winter storms.

Future Targets: 73% Annually

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

Why This Is Important

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

How We Measure It

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

What We're Doing About It

ITD is using this data from the automated roadway condition sensors and weather information stations to continuously improve the effectiveness of its winter maintenance efforts across the state. The department accomplishes this by customizing snowplowing practices and de-icing treatments.

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

Achievement: In 2019, 92% of pavements were in good or fair condition.

Future Targets: 80% Annually

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

Why This Is Important

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

How We Measure It

Roughness and rutting are measured by driving a specially equipped rating van over the entire State Highway System during spring and summer. Cracking is measured in the summer and fall by a visual inspection and digital video recordings. Data and visual inspections are then used to rate pavement conditions.

What We're Doing About It

ITD focuses on internal efficiencies to maximize investments in the transportation system. Investment decisions are prioritized to keep highways in good or fair condition to avoid costly replacement. New management systems help ITD strategically schedule preventative maintenance and preservation projects at the optimal time.

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

Achievement: In 2019, 75% of bridges were in good condition.

Future Targets: 80% Annually

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

Why This Is Important

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

How We Measure It

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

What We're Doing About It

Idaho strategically schedules preservation and restoration projects to improve deteriorating bridges across the state. Over time, increased investments will be needed to achieve this goal.

Goal: Be a Fiscally Responsible Steward of Taxpayer Funds

Objective: *Get 100% of the projects scheduled for construction in any given year designed and ready to bid on or ahead of time.*

Achievement: *In FFY20, ITD had 92% of projects designed and ready to bid on time.*

Future Targets: *100% Ready to Bid Annually*

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

Why This Is Important

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

How We Measure It

ITD monitors the dates when highway infrastructure projects are ready to bid. This includes highway paving, guardrails, traffic signals, signs, bridge repair, and more.

What We're Doing About It

ITD holds managers accountable for delivering the state infrastructure projects on time. The Highway Leadership Team reviews the delivery status of the next year's projects monthly and provides assistance and commits additional resources as needed. Each infrastructure project in the Idaho Transportation Investment Program (ITIP) is assigned a Project Manager who is responsible for coordinating the work on the project and setting and keeping the project schedule while maintaining the project scope and budget. Each project has a completed charter before entering the ITIP which includes an approved scope, schedule and budget. A Program Management Office (PMO) has been created to provide training and assistance in project delivery including scheduling and estimating. Also, each district and the bridge section have a PMO Liaison assigned to assist the project managers and project owners deliver the programmed projects on or ahead of the scheduled time.

Objective: *Maintain Final Construction Costs within 5% of the Contract Amount*

Achievement: *In 2019, the construction cost was kept to 101.9% of award amount.*

Future Targets: *95%-105% Annually*

How Target Was Chosen: *This measurement is the result of federal standards combined with ITD's own internal research and represents adherence to accepted industry standards.*

Why This Is Important

Stakeholders and the public expect ITD to deliver projects that improve safety, enhance mobility and drive economic opportunity. This requires projects to be well designed and

delivered within budget -- as close to the contract award amount as possible. Projects delivered within budget allow ITD to efficiently invest limited funding and maximize benefits.

How We Measure It

ITD totals the construction costs for projects which have had the final payment made in the given calendar year, totals the bid amounts for these projects, and then compares the adjusted construction costs to the bid amounts at contract award.

What We're Doing About It

ITD uses many techniques to limit cost increases, including enhanced risk assessment and management on complex projects, regular process reviews and improvements, ongoing training, and post-construction reviews.

Objective: Maintain Cumulative Construction Cost at Award within 10% of Budget

Achievement: In FFY19, the construction cost was 97% of budgeted amount.

Future Targets: 90%-110% Annually

How Target Was Chosen: This measurement is the result of federal standards combined with ITD's own internal research and represents adherence to accepted industry standards.

Why This Is Important

Stakeholders and the public expect ITD to deliver and build the highway projects that are programmed each year. This requires projects to be delivered within budget. When costs at contract award are kept as close as possible to the project's programmed amount, it allows ITD to better invest limited funding and maximize benefits.

How We Measure It

ITD totals the construction costs of projects awarded in the fiscal year and compares them to the total construction budget programmed at the beginning of that year for the same projects. GARVEE projects are not included.

What We're Doing About It

ITD uses value engineering and practical-design principles to ensure projects provide the benefits desired at the lowest practical cost. ITD closely monitors construction bids and price trends to keep construction estimates accurate. Collectively, these methods allow more projects to be provided at or under the programmed amount.

Objective: Maintain Minimal Administrative Expenses.

Achievement: In 2019, expenditures were \$27.4M, which was within 3.9% of appropriation.

Future Targets: Maintain annual expenses within 5% of appropriation.

How Target Was Chosen: This measurement is the result of federal standards combined with ITD's own internal research and represents adherence to accepted industry standards.

Why This Is Important

Keeping costs for the Division of Administration as low as possible allows more money to be spent on critical functions such as highway and bridge projects. This allows the department to make strategic investments that maximize safety, mobility and economic opportunity.

How We Measure It

ITD will ensure that the Idaho Transportation Board approved and Legislatively appropriated budget for Administration will be within + or - 5%. This will be accomplished by comparing the appropriation to the cash expenditures and approved encumbrances for the fiscal year to the actual appropriation.

What We're Doing About It

ITD Div. of Administration is innovating by improving business processes, implementing quality technology improvements, and changing the culture to best serve our customers.

Goal: Provide excellent customer service

Objective: Average an average 5-day or less processing cycle for DMV transactions.

Achievement: Maintained an average processing time of 3 days in FY19.

Future Targets: 5 Days or Less Annually

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

Why This Is Important

Customers need titles to be issued in a timely manner to legally conduct vehicle sales and trades, or use titles as collateral for loans. Average title turnaround time also measures efficiency and productivity to determine the best use of limited resources.

How We Measure It

Annual cycle times are calculated by dividing the monthly sum by twelve.

What We're Doing About It

DMV recognizes the direct customer component of their services. The division prioritizes staffing and provides training so applications are submitted quickly and correctly in minimal time.

Objective: Increase the # of DMV transactions processed online.

Achievement: in 2019, we processed 382,400 DMV transactions online.

Future Targets: 2020 - 600,000, 2021 – 650,000, 2022 – 700,000, 2023 – 750,000

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

Why This Is Important

Online services provide the public an alternative method of payment for motor-vehicle services such as licenses and permits. These services minimize staffing requirements and eliminate the need for motorists to travel and wait in line.

How We Measure It

This measure captures transactions by direct DMV customers who purchase online services for licenses, permits and endorsements.

What We're Doing About It

ITD has expanded the ability of customers to obtain licenses and permits online, and continually spreads the word for these options through targeted communication.

