

# **A G E N D A**

IDAHO TRANSPORTATION BOARD

November 19, 2020



# **A G E N D A**

Regular Meeting of the Idaho Transportation Board

**November 19, 2020**

Idaho Transportation Department  
3311 West State Street  
Boise, Idaho

To listen:

1. Dial #415-655-0003 US Toll
  - a. Meeting number (access code): 133 068 3530
  - b. password: 1234

The meeting packet will be available at <https://itd.idaho.gov//Board/> after November 15.

KEY:

ADM = Administration  
CD = Chief Deputy  
DIR = Director

HR = Human Resources  
OP = Operations

		Page	Time*
<b>Action Item</b>	<b>1. CALL MEETING TO ORDER</b>		<b>8:30</b>
<b>Information Item</b>	<b>2. SAFETY/SECURITY SHARE:</b> Executive Assistant Higgins		
<b>Action Item</b>	<b>3. BOARD MINUTES – October 15, 2020 .....</b>	<b>4</b>	<b>8:35</b>
<b>Action Item</b>	<b>4. 2020 BOARD MEETING DATES .....</b>	<b>12</b>	
	December 17		
	January 21		
	February 18		
<b>Action Item</b>	<b>5. CONSENT CALENDAR .....</b>	<b>13</b>	
ADM	_____ Certification of receipts and disbursements FY20 .....	14	
DIR	_____ FY20 Annual Report .....	17	
OP	_____ Addition of Lakeshore Connection Planning project to FY21 .....	23	
OP	_____ McMillen Jacobs Associates individual task agreement extension.....	24	
OP	_____ David Evans & Associates term agreement extension .....	25	
OP	_____ Consultant agreements .....	26	
OP	_____ Contract for award.....	32	
OP	_____ Contracts for award .....	38	

\*Listed times 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.



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		<u><b>November 19, 2020</b></u>	<b>Page #</b>	<b>Time*</b>
<b>Information Items</b>				
	<b>6. INFORMATIONAL CALENDAR</b>			
OP	_____ Contract award information.....	48		
OP	_____ Contract award information and current advertisements .....	52		
OP	_____ Professional services agreements and term agreement work tasks report.....	58		
OP	_____ Annual report, Rail-Highway Crossing Program .....	65		
OP	_____ Sponsorship of Department Programs.....	80		
ADM	_____ State FY21 financial statements .....	82		
ADM	_____ Monthly report of federal formula program funding through October .....	101		
ADM	_____ FY22 revision #1 appropriation request.....	103		
	<b>7. MONTHLY REPORT ON DEPARTMENT ACTIVITIES -</b>			
	Director Ness and Chief Deputy Stokes			<b>8:40</b>
	<b>8. DELEGATION – Safe Routes to School: Elaine Clegg</b>			<b>9:00</b>
	<b>9. AGENDA ITEMS</b>			
<b>Action Item</b>				
ADM	_____ Administrative surplus property rules/procedure as it pertains to ITD			
Reynolds/Weaver	administrative facilities .....	107		<b>9:20</b>
	<b>10. BREAK</b>			<b>9:50</b>
<b>Information Items</b>				
	<b>11. AGENDA ITEMS, continued</b>			
CD	_____ Trucking Advisory Council annual report.....	108		<b>10:10</b>
Pocock				
CD	_____ Division of Motor Vehicles update .....	110		<b>10:25</b>
Gonzalez				
HR	_____ Human Resources annual report.....	112		<b>10:40</b>
Williams				
<b>Action Item</b>				
OP	_____ Addition of SH-28 Little Sawmill Creek Culvert project to FY21 .....	136		<b>11:10</b>
Minzghor	(Resolution on page 138)			

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		<b><u>November 19, 2020</u></b>	<b>Page #</b>	<b>Time*</b>
<b>Information Item</b>				
	<b>12. AGENDA ITEMS, continued</b>			
OP	_____ Annual update on ITD's Research Program.....	139		<b>11:15</b>
Parrish				
<b>Action Item</b>				
OP	_____ Revisions to Board Policy 4076 Use of Unallocated Idaho Transportation			
Rindlisbacher	Investment Program Funds .....	171		<b>11:50</b>
<b>Information Items</b>				
	<b>13. EXECUTIVE SESSION</b>			<b>12:00</b>
	PERSONNEL ISSUES [SECTION 74-206(a), (b)]			
	LEGAL ISSUES [SECTION 74-206(c), (d), (f)]			
	<b>14. AGENDA ITEMS, continued</b>			
OP	_____ Draft Update Guide for Utility Management 2020 Edition – Chapter 6			
Beachler	Broadband Infrastructure .....	176		<b>1:45</b>
<b>Action Item</b>				
OP	_____ Administrative settlement over \$200,000 .....	185		<b>2:00</b>
Pond	(Resolution on page 188)			
	<b>15. ADJOURNMENT</b> (estimated time)			<b>2:05</b>

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



REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 15, 2020

The Idaho Transportation Board convened at 9:40 AM on Thursday, October 15, 2020. The following principals were present in Coeur d'Alene, Idaho:

Bill Moad, Chairman  
Jim Kempton, Vice Chairman – District 4  
James R. Thompson, Member – District 1  
Janice B. Vassar, Member – District 2  
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:

Julie DeLorenzo, Member – District 3  
Larry Allen, Lead Deputy Attorney General

Safety/Security Share. District 1 Operations Manager (OM) Jerry Wilson said today is the annual shake out – a preparedness drill for earthquakes. In the event of an earthquake, drop to the floor, cover your head and neck with one arm, crawl under a table or desk, and hold on to that object with your other hand. If you are not able to crawl under something, go to a wall away from windows until the shaking stops.

OM Wilson also warned about scams, especially with the holidays approaching. Be cautious with suspicious emails and telephone calls, and confirm their authenticity.

Chairman Moad thanked Operations Manager Wilson for the important messages.

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

Board Meeting Dates. The following meeting dates were scheduled:

November 19, 2020  
December 17, 2020  
January 21, 2021

Consent Items. Member Vassar made a motion, seconded by Vice Chairman Kempton, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB20-54 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 Investment 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.

1) 2020-2021 Omnibus Administrative Fee Rule Reauthorization. The Department is working through a second year of reauthorizing its administrative rules. There are 44 total rules, with seven involving fees. None of the rules were rejected during the 2020 legislative session, so the 37 non-fee rules automatically became temporarily effective in March. The fee rules require a more rigorous process. The rules are being advanced with no changes. Staff recommends adoption of the reauthorization of the pending fee rules in IDAPA Title 39.

2) Addition of Community Planning Association of Southwest Idaho (COMPASS) Transit Project to the Idaho Transportation Investment Program (ITIP). COMPASS and Valley Regional Transit request the addition of the \$2,675,000 Transit Fueling Station and Parking Lot project to FY21 of the ITIP due to the receipt of a Federal Transit Administration grant.

3) Addition of State Transportation Innovation Councils (STIC) Incentive Grant. The Local Highway Technical Assistance Council (LHTAC) requests the addition of the Local, Complete Advanced Environmental Wetland Mitigation project to FY21. Idaho received an FY20 STIC incentive grant for \$66,936. LHTAC will provide the \$16,734 match.

4) Addition of FY21 Canyon Road Bridge Feasibility Study. LHTAC and East Side Highway District request the addition of the \$250,000 Canyon Road Bridge Feasibility Study to FY21. Funding for the project is from the FY21 Local Bridge Highway Funds or transfer from existing projects, with the highway district providing the match.

5) Delay SH-13 Curve Improvement Near Kooskia and Advance SH-62 Zenner to Nezperce. Staff requests delaying the \$1,154,000 SH-13 Curve Improvement Near Kooskia project, key #19861 from FY22 to FY23. The SH-62 Zenner to Nezperce paving project, key #22221, is ready for advertisement, so staff requests advancing it to FY22 for \$1,751,000.

6) Addition of Aht'Wy Interchange and Plaza Project. The Nez Perce Tribe received a Better Utilizing Investments to Leverage Development Transportation Discretionary Grant for \$19,134,710. The funds will be used to construct the Aht'Wy interchange on US-95/12 near Lewiston. The project will remove the at-grade crossing, improving safety. After the structure is complete, ITD will assume ownership and maintain it. The Nez Perce Tribe will provide the match of \$1,007,090. Staff requests the addition of the Aht'Wy Interchange and Plaza Project to FY21 of the ITIP for \$20,141,800.

7) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for keys #20559 and #20596 – I-86, Jerome Interchange to Twin Falls Interchange Westbound and Eastbound Lanes, District 4 for construction engineering, inspection, and testing for approximately \$1.4 million; key #20675 – Kimberly Interchange (SH-50), Jerome County, District 4 for design and engineer of record services for approximately \$1.8 million; and key #20053 – Chester to Ashton, Fremont County, District 6 for environmental services and environmental documentation of approximately \$2.8 million.

8) Contract for Award. The low bid on key #19999 – SH-51, South Side Canal Culvert, District 3 was more than ten percent over the engineer's estimate, requiring justification and Board approval. The majority of difference between the engineer's estimate and low bid was in the Precast Concrete Culvert 5' X 12' and Special Temporary Traffic Control items. Due to the Precast Concrete Culvert item being measured by lump sum and a wide variability of designs between projects, it can be difficult to estimate this work. Also, there is a tight work window on this project due to in-water work needing to be completed before the opening of the canal on March 15, 2021. Staff believes the contractor thinks there are risks associated with the Temporary Traffic Control as a lump sum item instead of itemized. Staff believes the engineers' estimate did not accurately take into account additional risks associated with the two lump sum items or the small work window for the project. The District recommends awarding the contract. Low bidder: Knife River Corporation – Mountain West - \$644,705.

Information Items. Vice Chairman Kempton asked for additional information on the crashes on the interstate in relation to the speed limit increase to 80 miles per hour. Highway Safety Manager (HSM) John Tomlinson said the crash rate did not change significantly after the speed limit was increased; however, the severity of crashes did.

1) Contract Awards and Advertisements. Key #20165 – SH-25, North Canal Bridge, District 4. Low bidder: Coldwater Group Inc. - \$1,592,866.

Key #20613 – Intersection Lone Star and Middleton Road. Low bidder: Knife River Corporation – Mountain West - \$1,698,857.

Key #19730 – I-15, FY21b District 5 Bridge Repair. Low bidder: Coldwater Group Inc. - \$1,401,364.

Key #20457 – SH-34, Tin Cup Creek Bridge Milepost 106.818, District 5. Low bidder: Engineered Structures Inc. - \$1,668,983.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From August 25 through September 23, 31 new professional services agreements and work tasks were processed, totaling \$15,237,662. Six supplemental agreements to existing professional services agreements were processed during this period in the amount of \$460,488.

3) Update on the 80 Mile Per Hour (MPH) Speed Zones, I-15, I-84, and I-86. After legislative action, the Department increased the speed limit from 75 MPH to 80 MPH on rural sections of I-15, I-84, and I-86 in 2014. The 2020 report indicates that the 85<sup>th</sup> percentile speed is 83 MPH, which has remained basically the same since the speed limit was increased to 80 MPH. The before and after differential speeds between light and heavy vehicles has also remained relatively unchanged, with a differential speed of 11 MPH average today as opposed to a 10 MPH differential when the speed limit was 75 MPH. The fatal and serious injury crash rates have also remained relatively constant, with between one and five fatal and serious injury crashes per one hundred million vehicle-miles of travel. This matches the crash rate prior to raising the speed limit to 80 MPH. In summary, the observed vehicle speeds and crash experience since raising the speed limit on these sections of interstates indicate operations have remained relatively unchanged from the prior speed limit and that the higher 80 MPH speed limit is appropriate and should remain unchanged at this time.

4) State FY21 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 37% as of August 31. Receipts from the Highway Distribution Account were \$13.3 million more than forecast; although the forecast was lowered due to COVID-19. State revenues to the State Aeronautics Fund were below projections by 16%, or \$74,000. Expenditures were within planned budgets. Personnel costs had savings of \$1.2 million or 5.9% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$56.3 million.

The balance of the long term investments was \$110.7 million at the end of August. These funds are obligated against construction projects and encumbrances. The cash balance was \$79.8 million, and includes the reserve to mitigate the impact of COVID-19 on FY21 revenue. Expenditures in the Strategic Initiatives Program Fund were \$6.6 million in August. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$3.5 million, and expenditures were \$8.3 million. The federal CARES Act provided \$27 million for public transportation in FY20. Expenditures totaled \$1.4 million.

5) Monthly Reporting of Federal Formula Program Funding through September. 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 earmarked for bridges will not be used until FY23 and the Boise Transportation Management Area will not use its \$426,000 until FY21. Obligation authority through September 30 is \$334.5 million after receipt of \$38.5 million Redistribution of Obligation Authority Not Used by Other States on August 28. This corresponds to \$334.7 million with match after a reduction for indirect costs. Idaho received apportionments via notices through February 13 of \$327 million, including Redistribution of Certain Authorized Funds and Highway Infrastructure General Funds. Obligation authority is currently 102.3% of apportionments. All of the \$334.6 million allotted has been obligated.

The federal Fixing America's Surface Transportation (FAST) Act expired on September 30, 2020. A replacement act has not been passed by Congress, so we are working under an

extension to the FAST Act. Annual appropriation acts provide the authority to obligate those apportionments and Congress has not passed an appropriations act for FY21. A Continuing Resolution has been passed that provides obligation authority through December 11.

6) Economic Emergency Permits – Approved. Economic emergency permits allow travel on a specific section of road with a vehicle combination that exceeds current legal requirements. The Board delegated the authorization of these permits to staff. Permits issued related to the federal declaration of emergency due to the Corona Virus included 26 to transport feed/livestock; 18 for fuel; 9 for food stuff; and 6 for general freight. Two state economic emergency permits were also issued. One was to transport cattle from Oreana to Donnelly and New Meadows on SH-55 and US-95, and the other was to transport coke, coal and soda ash on US-30 from the Wyoming border to the junction of SH-34 and on a portion of SH-34.

7) Performance Measurement Report for the Division of Financial Management (DFM). Idaho Code requires an annual Performance Measurement Report and a Strategic Plan. Both reports were submitted to DFM after Board approval. DFM requested wording be added to the report about how the performance targets were established. The report was modified to state that the targets were established through internal research or accepted industry standards.

Monthly Report on Activities. Director Ness said a safety stand down was held last month, with activities for employees and the contracting industry. The Department's supervisors met virtually for a leaders' workshop. The main theme was focus and simplify, emphasizing employees' work needs to be tied to the strategic plan. The best innovations were also recognized in eight categories: safety, mobility, economic opportunity, ideal workplace, customer service, time savings, cost savings, and a special COVID-19 category.

Chief Deputy Stokes commended the Enterprise Technology Services employees for their valuable assistance enabling telecommuting due to the COVID-19 virus. During the pandemic, the Division of Motor Vehicles (DMV) employees continued serving the public and implementing the fourth phase of the DMV modernization project.

Motor Vehicle Administrator Alberto Gonzalez said the vehicle phase of the modernization project went live on October 13. Although there were some glitches, 80% of the transactions required little or no assistance from DMV staff. The Department will meet with some of its county partners next week to discuss the implementation and continue refining the vehicle component. He also said staff is continuing to implement the new vehicle insurance verification program.

Chairman Moad thanked staff for the reports.

District 1 Impaired Driving. HSM Tomlinson said there have been 157 highway fatalities to date, compared to 187 at this time last year. He recognized Coeur d'Alene Police Officer Nick Knoll for his valuable partnership and commendable efforts to reduce impaired driving fatalities.

Officer Knoll reported that impaired driving fatalities decreased 35% in Kootenai County last year. He credited the efforts of the North Idaho Driving Under the Influence (DUI) Task

Force for this accomplishment. He summarized the various activities conducted during 2019, including media campaigns, emphasis patrols, a no-refusal weekend, and partnering with Washington and Montana law enforcement agencies on a border-to-border safety campaign.

The Board thanked Officer Knoll for his valuable service.

District 1 Annual Report. District 1 Engineer (DE) Damon Allen also praised Officer Knoll for his service and valuable partnership on highway safety. DE Allen reported on performance measures: the six FY19 projects were delivered on time plus staff advanced four projects, and the roads were clear of ice and snow 84% of the time during the 2019-2020 winter, exceeding the goal of 73%. He mentioned several partnerships, including on the Kootenai County Traffic Management Center, the US-95 North Corridor Access Improvement project, and the Cataldo Bridges. Some of the major construction projects underway or coming up include the US-95 GARVEE projects north of Coeur d'Alene and the SH-41 corridor expansion and I-90 interchange. He also highlighted staff and several innovations.

Chairman Moad thanked DE Allen for the report and for his leadership.

FY20 State Highway System Projects End of Year Statement. Chief Operations Officer Dan McElhinney commended maintenance team members across the state for their essential services for communities and keeping the roads safe with our Idaho State Police partners during the pandemic. He also recognized the Department's delivery partners and ITD staff for delivering 52 projects, more than the 49 planned, for FY20 state highway system projects. All but two construction contracts have been awarded, and those two are scheduled for bid opening this fall. As a result, ITD finished the year capturing 2.3% additional redistributed obligation authority funds with total federal funds obligated of \$261,258,642 and state funds of \$139,379,300.

Chairman Moad congratulated staff for its project delivery accomplishments.

Revisions to Board Policy 4078 Board Meetings and Resolutions. Executive Assistant to the Board (EAB) Higgins proposed changes to Board Policy 4078 Board Meetings and Resolutions. Two paragraphs are being recommended for deletion. The first paragraph references an outdated Idaho Code Section related to amending the agenda. Language regarding amendments to the agenda and the open meeting requirements are contained in Board and Administrative Policy 4008 and 5008 Open Meeting Requirements. The other paragraph addresses old resolutions. The previous update to Board Policy 4078 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 resolutions. There are no resolutions older than four years in effect now, so that paragraph is obsolete.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for  
ITB20-55 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 Board Policy 4078 Board Meetings and Resolutions, deleting the outdated information because it is no longer applicable.

Chairman Moad thanked EAB Higgins for the policy update.

Administrative Rule Correction. Ramón Hobdey-Sánchez, Governmental Affairs Program Manager (GAPM), said that chapter cover pages were to be created as part of the Governor's Red Tape Reduction Act. During this process, two chapters had sections dealing with the appeals process unintentionally deleted. He requested reinstating this language via the temporary rulemaking process. No language is being changed or modified. The rules are advancing exactly as previously written.

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, the Idaho Transportation Department requests to restore  
ITB20-56      administrative rule language that was inadvertently deleted; and

WHEREAS, the two administrative rules impacted are:

- 39.03.42 – Rules Governing Highway Rights-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.

*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.

Chairman Moad thanked GAPM Hobdey-Sánchez for the presentation.

FY20 Annual Report. Office of Communication Manager Vince Trimboli presented the draft FY20 Annual Report. Idaho Code requires a report on the financial condition and management of the Department. Some of the information included in the document is the Department's response to the COVID pandemic, accomplishments, performance measures, innovations, revenue, expenditures, and focus areas for the next five years.

The Board expressed appreciation for the user-friendly format and the content of the report.

FY22 Revision #1 Appropriation Request. Financial Manager – Financial Planning and Analysis (FM-FP&A) Justin Collins presented the revised FY22 appropriation request. Contract construction and right-of-way increased due to the receipt of federal grants totaling \$27.7 million. The base increased \$410,000 for Highway Operations State Communication Emergency Medical Services and Statewide Cost Allocation, but highway operations decreased \$1.77 million for personnel and due to the removal of the Geographic Information System Phase 4 project. The estimated ending cash balance increased to \$4.6 million. The total appropriation request is \$764.6 million, an increase of \$26.3 million.

FM-FP&A Collins also referenced a few changes to the FY22 appropriation request that were made after the Board item was submitted. The changes will be entered into the Revision #1 submission, which is due to the Division of Financial Management and Legislative Services Office on October 23. These revisions will affect the overall grant total, cash balance, total request amount, and some other minor adjustments. All changes made will be outlined in an information item during the November Board meeting.

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

Executive Session on Personnel and Legal Issues. Member DeLorenzo made a motion to meet in executive session at 11:45 AM to discuss personnel issues as authorized in Idaho Code Section 74-206 (b) and legal issues as authorized in Idaho Code Section 74-206 (c). Member Horsch seconded the motion and it passed 6-0 by individual roll call vote.

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

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

The Board came out of executive session at 1:00 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 1:00 PM.

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BILL MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2020  
\_\_\_\_\_, Idaho



# BOARD MEETING DATES

December 17, 2020

**2021**

January 21  
February 18

March \_\_\_\_  
April \_\_\_\_

**2021**

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

"X" = holiday

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

December 3, 2020 – Highway Safety Summit; virtual

March 21-24, 2021 – Program Delivery Conference, Boise, Idaho

April 12-14, 2021 – Highway Safety Summit; Boise, Idaho

August 10-12, 2021 – Public Transportation Summit; Boise, Idaho

**Action:** Approve the Board meeting schedule.



## IDAHO TRANSPORTATION BOARD

### RESOLUTION FOR CONSENT ITEMS

**Pages 14 - 47**

RES. NO. ITB20-57      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 certification of receipts and disbursements; the FY20 Annual Report; the addition of the Lakeshore Connection Planning project to FY21; the McMillen Jacobs Associates individual task agreement; the David Evans & Associates term agreement; consultant agreements; a contract for award; and contracts for award.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 2020

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed \_\_\_\_\_

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

### Subject

Certification of Receipts and Disbursements FY 2020		
Key Number	District	Route Number

### Background Information

The attached certification is submitted for Board approval in conformance with the requirements of Section 40-708, Idaho Code for Fiscal Year 2020. This section states:

I.C. 40-708 (2) "All moneys apportioned to the board, counties or highway districts, and cities from the proceeds from the imposition of tax on fuels and from any tax or fee for the registration or operation of motor vehicles for general highway construction and maintenance, bridge and culvert moneys, shall be accounted for as to the actual expenditure to the state controller, as dedicated funds by a certification of the governing unit receiving, budgeting and expending those dedicated funds."

### Recommendations

Approve and sign for certification



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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

**STATE OF IDAHO  
IDAHO TRANSPORTATION DEPARTMENT  
STATE HIGHWAY FUND  
CERTIFICATION OF RECEIPTS AND DISBURSEMENTS CASH BASIS  
JULY 1, 2019 - JUNE 30, 2020**

Cash Balance - July 1, 2019 \$76,456,200

Receipts

Transfer From Highway Distribution Account	\$ 216,339,600	
Miscellaneous Receipts	<u>\$ 106,196,300</u>	
Total State Receipts	\$ 322,535,900	
Federal Aid - Formula	\$ 396,503,600	
Transfers In - Ethanol Exemption Elimination	\$ 18,316,300	
Transfers In - Cigarette Tax	\$ 1,175,600	
Transfers In - Direct Investment Pool	\$ 29,857,600	
City & County Contributions	<u>\$ 20,098,700</u>	
Total Receipts		\$ 788,487,700

Disbursements

Expenditures - Fund 0260	\$ 711,205,500	
Transfers Out - To Long Term Investment Fund	\$ 2,507,500	
Transfers Out - To Local Highway Trust Fund	\$ -	
Transfers Out - To Local Highway Distribution Fund	\$ -	
Transfers Out - Garvee Capital Fund	\$ 229,300	
Transfers Out - Garvee Debt Service Fund - Fed	\$ 57,567,800	
Transfers Out - Garvee Debt Service Fund - State	\$ -	
Transfers Out - Department of Commerce	<u>\$ -</u>	
Total Disbursements		\$ 771,510,100
Net Change in Cash Balance		\$ 16,977,600

Cash Balance - June 30, 2020 \$ 93,433,800

Prepared By:

Certified:

\_\_\_\_\_  
David Tolman, Controller  
Idaho Transportation Department

\_\_\_\_\_  
Bill Moad  
Chairman, Idaho Transportation Board



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 11/19/20

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Vince Trimboli	Presenter's Title Office of Communications Manager	Initials VT	Reviewed By LSS
Preparer's Name Angie Heuring	Preparer's Title Program Specialist	Initials AH	

### Subject

Idaho Transportation Department FY20 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.