Key External Factors

Funding

- ITD's funding levels are certainly a big question mark as a result of the coronavirus crisis. The department has maintained normal operational and construction activities, yet a substantial gap in funding will exist as a result of a precipitous drop in gas-tax revenue. To what extent that gap will be filled by aid and recovery packages has yet to be determined.

- The department continues to work within federal funding provided by the Fixing America's Surface Transportation (FAST) Act. This act expires in September 2020. Both the U.S. Congress and the administration have shown strong support for financing infrastructure through both proposals and legislation. Reauthorization activity at the federal level is expected to be particularly active during the next six months of 2020.

Social & Economic

- Explosive growth has affected the department for several years, and continues to be a major factor. A skyrocketing population brings an increased demand on the transportation infrastructure. This results in additional demand for freight services, safety and capacity considerations, public transit, biking/walking, as well as operations and facilities. However, the decrease in vehicle travel from the covid-19 crisis has also meant a significant decrease in gas-tax revenue, which is the primary method of transportation funding. It has yet to be seen how COVID-19 might impact the recent growth trend.

- ITD will be actively monitoring the combined effects of COVID-19 recovery and the explosive growth observed during the past year in relation to funding and opportunities. In addition, the department will continue to explore viable transportation-funding alternatives.

- As traffic volumes begin to return to normal levels over the next few months, roadway fatalities may also begin to increase, as statistics from Idaho's Office of Highway Safety and the National Highway Traffic Safety Administration show a strong correlation between traffic volumes and fatalities.

- The Office of Highway Safety (OHS) continues to work with public and private partners to keep Idaho's roads safe. This year, OHS created a new program to focus on improving seat belt use rates among young adults and teens in rural areas throughout Idaho. This program builds on ITD's Shift campaign by using positive messages to encourage Idahoans to make safe choices on the roads.

Organizational

- ITD places high value on employees, their development, their skill, and contributions. The engagement of our employees is key to discovering innovative business practices, providing remarkable customer service, and fostering partnerships.

- For this reason, we focus on the development of leaders. We also provide opportunities for employees to benefit through individual and team achievements. ITD continues to advance the following concepts:

- Leadership Development for intentional employee experiences.
- Horizontal Career Paths that motivate employees to develop skills and ensure high performance.
- Organizational effectiveness, which continues to direct staffing resources for maximum service delivery and utilize budgeted resources to retain qualified and talented employees.

Technological

- Security of the transportation system is a high priority as ITD makes transportation decisions and investments. ITD's progress toward technological security is noted below:

Cyber Security

Below is the status on five items that require ITD action in Executive Order 2017-02:

- Adopt and implement NIST Cybersecurity Framework - **Complete**
- Implement first five CIS Critical Security Controls - **Complete**
ITD has implemented and is continuing to improve all Critical Security Controls in coordination with the Office of ITS.
- Develop and submit employee education and training plans for mandatory cybersecurity training - **Complete**
- Require all state employees to complete annual cybersecurity training - **Complete**
- Include a link to statewide cybersecurity website on all public websites – **Complete**

Red Tape Reduction Act (RTRA) Compliance

Under Governor Little's 2019 [Red Tape Reduction Act E. O.](#) and subsequent 2020 [Zero-Based Regulation E. O.](#), ITD has made significant regulatory reductions and modifications to the department's administrative rules, also known as IDAPA Title 39.

ITD's innovative thinking and customer-focused approach to administrative rulemaking has made ITD an example of what other agencies strive for under this initiative. ITD staff has also heavily engaged with DFM on many rulemaking topics, issues and projects.

Over the course of FY20, ITD executed several rulemaking consolidations by condensing five vehicle-titling rules into one, eight aeronautic rules into one, two license plate rules into one and six highway-signage/advertisement rules into two.

	FY20	FY19
# of Chapters	-16	-20
# of Words	-6,060	-12,066
# of Restrictive words	-189	-128

Additionally, ITD successfully proposed and moved 2 pieces of legislation through the 2020 legislative session. Each proposal directly supported the Red Tape Reduction Act and/or the [Licensing Freedom Act](#).

Those 2 bills were:

- Commercial Motor Vehicle Registration Stickers: [SB1231aaH](#) and
- Removal of Requirements for Vehicle Salesperson Licensing: [HB333](#)

Coronavirus Response

Before the Governor's first news conference, ITD began reviewing our Continuity of Operations Plan (COOP) in February in anticipation of the coronavirus pandemic. We developed plans to keep our most essential services operating, including road maintenance, ports of entry, and highway construction.

As for employee communication, we stood up an employee website on March 16. The site was updated daily with pertinent information (time coding, meetings, travel, safety/health guidelines and general information) for our more than 1,600 employees every single workday through May 1.

As a part of ITD's COOP plan, the department began sending small groups of employees home to telecommute a week prior to the Governor's stay-at-home order. We had more than 90% of office personnel working from home two days after the order was issued March 25. Even with around 1,000 employees working from home, we did not see an appreciable drop in productivity. Operationally, our maintenance crews across the state continued daily upkeep of our facilities and maintained mobility benchmarks during the latter part of the winter. All of Idaho's Ports of Entry provided regular service to truckers, helping to keep vital goods and services flowing through the state.

ITD Highways Operations and Division of Aeronautics also assisted with several critical operations to move Personal Protective Equipment (PPE) to hospitals and healthcare facilities throughout the state, and missions in response to the 6.5-magnitude earthquake on March 31. After inspecting every road and bridge in the area, we found no major earthquake damage in the ITD system. The most significant damage was cleaned up and repaired along Idaho Highway 21 near Grandjean Summit by May 5. ITD's \$541.2M construction program for FY21 has remained on track.

All projects planned as a part of the FY 21 Idaho Transportation Investment Program (ITIP) are underway. We did not delay any bid announcements or openings due to the coronavirus pandemic. We worked closely with contractors through the Association of General Contractors (AGC) on adhering to all social distancing and health guidelines. We moved most Division of Motor Vehicle Services online as most county DMV offices operated by Sheriff's Offices decided to close during the stay-home order. Both online vehicle registration and driver's license renewals saw their biggest increases during the month of April. In accordance with Governor Little's "Idaho Rebounds" plan, ITD prepared a back-to-the-office plan along with guidelines for employees by early May.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 20 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
John Tomlinson/Nick Knoll	HSM/Coeur d'Alene PD & D1 LEL	JT/NK	LSS
Preparer's Name	Preparer's Title	Initials	
John Tomlinson/Nick Knoll	HSM/Coeur d'Alene PD & D1 LEL	JT/NK	

Subject

D1 Impaired Driving		
Key Number	District	Route Number

Background Information

The North Idaho DUI Task Force just completed its first year as a team, and they saw a significant decrease in the number of fatal crashes involving an impaired driver. While the statewide number of impaired driving fatalities jumped up 27% in 2019, in Kootenai County that number decreased 35%. Officer Nick Knoll of the Coeur d'Alene Police Department, and our District 1 Law Enforcement Liaison, will talk about the efforts of the North Idaho DUI Task Force. He will talk about the events they participated in, the statistics, and those involved in the Task Force. He will also talk about the law enforcement phlebotomy program, as he is a certified phlebotomist.

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 10/15/2020Consent Item ☐Information Item ☒Amount of Presentation Time Needed 30

Presenter's Name Damon Allen	Presenter's Title District Engineer	Initials DA	Reviewed By LSS
Preparer's Name Robert Beachler	Preparer's Title Sr. Transportation Planner	Initials RB	

Subject

District 1 2020 Board Update		
Key Number	District 1	Route Number

Background Information

This item is being presented for informational purposes.

Annual Board update highlighting the accomplishments of the District 1 Teams.

Attachment: D1_2020BoardUpdate-15Oct2020.pdf

Recommendations

This item is being presented for informational purposes.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 Minutes

Presenter's Name Dan McElhinney	Presenter's Title Chief Operations Officer	Initials DM	Reviewed By LSS
Preparer's Name Brad Wolfinger	Preparer's Title ITIP PMO - Project Manager	Initials BW	

Subject

FY2020 State Highway System Projects End of Year Statement		
Key Number	District	Route Number

Background Information

End of the Year Statement for State Highway System Projects

In accordance with Administrative Policy 5011, staff is to submit an End of Year Statement to the Board for projects on the State Highway System to demonstrate full use of ITD's annual Obligation Authority.

FY2020 Federal Aid and State Funds Obligated on State Highway System Projects

\$261,258,642 Federal Funds were obligated

\$139,379,300 State Funds were obligated

These funds were obligated under the following programs:

Safety
Capacity
Pavement Preservation
Pavement Restoration
Bridge Preservation
Bridge Restoration
Freight
Traffic Operations
Roadside Items
Board Unallocated
GARVEE

A total of 52 State Infrastructure construction projects were delivered, of which 50 were awarded in 47 contracts to date, while two other FY2020 projects are scheduled to open bids this fall.

In addition to these construction contracts, FY2020 funds were obligated on:

Supporting Infrastructure Asset projects

Agreements

Project Development: Preliminary Engineering by ITD (PE) & Preliminary Engineering by Consultant (PC)

Right of Way Acquisition & Purchase (RW & LP)

Utilities Relocation Work (UT)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Per Policy 5011, the following Bridge, Pavement, Safety and Capacity Program projects were advanced or delayed throughout FY2020 raising the total delivered to 52 projects including those advanced from the 49 planned. The two projects below that were delayed in District 2 due to extended environmental permit reviews, but are scheduled to contract advertise by next summer.

Project Advances & Delays

5 projects advanced from within the approved ITIP to FY2020:

District	Key No	Location
1	20048	STATE - FY21 D1 ADA IMPROVEMENTS
2	20648	US 95, SHEBANG CREEK BRIDGE
3	19944	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE
4	20596	I 84, JEROME IC TO TWIN FALLS IC EBL, JEROME CO
4	21894	STATE, FY24 D4 HI PRIORITY BRIDGE REPAIR

Project Delays or Undelivered Projects

2 projects delayed from FY2020:

District	Key No	Location
2	9294	US 95, THORN CREEK RD TO MOSCOW, PHASE I
2	19725	SH 3, MIDDLE FK POTLATCH CR BR, LATAH CO

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020

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

Presenter's Name	Presenter's Title	Initials	Reviewed By
Sue S. Higgins	Executive Assistant to the Board	SSH	LSS
Preparer's Name	Preparer's Title	Initials	
Sue S. Higgins	Executive Assistant to the Board	SSH	

Subject

Revisions to Board Policy 4078 Board Meetings and Resolutions		
Key Number	District	Route Number

Background Information

Two paragraphs are being proposed for deletion from Board Policy 4078 Board Meetings and Resolutions. There is no corresponding Administrative Policy.

The first paragraph removes language regarding last-minute agenda items. It has the incorrect Idaho Code citation and outdated information on adding items to the meeting agenda. Amending the agenda and related information regarding the open meeting requirements are included in Board and Administrative Policy 4008 and 5008 Open Meeting Requirements.

The language addressing previous resolutions is also being deleted. The previous policy update established the life of resolutions as either four years or until the matter is completed, whichever occurs first. Because that was a new process, the policy contained language on how to handle the old policies. There are no policies older than four years in effect, so that paragraph is not necessary.

Recommendations

Approve the resolution on page 94.

Board Action

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



BOARD MEETINGS AND RESOLUTIONS

Purpose

The purpose of this policy is to provide guidance on conducting board meetings and the use of board resolutions.

Legal Authority

- Idaho Code 21-104 – The Board has general supervision over aeronautical matters in the state.
- Idaho Code 21-111 – The Board may establish rules, regulations and standards deemed necessary to fulfill the duties imposed by Title 21 of the Idaho Code.
- Idaho Code 40-314(3) – The Board is authorized to exercise all powers and duties, including the adoption of rules and regulations, 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 49-201 – With the exception of certain provisions that are specifically administered by Idaho school officials, the Idaho State Police or the Idaho Department of Parks and Recreation, the Board administers Title 49 (Motor Vehicles) of the Idaho Code.

Board meetings shall be conducted in accordance with Robert's Rules of Order. When possible, the meetings will be video conferenced with Headquarters and the Districts.

Adopting resolutions is the preferred method for the Board to take action.

Staff is to submit a resolution with its agenda item for the Board's consideration in advance of the meeting. Resolutions are to be stand-alone documents, providing background on the issue and specifically stating the action the Board is taking.

Resolutions will be official actions of the Board and incorporated into the official minutes. The Executive Assistant to the Board will assign resolution numbers in chronological order of approval.

Resolutions will be in effect for four years, or until the subject matter of the resolution is completed, whichever occurs first. If the specified action has not been completed within four years, the action or direction contained in the resolution becomes null and void, unless renewed by the Board.

Approved by the Board on:

Date _____

Bill Moad
Board Chairman



August 11, 2020
BOARD POLICY 4078
Page 1 of 2

BOARD MEETINGS AND RESOLUTIONS

Purpose

The purpose of this policy is to provide guidance on conducting board meetings and the use of board resolutions.

Legal Authority

- Idaho Code 21-104 – The Board has general supervision over aeronautical matters in the state.
- Idaho Code 21-111409 – The Board may establish rules, regulations and standards deemed necessary to fulfill the duties imposed by Title 21 of the Idaho Code.
- Idaho Code 40-314(3) – The Board is authorized to exercise all powers and duties, including the adoption of rules and regulations, 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 49-201 – With the exception of certain provisions that are specifically administered by Idaho school officials, the Idaho State Police or the Idaho Department of Parks and Recreation, the Board administers Title 49 (Motor Vehicles) of the Idaho Code.