At the Board Meeting on October 15, 2020, the board was provided with a draft of the department's Fiscal Year 2020 Annual Report for review and comment.

Minor changes were made after the board meeting.

On Page 4, a section was added to address changing needs of users.

The attached report is simplified into four pages:

Page 1: Addresses growth rates, COVID-19 response, and return on investment.

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

Page 3: Reports on ITD's revenue, expenditures, strategic initiatives funds, and GARVEE program.

Page 4: Reports on what ITD is focusing on for the future.

### Recommendations

Approve the Idaho Transportation Department's Fiscal Year 2020 Annual Report.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### 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.

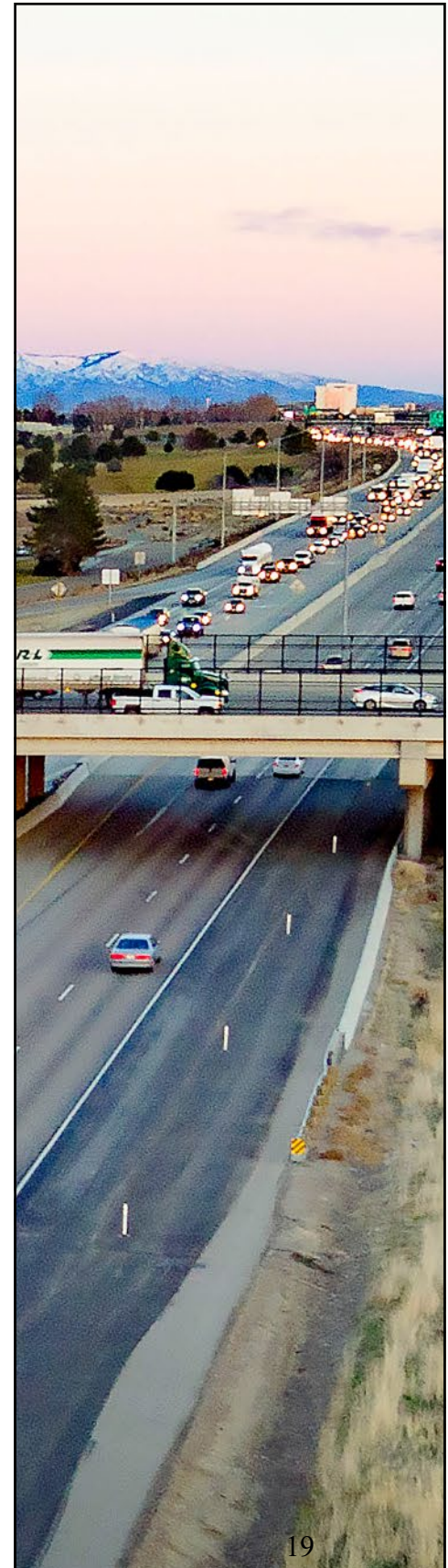
ITD's multiple ports of entry (POE) remained open and operating during the onset of the pandemic, providing a safe system for delivery of goods, medical equipment and other important services throughout Idaho. Idaho POE employees continued safety inspections, issuing permits and helping register vehicles 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
 <b>Five-Year Fatality Rate</b> (per 100 million vehicle miles driven)	1.28	1.34	1.33	1.35*
<b>Five-Year Average Fatalities</b>	211	223	227	234*
<b>SHIFT GOAL: Zero Deaths</b>				
Days to Process Vehicle Titles	6	4	4	3
<b>GOAL: 5 Days</b>				
DMV Transactions Processed Online (in thousands)	256.7	287.5	305.5	582.4
<b>GOAL: 300,000</b>				
Percent of Bridges in Good Condition	75%	74%	75%	75%
<b>GOAL: 80%</b>				
Percent of Pavement in Good/Fair Condition	85%	88%	91%	92%
<b>GOAL: 80%</b>				

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%
<b>GOAL: 73%</b>					

*\*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.

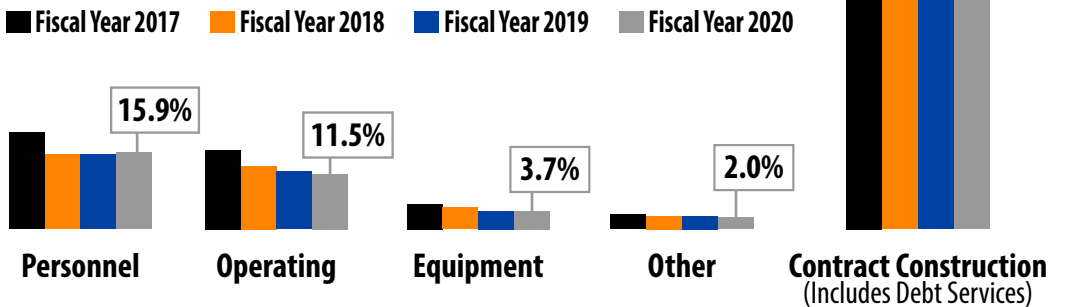
# Financial Information

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
<b>Total Funds Received:</b>	<b>\$ 615.8</b>	<b>\$ 685.7</b>	<b>\$ 718.1</b>	<b>\$ 769.4</b>

Expenditures	FY17 Actual	FY18 Actual	FY19 Actual	FY20 Actual
Construction Payouts	\$ 249.1	\$ 410.9	\$ 452.1	\$ 451.8
<b>Operations Expenses</b>				
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
<b>Total Operations Expenses:</b>	<b>\$ 249.0</b>	<b>\$ 261.5</b>	<b>\$ 254.4</b>	<b>\$ 253.8</b>
<b>Total Const. &amp; Oper. Exp.:</b>	<b>\$ 498.1</b>	<b>\$ 672.4</b>	<b>\$ 706.5</b>	<b>\$ 705.6</b>
<b>GARVEE Debt Service</b>				
Federal	\$ 53.5	\$ 51.6	\$ 52.6	\$ 56.6
State	\$ 4.5	\$ 4.2	\$ 4.2	\$ 4.0
<b>Total Debt Service:</b>	<b>\$ 58.0</b>	<b>\$ 55.8</b>	<b>\$ 56.8</b>	<b>\$ 60.6</b>
<b>Total Expenditures:</b>	<b>\$ 556.1</b>	<b>\$ 728.2</b>	<b>\$ 763.3</b>	<b>\$ 766.2</b>

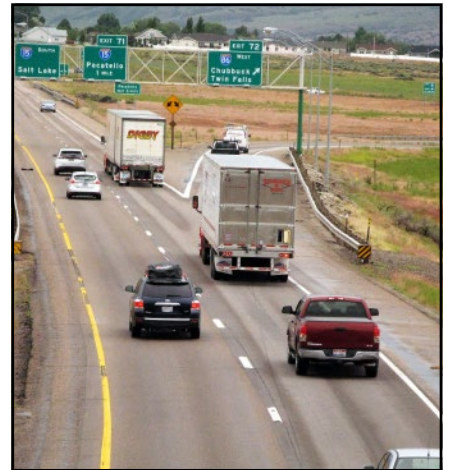
## Total Expenditures by Type



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%

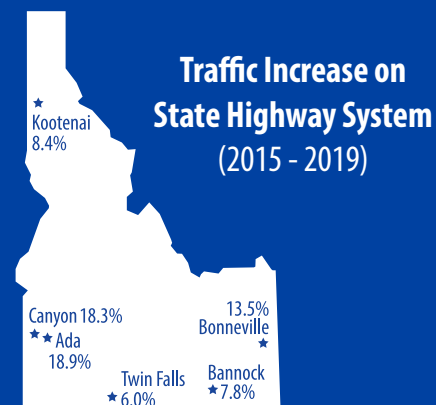
- Includes the additional \$300M authorized in 2017
- No additional bonds issued in FY20

# 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:



## Changing Needs of Users

Transportation is the back bone of our economy and our communities. Modernization of facilities and services are vital to meeting user needs now and in the future.

## 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)

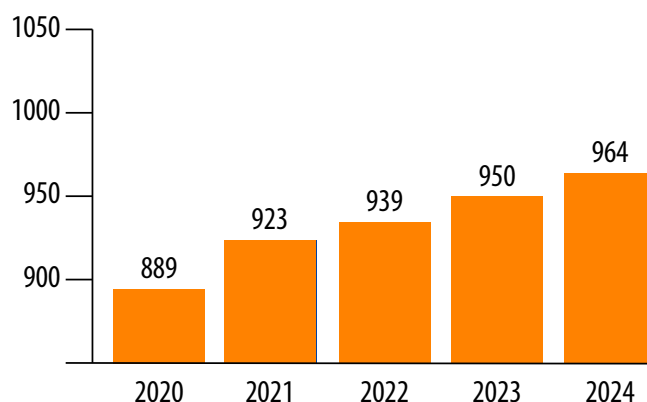
	Preservation/ Restoration	Safety & Capacity	Total
Task Force Finding (2010)	\$ 262.0	\$ 281.0	\$ 543.0
2014 Cigarette Tax*	-	\$ 4.7	\$ 4.7
2015 Revenue Increase**	\$ 112.1	-	\$ 112.1
2017 Congestion Mitigation***	-	\$ 22.4	\$ 22.4
<b>Total Ongoing Revenue Authorized</b>	<b>\$ 112.1</b>	<b>\$ 27.1</b>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

\* \$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](http://itd.idaho.gov) for more information or to submit comments







## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 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 Amanda LaMott	Preparer's Title LHTAC Engineer	Initials	

### Subject

Add **Lakeshore Connection Planning** project to **FY 2021** of the approved FY 2021–2027 ITIP

Key Number New	District 1	Route Number SH-200
-------------------	---------------	------------------------

### Background Information

The purpose of this consent item is to request approval to add **Lakeshore Connection Planning** project to the Program per policy 5011 *Idaho Transportation Investment Program* (ITIP).

The City of Ponderay applied for and received a BUILD (Better Utilizing Investments to Leverage Development) Transportation Discretionary Grant. The grant is for \$1,399, 786 and the total project cost is **\$1,749,732**. The sponsor, the City of Ponderay, will pay the match of \$349,946.

This planning grant will fund design and engineering of a multimodal link from Ponderay to the Pend d'Oreille Bay Trail including a new city street, a shared-use pathway under railroad tracks, and upgrades to the frontage road on Lake Pend d'Oreille. The project also includes preliminary design for enhancements to SH-200 that will prioritize the safety of pedestrians and bicyclists.

The project will eliminate the need for non-motorized traffic to trespass and cross two sets of heavily used railroad tracks in order to get to the Pend d'Oreille Bay Trail and the lake. It will also divert bicyclists and pedestrians away from the narrow shoulders of SH-200. The planning efforts will also evaluate the potential for construction of an artificial wetland to treat storm water and mitigate impacts to other wetlands.

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

### Recommendations

Approve the addition of the **Lakeshore Connection Planning** project at a total cost of **\$1,749,732** 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 November 19, 2020

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name	Presenter's Title	Initials	Reviewed By
Doral Hoff	District Engineer	DH	MC
Preparer's Name	Preparer's Title	Initials	LSS
Janet Zarate	D2 Materials Engineer	JZ	

## Subject

McMillen Jacobs Associates Individual Task Agreement Extension		
Key Number	District	Route Number
23078	2	US-95, MP 188 Rock Slide Mitigation, near Riggins

## Background Information

The purpose of this Board Agenda Item is to ratify exceeding the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for McMillen Jacobs Associates (MJA) on the US 95, MP 188 Rock Slide Mitigation Project, Key No. 23078.

On July 3, 2020, ten thousand cubic yard of rock fell resulting in the the single North/South route in Western Idaho (US 95) to be blocked for 5 days. This failure was followed by a second rockslide on July 10<sup>th</sup> when an additional ten thousand cubic yards of rock were deposited on the highway.

On July 29, 2020, through Request for Information (RFI), MJA was selected to provide design and installation of remote monitoring system, construction engineering and inspection for stabilization of the slope and blasting plan review in the amount of \$299,161. This emergency project required immediate response and long term mitigation requiring the fast hiring and deployment of industry experts (consultants) trained in this difficult repair. The project's fast pace, complexity and unique uncertainty has caused the need for a supplemental agreement. For the second supplemental, MJA will be completing the design/inspection services of the catchment berm/tecco mesh in the amount of \$221,775 bringing the agreement total to \$520,936. MJA's extensive knowledge regarding this unique project cannot be replaced with another consultant. The project currently has \$520,936 in obligated funds for the additional work.

McMillen Jacobs Associates consultant individual task agreement has exceeded the \$500,000 limit with the inclusion of this additional scope of work.

## Recommendations

Recommend Board ratification of the District's determination for McMillen Jacobs Associates to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$521,000.

## Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 2020Consent Item ☒Information Item ☐

Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name	Presenter's Title	Initials	Reviewed By
Doral Hoff	District Engineer	DH	MC
Preparer's Name	Preparer's Title	Initials	LSS
Janet Zarate	D2 Materials Engineer	JZ	

### Subject

David Evans & Associates Term Agreement Extension		
Key Number	District	Route Number
23078	2	US-95, MP 188 Rock Slide Mitigation, near Riggins

### Background Information

The purpose of this Board Agenda Item is to ratify exceeding the consultant term agreement limit of \$1,500,000 set by Board Policy 4001.

Dave Evans & Associates (DEA) was selected from the pre-qualified term agreement list using the Direct selection process July 2020 to perform slope stability monitoring for the urgent project, US 95, MP 188 ROCK SLIDE MITIGATION, NR RIGGINS.

The severity and the immediacy needed to respond to opening this vital route and mitigating the massive rock slide required quick response. The professional service needs for this project have expanded due to the additional unforeseen scope required to: collect the topography to design the final grading plan for Old Pollock Road and to collect the topography and tie in the US-95 right of way for the design of a catchment area at the toe of the US-95 slide. Professional services are needed for topographic survey data for roadway design as well as right of way determinations. David Evans & Associates, who is prequalified for this type of work, has the project history which will save time in bringing on another firm to provide these services on this urgent project. The estimated cost for these additional services is \$96,000. A supplemental agreement has been written and DEA has exceeded its term agreement limit of \$1,500,000 by \$96,000.

The supplemental agreement will be covered by Program Funding Code E212900.

### Recommendations

Recommend Board ratification of the District's determination for David Evans & Associates to exceed the consultant term agreement limit of \$1,500,000.

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 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	

## Subject

### REQUEST TO APPROVE CONSULTANT AGREEMENTS

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

## 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 19526/19195/19653 – Junction SH 6 Turnbay/Deep Creek Bridge/Washington-Idaho Railroad Bridge, Latah County (District 2) – for additional Environmental, Right of Way (ROW) and Design Services of approximately \$1.3M
- KN 20033 – SH 75, Elkhorn Road to River Street, Ketchum (District 4) – for Design and Environmental Re-evaluations of approximately \$3.2M
- KN 20053 – Chester to Ashton, Fremont County (District 6) – for Design of approximately \$1.9M
- KN 20065 – I 15/US 20 Connector, Bonneville County (District 6) – for Preliminary Design and Environmental of approximately \$5.2M
- KN 22595/22596/22593/22594/22597/22598/22599/22431 – South Idaho Bridge Bundling Project (LHTAC) – for Design of approximately \$3.4M

## Board Action

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



**DATE:** October 27, 2020

**Program Number(s)** A019(526), A019(195), A019(653)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)** 19526, 19195,  
19653

**FROM:** Doral Hoff, PE  
District 2 Engineer

**Program ID, County, Etc.** JCT SH6 TURNBAY/  
DEEP CR BRWIR BRIDGE, LATAH CO.

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for  
Environmental, Right of Way (ROW) and Design by HDR Engineering

The purpose for these US-95 Bridge Projects is to improve the safety, mobility, and economic opportunity on US-95 by replacing two aging bridges (Washington – Idaho Railroad Bridge and Deep Creek Bridge). These projects are companioned given their close proximity to help match bridge profiles and the adjacent roadway sections. They will add turn and travel lanes, flatten horizontal curves, and reconstruct the road to meet AASHTO Standards.

In April 2017, through Request for Proposal (RFP), HDR Engineering was selected to provide design services in the amount of \$999,825. In December 2019, the Board approved additional design services and an Engineer of Record bringing the total of the project to \$1.2M.

For the second supplemental, HDR Engineering will complete tasks regarding Environmental, ROW and Design Services. The additional services is approximately \$100K, bringing the total to \$1.3M. The project currently has \$1.2M in obligated funds. Funding for this additional work is anticipated to come from cost savings found on other projects with the Head Quarters Program Management Office.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$1.3M to complete additional work tasks necessary for changing conditions and project schedule.





**DATE:** October 27, 2020

**Program Number(s)** A20(033)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)** 20033

**FROM:** Jesse Barrus, PE  
D4 Engineer

**Program ID, County, Etc.** SH-75, Elkhorn Rd to  
River St, Ketchem

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for  
Preliminary Design and Environmental Re-evaluations by Parametrix

The purpose of this project is to improve safety and capacity on SH-75 between the Big Wood River Bridge near Elkhorn Road and River Street in the City of Ketchem in Blaine County. This project is the third roadway construction project to be developed from the SH-75 Timmerman to Ketchem Environmental Impact Statement (EIS)/Record of Decision (ROD) issued in August 2008. This project will be developed to comply with the commitments of the Final EIS/ROD for the SH-75 Timmerman to Ketchum Corridor.

In February 2019, through Request for Proposal (RFP), Parametrix was selected to provide Design and Environmental services. This work is broken into the following three phases:

1<sup>st</sup> Phase: Complete Concept Design

2<sup>nd</sup> Phase: Complete Preliminary Design and Environmental Re-evaluations

3<sup>rd</sup> Phase: Complete Final Design and Plans, Specifications & Estimates (PS&E)

In July 2019, the Board approved Phase 1 funding for Concept Design for \$1.3M. The 2<sup>nd</sup> Phase of this project will bring the project total to \$3.2M. This \$1.9M increase will allow Parametrix to complete Preliminary Design and Environmental Re-evaluations for this project.

The project currently has \$3.2M in obligated funds.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$3.2M to complete Phase 2 of this project.



**DATE:** October 27, 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.**US-20, Chester to  
Ashton, Fremont County

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for  
Design by WH Pacific

The purpose of the US-20, Chester to Ashton project is to construct a 4-lane divided highway with two new additional interchanges. This will eliminate all grade crossings within project limits and add frontage roads for access to US-20.

In May 2018, WH Pacific was selected through Request for Proposal (RFP) to provide augmentation to ITD for surveying and material investigation in the amount of \$583K. The project will be moving from conceptual design to preliminary design requiring WH Pacific to complete geotechnical, survey, value engineering, and Type, Size & Layout (TSL) work. The additional services is approximately \$1.3M bringing the total of this project to \$1.9M. The project currently has \$1.9M in obligated funds

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount on this project to \$1.9M to complete surveying, value of engineering study and TSL documentation.



**DATE:** October 27, 2020

**Program Number(s)** A20(065)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)** 20065

**FROM:** Karen Hiatt, PE  
D6 Planning & Engineering Resource  
Services

**Program ID, County, Etc.** I-15/US-20 Connector,  
Bonneville County

**RE:** Request to Increase Professional Services Agreement Amount Over \$1,000,000 for  
Preliminary Design and Environmental by HDR Engineering

The purpose of this project is to improve safety and mobility of the I-15/US-20 Connector and adjacent interchanges.

In May 2017, through Request for Proposal (RFP), HDR Engineering was selected to provide planning, environmental and design work. This work is broken into the following three phases:

- 1<sup>st</sup> Phase: Planning and Environmental Linkage (PEL) study
- 2<sup>nd</sup> Phase: Preliminary Design and Environmental - potential Environmental Impact Study (EIS)
- 3<sup>rd</sup> Phase: Final Design and PS&E submittal

In March 2018, the Board approved additional Phase 1 funding for an environmental, material and planning support bringing the project total to \$1.75M. The 2<sup>nd</sup> Phase of this project will bring the project total to \$5.2M. This \$3.45M increase will allow HDR Engineering to complete Preliminary Design and Environmental for this project.

The project currently has \$2M in obligated funds for this phase of work. The additional funding for this phase is in the process of being obligated.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$5.2M to complete Phase 2 of this project.



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

## Department Memorandum

Idaho Transportation Department

ITD 0500 (Rev. 07-17)  
itd.idaho.gov

**DATE:** October 26, 2020

**Program Numbers:** A022(595), A022(596),  
A022(593), A022(594), A022(597), A022(598),  
A022(599), A022(431)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Numbers:** 22595, 22596, 22593, 22594,  
22597, 22598, 22599, 22431

**FROM:** Jeff Miles, P.E.  
LHTAC Administrator

**Project Names:** South Idaho Bridge Bundling Project

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for  
Design by Keller Associates

The purpose of the South Idaho Bridge Bundling Project is to improve the safety, mobility, and economic opportunity of eight local jurisdictions in South Idaho by replacing eight bridges in poor condition. Funds for the design and construction of these structures were obtained through a federal Competitive Highway Bridge (CHB) Grant. In order to minimize administration costs and maximize innovation through design, the application stated that all eight bridges would be combined into one design package.

Through Request for Proposal (RFP), Keller Associates was selected to provide design services for this project. In January 2020, the ITD Board approved PC costs of \$1,833,079.37 which covered phase 1 of design services. Additional PC funding is needed to complete design through PS&E and retain engineer of record services. The estimated engineer of record services during construction is estimated to be \$200,000 and is included in the \$1,387,113.25 increase. The funds for design of phase 2 will come from the CHB grant and the local match will be provided by the eight local sponsors.

The eight bridges and PC costs are:

Key	Name of Structure, Jurisdiction	ITD District	PC Phase 1	PC Phase 2
22595	LITTLE WOOD RIVER BR, SHOSHONE HD	4	\$222,150.20	<b>\$192,625.94</b>
22596	4200 NORTH ROAD, DEEP CREEK BR, BUHL HD	4	\$225,818.27	<b>\$169,916.94</b>
22593	S. 4TH AVENUE, INDIAN CREEK BR, CITY OF CALDWELL	3	\$223,655.51	<b>\$165,009.98</b>
22594	NORTH FORK BOULDER CREEK BR, OWYHEE CO	3	\$245,438.31	<b>\$177,828.31</b>
22597	W CARSON ST, PORTNEUF RIVER BR, CITY OF POCA TELLO	5	\$214,525.46	<b>\$ 168,298.34</b>
22598	ST CHARLES CREEK BR, BEAR LAKE CO	5	\$232,415.35	<b>\$ 170,185.19</b>
22599	E 121TH S, IDAHO CANAL BR, BONNEVILLE CO	6	\$193,033.47	<b>\$168,071.73</b>
22431	S HIGBEE DR, BUTTE ARM CANAL BR, CITY OF IDAHO FALLS	6	\$232,423.22	<b>\$175,176.82</b>

\$ 1,789,459.79

**\$ 1,387,113.25**

This request is for approval to exceed the professional services agreement amount on this project to an estimated \$3,400,000 to cover the completion of the design services and the engineer of record services during construction.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 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 (9/01/20 to 9/30/20)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
4	0	1	0	0	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.