Board meetings shall be conducted in accordance with Robert's Rules of Order. When possible, the meetings will be video conferenced with Headquarters and the Districts.

Adopting resolutions is the preferred method for the Board to take action.

Staff is to submit a resolution with its agenda item for the Board's consideration in advance of the meeting. Resolutions are to be stand-alone documents, providing background on the issue and specifically stating the action the Board is taking.

~~Last minute agenda items are to be avoided if possible, however, the Board understands issues come up at the last minute and may need to be presented to the Board at meetings without the Board receiving prior communication or documentation. The agenda items should still be accompanied with a proposed resolution. Additionally, when last minute agenda items are presented, the Board will amend the meeting agenda pursuant to Idaho Code section 67-2343 of the Open Meeting laws.~~

Resolutions will be official actions of the Board and incorporated into the official minutes. The Executive Assistant to the Board will assign resolution numbers in chronological order of approval.

Resolutions will be in effect for four years, or until the subject matter of the resolution is completed, whichever occurs first. If the specified action has not been completed within four years, the action or direction contained in the resolution becomes null and void, unless renewed by the Board.

~~Previous Resolutions. Upon signature of this policy, the four year life of resolutions becomes effective, retroactively to all outstanding resolutions. Outstanding resolutions which are more than four years old at the time this policy is signed are rescinded.~~

Approved by the Board on:

Signed
Jerry Whitehead
Bill Moad
Board Chairman

Date March 25, 2015

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB20- the Idaho Transportation Department; and

WHEREAS, Board Policy 4078 Board Meetings and Resolutions was developed to provide guidance on conducting Board meetings and the use of resolutions; and

WHEREAS, Board Policy 4078 contains outdated information on adding items to the meeting agenda and handling old resolutions and contains an incorrect Idaho Code citation.

NOW THEREFORE BE IT RESOLVED, that the Board approves revisions to 4078 Board Meetings and Resolutions, deleting the outdated information because it is no longer applicable.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 Minutes

Presenter's Name Ramón S. Hobdey-Sánchez	Presenter's Title GAPM	Initials RSHS	Reviewed By LSS
Preparer's Name Ramón S. Hobdey-Sánchez	Preparer's Title GAPM	Initials RSHS	

Subject

Administrative Rule Correction		
Key Number	District	Route Number

Background Information

This item is a request to restore administrative rule language that was inadvertently removed.

Over the course of implementing the Governor's Red Tape Reduction Act E.O., there were several side projects furthering the mission of updating the Idaho Administrative Procedures Act and making it more user friendly. One of these projects was the creation of chapter cover pages. During this process, 2 ITD chapters had sections unintentionally deleted.

It's important to note, that this appeals process is a key piece of ITD's customer service and provides permit applicants the ability to appeal Department decisions regarding access/encroachment permits. ITD wants to ensure that the appeals process is completely transparent and emphasize that applicants have the opportunity to work directly with the Department's staff if they disagree with a decision.

ITD staff requests to reinstate this language via Temporary Rulemaking. No language is being changed or modified, as it is simply being advanced exactly as previously written. The temporary effective date will be October 15, 2020, and the expiration date will be *sine die* of the 2021 Idaho Legislature. In advance of the expiration date, ITD staff will reassess and propose the next best steps for permanently restoring the language.

The chapters and language are as follows:

[39.03.42 – Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way](#)

.003 ADMINISTRATIVE APPEAL.

.01 Commencement. Applicants may appeal denied permits, or permits granted with conditions that the applicant believes to be unreasonable, in writing to the Department's District Engineer within thirty (30) days of receipt of written notification of the denial or grant of the permit. The appeal process commences on the date the Department's District office receives written notification of appeal from the applicant. (3-27-13)

.02 Process Hold. If at any time during the appeal process it is determined that insufficient documentation was submitted with the appeal, all parties shall be notified that the appeal process is placed on hold until the necessary documentation is supplied. (3-30-01)

.03 Appeal Process. The District will have thirty (30) working days to review the appeal. If the District Engineer does not rule on the appeal within the thirty (30) day period, the denial of the permit shall be deemed overturned and the permit shall be issued, or the contested permit conditions stricken. Notice of the decision of the District Engineer shall be issued by certified mail within seven (7) days of the ruling. Otherwise, if the District Engineer does not overturn the original denial or strike the contested provisions from the permit, upon receipt of a written request from the applicant within twenty-one (21) days of the date of the denial of the appeal, it shall be forwarded to the Department's legal section to initiate an appeal to the Idaho Transportation Board. The appeal will be processed in accordance with the Idaho Administrative Procedure Act and IDAPA 04.11.01, "Idaho Rules of Administrative Procedure of the Attorney General. (3-27-13)



Board Agenda Item

ITD 2210 (Rev. 10-13)

39.03.43 – Rules Governing Utilities on State Highway Right-of-Way

.003 ADMINISTRATIVE APPEALS. Administrative appeals under this chapter shall be governed by Section 2.4 “Administrative Appeal” of the “Utility Accommodation Policy” incorporated by reference.

(3-20-04)

Recommendations

Please see the resolution on page 97.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Res. No. WHEREAS, the Idaho Transportation Department requests to restore administrative rule language that was inadvertently deleted; and

WHEREAS, the two (2) administrative rules impacted are:

- 39.03.42 – Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way; and
- 39.03.43 – Rules Governing Utilities on State Highway Right-of-Way; and

WHEREAS, the language being restored is the “Appeals” section of each chapter (Section .003); and

WHEREAS, the temporary effective date for these chapters is October 15, 2020; and

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

Presenter's Name Vincent Trimboli	Presenter's Title Office of Communications Manager	Initials VT	Reviewed By LSS
Preparer's Name Vincent Trimboli	Preparer's Title Office of Communication Manager	Initials VT	

Subject

Idaho Transportation Department FY 2020 Annual Report		
Key Number	District	Route Number

Background Information

Section 40-316, Idaho Code, requires the Idaho Transportation Board to submit, in writing to the Governor, an annual report on the financial condition and management of the Idaho Transportation Department.

Attached you will find this year's draft of the Fiscal Year 20 Annual Report. Staff will solicit your feedback during this meeting (October 15, 2020) and present a final draft for Board Approval at the November 2020 meeting.

The attached report is simplified into four pages:

Page 1: Addresses return on investment highlights the Department's COVID pandemic response and gives a five-year comparison on Idaho Growth rates.

Page 2: Reports on ITD's accomplishments, customer focused performance measures and employee driven innovation.

Page 3: Details financial information from FY17-20, including expenditures, strategic initiatives funds and the GARVEE program.

Page 4: Reports on what ITD is focusing on for the next five years, such as addressing Idaho's rapid growth, aging infrastructure and funding needs.

Recommendations

For discussion and feedback on the draft report.

Board Action

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

MISSION Your Safety • Your Mobility Your Economic Opportunity



FISCAL YEAR 2020 ANNUAL REPORT

Investing in Idaho's Future

85
Percent

Safety - ITD improved safety and capacity on the I-84 corridor in Nampa by adding an additional through lane, auxiliary lanes between interchanges, and reconstructing the Northside Interchange. This project is approximately 85% complete and the new travel lanes will be opened in January 2021.

4
Lanes

Mobility - The department completed the widening of a three mile stretch on Chinden Boulevard expanding two lanes to four lanes. The Chinden West Corridor is a 16-mile vital east-west connection in the Treasure Valley. The added travel lanes will increase mobility and help mitigate growth-related congestion.

28
Thousand

Economic Opportunity - ITD improved restrictive curves on US-95, Idaho's primary north-south route, to reduce truck length restrictions. Now, 28,000 permit holders can use the highway without restriction, enhancing movement of commerce across the state of Idaho to improve economic opportunity.

COVID-19 Recovery

When the pandemic hit in March, ITD sustained programs and expanded services to continue to serve the public. ITD's FY21 construction program remained on track and all projects planned as part of the FY21 Idaho Transportation Investment Program (ITIP) are underway. By maintaining construction during the pandemic, ITD is poised to move into the next construction season without delay.

The Division of Motor Vehicles (DMV) expanded options for people typically requiring an in-person visit, such as driver's license and registration renewals, to mostly be processed online, in an effort to assist citizens' immediate needs. Additionally, over the phone and mail-in services were also expanded as options.

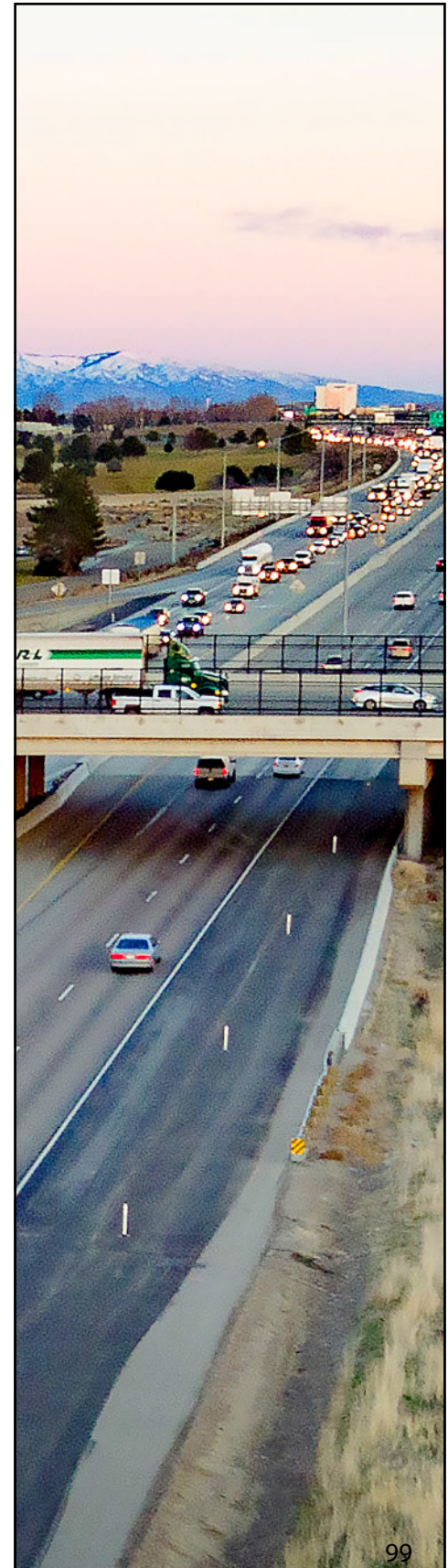
ITD's multiple ports of entry (POE) remained open and operating during the onset of the pandemic, providing a safe system for delivery of goods, medical equipment and other important services throughout Idaho. Idaho POE employees continued safety inspections, issuing permits and helping register vehicles to get essential goods to the public.

Five-Year Idaho Growth Rates



	Idaho Population	Licensed Drivers	Vehicle Registrations	Annual Miles Driven	Tons of Freight Moved
	6.5%	10.3%	8.3%	8.4%	-1.3%
2020	1.79 Million	1.28 Million	1.82 Million	18.06 Billion	221.60 Million*
2016	1.68 Million	1.16 Million	1.68 Million	16.66 Billion	224.59 Million

*Projected





Accomplishments

4
Days

In late March, a 6.5 magnitude earthquake, the second-largest on record in Idaho, triggered several avalanches and landslides between Lowman and Stanley. ITD crews cleared 2,000 cubic yards of debris on an 11-mile corridor west of Stanley, inspected all bridges, and patched up the road before re-opening that stretch of Highway 21 to traffic in just four days.


45
Percent

In FY20, ITD cut regulations another 26% in support of Governor Little's Red Tape Reduction Act. Since July 2018, ITD has reduced its administrative rule chapters from 80 to 44; which is a 45% reduction.

17
Awards

ITD was awarded two more AASHTO President's Awards, bringing the total to 17 AASHTO awards since 2010. The AASHTO President's Awards are the highest regarded awards in the transportation industry.

Customer-Focused Performance Measures

Calendar Year Ending Dec. 31	2016	2017	2018	2019
 Five-Year Fatality Rate (per 100 million vehicle miles driven)	1.28	1.34	1.33	1.35*
Five-Year Average Fatalities	211	223	227	234*
SHIFT GOAL: Zero Deaths				
Days to Process Vehicle Titles	6	4	4	3
GOAL: 5 Days				
DMV Transactions Processed Online (in thousands)	256.7	287.5	305.5	582.4
GOAL: 300,000				
Percent of Bridges in Good Condition	75%	74%	75%	75%
GOAL: 80%				
Percent of Pavement in Good/Fair Condition	85%	88%	91%	92%
GOAL: 80%				

Fiscal Year Ending June 30	2016	2017	2018	2019	2020
Percent of Time Highways Clear of Snow/Ice During Winter Storms	79%	74%	85%	86%	85%
GOAL: 73%					

**2019 values are estimates and subject to change*

Employee-Driven Innovation

Since 2014, ITD employees have generated 1,636 innovative ideas that save time, money and improve the ITD customer's experience, whether it is a DMV service or traveling the state. This year ITD was recognized internationally as a Gartner Award winner for the Innovate ITD! and was also nominated, for the second time, as a finalist for Innovative Company of the Year by the Idaho Technology Council.