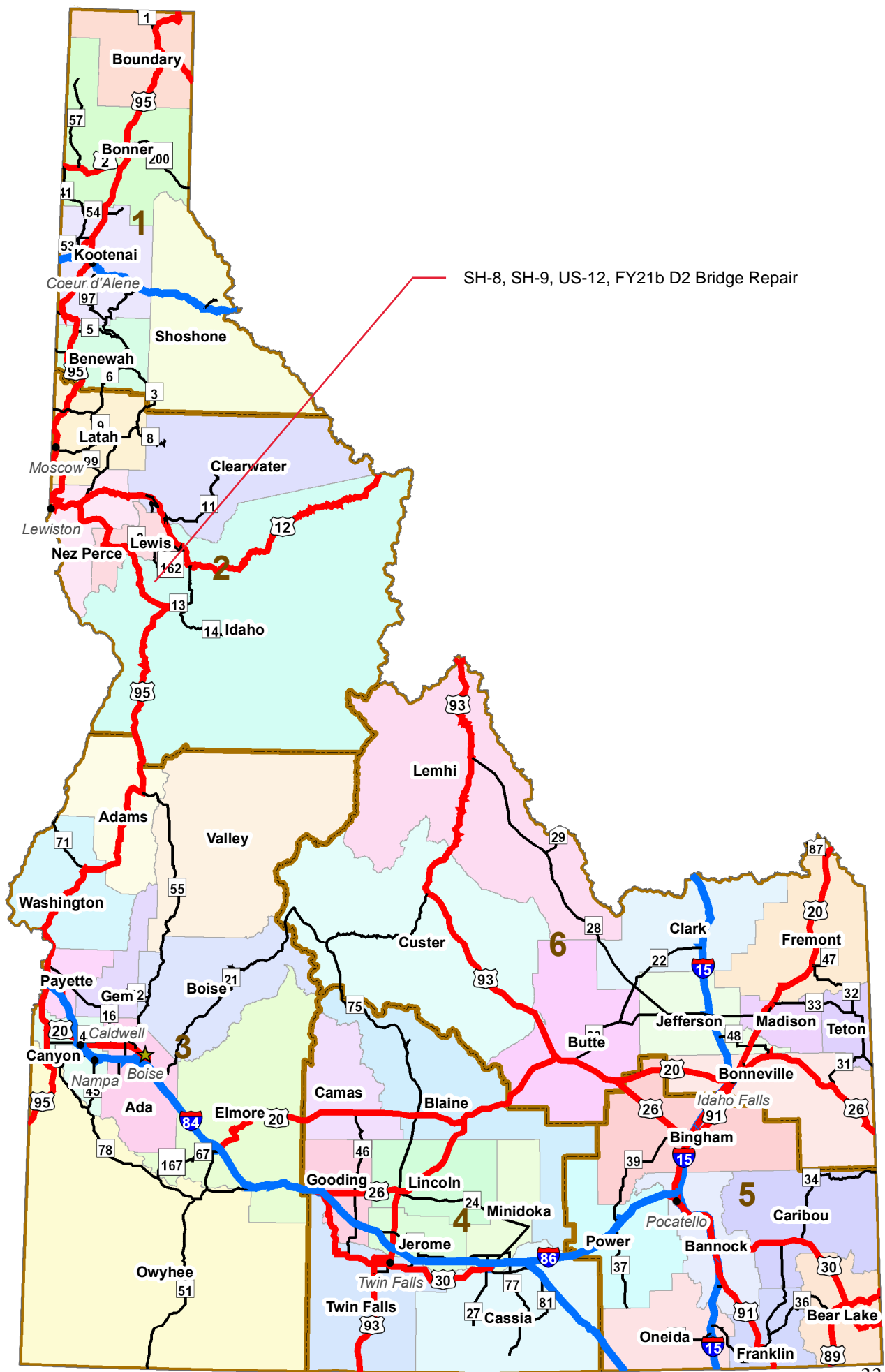
Contracts requiring Board Approval to Award -Justification received 9/01/20 to 9/30/20	
ITD	Local
1	0

## 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 (09/01/20-09/30/20 - FFY20)

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
----------	---------	-------	--------------	--	-------------	-----------	---------	---------

		SH-8, SH-9						
2	<b>20584</b>	& US-12	9/29/2020		6	\$669,697.00	\$985,000.00	\$316,303.00
SH-8, SH-9 & US-12, FY21b D2 Bridge Repair						Federal		147%
Contractor: Clearwater Construction DBA Clearwater Western								

DATE OF BID OPENING - SEPTEMBER 29, 2020 - IDAHO FEDERAL AID FINANCED  
PROJECT

---

IDAHO FEDERAL AID Project No. A020(584)  
Key No. 20584  
SH-8, SH-9 & US-12, FY21b D2 BRIDGE REPAIR  
Latah & Idaho County

---

DESCRIPTION: The work on this project consists of bridge deck preservation and preventative maintenance to the bridges, bridge approaches and guardrail in various locations within District 2

BIDDERS:

CLEARWATER CONSTRUCTION, INC. dba CLEARWATER WESTERN BOISE, ID	\$985,000.00
RAZZ CONSTRUCTION INC BELLINGHAM, WA	\$1,048,616.40
N. A. DEGERSTROM, INC. SPOKANE VALLEY, WA	\$1,253,405.00

3 BIDS ACCEPTED (3 irregular DBE)

ENGINEER'S ESTIMATE - \$669,697.00

LOW BID - 147% 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.

Digitally signed by  
Dana Dietz  
Date: 2020.10.30  
10:37:03 -06'00'

**Dana Dietz**  
**DANA DIETZ P.E.**  
Contracts Engineer

---

Date



**Department Memorandum**  
Idaho Transportation Department

**DATE:** October 23, 2020**Program Number(s)** V182550
**TO:** Monica Crider, P.E.  
Contracting Services Manager
**Key Number(s)** 20584
**FROM:** Doral J. Hoff, P.E.  
District Two Engineer

**Program ID, County, Etc.** FY21b D2 BRIDGE  
REPAIR
**RE:** Justification of Award for Bid

The bids were opened on September 29, 2020, there were 3 bidders. The low bid of \$985,000.00 was 147% (\$315,303.00) of the the Engineer's Estimate (EE) \$669,697.00. The two lowest bids were with 6.5% of each other.

The following items account for the majority of differences between the low bid and EE:

Item	Description	Quantity	Unit	EE Unit Price	Low Bid Unit Price	\$ Total Diff. (Low Bid – EE)
405-435A	Superpave HMA Pav Incl Asph&Add Cl SP-3	366.0	TON	\$220.00	\$350.00	\$47,580.00
S904-05B	SP Temporary Illumination	1.0	LS	\$12,000.00	\$55,000.00	\$43,000.00
S904-05C	SP Temporary Traffic Control	1.0	LS	\$12,000.00	\$40,000.00	\$28,000.00
S912-05A	SP Smoothness Grind	3,933.0	SY	\$5.00	\$13.95	\$35,200.35
Z629-05A	Mobilization	1.0	LS	\$67,462.00	\$241,195.10	\$173,733.10
Total Difference from these items:						\$327,513.45
% of Difference in Engineer's Estimate (\$315,303.00)						104%

The District believes the low bidder's increased prices, as compared to the EE, are fair and reasonable for the following reasons:

- 405-435A Superpave HMA Pav Incl Asph&Add Cl SP-3. A relatively small quantity (366 TON) for multiple site locations (4 bridges) spread beyond 100 miles, in a rural part of the State, make it difficult to estimate this item; as are the unknowns associated with the contractor's material source(s), subcontractors, hauling costs, and sequence of construction sites. In retrospect, and for future estimating, the above factors should be considered, likely increasing the estimated price; a few considerations for the estimating methodology are: 1) if using a price-based estimate (bid tabs), research and use bid abstracts of recent projects with a min. of two bids, awarded within the last five years, preferably within the District, for similar nature and quantity of work; 2) perform a cost-based estimate (labor, equip, materials, OH/prof.) with assumed locations for material sources; and 3) simply markup the item approx. 50% than normal.
- S904-05B SP Temporary Illumination. Lump sum items, along with multiple site locations, can cause variable bid results, thus making the EE difficult to estimate. The nature of the lump sump method of

measurement can introduce ambiguity and varying expectations for the item of work, amongst the State, the low bidder, and other bidders. Also if the prime contractor self-performs, or subcontracts, traffic control is another unknown attributable to price differences. If this pay item were itemized by EACH instead of LS, we would be able to readily understand the submitted bids easier, and be able to better investigate their validity, legitimacy, and strategy.

- S904-05C SP Temporary Traffic Control. Same general comments as S904-05B, if the TTC devices were itemized, there would be less assumptions required for the contractor to make, and we would be able to better understand the bid abstracts. Lump sum introduces unknowns to bid reviews.
- S912-05A SP Smoothness Grind. Same comments as 405-435A, except substitute waste site for material source.
- Z629-05A Mobilization. This item was based on the standard 10% of the entire cost but it is difficult to estimate because of unknowns regarding the contractor/subcontractor's location of resources to the project site(s), multiple site locations and how the contractor plans to manage the contract, and other factors such as the contractor's management strategy (field and home office), field office, travel, subsistence, permits, small tools, misc. freight, etc. For the next contract like this the estimator may consider doubling or tripling this LS item due to the distinct different sites the contractor will move to and from.

This project was advertised with ample time ahead of construction for contractor's to bid. The District has obtained additional funds through statewide balancing. The District does not believe that re-advertisement will result in lower estimates. The District recommends award of this contract.

Jesse Webb  
10/23/20



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 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
------------	----------	--------------

## 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 (10/01/20 to 10/30/20)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
8	4	1	1	0	0

### ACTION

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

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

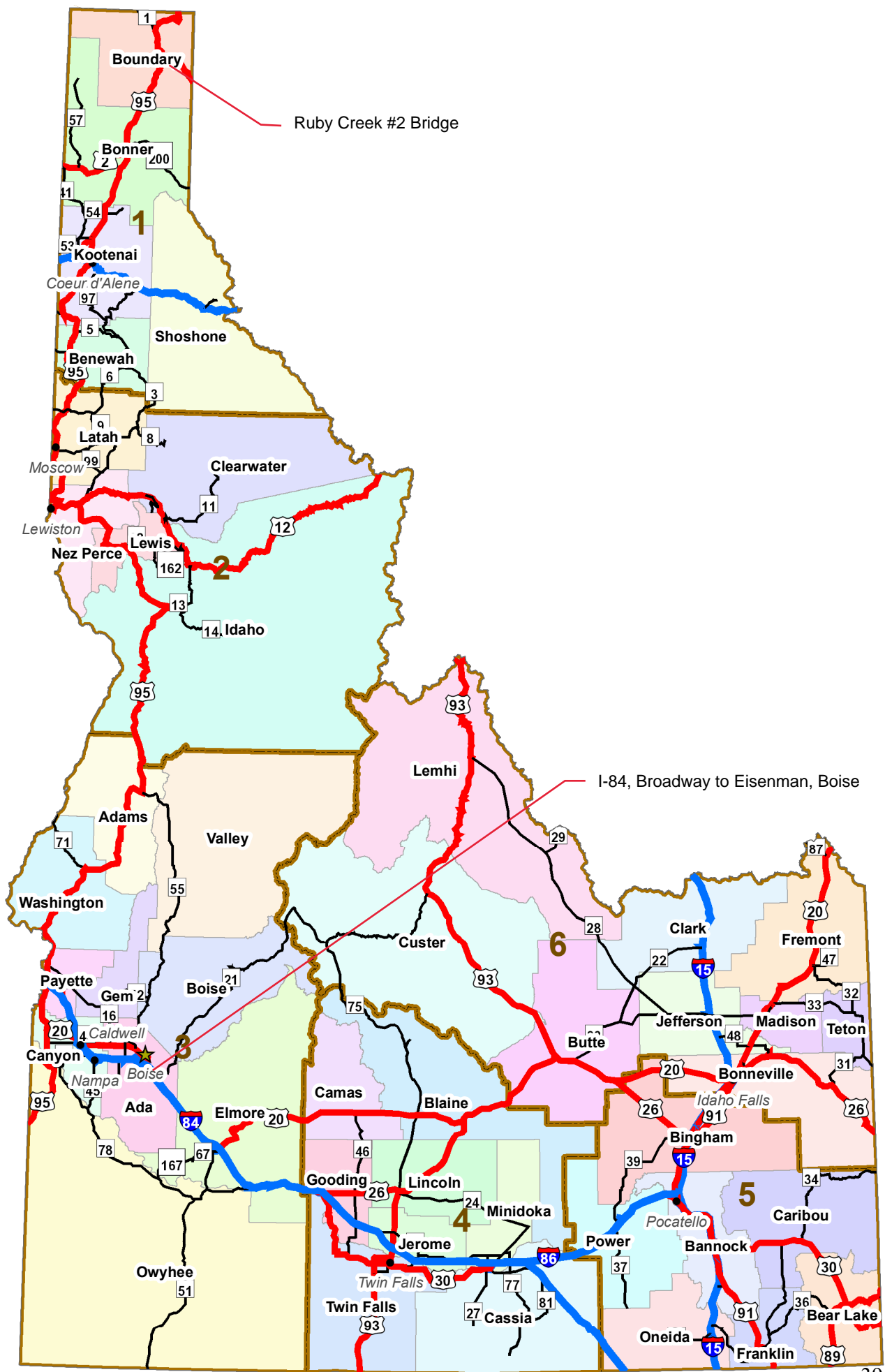
Contracts requiring Board Approval to Award -Justification received 10/01/20 to 10/30/20	
ITD	Local
1	1

## Recommendations

In accordance with board policy 4001, the construction contracts 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 (For FFY21)

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
----------	---------	-------	--------------	--	-------------	-----------	---------	---------

3	<b>20738</b>	I-84	10/6/2020		4	\$1,623,223.25	\$1,859,669.00	\$236,445.75
I-84, Broadway to Eisenman, Boise						Federal		115%
Contractor: H-K Contractors Inc.								

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
----------	---------	-------	--------------	--	-------------	-----------	---------	---------

LHTAC(1)	<b>19046</b>	OFF SYS	10/27/2020		6	\$637,018.08	\$886,000.00	\$248,981.92
Ruby Creek #2 Bridge						Federal		139%
Contractor: Braun-Jensen Inc.								

DATE OF BID OPENING - OCTOBER 6, 2020 - IDAHO FEDERAL AID FINANCED  
PROJECT

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IDAHO FEDERAL AID Project No. A020(738)  
Key No. 20738  
I-84, BROADWAY TO EISENMAN, BOISE  
Ada County

---

DESCRIPTION: The work on this project consists of performing preventative pavement maintenance on Interstate 84 between MP 54.30 & MP 60.10 in Ada County, and on State Highway 21 between MP 0.00 & MP 0.80

BIDDERS:

H-K CONTRACTORS, INC. IDAHO FALLS, ID	\$1,859,669.00
KNIFE RIVER CORPORATION - MOUNTAIN WEST Boise, ID	\$1,917,602.50

2 BIDS ACCEPTED (2 irregular – DBE)

ENGINEER'S ESTIMATE - \$1,623,223.25

LOW BID - 115% 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: 2020.10.30

11:00:36 -06'00'

**DANA DIETZ P.E.**

Contracts Engineer

---

Date



**DATE:** October 29, 2020

**Program Number(s):** I183060

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

**Key Number(s):** 20738

 Jason D Brinkman  
2020.10.29 20:33:25 -06'00'

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

**Program Name:** I-84, Broadway to Eisenman, Ada Co.

**RE:** Justification of Bid Award

### Statement of Facts.

On October 6, 2020, bids were opened for the above referenced project. The Apparent Low Bid of \$1,859,669.00 exceeded the Engineer's Estimate of \$1,623,223.25 by \$236,445.75 (14.5%). The difference between the first and second accepted bid proposals was only 57,933.50 (3%).

### Bid Analysis.

The Engineer's Estimate was originally based on unit price data obtained through the Estimator program. The re-evaluation of the Engineer's Estimate also included unit pricing from a FY20 Chip Seal (Key#20203) adjacent to the captioned project limits.

Two major items contributing to the difference between the Apparent Low Bid and the Engineer's Estimate were the Chip Seal item and the Temporary Traffic Control Item.

Item #	Description	Quantity	Unit	Est Price	Bid Price	Difference
403-300A	Chip Seal	444,410	SY	\$2.30	\$2.80	\$222,205.00
S904-05A	Temp Traffic Control	1	LS	\$75,900.00	\$114,000.00	\$38,100.00
<b>Total Difference from these items</b>						<b>\$260,305.00</b>
<b>% of Difference in Engineer's Estimate (\$236,445.75)</b>						<b>110%</b>

403-300A Chip Seal Warranty: The captioned project has a start window of 05/15/2020 to 06/19/2021, which is at the very beginning of the annual work window for chip seals. The potential for lower temperatures introduces risk for reduced contractor productivity. The captioned project is also primarily located on a high volume freeway, which presents additional risks associated with production, safety, and the potential for damage claims. While risks were considered when estimating the unit price of \$2.30, as noted in the Engineer's Estimate, the fact that all bids were significantly higher indicates that the Engineer should have priced more risk and inefficiency.

S904-05A Temporary Traffic Control: The Engineer's Estimate failed to provide traffic control maintenance funding included in the lump sum item. The Temporary Traffic Control for the FY20 Chip Seal project is mostly commensurate with the captioned project in terms of location, quantity

and maintenance. Given the similarities, had we used the same pricing on this project as was bid on the FY20 project, the lump sum price would have been \$115,260.00 for this item.

The October bid opening date was a favorable bid opening date, and with the close proximity of accepted bids, the district does not believe that re-advertisement would result in lower prices.

**Final Recommendation:**

The District has obtained additional funds through statewide balancing, and recommends award of this contract.



DATE OF BID OPENING - OCTOBER 27, 2020 - IDAHO FEDERAL AID FINANCED  
PROJECT

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IDAHO FEDERAL AID Project No. A019(046)  
Key No. 19046  
RUBY CREEK #2 BRIDGE  
Boundary County

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DESCRIPTION: The work on this project consists of replacing the Ruby Creek #2 Bridge and  
realignment of the approaches in Boundary County at MP 100.691.

BIDDERS:

BRAUN-JENSEN, INC. PAYETTE, ID	\$886,000.00
CLEARWATER CONSTRUCTION, INC. dba CLEARWATER WESTERN BOISE, ID	\$946,000.00
S & L UNDERGROUND, INC. BONNERS FERRY, ID	\$986,426.00
C.E. KRAMER CRANE AND CONTRACTING, INC. NAPLES, ID	\$1,054,211.00
LARIVIERE, INC RATHDRUM, ID	\$1,138,501.80

5 BIDS ACCEPTED (1 irregular – DBE)

ENGINEER'S ESTIMATE - \$637,018.08

LOW BID - 139% 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: 2020.10.28 11:38:33  
-06'00'  

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**DANA DIETZ P.E.**  
Contracts Engineer

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Date

**Local Highway Technical  
Assistance Council**

3330 Grace Street  
Boise, Idaho 83703

Phone 208.344.0565  
Fax 208.344.0789

[www.lhtac.org](http://www.lhtac.org)



Todd Smith  
Chairman

Robert (BJ) Berlin  
Vice Chairman

Neal Gier  
Secretary/Treasurer

Jeff R. Miles, P.E.  
Administrator

**Date:** October 28, 2020

**Project No.:** A019(046)

**To:** Monica Crider, P.E.  
Contracting Services Engineer

**Key No.:** 19046

**From:** Jeff R. Miles, PE  
Administrator

**Project Identification, County**  
Ruby Cr #2 Bridge, Boundary Co

**RE:** Justification of Bid for Award

The bid was opened on October 27, 2020 for the above reference project, LHTAC and Boundary County has reviewed the bid results. The Engineer's Estimate at bid opening was \$637,018.08. The apparent low bidder, Braun-Jensen, Inc., submitted a low bid of \$886,000.00 which is more than 10% over the Engineer's Estimate. A total of six bids were received and are within an average of approximately 5% of each other.

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

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
203-020A	REM OF BRIDGE	1 EACH	\$20,000.00	\$120,000.00	\$100,000.00
502-465A	PRESTR SLAB - 48" Width x 18" Depth	281 FT	\$400.00	\$850.00	\$126,450.00
Total Difference from these Items					\$226,450.00
% of Difference in Engineer's Estimate (\$248,981.92)					91.00%

**Analysis**

The Engineer's Estimate was based on the average unit price index provided by ITD for similar projects. LHTAC considered the rural setting, cost inflation and hauling costs for bridge items for the project. We did not fully anticipate the high level of inflation to still remain based on the current market when we considered the remote location of the project. With this information, we would have adjusted the unit price for each of the above items appropriately, which should have brought the Engineer's Estimate to within 110% of the low bid.

**Council Members**

**Association of Idaho Cities**  
Mayor Mac Pooler  
City of Kellogg

Mayor Robert (BJ) Berlin  
City of Roberts

Mayor Bruce Hossfeld  
City of Paul

**Idaho Association of Highway Districts**  
Commissioner Neal Gier  
Buhl Highway District

Commissioner Terry Werner  
Post Falls Highway District

Commissioner Gilbert Hofmeister  
Power County Highway District

**Idaho Association of Counties**  
Commissioner Phil Lampert  
Benewah County

Commissioner Mark Rekow  
Gem County

Commissioner Todd Smith  
Madison County

**Ex-Officio Members**  
Kelley Packer, Executive Director  
Association of Idaho Cities  
  
Nick Veldhouse, Executive Director  
Idaho Association of Highway Districts  
  
Seth Grigg, Executive Director  
Idaho Association of Counties

This bridge replacement project addresses a significant structural deficiency in the bridge and in order to increase safety for all roadway users, needs to be awarded in the 2020 construction season.

Additional funding to cover the contract award is made available through prior bid savings. Boundary County is prepared to provide the additional estimated match of \$30,628.35. LHTAC does not believe, based on current conditions related to the COVID-19 virus, that re-advertisement would result in lower estimates.

### **Recommend for Award**

LHTAC and Boundary County have reviewed the bids and they appear reasonable in the current bidding climate and very rural location of the project. It is the recommendation of LHTAC and Boundary County to award the construction project to the apparent low bidder.

It is the desire of the Sponsor and LHTAC to award the construction project to the apparent low bidder.

Sincerely,



Jeff R. Miles, P.E.  
Administrator

Cc: Renee Nelson – Boundary County Road and Bridge  
Rusty Leahy, P.E., David Evans & Associates, Inc.

**Boundary County Commissioners**

*Dan R. Dinning, Chairman  
Wally Cossairt, Commissioner  
Walt Kirby, Commissioner*



Telephone (208) 267-7723  
Fax: (208) 267-7814  
commissioners@boundarycountyid.org

**BOUNDARY COUNTY  
P. O. Box 419  
Bonners Ferry, ID 83805**

Thursday, October 29, 2020

Local Highway Technical Assistance Council (LHTAC)  
Attn: Dan Coonce  
3330 W Grace Street  
Boise, ID 83703

RE: KN 19046 Ruby Creek Bridge #2, Boundary County

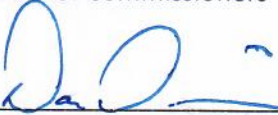
Dear Mr. Coonce,

In regards to the above referenced project, Boundary County wishes to proceed with awarding the bid to the lowest acceptable bidder. If for some reason the apparent low bidder is disqualified, please accept the next lowest acceptable bidder.

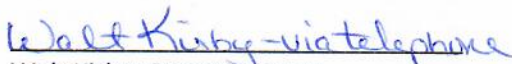
Boundary County is committed to provide the additional match of 7.34%.

Respectfully,

Boundary County  
Board of Commissioners

  
\_\_\_\_\_  
Dan R. Dinning, Chairman

  
\_\_\_\_\_  
Wally Cossairt, Commissioner

  
\_\_\_\_\_  
Walt Kirby, Commissioner

cc: Boundary County Road and Bridge Department



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 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
------------	----------	--------------

## 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 9/30/20					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
65	25	8	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 09/29/20 to 9/30/20	
ITD	Local
3	0

### FUTURE ACTIONS

The Current Advertisement Report is attached.

### Recommendations

For Information Only.

### Board Action

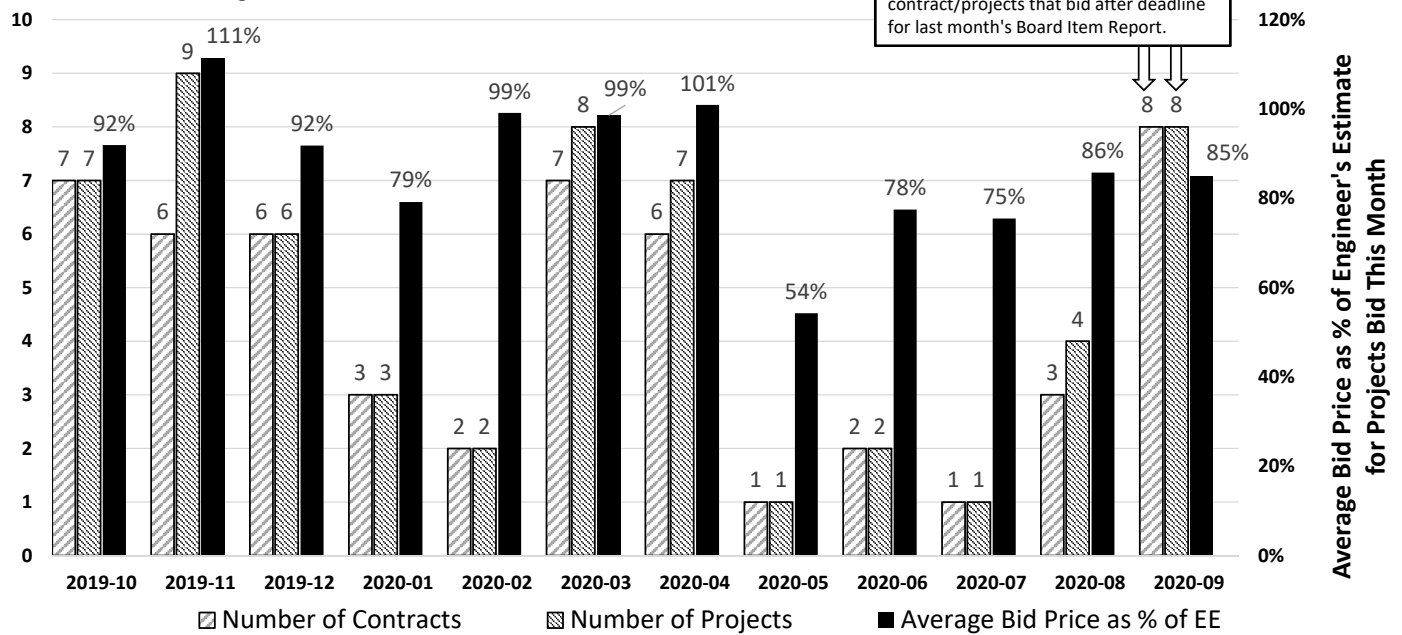
☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

## FFY20 State Infrastructure Project Bid Results: YTD Summary By Cost

58 Projects YTD through September 30, 2020 (End of Federal Fiscal Year 2020)

YTD Total for all 58 projects:

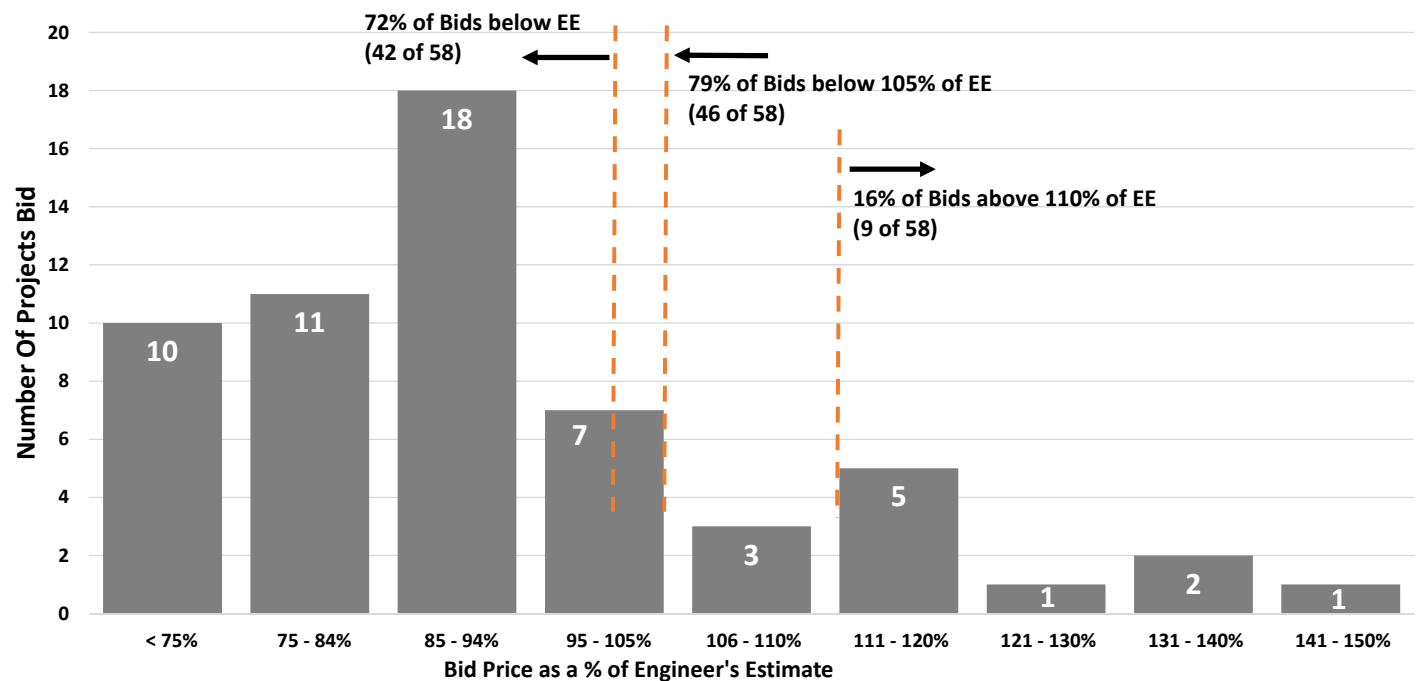
Ratio of Bid Costs / Engineer's Estimates = \$242.1 / \$256.0M = 94.6%



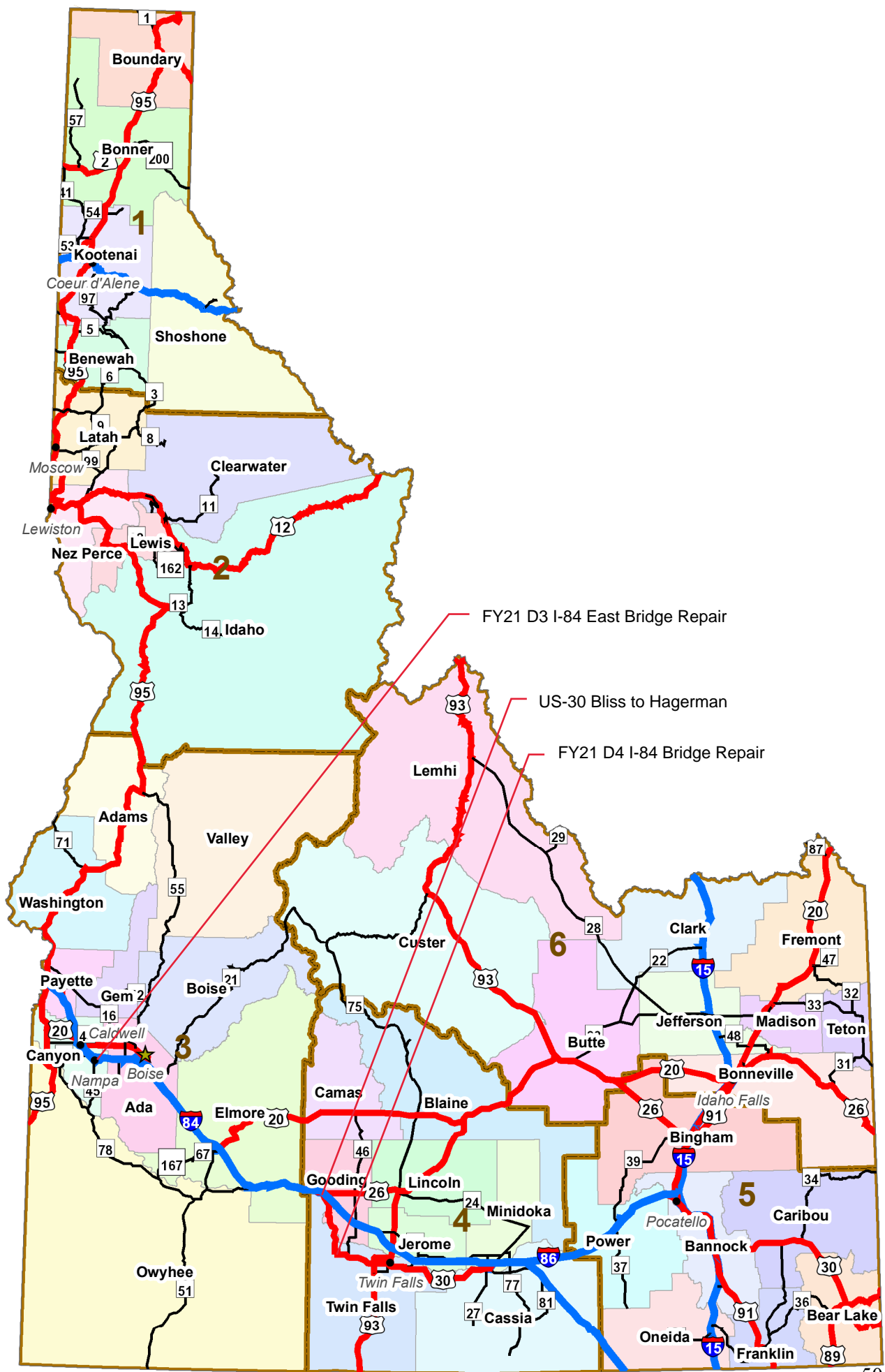
Notes: 1) Local Project are not included 2) Contracts may have multiple Projects

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

58 Projects YTD through September 30, 2020 (End of Federal Fiscal Year 2020)



Note: Local Projects are not included



## Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING (09/01/20-09/30/20 - FFY20)

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	<b>19830</b>	US-30	9/29/2020	3	\$2,886,503.02	\$2,474,962.70	<b>(-\$411,540.32)</b>
US-30, Bliss to Hagerman							86%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	<b>20025</b>	I-84	9/29/2020	5	\$2,370,904.86	\$1,932,859.14	<b>(-\$438,045.72)</b>
FY21 D4 I-84 Bridge Repair							82%
Contractor: Cannon Builders Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	<b>20251</b>	I-84	9/29/2020	6	\$1,272,406.70	\$952,099.70	<b>(-\$320,307.00)</b>
FY21 D3 I-84 East Bridge Repair							75%
Contractor: Cannon Builders Inc					Federal		





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed \_\_\_\_\_

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

## Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

## Background Information

### INFORMATION

The following table summarizes the contracts bid since the start of the fiscal year by jurisdiction, along with those requiring Board approval to award and Board approval to reject. The attached chart only shows the ITD State Infrastructure Projects listed by Summary of Cost and Summary of Contract Count.

#### NOTE:

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

Year to Date Bid Summary 10/01/20 to 10/30/20					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
8	4	1	1	0	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 10/01/20 to 10/30/20	
ITD	Local
7	3

### FUTURE ACTIONS

The Current Advertisement Report is attached.

### Recommendations

For Information Only.

### Board Action

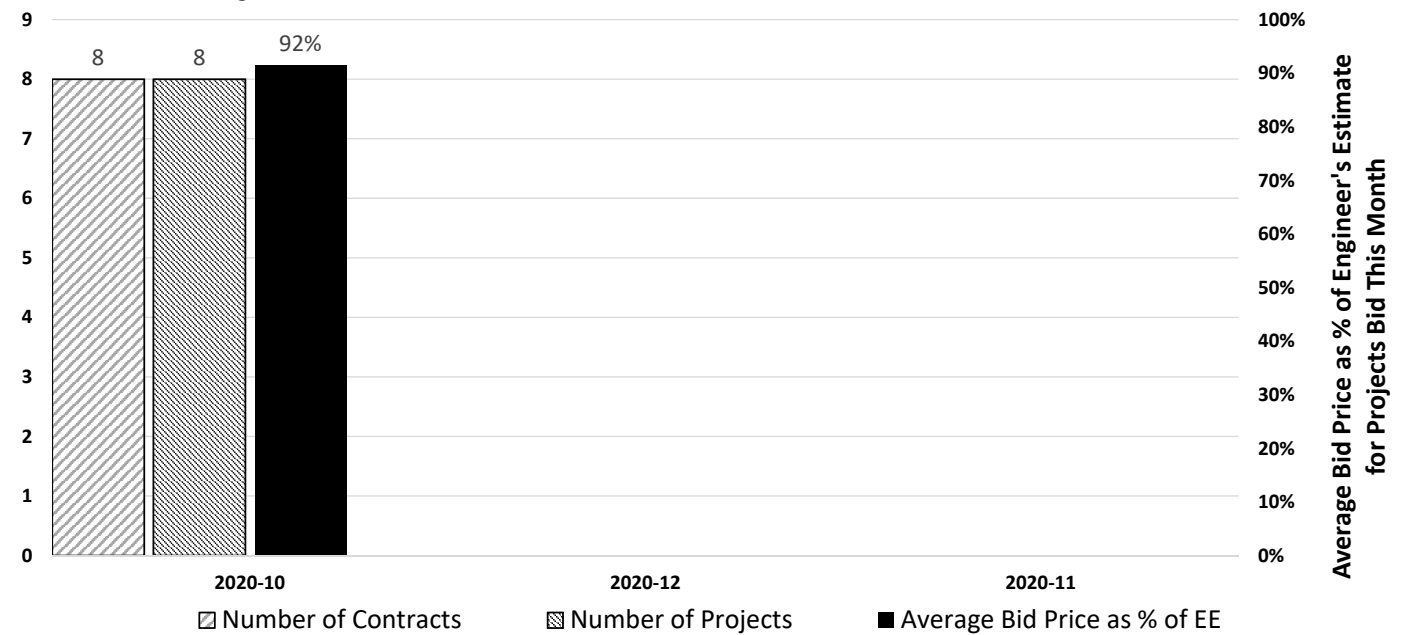
☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

## FFY21 State Infrastructure Project Bid Results: YTD Summary By Cost

### 8 Projects YTD through October 30, 2020

YTD Total for all 8 projects:

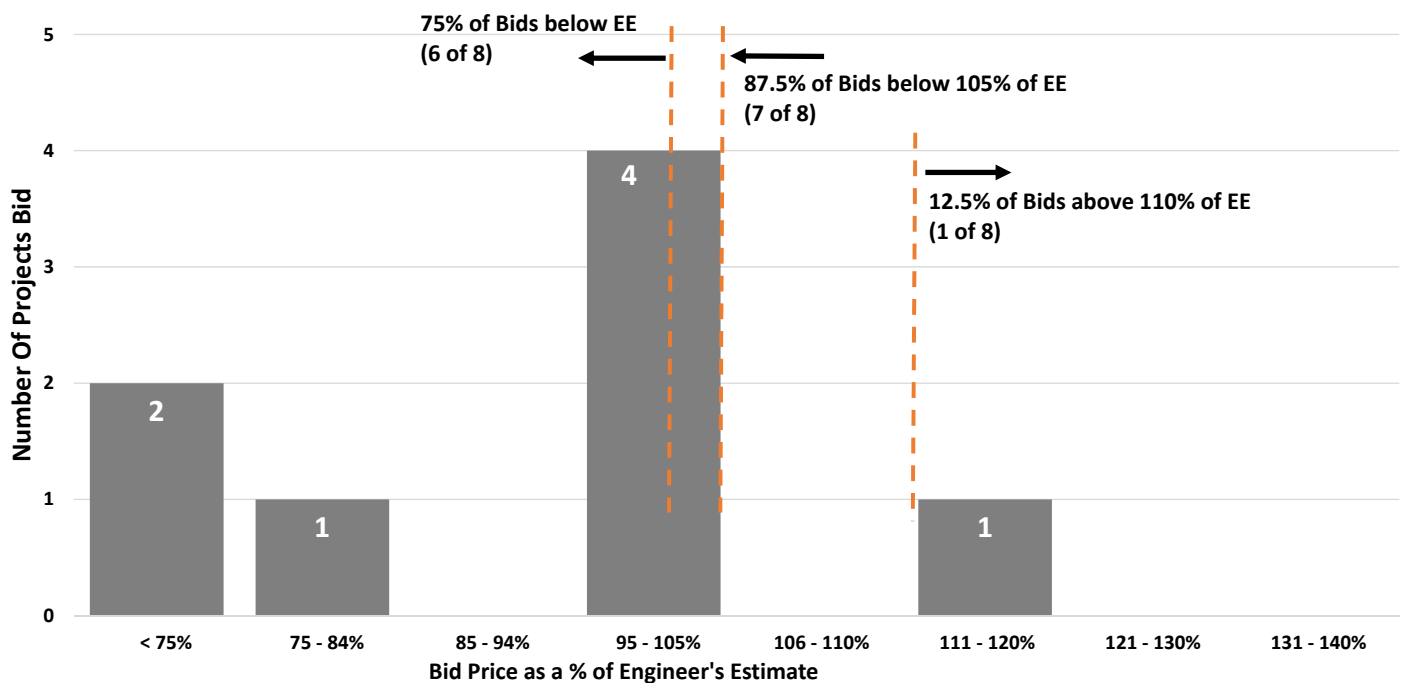
Ratio of Bid Costs / Engineer's Estimates = \$55.1 / \$60.2M = 91.5%



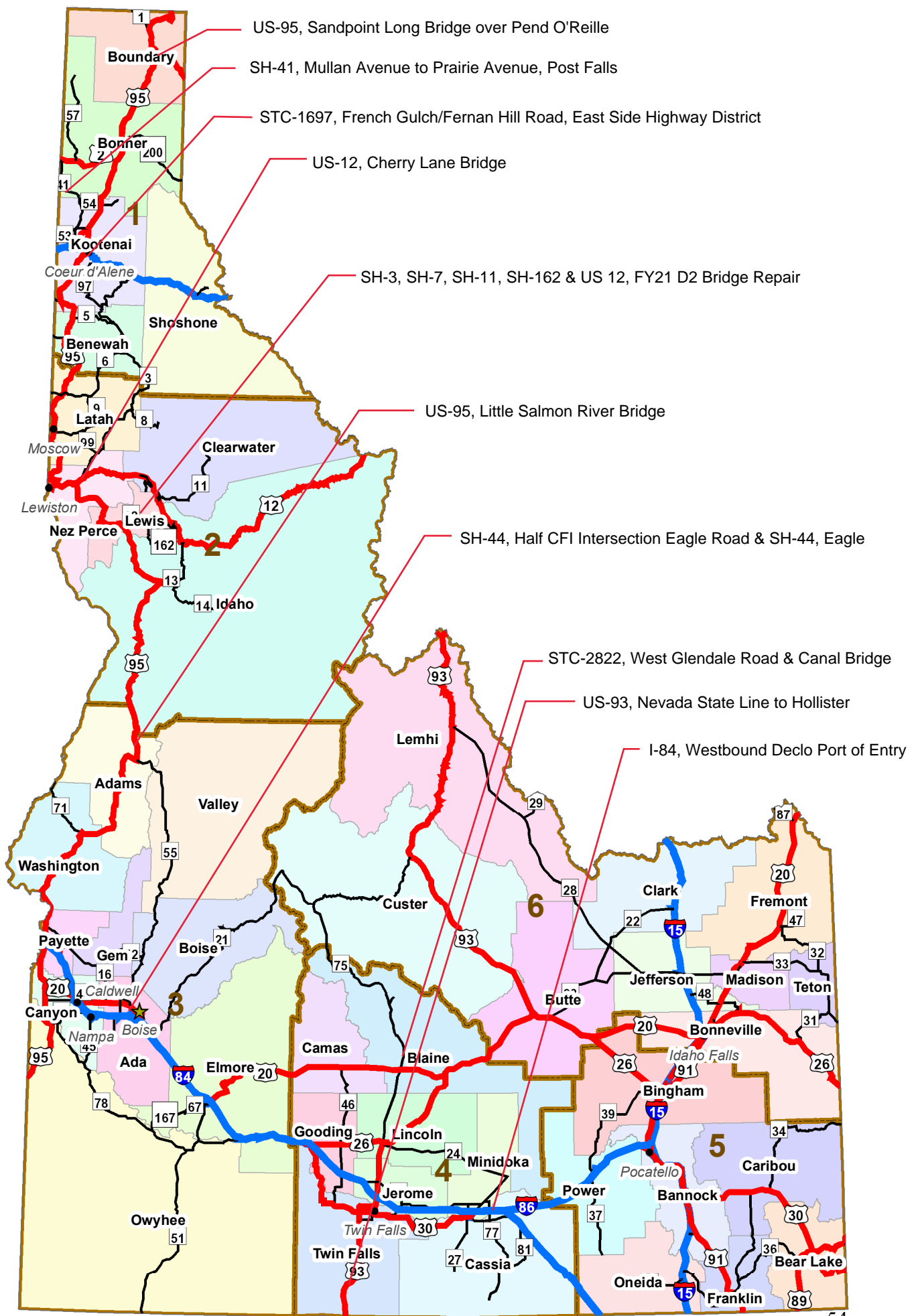
Notes: 1) Local Project are not included 2) Contracts may have multiple Projects

## FFY21 State Infrastructure Project Bid Results: YTD Summary By Project Count

8 Projects YTD through October 30, 2020



Note: Local Projects are not included



## Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING (For FFY21)

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
2	<b>20112</b>	SH-3, SH-7, SH-11, SH-162 & US-12	10/6/2020	5	\$999,999.80	\$513,513.00	<b>(-\$486,486.80)</b>
SH-3, SH-7, SH-11, SH-162 & US-12, FY21 D2 Bridge Repair							51%
Contractor: The Truesdell Corporation					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	<b>13476</b>	SH-44	10/6/2020	4	\$6,223,363.83	\$6,161,467.68	<b>(-\$61,896.15)</b>
SH-44, Half CFI Intersection Eagle Road & SH-44, Eagle							99%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	<b>20191</b>	I-84	10/6/2020	3	\$10,723,302.30	\$10,867,817.00	\$144,514.70
I-84 Westbound Declo Port of Entry							101%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	<b>19399</b>	US-95	10/20/2020	4	\$3,555,627.78	\$2,980,000.00	<b>(-\$575,627.78)</b>
US-95, Little Salmon River Bridge							84%
Contractor: Braun-Jensen Inc.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	<b>19248</b>	US-95	10/20/2020	6	\$13,390,248.10	\$9,680,932.22	<b>(-\$3,709,315.88)</b>
US-95, Sandpoint Long Bridge over Pend O'Reille							72%
Contractor: McMillen Jacobs Associates					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	<b>19866</b>	US-93	10/20/2020	5	\$1,706,737.00	\$1,636,581.89	<b>(-\$70,155.11)</b>
US-93, Nevada State Line to Hollister							96%
Contractor: Geneva Rock Products Inc.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	<b>19682</b>	SH-41	10/27/2020	7	\$21,964,803.89	\$21,379,646.31	<b>(-\$585,157.58)</b>
SH-41, Mullan Avenue to Prairie Avenue, Post Falls							97%
Contractor: Scarsella Bros., Inc.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(4)	<b>13998</b>	OFF SYS	10/27/2020	2	\$1,735,329.33	\$1,608,105.00	<b>(-\$127,224.33)</b>
STC-2822, West Glendale Road & Canal Bridge							93%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(1)	<b>20094</b>	OFF SYS	10/27/2020	4	\$999,379.10	\$868,610.86	<b>(-\$130,768.24)</b>
STC-1697, French Gulch/Fernan Hill Road, East Side Highway District							87%
Contractor: Interstate Concrete & Asphalt Co.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(2)	<b>22638</b>	US-12	10/27/2020	4	\$16,195,348.00	\$15,792,205.60	<b>(-\$403,142.40)</b>
US-12, Cherry Lane Bridge							98%
Contractor: Cascade Bridge LLC					Federal		

## Monthly Contract Advertisement As of 10-30-2020

District	Key No.	Route	Bid Opening Date
4	<b>20066</b>	SH-25	11/17/2020
SH-25, Kasota to Paul \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
4	<b>20217</b>	SH-25	11/17/2020
SH-25, MP 18 to Ridgeway IC \$5,000,000 to \$10,000,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(6)	<b>20516</b>	OFF SYS	11/17/2020
E River Road (N 5th W) Curve Improvements \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
4	<b>19998</b>	SH-75	11/24/2020
SH-75, Main Street, Hailey \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
3	<b>20156</b>	SH-19	11/24/2020
SH-19, Downtown Homedale Reconstruction \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(3)	<b>12048</b>	OFF SYS	11/24/2020
STC-7807, South Cemetery Road; SH-44 to Willow Creek, Middleton \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
3	<b>21852</b>	US-95	12/1/2020
US-95, I-84 to Gayway Jct. \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
2	<b>19870/20193</b>	US-95	12/1/2020
US-95, Westlake Road to CulDeSac \$5,000,000 to \$10,000,000			Federal

District	Key No.	Route	Bid Opening Date
4	<b>20236</b>	US-93	12/1/2020
US-93, Shoshone to Marley Road \$5,000,000 to \$10,000,000			Federal



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

Meeting Date November 19, 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 twenty-three (23) new professional services agreements and work tasks totaling **\$3,282,507** and seven (7) supplemental agreements to existing professional services agreements totaling **\$852,382** from September 24, 2020 through October 27, 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		
<b>Resources not Available</b>									
Planning			1						1
Environmental			2			1	2		5
Surveying				1					1
Construction	1			1	1				3
Public Involvement			1						1
Materials				3					3
Design		1		3					4
Sign Inspection			2						2
<b>Special Expertise</b>									
<b>Local Public Agency Projects</b>			3						3
<b>Total</b>	1	1	9	8	1	1	2		23



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### **For ITD District Projects:**

Twenty (20) new professional services agreements and work tasks were processed during this period totaling **\$2,969,959**. Six (6) supplemental agreements totaling **\$848,082** were processed.