Here are a couple of ideas from the 2020 Innovate ITD! funnel:

An employee in ITD's Special Permits Unit reformatted and digitized route restriction maps, so they can be accessed from digital devices. This saved truck drivers time and ensured they had up to date information. Previously, truckers needed to obtain hard copies of maps required for travel either in person at ITD's ports of entry or by mail.

A Division of Aeronautics staff member developed a bundling approach for small airport planning studies which should save about \$53,000 over the next five years of the program. Until recently, small airport planning studies were completed one at a time, which adds repetitive costs.

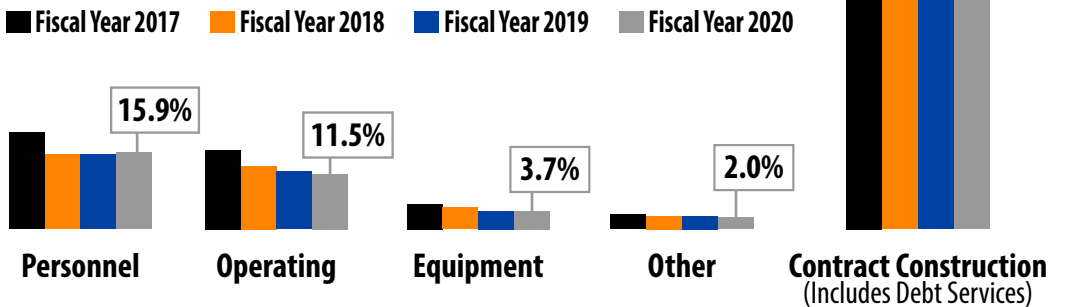
Financial Information

Includes the State Highway Account, State Aeronautics Fund, Strategic Initiatives Program Fund, Transportation Expansion & Congestion Mitigation Fund, & GARVEE Debt Service

Funds Received	FY17 Actual	FY18 Actual	FY19 Actual	FY20 Actual
Federal Reimbursements	\$ 267.5	\$ 333.8	\$ 355.0	\$ 397.1
State	\$ 343.1	\$ 347.9	\$ 352.7	\$ 350.0
Local	\$ 5.2	\$ 4.0	\$ 10.4	\$ 22.3
Total Funds Received:	\$ 615.8	\$ 685.7	\$ 718.1	\$ 769.4

Expenditures	FY17 Actual	FY18 Actual	FY19 Actual	FY20 Actual
Construction Payouts	\$ 249.1	\$ 410.9	\$ 452.1	\$ 451.8
Operations Expenses				
Highways	\$ 186.0	\$ 189.7	\$ 186.4	\$ 189.0
DMV	\$ 32.4	\$ 35.6	\$ 32.1	\$ 29.9
Administration	\$ 24.7	\$ 25.8	\$ 27.4	\$ 28.4
Facilities	\$ 3.4	\$ 7.2	\$ 3.5	\$ 3.2
Aeronautics	\$ 2.5	\$ 3.2	\$ 5.0	\$ 3.3
Total Operations Expenses:	\$ 249.0	\$ 261.5	\$ 254.4	\$ 253.8
Total Const. & Oper. Exp.:	\$ 498.1	\$ 672.4	\$ 706.5	\$ 705.6
GARVEE Debt Service				
Federal	\$ 53.5	\$ 51.6	\$ 52.6	\$ 56.6
State	\$ 4.5	\$ 4.2	\$ 4.2	\$ 4.0
Total Debt Service:	\$ 58.0	\$ 55.8	\$ 56.8	\$ 60.6
Total Expenditures:	\$ 556.1	\$ 728.2	\$ 763.3	\$ 766.2

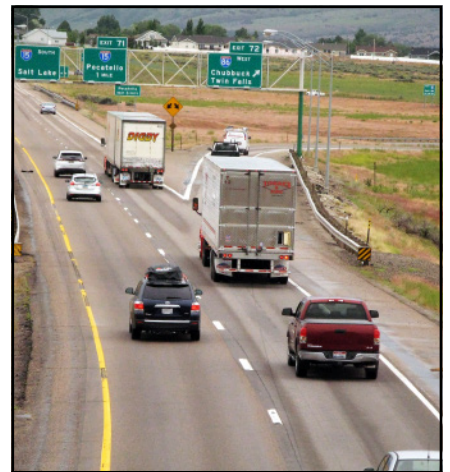
Total Expenditures by Type



Strategic Initiatives Program Fund				
	FY17 Actual	FY18 Actual	FY19 Actual	FY20 Actual
Beginning Balance	\$ 62.8	\$ 19.6	\$ 25.0	\$ 44.6
Receipts	\$ 0.3	\$ 16.9	\$ 37.3	\$ 0.7
Construction Payout	\$ 43.5	\$ 11.5	\$ 17.7	\$ 25.4
Ending Balance	\$ 19.6	\$ 25.0	\$ 44.6	\$ 19.9

Excludes Local share of this fund

Transportation Expansion & Congestion Mitigation Fund				
	FY17 Actual	FY18 Actual	FY19 Actual	FY20 Actual
Beginning Balance	\$ -	\$ -	\$ 22.7	\$ 41.4
Receipts	\$ -	\$ 22.7	\$ 19.8	\$ 22.4
Construction Payout	\$ -	\$ -	\$ 1.1	\$ 21.8
Ending Balance	\$ -	\$ 22.7	\$ 41.4	\$ 42.0



GARVEE Program (as of June 30, 2020)

(In Millions of Dollars)

Total Authorized	\$ 1,157.7
Total Bonded	\$ 999.2
Total Expended	\$ 883.8
Debt Service Ratio Limit	30%
Debt Service Ratio on Full Bonding	20%

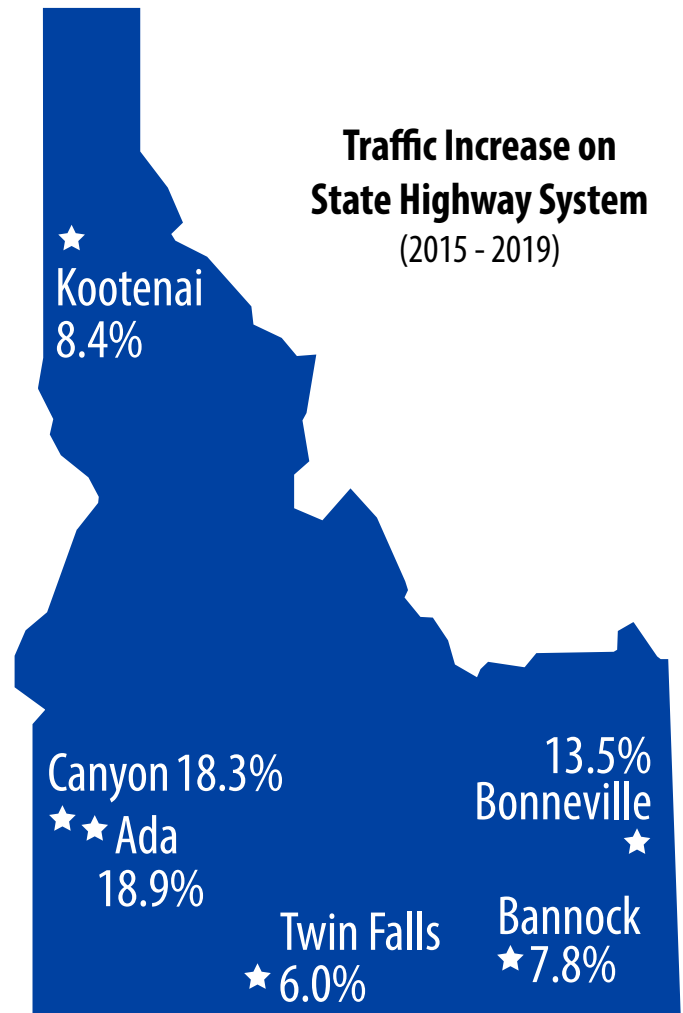
- Includes the additional \$300M authorized in 2017
- No additional bonds issued in FY20

Moving Forward: 2021 to 2025

Rapid Growth

Idaho is the fastest growing state in the country. As Idaho's population grows, there is an increased demand on transportation infrastructure. This results in additional demand for freight services, safety and capacity considerations, public transit, biking/walking, as well as operations and facilities.

This map shows traffic increased on the State Highway System in the most populated Idaho counties between 2015 and 2019:



Aging Bridges

More than half of the 1,800 bridges on the State Highway System will be beyond their design life by 2021 (see bar chart below). As bridges age and their condition worsens, they become more expensive to maintain. This is one of the primary challenges for ITD and local highway jurisdictions.

Infrastructure and Funding Needs

Governor's Task Force Findings Annual Ongoing State/Local Revenue Shortfall (In millions as of June 30, 2020)

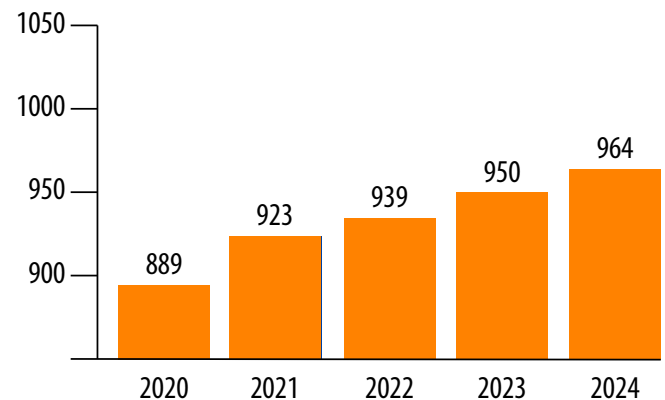
	Preservation/ Restoration	Safety & Capacity	Total
Task Force Finding (2010)	\$ 262.0	\$ 281.0	\$ 543.0
2014 Cigarette Tax*	-	\$ 4.7	\$ 4.7
2015 Revenue Increase**	\$ 112.1	-	\$ 112.1
2017 Congestion Mitigation***	-	\$ 22.4	\$ 22.4
Total Ongoing Revenue Authorized	\$ 112.1	\$ 27.1	\$ 139.2
Remaining Annual Shortfall	\$ 149.9	\$ 253.9	\$ 403.8

* \$4.7M per year to assist with state-match requirement for debt service

** Fuel and registration

*** 1% of sales tax after local revenue sharing and last step of cigarette tax distribution

State-System Bridges More than 50 Years Old (2020 Forecast)



We want to hear from you. Would you like to send us comments?
Visit itd.idaho.gov for more information or to submit comments





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 15, 2020

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

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

FY2022 Revision #1 Appropriation Request		
Key Number	District	Route Number

Background Information

The department's Fiscal Year Appropriation Request Revision #1 will be delivered to the Division of Financial Management and the Legislative Services Office on October 23, 2020. The following anticipated changes from the September 16, 2020 board item will be present in Revision #1

The FY2022 Appropriation Request Revision #1 carries these anticipated changes from the Original Request reviewed with the Board in September:

FTP's	Spending Authority	
1,648.0	\$669,705,800	FY22 Proposed Request reviewed with the Board (09-16-20)
	66,400	Base Adjustment: SWCAP actual cost increase from original placeholder cost
	350,000	Base Adjustment: State Communication Emergency Medical Services Agreement cost update
	(28,700)	Line Item Highway Operations Personnel: Updated cost calculations
	(1,750,000)	Line Item Highway Operations: Removal of the 4th year GIS Project funding request
	66,900	Line Item Contract Construction & Right of Way: State Transportation Innovation Council Grant
	7,491,300	Line Item Contract Construction & Right of Way: Magic Valley Rail Safety & Capacity Expansion Federal Railroad Administration Grant
	20,141,800	Line Item Contract Construction & Right of Way: Aht' Wy Federal Highway Administration Build Grant
0.0	\$26,337,700	Net Change
1,648.0	\$696,043,500	FY22 Revision #1 Request (10-23-20)

Summary of values carried in the FY22 Revision #1 Appropriation Request

\$ 646,060,500 FY Base
6,866,700 Base Adjustments
 \$ 652,927,200 Adjusted FY22 Base
43,166,300 Line Items
 \$ 696,043,500 Total FY22 Spending Authority
68,591,600 Debt Service
 \$ 764,635,100 FY22 Total Program Funding

Exhibits

- Comparison: FY22 Revision #1 (10-23-20) to Original Request (8-28-20)
- 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

October 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)	\$216,400	
8	State Comm Mou	\$350,000	
9	Contract Construction: Base Reduction, Ongoing Spending Authority	(26,741,300)	
10		\$6,866,700	
11			
12	FY22 ADJUSTED BASE	652,927,200	1,648.0
13			
14	Line Items (3 line items, Grouped by Division)		
15	Contract Construction & Right of Way Acquisition: Aht' Wy Grant	\$20,141,800	
16	Contract Construction & Right of Way Acquisition: MVRs Grant	\$7,491,300	
17	Contract Construction & Right of Way Acquisition: STIC Grant	\$66,900	
18	Highway Operations: CARES Act Funding	\$9,000,000	
19	Highway Operations: Federal Funding (FTA)	\$2,445,000	
20	Highway Operations: Personnel Cost	\$3,571,300	
21	Administration: Personnel Cost	\$400,000	
22		\$43,116,300	
23			
24	FY22 TOTAL APPROPRIATION (Spending Authority)	\$696,043,500	1,648.0
25			
26	GARVEE Bond Debt Service	\$68,591,600	
27			
28	FY22 TOTAL PROGRAM FUNDING	\$764,635,100	1,648.0