#### **District 1**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Granite North & Frontage Roads, Bonner County	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services, Year 1 - 2020	Individual Project Solicitation	HDR Engineering	\$148,063

#### **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, Culdesac Canyon Passing Lane Phase 5, Nez Perce County	Resources not available: Design	Roadway Design, Phase 1: Advance Field Work	Individual Project Solicitation	Horrocks Engineers	\$482,907

#### **District 3**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 84 Blacks Creek Road Interchange, Ada County	Resources not available: Sign Inspection	Structural Steel Cantilever Sign Inspections	Direct from Term Agreement	Bureau Veritas North America	\$4,500
I 84, Northside Boulevard to Franklin Boulevard, Nampa	Resources not available: Sign Inspection	Structural Steel Cantilever Sign Inspections	Direct from Term Agreement	Bureau Veritas North America	\$26,404





## Board Agenda Item

ITD 2210 (Rev. 10-13)

SH 16, I 84 to US 20/26 & SH 44 Interchange, Ada & Canyon Counties	Resources not available: Environmental	Environmental Re-evaluation, Phase 1	Direct from Term Agreement	Bionomics Environmental	\$11,700
SH 44, Intersection SH 16 to Linder Road, Ada County	Resources not available: Environmental	Provide a Noise Analysis	Direct from Term Agreement	Bionomics Environmental	\$18,019
SH 44, Half Continuous Flow Intersection Eagle Road & SH 44, Eagle	Resources not available: Public Involvement	Public Involvement Services during Construction	Direct from Term Agreement	HDR Engineering	\$54,639
I 84, Caldwell to Karcher, Canyon County	Resources not available: Planning	Traffic Analysis	Direct from Term Agreement	Six Mile Engineering	\$10,160

### District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY16 D4 Materials Reconnaissance	Resources not available: Materials	Provide Geotechnical Engineering Services	Direct from Term Agreement	Innovate Geotechnical, PLLC	\$26,840
US 93, Hollister North City Limits to 3250 North, Twin Falls County	Resources not available: Design	Materials, Survey & Environmental Services	RFI from Term Agreement	Jacobs Engineering Group	\$238,235
US 26, Lateral Canal Bridge & X Canal Bridge, Gooding County	Resources not available: Construction	Inspection & Materials Testing Services	Direct from Term Agreement	Atlas Technical Consultants LLC	\$64,765
SH 46, Intersection East 2000 South, Gooding County	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Forsgren Associates	\$35,378
US 93, 3250 North to 3800 North, Twin Falls County	Resources not available: Design	Materials, Survey & Environmental Services	RFI from Term Agreement	Jacobs Engineering Group	\$168,481



## Board Agenda Item

ITD 2210 (Rev. 10-13)

FY16 D4 Materials Reconnaissance	Resources not available: Materials	Geotechnical/ Materials Data Report	Direct from Term Agreement	Strata	\$49,558
FY20 D4 Materials Reconnaissance	Resources not available: Materials	Geotechnical Engineering Services for US 93 between Mile Post 208 & Milepost 223.8	Direct from Term Agreement	Innovate Geotechnical, PLLC	\$49,844
US 93, 3800 North to Interchange 93/30, Twin Falls County	Resources not available: Design	Materials, Survey & Environmental Services	RFI from Term Agreement	Jacobs Engineering Group	\$97,736

### District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 91, Shelley North City Limits to York Road, Phase 2	Resources not available: Construction	Materials Testing, Inspection & Ticket Taking Services	RFI from Term Agreement	Atlas Technical Consultants LLC	\$499,639

### District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, Chester to Ashton, Fremont County	Resources not available: Environmental	Environmental & Permitting Services, Phase 2	Individual Project Solicitation	Jacobs Engineering Group	Prev: \$722,495 <b>This: \$909,360</b> Total: \$1,631,855  Board Approved \$2.8M during October 2020 Meeting



# 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>
FY 11 Biological & Environmental Services	Resources not available: Environmental	Best Management Practices (BMP) Manual Update	Direct from Term Agreement	Logan Simpson	\$60,420
Motor Vehicle Waste Disposal Well Limited Site Investigation, Aeronautics Site	Resources not available: Environmental	Waste Disposal Well Limited Site Investigation	Direct from Term Agreement	GeoEngineers	\$13,311

## Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	US 95, Alderson Lane to Kootenai River/Railroad Bridge Bonners Ferry	David Evans and Associates	4/2020, Additional Construction Engineering & Inspection Services	Additional Construction Engineering & Inspection Services	Prev: \$137,100 <b>This: \$12,385</b> Total: \$149,485
3	SH 44, Corridor Preservation; Junction I 84 to Eagle	AECOM Technical Services	10/2011, Corridor Preservation Services	Traffic Study Addendum	Prev: \$1,862,265 <b>This: \$27,375</b> Total: \$1,889,640  Board Approved \$1.9M during June 2019 Meeting
3	I 84, Ustick Road & Middleton Road Overpasses, Canyon County	David Evans and Associates	2/2019, Bridge & Roadway Design through PS&E	Design Revisions to Include Waterline	Prev: \$3,429,161 <b>This: \$43,374</b> Total: \$3,472,535  Board Approved \$3.5M during February 2019 Meeting



## Board Agenda Item

ITD 2210 (Rev. 10-13)

4	I 84, I 86 Salt Lake System Interchange	Horrocks Engineers	6/2018, Construction Inspection, Sampling & Testing Services	Additional Laboratory & Field Testing Services	Prev: \$1,500,000 <b>This: \$140,647</b> Total: \$1,640,647  Board Approved \$1.7M during May 2018 Meeting
5	I 15, UPRR Inkorn Overpass	HDR Engineering	11/2017, Roadway & Bridge Design through PS&E	Final Design through PS&E	Prev: \$657,182 <b>This: \$576,089</b> Total: \$1,233,271  Board Approved \$1.4M during June 2020 Meeting
5	I 15, Northgate Interchange, Chubbuck	Civil Science	10/2018, Construction Engineering, Inspection, Sampling & Testing	Additional Administrative Tasks & Project Closeout Services	Prev: \$1,291,500 <b>This: \$48,212</b> Total: \$1,339,712  Board Approved \$1.4M during October 2018 Meeting

### For Local Public Agency Projects:

Three (3) new professional services agreements totaling **\$312,548** were processed during this period. One (1) supplemental agreements totaling **\$4,300** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Intersection of Linder & Deer Flat Roads, Kuna	Ada County Highway District	Materials Testing during Construction	Direct from Term Agreement	GeoTek	\$11,894
Grimes City Pathway, Nampa	City of Nampa	Construction Engineering & Inspection Services	Direct from Term Agreement	T-O Engineers	\$34,972
Intersection of Lone Star & Middleton Road, Nampa	City of Nampa	Construction Engineering, Inspection & Testing Services	RFI from Term Agreement	HDR Engineering	\$265,682



## 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	Seltice Way Congestion Mitigation, Post Falls	Ruen-Yeager & Associates	3/2018, Contract Administration, Inspection, Materials Sampling, Materials Testing & Project Documentation Services	Additional Construction, Engineering & Inspection Services due to Change Orders	Prev: \$174,800 <b>This: \$4,300</b> Total: \$179,100

### Recommendations

For Information Only

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Monica Crider	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By LSS
Preparer's Name Barbara Waite	Preparer's Title Railroad/Utility Manager	Initials BW	

### Subject

Annual report, Rail-Highway Crossing Program 2019		
Key Number	District	Route Number

### Background Information

Board Policy 4085 specifies a report be made to the Board annually on the status of the State Railroad Grade Crossing Protection Fund (Fund), which receives an annual allotment of \$250,000 in accordance with Idaho Code 63-2412(c) and 62-304. This Fund provides money and match for projects in the *Rail-Highway Crossing Program*. Projects in this program are incorporated into Idaho Transportation Improvement Program. The goal of this program is to reduce the number and severity of vehicle-train collisions at public rail-highway crossings, which is in alignment with the Idaho Transportation Department's Strategic Plan's mission of "Your Safety" by providing the safest transportation system possible through reductions in serious injuries and fatalities. The Fund also provides \$25,000 to support public education and safety programs which promote awareness of public safety at railroad grade crossings.

Additional information is available in the attached Highway Safety Improvement Program – IDAHO RAILWAY-HIGHWAY CROSSING PROGRAM, 2020 ANNUAL REPORT.

### 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	_____	



IDAHO

## RAILWAY-HIGHWAY 2020 ANNUAL REPORT



U.S. Department of Transportation  
Federal Highway Administration

Photo source: Montana Department of Transportation



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## **Disclaimer**

### ***Protection of Data from Discovery Admission into Evidence***

23 U.S.C. 148(h)(4) states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.

23 U.S.C. 409 states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data."

## Executive Summary

A comprehensive approach to safety of a transportation system, whether used by “vehicles and pedestrians” or “trains and freight,” including the 4Es has proven to be the best way to achieve significant reductions in fatalities and injuries. The elements of the 4Es are engineering, education, enforcement, and emergency medical services (EMS).

The 4Es principle is used at locations where railroad systems and public road systems intersect one another, called public rail-highway crossings (Crossings). These Crossings are engineered with safety as a goal in accordance with AASHTO standards and delineated in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) as adopted by Idaho. Twelve (12) railroad companies operate in Idaho with 1,468 Crossings, of which 1,212 are at-grade. Over the years and when sufficient funding is available, grade separation structures have been constructed to eliminate vehicle-train collisions. The remaining at-grade crossings are made safer by installing signage and delineation in accordance with the MUTCD and in compliance with FHWA and Federal Railroad Administration (FRA) public crossing safety requirements. With use of Federal Section 130 and Idaho's State Rail Protection Account funds, the number of active at-grade crossings throughout the state continues to increase.

Since the late 1990's, Idaho Transportation Department (ITD) has had experimental approval from FHWA to display an object marker sign, called an IdaShield at public passive crossings. The IdaShield signs, providing enhanced visibility to users especially in low-light/night driving conditions, had been co-located on the railroad's crossbuck post at all public passive crossings throughout Idaho for 20+ years. Per FHWA directive letter of October 11, 2017, no new or replacement IdaShield signs have been installed since that date. Remaining IdaShield signs have been or are planned to be removed statewide in conjunction with the mandated installation of standardized crossbuck signage per the Manual on Uniform Traffic Control Devices. The Idaho Legislature passed legislation in early 2019 that required YIELD signs at public passive crossings rather than the previous requirement of mandatory STOP signs. STOP signs remain in place at locations where justified by an engineering study.

A summary of rail-highway crossings in Idaho and their safety devices are shown later in this report.

Educating motorist and pedestrians in the safe use at Crossings is provided by various entities including Idaho Operation Lifesaver (IOL). Education provided by IOL stresses that trains cannot turn left or right to avoid an object on the track and emphasizes the long distances required to stop a train (typically a combination of locomotives and rail cars) can be a mile or more depending upon train speed and total train weight. ITD supports IOL's educational activities through an annual State funded grant and membership on the IOL Board of Directors.

IOL works with law enforcement and railroad owners on numerous activities, such as: the Officer On A Train program, railroad right-of-way trespass violations and awareness, Adopt a Crossing program, short-length television and radio Public Service Announcements, etc. IOL uses a priceless tool -- Volunteers, who:

- Make presentations to schools, trucking firms, and other interested parties
- Operate informational booths at regional fairs, city safety events, and other public events.

## Introduction

Title 23 of United States Code (USC) Section 130 provides funding to States annually for the elimination of hazards at railway-highway crossings. One of the requirements of 23 USC 130 is that States must submit an annual report on the progress and effectiveness of implementing the program. The report shall include, but not be limited to, the number of projects undertaken, their distribution by cost range, road system, nature of treatment, and subsequent crash experience at improved locations.

## Program Structure

### **Reporting period for railway-highway crossing program funding.**

Federal Fiscal Year

### **Describe how funds are distributed and administered in the State.**

#### **Describe how funds are distributed and administered in the State.**

Several years ago a team was established to nominate, prioritize and manage rail-highway safety projects. This team, under the direction of the ITD Railroad/Utility Manager, is referred to as the ROAST - Rail Operations And Safety Team. Each of the six ITD districts are represented on the ROAST along with ITD Design/Traffic Engineer, ITD Safety Manager, Idaho Operation Lifesaver, Idaho Public Utilities Commission representatives and an FHWA representative, with input and suggestions from local agencies and rail companies. Meetings, conference calls and group emails are held to discuss and schedule rail-highway safety projects. Field diagnostic reviews are completed as needed which include pertinent stakeholders, i.e. ROAST member(s), law enforcement, railroad personnel, road authority personnel, etc.

### **Describe the method(s) used for project selection.**

The ROAST (Rail Operation And Safety Team) is responsible for nominating, analyzing, selecting and prioritizing Grade Crossing projects in the Rail-Highway Crossing Safety Program.

FRA's Web Accident Prediction System (WBAPS) and, when sufficient data is available, a computerized Benefit Cost Ratio analysis program are being used to assist ROAST with setting project priorities for the Rail-Highway Crossing Safety programs.

### **Describe the method(s) used to measure effectiveness (in terms of reducing fatalities and serious injuries) of the projects and program.**

The Idaho Transportation Department tracks crashes at rail-highway crossings utilizing ITD created software called WebCARS (**Web**-based**Crash Analysis Reporting System**). This software is used to analyze Before and After crash data at each individual rail-highway crossing safety improvement project location and Statewide at all rail-highway crossings.

### **Describe any noteworthy efforts the State has used to effectively deliver a successful program.**

ITD makes a concerted statewide team effort (via the ROAST) by meeting and/or conference calling quarterly to discuss programmed and proposed projects, address any potential project delay /advancement issues and make necessary adjustments to the programs. ITD includes outreach to the Local Highway Technical Assistance Council (LHTAC) for potential rail safety improvement projects on public off-system roadways. ITD frequently partners (cost sharing, labor donations, etc.) with railroad companies and local road authorities in an effort to maximize ITD's allotted Federal Section 130 and State Rail Protection Fund monies.

## 2020 Idaho Railway-Highway Crossing Program

ITD has a statewide Railroad/Utility Manager whose responsibilities include management of the Rail-Highway Crossing (safety) Program.

### **Describe the status of data acquisition and analysis efforts (including inventory and other efforts utilizing the two percent funding allowance)**

For the last few years, ITD has been partnering with a fellow state agency, the Idaho Public Utilities Commission, to accomplish the inventory data collection.

### **Input the number of crossings and program emphasis areas by crossing type.**

CROSSING TYPE	NUMBER OF CROSSINGS
At-Grade Active Warning Devices	364
At-Grade Passive Warning Devices	865
Grade-Separated RR Under Road	86
Grade-Separated RR Over Road	153
Non-Motorized Active Warning Devices	
Non-Motorized Passive Warning Devices	

### **Provide the specific program emphasis area, and if necessary a discussion of significant variations from previous reports.**

Current proposed projects emphasize enhanced safety at higher priority rail-highway crossings, the majority of these projects are on off-system (local) roads. Available unexpended funds for FY19 are being offset to a project that will widen a state highway and includes a grade-separation over Union Pacific main line in northern Idaho.

Noteworthy: State Rail funds are scheduled to be expended on a project to purchase a 1.6 mile railroad spur line in northern Idaho, which will eliminate 3 public and 1 private at grade crossings. The purchased railroad right-of-way will be a rails to trails project and an extension of the existing Prairie Trail in Coeur d'Alene and Post Falls areas. This is a project that has been well over 10 years in the making. The proposed abandonment has been submitted to the Surface Transportation Board for action/approval.

### **Describe the overall Section 130 Program effectiveness, any evaluation results, and how the results are used to improve the Section 130 Program.**

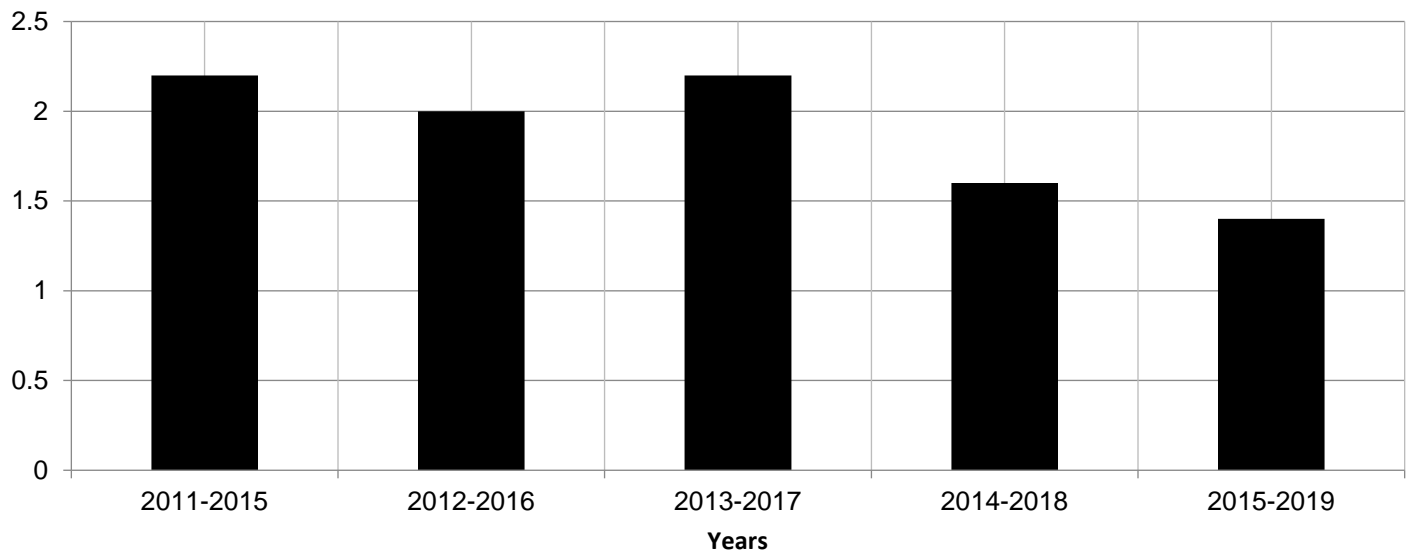
Closing public passive crossing where nearby alternative crossings exist has been a focus the last few years. However rural communities don't consider the crossing closure incentive of \$7,500 as enough encouragement. Increasing the \$7,500 crossing closure incentive amount for the local jurisdictions would likely encourage cooperation and support from those local jurisdictions and communities.

Idaho is fortunate to have a low number of incidents and fatalities at rail-highway crossings. With utilization of the Section 130 funds and Idaho's State Railroad Protection Fund, Idaho continues to see a decrease of incidents at the crossings where safety features have been installed.

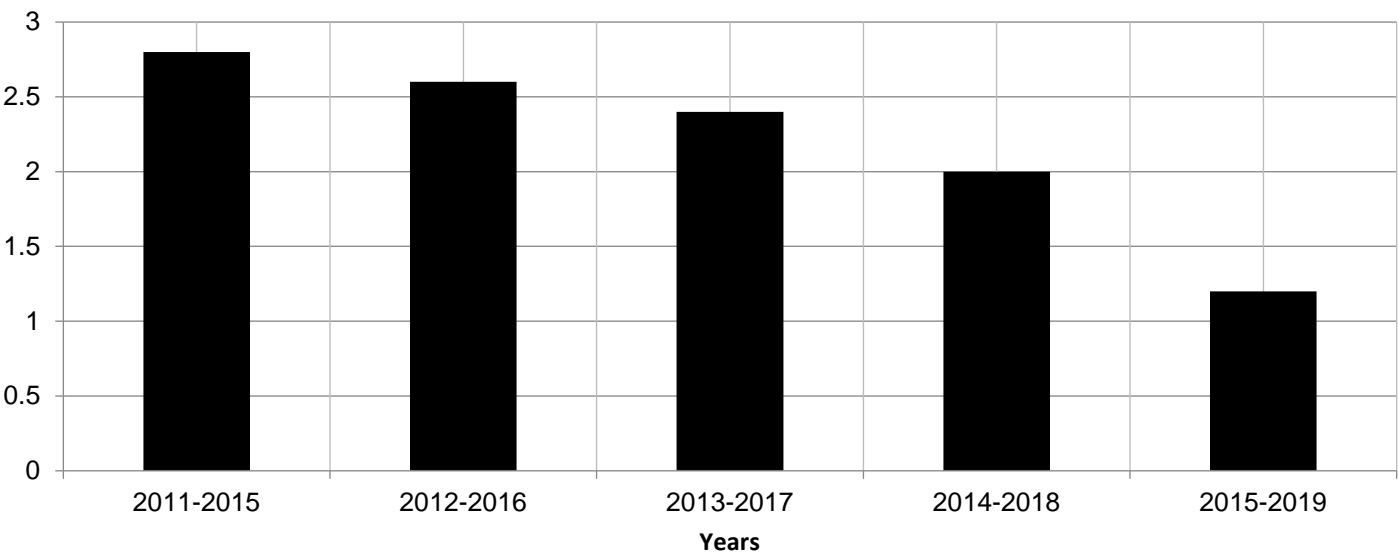
**Input data on a variety of performance measures.**

PERFORMANCE MEASURE	2011-2015 (5-yr avg)	2012-2016 (5-yr avg)	2013-2017 (5-yr avg)	2014-2018 (5-yr avg)	2015-2019 (5-yr avg)
Fatalities	2.20	2.00	2.20	1.60	1.40
Serious Injuries	2.80	2.60	2.40	2.00	1.20

**Fatalities at Railway-Highway Crossings  
5-yr avg. Performance Measure Data**



**Serious Injuries at Railway-Highway Crossings  
5-yr avg. Performance Measure Data**



## Project Metrics

List the projects obligated using RHCP funds for the reporting period.

PROJECT NUMBER	LOCATION	USDOT CROSSING NUMBER	LAND USE/AREA TYPE	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	NON-SECTION 130 FUNDING TYPE	TOTAL PROJECT COST (\$)
A019(875)	SMA-9773, N Linder Rd BVRR RRX, Meridian	819586B	Urban	Major Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	531,000	State	590,000
20056	STC-7336, N Blvd UPRR RRX, Idaho Falls	811673C	Urban	Principal Arterial-Other	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	189,000	State	210,000
18986	SMA-7150	812014B	Multiple/Varies	Principal Arterial-Other	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	489,000	State	543,000
20164	OFFSYS, Mountain View DR BNSF RRX, Bonner County	058727E	Rural	Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	409,500	State	455,000
22460	SH-19, BVRR RRX, Greenleaf	819698A	Rural	Principal Arterial-Other	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	99,000	State	110,000



# 2020 Idaho Railway-Highway Crossing Program

PROJECT NUMBER	LOCATION	USDOT CROSSING NUMBER	LAND USE/AREA TYPE	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	NON-SECTION 130 FUNDING TYPE	TOTAL PROJECT COST (\$)
20364	Offsys, N Wardell Ave, INPR RRX, Emmett	818726X	Urban	Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	225,000	State	250,000
20578	Offsys, N Johns Ave, INPR RRX, Emmett	818728L	Urban	Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	135,000	State	150,000
20098	SH-41, Prairie to Lancaster, Post Falls	123456A	Rural	Principal Arterial-Other	Grade Crossing Elimination	At-Grade Passive Warning Devices	400,000	State	400,000

Enter the crash data that is used to measure project effectiveness for both the before and after period.

KEY NUM BER	LOCAT ION	USDO T CROS SING NUMB ER	LAND USE/A REA TYPE	FUNCTI ONAL CLASS	PROJECT TYPE	CROS SING TYPE	SECT ION 130 FUN DS (\$)	NON- SECT ION 130 FUND ING TYPE	TOTA L PROJ ECT COST (\$)	BEF ORE CRA SH DAT A (YEA RS)	FATA L INJU RY [K] (BEF ORE)	SUSPE CTED SERIO US INJURY [A] (BEFO RE)	ALL INJUR Y CRAS HES [K + A + B + C] (BEF ORE)	NO APPA RENT INJUR Y [O] (BEFO RE)	TOTA L ALL CRAS HES [K + A + B + C + O + U] (BEF ORE)	AFT ER CRA SH DAT A (YEA RS)	FAT AL INJU RY [K] (AFT ER)	SUSPE CTED SERIO US INJURY [A] (AFTER )	ALL INJUR Y CRAS HES [K + A + B + C] (AFTE R)	NO APPA RENT INJUR Y [O] (AFTE R)	TOTA L ALL CRAS HES [K + A + B + C + O + U] (AFTE R)
1875 1	Off- system, Trailer Haven RRX, Bonner County	09118 3U	Rural	Local Road or Street	Active Grade Crossing Equipment Installation/ Upgrade	At- Grade Passiv e Warnin g Device s				3	0	0	0	0	0	3	0	0	0	0	0
1878 0	Cocolall a Loop Rd RRX, Bonner County	05883 8W	Rural	Local Road or Street	Active Grade Crossing Equipment Installation/ Upgrade	At- Grade Passiv e Warnin g Device s				3	0	0	0	0	0	3	0	0	0	0	0
1956 9	Off- system, Pennsyl vania Ave, RRX, City of Fruitlan d	81991 9A	Urban	Local Road or Street	Active Grade Crossing Equipment Installation/ Upgrade	At- Grade Passiv e Warnin g Device s				3	0	0	1	0	1	3	0	0	0	0	0

2020 Idaho Railway-Highway Crossing Program

KEY NUM BER	LOCAT ION	USDO T CROS SING NUMB ER	LAND USE/A REA TYPE	FUNCTI ONAL CLASS	PROJECT TYPE	CROS SING TYPE	SECT ION 130 FUN DS (\$)	NON- SECT ION 130 FUND ING TYPE	TOTA L PROJ ECT COST (\$)	BEF ORE CRA SH DAT A (YEA RS)	FATA L INJU RY [K] (BEF ORE)	SUSPE CTED SERIO US INJURY [A] (BEFO RE)	ALL INJUR Y CRAS HES [K + A + B + C] (BEF ORE)	NO APPA RENT INJUR Y [O] (BEFO RE)	TOTA L ALL CRAS HES [K + A + B + C + O + U] (BEF ORE)	AFT ER CRA SH DAT A (YEA RS)	FAT AL INJU RY [K] (AFT ER)	SUSPE CTED SERIO US INJURY [A] (AFTER )	ALL INJUR Y CRAS HES [K + A + B + C] (AFTE R)	NO APPA RENT INJUR Y [O] (AFTE R)	TOTA L ALL CRAS HES [K + A + B + C + O + U] (AFTE R)
1358 0	STC- 6803, South Yellowstone, RRX, Fremon t County	81233 7W	Urban	Local Road or Street	Active Grade Crossing Equipment Installation/ Upgrade	At- Grade Passiv e Warnin g Device s				3	0	0	0	0	0	3	0	0	0	0	0
1981 7	SH-52, Washin gton Ave RRX, Emmett	81872 5R	Urban	Principal Arterial- Other	Crossing Approach Improvements	At- Grade Active Warnin g Device s				3	0	0	0	0	0	3	0	0	0	0	0
1974 2	SH-54, Watkins Ave RRX, Athol	05885 7B	Rural	Principal Arterial- Other	Active Grade Crossing Equipment Installation/ Upgrade	At- Grade Active Warnin g Device s				3	0	0	0	0	0	3	0	0	0	0	0

## Optional Attachments

### Glossary

**5 year rolling average:** means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

**Emphasis area:** means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

**HMVMT:** means hundred million vehicle miles traveled.

**Performance measure:** means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

**Transfer:** means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 2020Consent Item ☐Information Item ☒Amount of Presentation Time Needed NA

Presenter's Name Nestor Fernandez, PE	Presenter's Title Mobility Services Engineer	Initials NF	Reviewed By LSS
Preparer's Name Nestor Fernandez, PE	Preparer's Title Mobility Services Engineer	Initials NF	

### Subject

Board Policy 4041 - Sponsorship of Department Programs		
Key Number	District	Route Number

### Background Information

In accordance with Board Policy 4041, staff reports there are no sponsorship agreements at this time.

### Recommendations

Information Only

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



**BOARD POLICY 4041**

Page 1 of 1

**SPONSORSHIP OF DEPARTMENT PROGRAMS**

**Purpose**

The purpose of this policy is to state the philosophy of the Board regarding sponsorships and to delegate authority to seek sponsorship of certain Department programs.

**Legal Authority**

Idaho Code 40-314(3) – The Idaho Transportation Board has authority over the financial affairs of the Board and the Department.

Idaho Code 40-309(1) – The Board may contract in the name of the State with respect to the rights, powers and duties vested in the Board by the title 40 of the Idaho Code.

The Idaho Transportation Board recognizes that sponsoring certain Department programs may produce additional revenue and/or allow for enhancement of the programs. The Board intends for the Department to seek sponsorship of appropriate activities or programs when it is in the best interest of the Department and the public.

In order to establish sponsorships, the Director shall:

- Encourage division administrators to identify and pursue opportunities for sponsorship that will increase the efficiency and effectiveness of the Department.
- Seek sponsors that are a good “fit” for the Department and that either directly or indirectly, promote, support, or enhance mobility, safety, or economic opportunity for Idaho motorists.
- Ensure that sponsors selected for any ITD program do not negatively impact the positive public image of the Department.
- See that ITD policies and culture support and enable this philosophy.

Sponsorship activity shall be reported to the Board annually.

Approved by the Board on:

Signed \_\_\_\_\_  
Jerry Whitehead  
Board Chairman

Date October 24, 2013



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date Nov. 19, 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 September 30, 2020, Fiscal Year 2021 Financial Statements

The financial operations of the Department as of September 30, 2020 continues this fiscal year with revenue coming in ahead of forecast year-to-date for the State Highway Account after three months and expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 28% and ahead of this time for FY 2019 by 4.9%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$16.2M. 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 -18% or \$130,000. 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 three months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$1.5M or 5.2% is due to vacancies and timing between a position becoming vacant and filled. Management continues to work diligently to keep vacancy counts low.
- Contract construction cash expenditures in the State Highway Account for September of this year continues the trend of being very strong at \$41M. Traditionally, August and September are ITD's highest construction payout months.

The balance of the long term investments as of the end of September is \$110.8 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$76.1M) totals \$186.9M 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 September, were \$8.9M. Projects obligated from these funds are now in the construction season and higher payouts will occur over the next few months. There are no additional receipts other than interest earned of \$203k based on the cash balance.

Sales Tax deposits into the Transportation Expansion and Congestion Mitigation Fund of \$5.2M is ahead of the same time a year ago approximately \$445k. The receipts into this fund for FY21 are committed to construction projects identified in the ITIP. Expenditures for selected projects YTD were \$11.8M.

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 \$1.6M

## Recommendations

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# 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: 6 Oct 2020  
 % of Time  
 Remaining: 75

# 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 9/30/2020  
 (all amounts in '000)

Fiscal Year: 2021

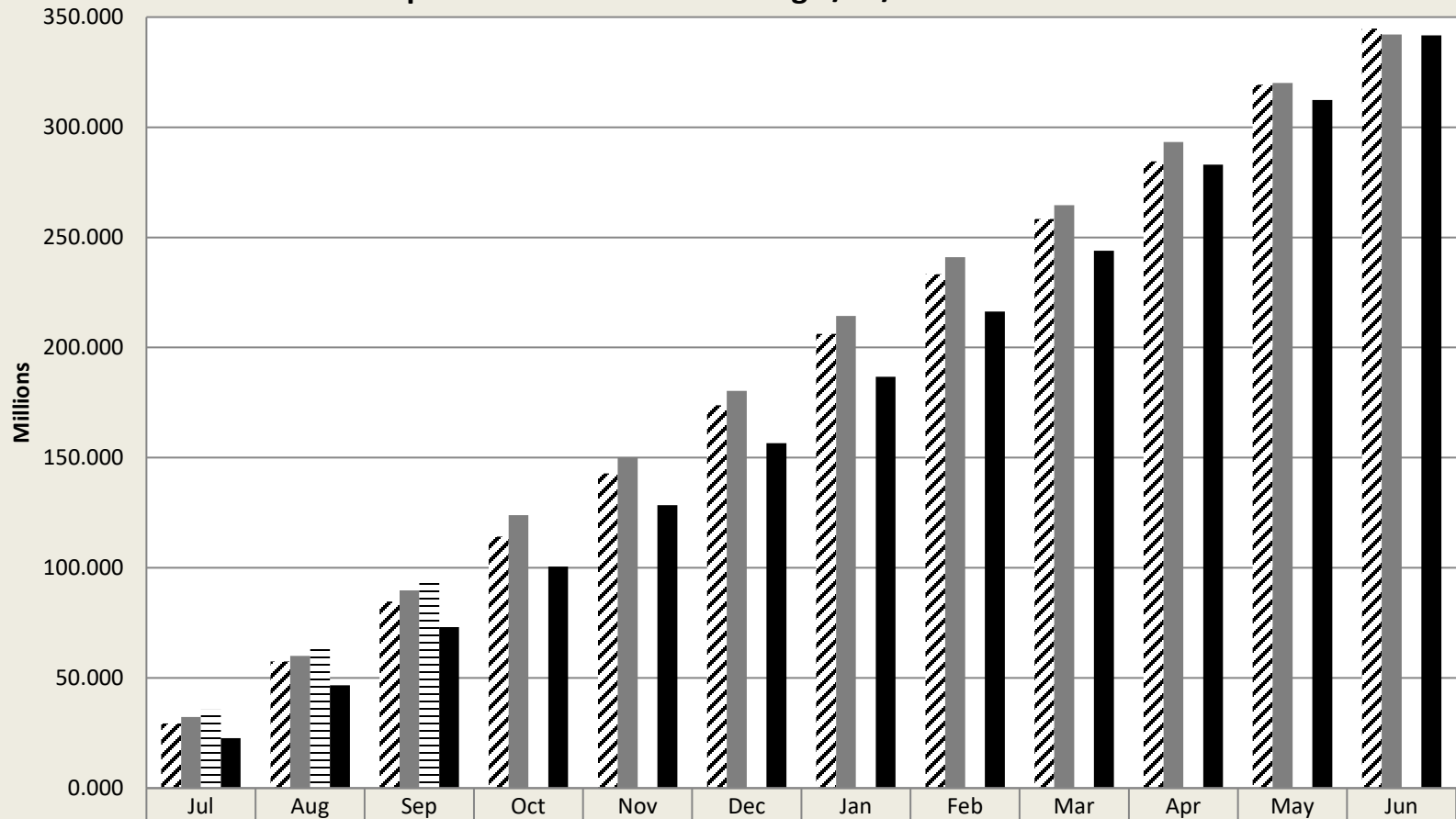
Funds Received					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Forecast YTD	FY21 to FY20 Actual	FY 21 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	110,846	100,838	100,547	-9.0%	0.3%
State (Inc. H.D.A.)	89,748	94,151	73,139	4.9%	28.7%
Local	8,446	1,864	4,900	-77.9%	-62.0%
<b>Total State Highway Account:</b>	<b>209,040</b>	<b>196,853</b>	<b>178,586</b>	<b>-5.8%</b>	<b>10.2%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	65	210	70	222.2%	200.1%
State	1,033	596	726	-42.3%	-18.0%
<b>Total State Aeronautics Fund:</b>	<b>1,098</b>	<b>805</b>	<b>796</b>	<b>-26.6%</b>	<b>1.1%</b>
<b>Total Fund Received:</b>	<b>210,137</b>	<b>197,658</b>	<b>179,382</b>	<b>-5.9%</b>	<b>10.2%</b>
Disbursements (includes Encumbrances)					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Construction Payouts	178,147	150,855	177,516	-15.3%	-15.0%
<b><u>Operations Expenses</u></b>					
Highways	52,231	56,883	60,026	8.9%	-5.2%
DMV	13,279	12,956	13,045	-2.4%	-0.7%
Administration	9,760	7,532	6,419	-22.8%	17.3%
Facilities	1,762	1,053	408	-40.2%	158.2%
Aeronautics	1,047	906	1,369	-13.5%	-33.8%
<b>Total Operations Expenses:</b>	<b>78,080</b>	<b>79,331</b>	<b>81,268</b>	<b>1.6%</b>	<b>-2.4%</b>
<b><u>Transfers</u></b>					
Debt Service	0	109	0	0.0%	0.0%
<b>Total Transfers:</b>	<b>0</b>	<b>109</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>
<b>Total Disbursements:</b>	<b>256,227</b>	<b>230,295</b>	<b>258,784</b>	<b>-10.1%</b>	<b>-11.0%</b>
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	28,482	28,884	30,462	1.4%	-5.2%
Operating	33,244	34,934	41,668	5.1%	-16.2%
Capital Outlay	12,215	11,550	3,225	-5.4%	258.2%
Sub-Grantee	4,139	3,964	5,913	-4.2%	-33.0%
<b>Totals Operations Expenses:</b>	<b>78,080</b>	<b>79,331</b>	<b>81,268</b>	<b>1.6%</b>	<b>-2.4%</b>
Contract Construction	178,147	150,855	177,516	-15.3%	-15.0%
<b>Totals (excluding Transfers):</b>	<b>256,227</b>	<b>230,186</b>	<b>258,784</b>	<b>-10.2%</b>	<b>-11.1%</b>

# State Highway Fund 0260

## Fiscal Year 2021

### State Revenue Source Forecast vs Actual

#### September - For Period Ending 9/30/2020



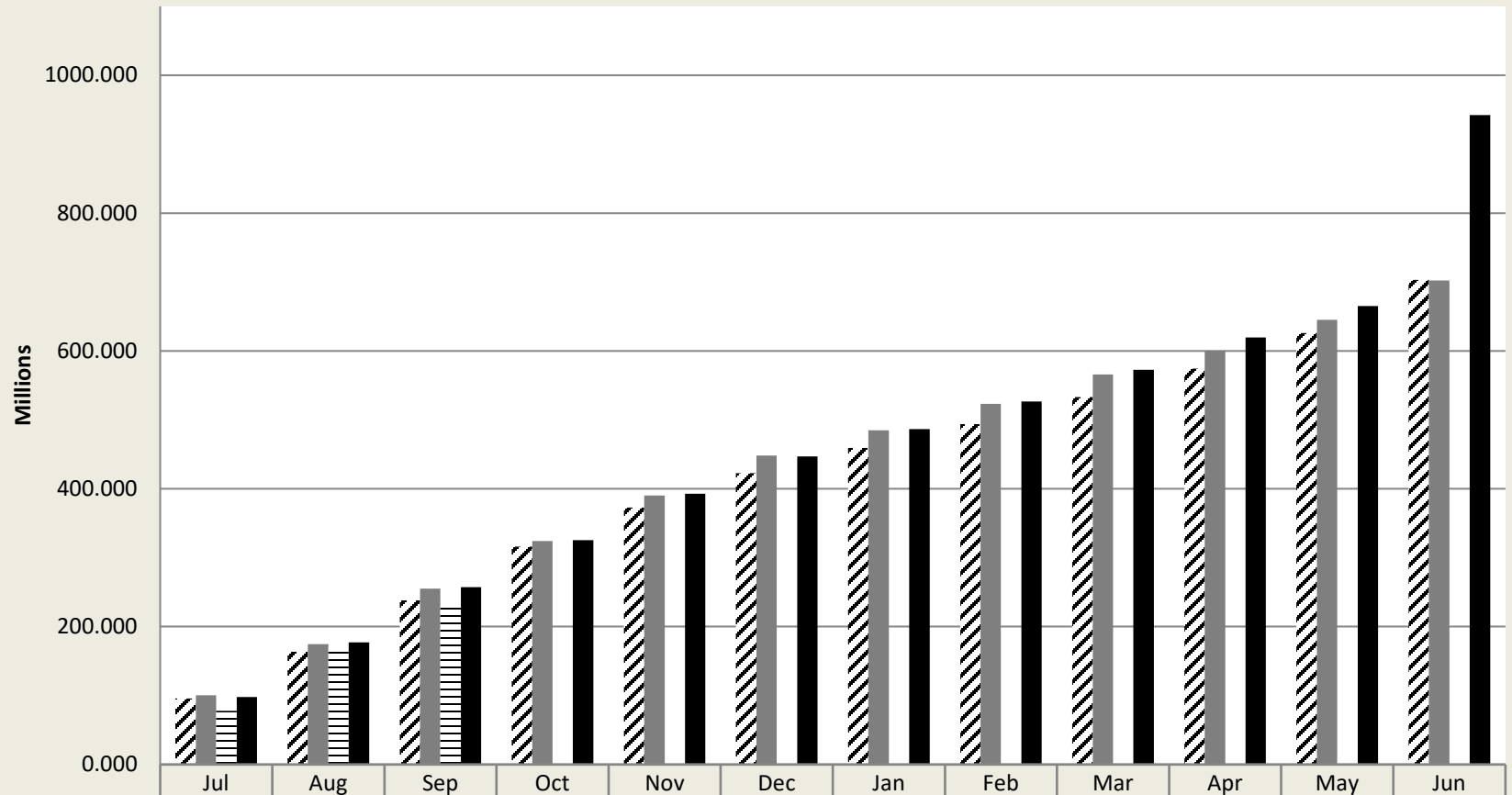
▨ FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
■ FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
= FY21 Current	35.679	64.171	94.151									
■ FY21 Forecast	22.639	46.708	73.139	100.604	128.481	156.601	186.752	216.311	243.959	283.072	312.388	341.742

# State Highway Fund 0260

## Fiscal Year 2021

### Expenditures

#### September - For Period Ending 9/30/2020



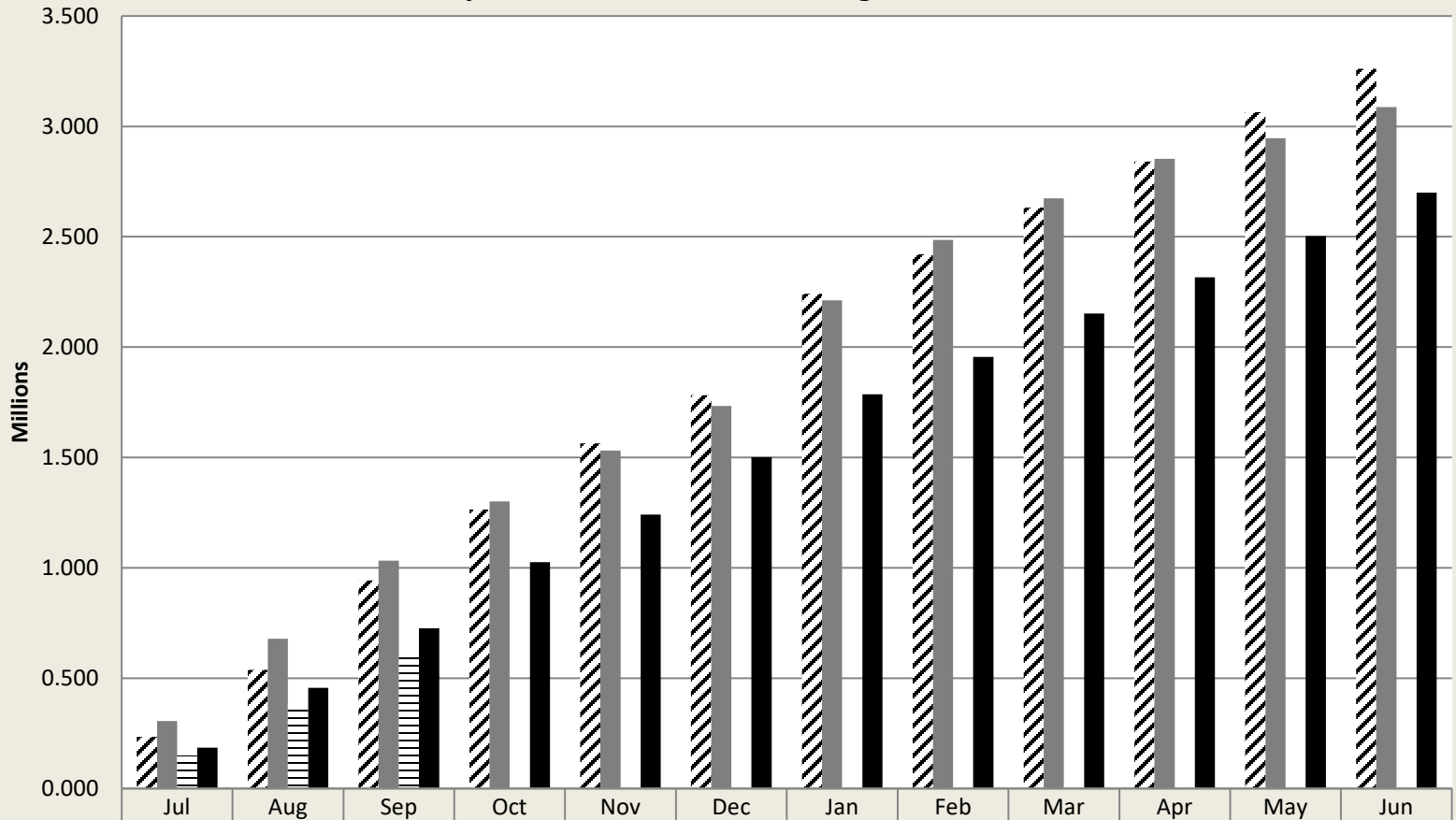
✓ FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
■ FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
= FY21 Current	78.041	169.582	229.279									
■ FY21 Forecast	97.930	176.990	257.415	325.367	393.046	447.150	486.579	526.492	572.555	619.535	665.297	942.086