IDAHO TRANSPORTATION DEPARTMENT
 PROPOSED FY22 APPROPRIATION REQUEST - October 2020 Board Meeting
 as of: 10-1-2020
 (\$ in millions, rounded)

	Proposed Request July 2020	October Board Meeting			Description of Change from Original Request 8-28-20 to Current Request for Revision #1 10-23-20
		Original Request Aug 28 2020	Proposed Rev #1 Oct 23, 2020	\$ Change	
1	CASH, Beginning	4.9	4.9	-	
	Revenue			-	
2	Federal	348.2	374.8	26.7	\$ + 19,134,710 Aht' Wy Interchange Federal Highway Administration Build Grant \$ + 7,491,300 Magic Valley Rail Safety & Capacity Expansion Federal Railroad Administration Grant \$ + 53,500 State Transportation Innovation Council Grant
3	Fed - Obligated Unspent	-	-	-	
4	State	360.6	361.4	-	
5	Interagency	0.3	0.3	-	
6	Local	4.7	5.7	1.0	\$ + 1,007,090 Aht' Wy Interchange local match \$ + 13,400 State Transportation Innovation Council Grant Local match
7	TECM	26.0	22.1	-	
9	Pre-FY21 Funds	-	-	-	
8	Total Revenue	739.6	764.3	27.7	Net Increase in Total Revenue
9	Expenditures			-	
10	Personnel	141.2	141.2	(0.0)	\$ - 28,700 Updated personnel cost calculation
11	Operating	95.9	94.6	(1.3)	Net Decrease in operation cost \$ + 66,400 Statewide Cost Allocation Plan (SWCAP) actual increase \$ + 350,000 State Communication Emergency Medical Services Agreement cost update \$ - 1,750,000 Removal of the 4th year GIS project funding request
12	Capital Facilities	3.6	3.6	-	
13	Equipment	28.7	28.7	-	
14	Trustee & Benefits	30.6	30.6	-	
15	Contract Construction	369.7	397.3	27.7	\$ + 20,141,800 Aht' Wy Interchange Federal Highway Administration Build Grant \$ + 7,491,300 Magic Valley Rail Safety & Capacity Expansion Federal Railroad Administration Grant \$ + 66,900 State Transportation Innovation Council Grant
16	Total Expenditures	669.8	696.0	26.3	Net Increase in Total Expenditures
17	Anticipated Holdback	-	-	-	
18	Debt Service	68.6	68.6	-	
19	Total Program Funding	738.4	764.7	26.4	Net Change in Total Program Funding
20	CASH, Ending	6.2	4.6	1.3	\$ + 1,362,300 Projected Increase to Ending Cash Balance \$ + 1,333,600 Operating Reduction \$ + 28,700 Personnel Cost Reduction

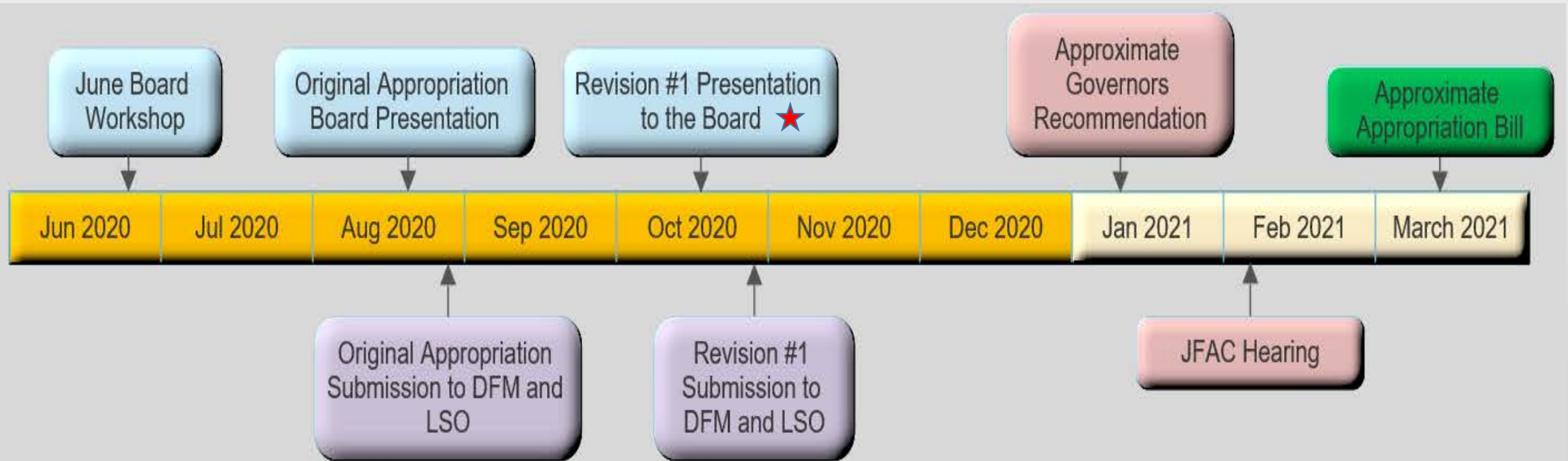
FY22 Appropriation Request Revision #1 Modifications

Chris Bray

Financial Planning and Analysis

10/15/2020

Budget Time Line: Where we are in the Process



Federal Grants for Contract Construction and Right of Way

- \$20.1M Aht' Wy Interchange Build
 - Rebuilds the Aht' Wy interchange and plaza area on US 95/12
- \$7.5M Magic Valley Rail Safety & Capacity Expansion
 - Expands the Eastern Idaho Railroad Gular Yard facility in Rupert, Idaho
- \$67K State Transportation Innovation Council
 - Advanced Environmental Wetland Mitigation

Other Updates to the FY22 Appropriation

Increases to Base

- \$350,000 Highway Operations State Communication Emergency Medical Services
- \$66,400 increase to estimated State Wide Cost Allocation (SWCAP)

Decreases in Highway Operations

- \$28,700 decrease to the personnel line item to match the amount removed in FY2020 legislative session
- \$1.75M decrease for the removal of the GIS Phase 4 project

Notable Changes

- Increase of \$27.7M in grant funding
- Estimated ending cash balance increase by 1.3M to a total 4.6M
- Total Appropriation Request increase of \$26.3M to a total of \$764.6M

Summary of values carried in the FY22 Revision #1 Appropriation Request	
\$ 646,060,500	FY Base
<u>6,866,700</u>	Base Adjustments
\$ 652,927,200	Adjusted FY22 Base
<u>43,166,300</u>	Line Items
\$ 696,043,500	Total FY22 Spending Authority
<u>68,591,600</u>	Debt Service
\$ 764,635,100	FY22 Total Program Funding

Questions?