# Aeronautics Fund 0221

Fiscal Year 2021

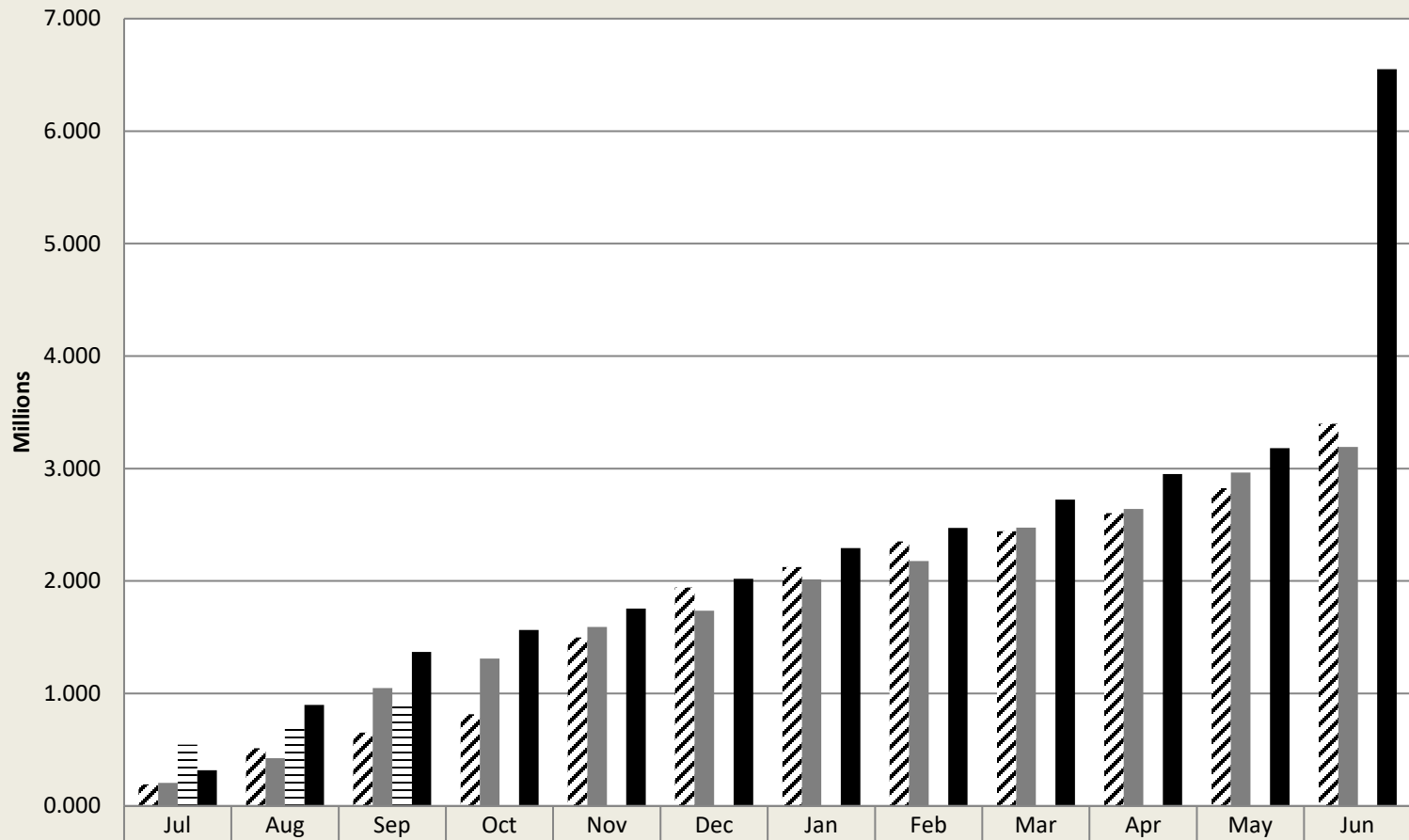
## State and Interagency Revenue Sources Forecast vs Actual

September - For Period Ending 9/30/2020



▨ 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	0.596									
■ 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**  
**September - For Period Ending 9/30/2020**



▨ 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	0.906									
■ FY21 Forecast	0.319	0.899	1.369	1.565	1.756	2.021	2.294	2.473	2.722	2.952	3.181	6.551

UserID: kbentley  
 Report ID: AD-FN-GL-002  
 Run Date: 06 Oct 2020

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2020

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Aug-20	Sep-20	Aug-20	Sep-20	Aug-20	Sep-20
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,364,563	2,367,356	79,821,020	76,138,552	37,339,680	35,564,788
Investments (Long Term: STO - Diversified Bond Fund)	863,180	864,346	110,680,234	110,831,491	0	0
Total Cash & Investments	3,227,743	3,231,702	190,507,099	186,975,888	37,339,680	35,564,788
Receivables - Other	3,229	1,592	1,282,746	1,189,126	0	0
- Due From Locals (Project Overruns)	126,913	50,985	1,140,417	1,018,641	0	0
- Inter Agency	34,473	33,336	0	1,050	0	0
Total Receivables	164,615	85,913	2,423,163	2,208,816	0	0
Inventory on Hand	0	0	17,069,034	19,256,061	0	0
<b>Total Assets:</b>	<b>3,392,359</b>	<b>3,317,615</b>	<b>209,999,296</b>	<b>208,440,766</b>	<b>37,339,680</b>	<b>35,564,788</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	6,160	1,762	0	0
Sales Tax Payable	0	0	9,789	9,336	0	0
Deferred Revenue (Local Projects Match)	0	0	23,444,414	22,940,430	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	242,595	252,326	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>23,718,976</b>	<b>23,219,872</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	503,121	338,513	51,566,766	48,846,351	0	0
Fund Balance	2,889,237	2,979,102	134,713,554	136,374,543	37,339,680	35,564,788
<b>Total Fund Balance:</b>	<b>3,392,359</b>	<b>3,317,615</b>	<b>186,280,320</b>	<b>185,220,894</b>	<b>37,339,680</b>	<b>35,564,788</b>
<b>Total Liabilities and Fund Balance</b>	<b>3,392,359</b>	<b>3,317,615</b>	<b>209,999,296</b>	<b>208,440,766</b>	<b>37,339,680</b>	<b>35,564,788</b>

UserID: kbentley  
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 Run Date: 06 Oct 2020

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2020

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Aug-20	Sep-20	Aug-20	Sep-20	Aug-20	Sep-20	Aug-20	Sep-20
<b>ASSETS</b>								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	13,475,750	11,193,943	52	52	13,475,802	11,193,996	(234,967)	(90,209)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	13,475,750	11,193,943	52	52	13,475,802	11,193,996	(234,967)	(90,209)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	92,024	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	92,024	0
Inventory on Hand	0	0	0	0	0	0	0	0
<b>Total Assets:</b>	<b>13,475,750</b>	<b>11,193,943</b>	<b>52</b>	<b>52</b>	<b>13,475,802</b>	<b>11,193,996</b>	<b>(142,943)</b>	<b>(90,209)</b>
<b>LIABILITIES</b>								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>								
Reserve for Encumbrance	0	0	0	0	0	0	-4,800	4,800
Fund Balance	13,475,750	11,193,943	52	52	13,475,802	11,193,996	0	0
<b>Total Fund Balance:</b>	<b>13,475,750</b>	<b>11,193,943</b>	<b>52</b>	<b>52</b>	<b>13,332,859</b>	<b>11,193,996</b>	<b>(142,943)</b>	<b>(90,209)</b>
<b>Total Liabilities and Fund Balance</b>	<b>13,475,750</b>	<b>11,193,943</b>	<b>52</b>	<b>52</b>	<b>13,332,859</b>	<b>11,193,996</b>	<b>(142,943)</b>	<b>90(90,209)</b>

User ID: kbentley  
 Report ID: AD-FN-GL-003  
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 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2020

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)
<b>Federal Sources</b>									
FHWA - Highway	88,092,500	89,113,815	24,754,121	0	1,021,315	1.16 %	375,381,680	286,267,865	76.26 %
FHWA - Indirect Cost	9,004,800	7,581,032	1,920,206	0	(1,423,768)	-15.81%	25,000,000	17,418,968	69.68 %
Federal Transit Authority	2,400,000	3,783,812	1,711,642	0	1,383,812	57.66 %	14,759,600	10,975,788	74.36 %
NHTSA - Highway Safety	750,000	287,715	4,288	0	(462,285)	-61.64%	6,142,800	5,855,085	95.32 %
Other Federal Aid	300,000	71,264	68,164	0	(228,736)	-76.25%	4,130,000	4,058,736	98.27 %
<b>Total Federal Sources:</b>	<b>100,547,300</b>	<b>100,837,638</b>	<b>28,458,420</b>	<b>0</b>	<b>290,338</b>	<b>0.29 %</b>	<b>425,414,080</b>	<b>324,576,442</b>	<b>76.30 %</b>
<b>State Sources</b>									
Equipment Buy Back	0	0	0	0	0	0.00 %	10,554,100	10,554,100	100.00 %
Miscellaneous Revenues	7,995,834	8,606,872	2,475,207	0	611,039	7.64 %	30,231,321	21,624,448	71.53 %
<b>Total State Sources:</b>	<b>7,995,834</b>	<b>8,606,872</b>	<b>2,475,207</b>	<b>0</b>	<b>611,039</b>	<b>7.64 %</b>	<b>40,785,421</b>	<b>32,178,548</b>	<b>78.90 %</b>
<b>Local Sources</b>									
Match For Local Projects	4,900,000	1,856,778	734,880	0	(3,043,222)	-62.11%	19,238,100	17,381,322	90.35 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
<b>Total Local Sources:</b>	<b>4,900,000</b>	<b>1,864,278</b>	<b>734,880</b>	<b>0</b>	<b>(3,035,722)</b>	<b>-61.95%</b>	<b>19,238,100</b>	<b>17,373,822</b>	<b>90.31 %</b>
<b>TOTAL REVENUES:</b>	<b>113,443,134</b>	<b>111,308,789</b>	<b>31,668,507</b>	<b>0</b>	<b>(2,134,345)</b>	<b>-1.88%</b>	<b>485,437,601</b>	<b>374,128,812</b>	<b>77.07 %</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	43,662,700	59,867,639	19,270,577	0	16,204,939	37.11 %	215,599,000	155,731,361	72.23 %
Fuel/Registration Direct	17,958,008	20,286,807	6,474,149	0	2,328,799	12.97 %	67,657,200	47,370,393	70.02 %
Ethanol Fuels Tax	3,522,300	5,389,484	1,759,679	0	1,867,184	53.01 %	17,700,000	12,310,516	69.55 %
<b>TOTAL TRANSFERS-IN:</b>	<b>65,143,008</b>	<b>85,543,931</b>	<b>27,504,404</b>	<b>0</b>	<b>20,400,922</b>	<b>31.32 %</b>	<b>300,956,200</b>	<b>215,412,270</b>	<b>71.58 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>178,586,142</b>	<b>196,852,720</b>	<b>59,172,912</b>	<b>0</b>	<b>18,266,577</b>	<b>10.23 %</b>	<b>786,393,801</b>	<b>589,541,082</b>	<b>74.97 %</b>



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 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

#### FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2021  
 Budget Fiscal Year: 2021  
 EXPENDITURES

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Operations Expense</b>									
Permanent Staff Salaries	20,437,652	19,319,634	6,534,350	0	1,118,018	5.47 %	88,826,102	69,506,468	78.25 %
Board, Hourly, OT, Shift Diff	65,310	163,948	28,990	0	(98,638)	-151.03%	308,008	144,060	46.77 %
Fringe Benefits	9,643,135	9,107,787	3,119,052	0	535,348	5.55 %	40,244,890	31,137,103	77.37 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	2,246,400	2,246,400	100.00 %
In State Travel Expense	411,083	183,967	62,274	0	227,116	55.25 %	1,776,075	1,592,108	89.64 %
Out of State Travel Expense	113,718	2,165	0	0	111,553	98.10 %	467,098	464,933	99.54 %
Technology Operating Expense	11,865,101	3,345,690	1,147,876	8,326,705	192,706	1.62 %	26,036,915	14,364,520	55.17 %
Operating Expense	28,776,668	14,739,387	4,616,713	7,860,875	6,176,405	21.46 %	71,298,945	48,698,683	68.30 %
Technology Equipment Expense	779,200	30,821	30,656	350,274	398,106	51.09 %	2,655,400	2,274,306	85.65 %
Capital Equipment Expense	2,098,400	167,123	152,726	10,243,186	(8,311,909)	-396.11%	27,053,700	16,643,391	61.52 %
Capital Facilities Expense	315,000	310,068	79,700	293,540	(288,608)	-91.62%	6,009,807	5,406,200	89.96 %
Capital Projects	0	0	0	116,601	(116,601)	0.00 %	0	(116,601)	0.00 %
Trustee & Benefit Payments	5,393,023	3,862,987	1,521,287	0	1,530,036	28.37 %	21,321,900	17,458,913	81.88 %
<b>Total Operations Expense:</b>	<b>79,898,290</b>	<b>51,233,577</b>	<b>17,293,623</b>	<b>27,191,181</b>	<b>1,473,532</b>	<b>1.84 %</b>	<b>288,245,241</b>	<b>209,820,484</b>	<b>72.79 %</b>
<b>Contract Construction</b>									
Technology Operating Expense	0	211,257	45,110	380,535	(591,792)	0.00 %	0	(591,792)	0.00 %
Operating Expense	1,753,000	683,562	384,532	542,217	527,221	30.08 %	10,600,000	9,374,221	88.44 %
Capital Projects	175,527,339	147,795,049	40,566,569	1,067,271	26,665,019	15.19 %	641,141,164	492,278,844	76.78 %
Trustee & Benefit Payments	236,000	174,826	40,352	0	61,174	25.92 %	2,100,000	1,925,174	91.67 %
<b>Total Contract Construction:</b>	<b>177,516,339</b>	<b>148,864,694</b>	<b>41,036,564</b>	<b>1,990,022</b>	<b>26,661,622</b>	<b>15.02 %</b>	<b>653,841,164</b>	<b>502,986,447</b>	<b>76.93 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>257,414,628</b>	<b>200,098,271</b>	<b>58,330,187</b>	<b>29,181,203</b>	<b>28,135,154</b>	<b>10.93 %</b>	<b>942,086,404</b>	<b>712,806,931</b>	<b>75.66 %</b>
<b>TRANSFERS OUT</b>									
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 %
<b>TOTAL TRANSFERS OUT:</b>	<b>0</b>	<b>108,900</b>	<b>0</b>	<b>0</b>	<b>(108,900)</b>	<b>0.00 %</b>	<b>57,646,439</b>	<b>57,537,539</b>	<b>99.81 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>257,414,628</b>	<b>200,207,171</b>	<b>58,330,187</b>	<b>29,181,203</b>	<b>28,026,254</b>	<b>10.89 %</b>	<b>999,732,843</b>	<b>770,344,470</b>	<b>77.06 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(78,828,487)</b>	<b>(3,354,451)</b>	<b>842,725</b>		<b>46,292,831</b>		<b>(213,339,043)</b>	<b>(180,803,388)</b>	

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 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2020

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										
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	130,000	72,478	33,020	67,762	(10,240)	-7.88%	2,500,000	2,359,760	94.39 %
Operating Expenditures	Federal	1,620,000	822,135	396,660	854,990	(57,125)	-3.53%	8,000,000	6,322,875	79.04 %
Operating Expenditures	Local	3,000	206	17	0	2,794	93.14 %	100,000	99,794	99.79 %
<b>Total Operating Expenditures</b>		<b>1,753,000</b>	<b>894,819</b>	<b>429,696</b>	<b>922,751</b>	<b>(64,570)</b>	<b>-3.68%</b>	<b>10,600,000</b>	<b>8,782,430</b>	<b>82.85 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	61,164,097	44,423,165	10,027,680	140,087	16,600,846	27.14 %	228,094,683	183,531,431	80.46 %
Capital Outlay	Federal	101,063,241	90,314,472	27,362,292	927,184	9,821,585	9.72 %	361,320,980	270,079,324	74.75 %
Capital Outlay	FICR	8,900,000	10,304,825	2,444,176	0	(1,404,825)	-15.78%	33,000,000	22,695,175	68.77 %
Capital Outlay	Local	4,400,000	2,752,587	732,422	0	1,647,413	37.44 %	18,725,500	15,972,913	85.30 %
<b>Total Capital Outlay</b>		<b>175,527,339</b>	<b>147,795,049</b>	<b>40,566,569</b>	<b>1,067,271</b>	<b>26,665,019</b>	<b>15.19 %</b>	<b>641,141,164</b>	<b>492,278,844</b>	<b>76.78 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	3,000	3,678	(2,666)	0	(678)	-22.60%	500,000	496,322	99.26 %
Trustee & Benefit Payments	Federal	226,000	171,148	43,018	0	54,852	24.27 %	1,500,000	1,328,852	88.59 %
Trustee & Benefit Payments	Local	7,000	0	0	0	7,000	100.00 %	100,000	100,000	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>236,000</b>	<b>174,826</b>	<b>40,352</b>	<b>0</b>	<b>61,174</b>	<b>25.92 %</b>	<b>2,100,000</b>	<b>1,925,174</b>	<b>91.67 %</b>
<b>Total Contract Construction:</b>		<b>177,516,339</b>	<b>148,864,694</b>	<b>41,036,618</b>	<b>1,990,022</b>	<b>26,661,623</b>	<b>15.02 %</b>	<b>653,841,164</b>	<b>502,986,448</b>	<b>76.93 %</b>

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 Report ID: AD-FN-GL-003  
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 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2020

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)
<b>REVENUES</b>										
Miscellaneous Revenues		165,000	69,041	16,000	0	(95,959)	-58.16%	670,000	600,959	89.70 %
<b>TOTAL REVENUES:</b>		<b>165,000</b>	<b>69,041</b>	<b>16,000</b>	<b>0</b>	<b>(95,959)</b>	<b>-58.16%</b>	<b>670,000</b>	<b>600,959</b>	<b>89.70 %</b>
<b>TRANSFERS-IN</b>										
Cigarette Tax		0	0	0	0	0	0.00 %	605,627	605,627	100.00 %
Sales Tax		4,350,000	5,203,456	1,697,529	0	853,456	19.62 %	18,612,996	13,409,540	72.04 %
<b>TOTAL TRANSFERS-IN:</b>		<b>4,350,000</b>	<b>5,203,456</b>	<b>1,697,529</b>	<b>0</b>	<b>853,456</b>	<b>19.62 %</b>	<b>19,218,623</b>	<b>14,015,167</b>	<b>72.92 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>4,515,000</b>	<b>5,272,496</b>	<b>1,713,529</b>	<b>0</b>	<b>757,497</b>	<b>16.78 %</b>	<b>19,888,623</b>	<b>14,616,126</b>	<b>73.49 %</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		11,000,000	11,831,622	3,488,421	0	(831,622)	-7.56%	67,900,346	56,068,724	82.58 %
<b>TOTAL EXPENDITURES:</b>		<b>11,000,000</b>	<b>11,831,622</b>	<b>3,488,421</b>	<b>0</b>	<b>(831,622)</b>	<b>-7.56%</b>	<b>67,900,346</b>	<b>56,068,724</b>	<b>82.58 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>11,000,000</b>	<b>11,831,622</b>	<b>3,488,421</b>	<b>0</b>	<b>(831,622)</b>	<b>-7.56%</b>	<b>67,900,346</b>	<b>56,068,724</b>	<b>82.58 %</b>
<b>Net for Fiscal Year 2021:</b>		<b>(6,485,000)</b>	<b>(6,559,126)</b>	<b>(1,774,892)</b>		<b>(74,125)</b>		<b>(48,011,723)</b>	<b>(41,452,598)</b>	

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 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2020

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)
<b>REVENUES</b>										
State Sources - Miscellaneous Revenues		66,462	203,597	6,447	0	137,135	206.34 %	259,000	55,403	21.39 %
<b>TOTAL REVENUES:</b>		<b>66,462</b>	<b>203,597</b>	<b>6,447</b>	<b>0</b>	<b>137,135</b>	<b>206.34 %</b>	<b>259,000</b>	<b>55,403</b>	<b>21.39 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>66,462</b>	<b>203,597</b>	<b>6,447</b>	<b>0</b>	<b>137,135</b>	<b>206.34 %</b>	<b>259,000</b>	<b>55,403</b>	<b>21.39 %</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		10,200,000	8,919,825	2,288,253	0	1,280,175	12.55 %	20,376,559	11,456,735	56.23 %
<b>TOTAL EXPENDITURES:</b>		<b>10,200,000</b>	<b>8,919,825</b>	<b>2,288,253</b>	<b>0</b>	<b>1,280,175</b>	<b>12.55 %</b>	<b>20,376,559</b>	<b>11,456,735</b>	<b>56.23 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>10,200,000</b>	<b>8,919,825</b>	<b>2,288,253</b>	<b>0</b>	<b>1,280,175</b>	<b>12.55 %</b>	<b>20,376,559</b>	<b>11,456,735</b>	<b>56.23 %</b>
<b>Net for Fiscal Year 2021:</b>		<b>(10,133,538)</b>	<b>(8,716,228)</b>	<b>(2,281,806)</b>		<b>1,417,310</b>		<b>(20,117,559)</b>	<b>(11,401,332)</b>	

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 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2020

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

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 06 Oct 2020  
 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2020

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)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
Federal Sources - Federal Transit Authority	0	3,154,427	275,359	0	3,154,427	0.00 %	0	(3,154,427)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>3,154,427</b>	<b>275,359</b>	<b>0</b>	<b>3,154,427</b>	<b>0.00 %</b>	<b>0</b>	<b>(3,154,427)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>3,154,427</b>	<b>275,359</b>	<b>0</b>	<b>3,154,427</b>	<b>0.00 %</b>	<b>0</b>	<b>(3,154,427)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	1,121,973	135,095	111,095	4,800	982,078	87.53 %	4,951,395	4,811,500	97.17 %
Trustee & Benefit Payments	8,907,732	1,461,499	111,530	0	7,446,233	83.59 %	20,638,404	19,176,905	92.92 %
<b>TOTAL EXPENDITURES:</b>	<b>10,029,705</b>	<b>1,596,594</b>	<b>222,625</b>	<b>4,800</b>	<b>8,428,311</b>	<b>84.03 %</b>	<b>25,589,799</b>	<b>23,988,405</b>	<b>93.74 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>10,029,705</b>	<b>1,596,594</b>	<b>222,625</b>	<b>4,800</b>	<b>8,428,311</b>	<b>84.03 %</b>	<b>25,589,799</b>	<b>23,988,405</b>	<b>93.74 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(10,029,705)</b>	<b>1,557,833</b>	<b>52,734</b>		<b>11,582,738</b>		<b>(25,589,799)</b>	<b>(27,142,832)</b>	

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 Run Date: 06 Oct 2020  
 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2020

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)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	8,918,212	3,464,032	0	8,918,212	0.00 %	0	(8,918,212)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>8,918,212</b>	<b>3,464,032</b>	<b>0</b>	<b>8,918,212</b>	<b>0.00 %</b>	<b>0</b>	<b>(8,918,212)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>8,918,212</b>	<b>3,464,032</b>	<b>0</b>	<b>8,918,212</b>	<b>0.00 %</b>	<b>0</b>	<b>(8,918,212)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	0	52,600	21,140	0	(52,600)	0.00 %	0	(52,600)	0.00 %
Capital Projects	0	10,512,239	2,890,549	0	(10,512,239)	0.00 %	0	(10,512,239)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>10,564,839</b>	<b>2,911,689</b>	<b>0</b>	<b>(10,564,839)</b>	<b>0.00 %</b>	<b>0</b>	<b>(10,564,839)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>10,564,839</b>	<b>2,911,689</b>	<b>0</b>	<b>(10,564,839)</b>	<b>0.00 %</b>	<b>0</b>	<b>(10,564,839)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>0</b>	<b>(1,646,627)</b>	<b>552,343</b>		<b>(1,646,627)</b>		<b>0</b>	<b>1,646,627</b>	

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 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2020

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)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	16,085	1,123	0	16,085	0.00 %	0	(16,085)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>16,085</b>	<b>1,123</b>	<b>0</b>	<b>16,085</b>	<b>0.00 %</b>	<b>0</b>	<b>(16,085)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating	0	4,375,331	1,451,748	0	4,375,331	0.00 %	0	(4,375,331)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>4,375,331</b>	<b>1,451,748</b>	<b>0</b>	<b>4,375,331</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,375,331)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>4,391,415</b>	<b>1,452,872</b>	<b>0</b>	<b>4,391,416</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,391,416)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	45,945,803	401,824	0	(45,945,803)	0.00 %	0	(45,945,803)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>45,945,803</b>	<b>401,824</b>	<b>0</b>	<b>(45,945,803)</b>	<b>0.00 %</b>	<b>0</b>	<b>(45,945,803)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>45,945,803</b>	<b>401,824</b>	<b>0</b>	<b>(45,945,803)</b>	<b>0.00 %</b>	<b>0</b>	<b>(45,945,803)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>0</b>	<b>(41,554,388)</b>	<b>1,051,048</b>		<b>(41,554,387)</b>		<b>0</b>	<b>41,554,387</b>	



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 % of Time  
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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2020

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)
<b>REVENUES</b>										
Federal Sources - FAA		69,800	209,504	50,985	0	139,704	200.15 %	668,500	458,996	68.66 %
State Sources - Miscellaneous		27,214	32,176	8,224	0	4,962	18.23 %	347,000	314,824	90.73 %
Interagency Sources -		84,500	61,149	23,197	0	(23,351)	-27.63%	252,500	191,351	75.78 %
<b>TOTAL REVENUES:</b>		<b>181,514</b>	<b>302,830</b>	<b>82,406</b>	<b>0</b>	<b>121,315</b>	<b>66.84 %</b>	<b>1,268,000</b>	<b>965,171</b>	<b>76.12 %</b>
<b>TRANSFERS-IN</b>										
Operating		614,543	502,304	181,926	0	(112,239)	-18.26%	2,100,000	1,597,696	76.08 %
<b>TOTAL TRANSFERS-IN:</b>		<b>614,543</b>	<b>502,304</b>	<b>181,926</b>	<b>0</b>	<b>(112,239)</b>	<b>-18.26%</b>	<b>2,100,000</b>	<b>1,597,696</b>	<b>76.08 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>796,057</b>	<b>805,135</b>	<b>264,332</b>	<b>0</b>	<b>9,076</b>	<b>1.14 %</b>	<b>3,368,000</b>	<b>2,562,867</b>	<b>76.09 %</b>
<b>EXPENDITURES</b>										
Permanent Staff Salaries		195,642	174,310	58,014	0	21,332	10.90 %	847,578	673,268	79.43 %
Board, Hourly, OT, Shift Diff		31,400	33,247	10,368	0	(1,847)	-5.88%	64,100	30,853	48.13 %
Fringe Benefits		89,277	84,707	28,883	0	4,570	5.12 %	366,538	281,831	76.89 %
Internal Holdback-Personnel		0	0	0	0	0	0.00 %	16,084	16,084	100.00 %
In State Travel Expense		22,901	10,126	3,359	0	12,775	55.78 %	60,905	50,779	83.37 %
Out of State Travel Expense		4,086	0	0	0	4,086	100.00 %	12,034	12,034	100.00 %
Technology Operating Expense		14,607	6,086	2,130	0	8,521	58.34 %	48,235	42,149	87.38 %
Operating Expense		459,552	255,288	77,742	203,434	830	0.18 %	1,075,626	616,904	57.35 %
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		30,000	28,735	24,200	9,451	(8,186)	-27.29%	92,324	54,138	58.64 %
Trustee & Benefit Payments		520,000	100,801	50,076	0	419,199	80.62 %	2,154,648	2,053,847	95.32 %
Internal Holdback-Trustee/Benefits		0	0	0	0	0	0.00 %	1,750,000	1,750,000	100.00 %
<b>TOTAL EXPENDITURES:</b>		<b>1,369,365</b>	<b>693,302</b>	<b>254,772</b>	<b>212,885</b>	<b>463,180</b>	<b>33.82 %</b>	<b>6,551,472</b>	<b>5,645,287</b>	<b>86.17 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>1,369,365</b>	<b>693,302</b>	<b>254,772</b>	<b>212,885</b>	<b>463,180</b>	<b>33.82 %</b>	<b>6,551,472</b>	<b>5,645,287</b>	<b>86.17 %</b>
<b>Net for Fiscal Year 2021:</b>		<b>(573,308)</b>	<b>111,833</b>	<b>9,560</b>		<b>472,256</b>		<b>(3,183,472)</b>	<b>(3,082,420)</b>	<b>100</b>



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 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 October		
Key Number N/A	District N/A	Route Number N/A

## Background Information

Idaho received obligation authority through December 11<sup>th</sup> via a continuing resolution signed on October 9, 2020. Obligation authority through December 11<sup>th</sup> (72/365<sup>ths</sup>) is \$59.0 million which corresponds to \$58.9 million with match after a reduction for prorated indirect costs. This includes \$425,527 of *Highway Infrastructure General Funds* carried over from last year in the Transportation Management Area. This carryover of general funds is also included in the apportionments detailed below.

An extension to the Fixing America's Surface Transportation (FAST) Act was signed on October 9, 2020. Idaho received apportionments of \$313.7 million. Currently, obligation authority is 18.8% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through October 31, 2020.

## Recommendations

For Information
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## Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Exhibit One Actual Formula Funding for FY2021

<b>Per FAST Flatlined at FY 2020 – Total Year</b>	
Federal Aid Only	\$316,590
Including Match	\$342,741
<b>Per Apportionments – Total Year</b>	
Federal Aid Only	\$313,242
Including Match	\$339,117
<b>Obligation Limits through 12/11/2020</b>	
Federal Aid Only	\$59,014
Less prorated \$25M indirect costs w/Match	\$58,932

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from the FY 2021 Board Approved Program (Sky Blue Book).
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through October 9, 2020.

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

<b>Program</b>	<b>Allotted Program Funding through 12/11/2020</b>	<b>Program Funding Remaining as of 10/31/2020</b>
All Other SHS Program	\$35,144	\$34,876
GARVEE Formula Debt Service*	\$10,500	\$9,221
State Planning and Research*	\$1,376	\$1,376
Metropolitan Planning*	\$369	\$369
Railroad Crossings	\$402	\$377
Transportation Alternatives (Urban/Rural)	\$700	\$415
Recreational Trails	\$313	\$313
STBG - Local Urban+	\$1,590	(\$2,217)
STBG - Transportation Mgt. Area	\$2,439	\$2,439
Transportation Alternatives (TMA)	\$88	\$88
STBG – Local Rural	\$2,648	\$2,522
Local Bridge+	\$997	\$997
Off System Bridge	\$748	\$748
Local Safety	\$1,617	\$1,618
<b>Total (excluding indirect costs)</b>	<b>\$58,932</b>	<b>\$53,143</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the FY 2021 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 October 31<sup>st</sup>.
  5. Advanced construction conversions of \$150.2 million are outstanding for FY 2021.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.  
+ \$335k Penstock Br and \$706k Northgate IC OA loan paybacks deferred until August Redistribution



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 2020

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Justin Collins	Presenter's Title Financial Officer - FP&A	Initials JC	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 was delivered to the Division of Financial Management and the Legislative Services Office on October 23, 2020. The following changes from the October 15, 2020 board item were present in Revision #1

FTP's	Spending Authority	
<b>1,648.0</b>	<b>\$696,043,500</b>	<b>FY22 Proposed Request reviewed with the Board (10-15-20)</b>
	35,100	Base Adjustment: State Communication Emergency Medical Services Agreement cost update
	(45,000)	Equipment Adjustment
	(400,000)	Administration: Personnel Cost Adjustment Line Item Removal
	11,400	Increase to OITS cost
	20,000	Increase to Hwys: OSC/BLM Cheatgrass Agreement
	16,800	Line Item Contract Construction & Right of Way: State Transportation Innovation Council Grant - Local Match
	(7,491,300)	Line Item Contract Construction & Right of Way: Magic Valley Rail Safety & Capacity Expansion Federal Railroad Administration Grant - Line Item Removal - Project Starting in FY21
	1,399,800	Increase to Construction: Rural BUILD Grant - Lakeshore Connection - Ponderay
	(20,797,900)	Construction Base Adjustment
<b>0.0</b>	<b>(\$27,251,100)</b>	<b>Net Change</b>
<b>1,648.0</b>	<b>\$668,792,400</b>	<b>FY22 Revision #1 Request (10-23-20)</b>

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

\$ 646,060,500 FY Base  
 -13,929,700 Base Adjustments  
 \$ 632,130,800 Adjusted FY22 Base  
 36,661,600 Line Items  
 \$ 668,792,400 Total FY22 Spending Authority  
 68,591,600 Debt Service  
 \$ 737,384,000 FY22 Total Program Funding

Exhibits

-Comparison: FY22 Revision #1 (10-23-20) to Board Revision Request #1 (10-15-20)  
 -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

November 2020 Board Meeting

## Revision #1 FY22 Appropriation Request

		<u>Funding</u>	<u>FTE's</u>
1	<b>FY22 BASE</b>	<b>646,060,500</b>	<b>1,648.0</b>
2			
3	<b>Adjustments</b>		
4	Change In Benefit Costs	\$3,154,500	
5	Change in Employee Compensation (1.0%)	\$1,151,900	
6	Replacement Equipment	\$28,690,200	
7	SWCAP	\$216,400	
8	State Comm Mou	\$385,100	
9	Contract Construction: Base Reduction, Ongoing Spending Authority	(47,539,200)	
10	OITS Cost increase	11,400	
11		<b>(\$13,929,700)</b>	
12			
13	<b>FY22 ADJUSTED BASE</b>	<b>632,130,800</b>	<b>1,648.0</b>
14			
15	<b>Line Items</b> (3 line items, Grouped by Division)		
16	Contract Construction & Right of Way Acquisition: Aht' Wy Grant	\$20,141,800	
17	Contract Construction & Right of Way Acquisition: Lakeshore Connection	\$1,399,800	
18	Contract Construction & Right of Way Acquisition: STIC Grant	\$83,700	
19	Highway Operations: CARES Act Funding	\$9,000,000	
20	Highway Operations: Federal Funding (FTA)	\$2,445,000	
21	Highway Operations: Personnel Cost	\$3,571,300	
22	Highway Operations: OSC/BLM Cheatgrass Agreement	\$20,000	
23		<b>\$36,661,600</b>	
24			
25	<b>FY22 TOTAL APPROPRIATION</b> (Spending Authority)	<b>668,792,400</b>	<b>1,648.0</b>
26			
27	<b>GARVEE Bond Debt Service</b>	<b>\$68,591,600</b>	
28			
29	<b>FY22 TOTAL PROGRAM FUNDING</b>	<b>737,384,000</b>	<b>1,648.0</b>

IDAHO TRANSPORTATION DEPARTMENT  
PROPOSED FY22 APPROPRIATION REQUEST - November 2020 Board Meeting  
as of: 11-3-2020  
( \$ in millions, rounded )

	Original Request July 2020	November Board Meeting			Description of Change from Board Revision #1 Request 10-15-20 to Current Request for Revision #1 10-23-20
		Proposed Revision #1 Oct 15, 2020	Revision #1 Oct 23, 2020	\$ Change	
1 CASH, Beginning	4.9	4.9	(28.5)	(33.4)	Decrease in Federal carryover due to maximum \$ 250,000,0000 carryover authority
Revenue				-	
2 Federal	348.2	374.8	368.8	(6.1)	\$ + 13,400 STIC Grant \$ - 7,491,300 Magic Valley Rail Safety & Capacity Expansion Federal Railroad Administration Grant to be completed in FY21 \$ + 1,399,800 Ponderay Build Grant \$ + 20,000 Cheatgrass Treatment Grant
3 Fed - Obligated Unspent	-	-	-	-	
4 State	361.4	361.4	361.4	-	
5 Interagency	0.3	0.3	0.3	-	
6 Local	4.7	5.7	5.7	0.0	\$ + 16,900 STIC Grant Local Match
7 TECM	22.1	22.1	22.1	-	
9 Pre-FY21 Funds	-	-	-	-	
8 Total Revenue	736.6	764.3	758.2	(6.1)	Net Decrease in Total Revenue
9 Expenditures				-	
10 Personnel	141.2	141.2	140.8	(0.4)	\$ - 400,000 Administration updated personnel cost calculation line item removal
11 Operating	95.9	94.6	94.7	0.1	\$ + 35,100 State Comm MOU Cost Increase \$ + 20,000 Cheatgrass Treatment Grant \$ + 11,400 OITS increase
12 Capital Facilities	3.6	3.6	3.6	-	
13 Equipment	28.7	28.7	28.7	(0.0)	\$ -45,000 Survey equipment pricing revision
14 Trustee & Benefits	30.6	30.6	30.6	-	
15 Contract Construction	369.6	397.3	370.5	(26.9)	\$ + 13,400 STIC Grant \$ - 7,491,300 Magic Valley Rail Safety & Capacity Expansion Federal Railroad Administration Grant to be completed in FY21 \$ + 1,399,800 Ponderay Build Grant \$ + 20,000 Cheatgrass Treatment Grant \$ - 20,797,870 Construction Holdback
16 Total Expenditures	669.7	696.0	668.8	(27.3)	Net Decrease in Total Expenditures
17 Anticipated Holdback	-	-	-	-	
18 Debt Service	68.6	68.6	68.6	-	
19 Total Program Funding	738.3	764.6	737.4	(27.3)	Net Decrease in Total Program Funding
20 CASH, Ending	3.2	4.6	(7.6)	(12.2)	Decrease in Federal carryover due to maximum \$ 250,000,0000 carryover authority



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 30 minutes

Presenter's Name Keith Reynolds & Julie Weaver	Presenter's Title DoA Director and DAG	Initials	Reviewed By LSS
Preparer's Name Niki Benyakhlef	Preparer's Title Executive Management Assistant	Initials NB	

### Subject

Administrative Surplus Property Rules/Procedure as it Pertains to ITD Administrative Facilities		
Key Number	District	Route Number

### Background Information

Consideration and process for replacement of administrative real estate.

### Recommendations

For consideration of the proposal by Director Reynolds.

### Board Action

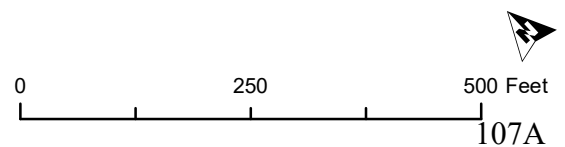
☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_





**IDAHO TRANSPORTATION DEPARTMENT  
HEADQUARTERS CAMPUS**

★ Building     Parcel Boundary





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name John Pocock	Presenter's Title TAC Chairman	Initials	Reviewed By LSS
Preparer's Name Reymundo Rodriguez	Preparer's Title Compliance Program Manager	Initials	

### Subject

Trucking Advisory Council (TAC) - Annual Update		
Key Number	District	Route Number

### Background Information

The TAC is charged with advising the Board on issues and policies concerning freight transportation, trucking safety, and services in Idaho. Such advice shall include laws, rules, regulations, policies, and procedures affecting motor carrier operations within the State of Idaho. The TAC shall provide leadership, recommend law, administrative rule, and/or procedural changes to improve customer service, promote safe trucking practices, identify transportation needs, recommend highway safety improvements, and promote coordinated freight transportation systems

TAC Board Chairman John Pocock will provide an annual update of Council activities to the Board.

Current Council Members:

District 1 - Frank Buell

District 2 – Wally Burchak

District 3 - Tony Black

District 4 - Kevin Iversen

District 5 – Dave McNabb

District 6 - Heath Treasure

### Recommendations

For Informational Purposes



## 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 Novemeber 19,2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15

Presenter's Name Alberto Gonzalez	Presenter's Title DMV Administrator	Initials	Reviewed By LSS
Preparer's Name Alberto Gonzalez	Preparer's Title DMV Administrator	Initials	

### Subject

Division of Motor Vehicles update		
Key Number	District	Route Number

### Background Information

The purpose of the agenda item is to brief the transportation board on the status of the GEM Vehicles system after its statewide deployment on October 13 and on final implementation of Drive Insured.

### 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**Meeting Date November 19, 2019Amount of Time Needed for Presentation 30 min

Presenter's Name <b>Brenda Williams, CHRO</b>	Presenter's Title <b>Chief HR Officer/HR Leaders</b>	Initials	Reviewed By <b>LSS</b>
Preparer's Name <b>Brenda Williams</b>	Preparer's Title <b>CHRO</b>	Initials	

**Subject**

<b>Human Resources Annual Report</b>		
Route Number	Project Number	Key Number
District	Location	

**Background Information**

This is the annual report to the Board in the areas of Human Resources, Training, Safety, Equal Employment Opportunity, and Disadvantaged Business Enterprise per policy 5020 and 5056.

Human Resources supports ITD by providing full service consultation and services in the areas of recruitment, employee relations, performance management, compensation, benefits, safety, training, and contractor compliance with EEO and Disadvantaged Business Enterprise programs.

HR Supporting Vision: Be a highly sought after employer that creates an extraordinary employee experience and drives exceptional results.

HR Supporting Mission: Attract and retain the best talent!

The presentation will cover the accomplishments from last year and the current HR strategic initiatives aligned with the organization.

**Recommendations**

Information only

**Board Action**

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



# FY20 Human Resources Annual Report

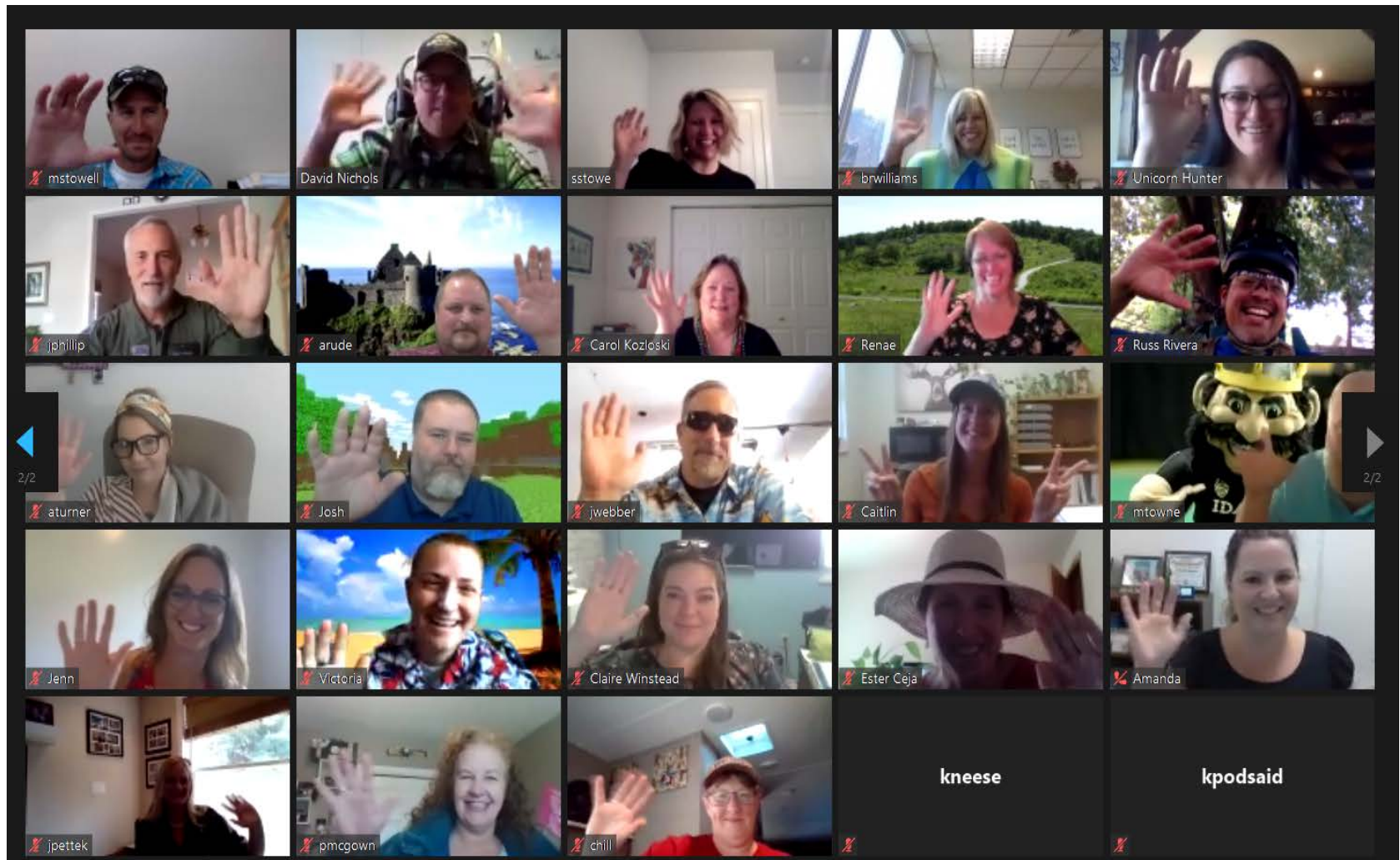


*“Crossing the bridge from the past and reimagining the future”*



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# Human Resources Team





# Vision and Mission

ITD's Vision: To be the best transportation department in the country

HR's Supporting Vision:

- ✓ Be a highly sought after employer that
- ✓ Creates an extraordinary employee experience and
- ✓ Drives exceptional business results

HR's Supporting Mission:

*Attract and Retain the Best Talent!*



# HR Strategic Goals

## Strategic Goals/Decisions

## Detail

### 1. Ideal Workplace

*Open and honest communication, effectively manage performance, have standardized plans, roles, goals, processes, tools to do the job, flexible work schedules and office locations.*

### 2. Talent Pipeline and Candidate Experience

*Use Internships, strategic recruitment (sourcing) & community outreach to reach the best talent, provide educational assistance for hard-to-recruit positions.*

### 3. Employee Experience

*Through various employee surveys including Culture, Stay, 90 day, and Exit Surveys — we listen to our employees and act on their feedback. Train on the ITD behaviors, including respectful workplace. Educate employees on policies and simplify the employee handbook.*

### 4. Employee Safety

*Safety stand downs, critical incident stress management, identify and eliminate hazards, monthly safety meetings, work area inspections, job safety analysis, safety recognition, reasonable suspicion training*

### 5. Employee Development

*Utilize leadership development, employee development, career paths, and other training opportunities to invest in our staff now and into the future.*

### 6. Project Delivery Compliance

*ADA training, DBE recruitment events and training, contractor compliance, increase attainment of training special provision hours, highway construction workforce training.*

### 7. Innovative Business Practices

*Separation notification process, hiring and selection process, performance evaluation process, safety incident notification process, onboarding process, PASS process, disciplinary process, near market competitive compensation within state government.*

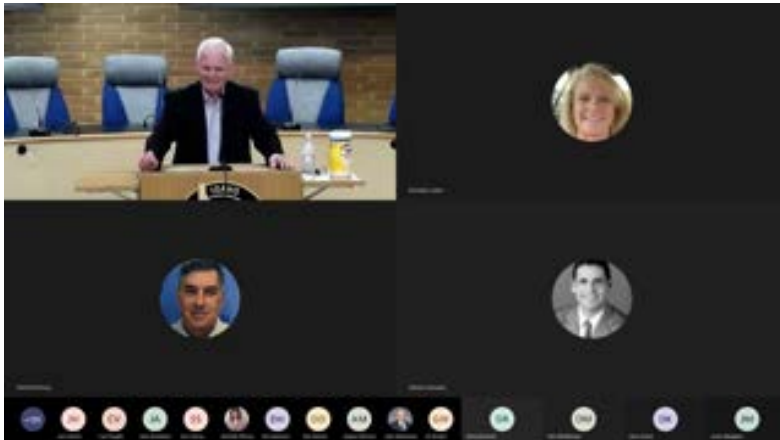
**Be a highly sought after employer that creates an extraordinary employee experience and drives business results**



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# Leaders Workshop

- ❖ Increase face-to-face communication
- ❖ Focus - Connecting and prioritizing daily work to achieve ITD's goals
- ❖ Simplify - Reduce the complexity & volume of work without compromising safety or quality



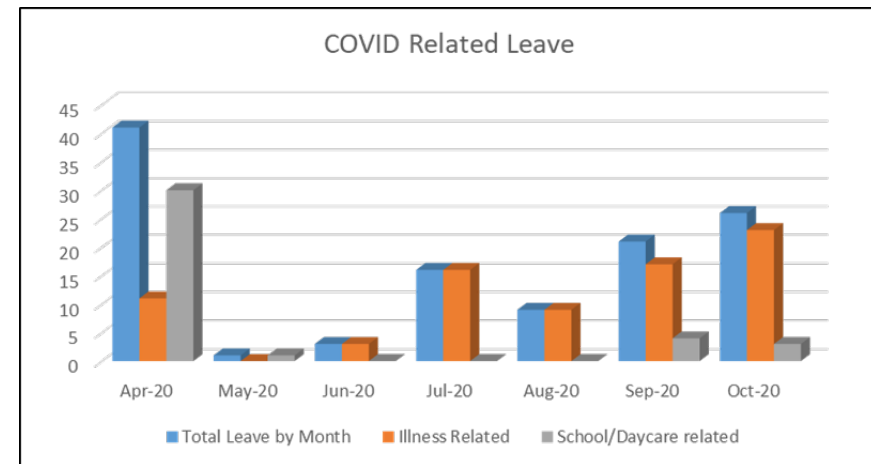
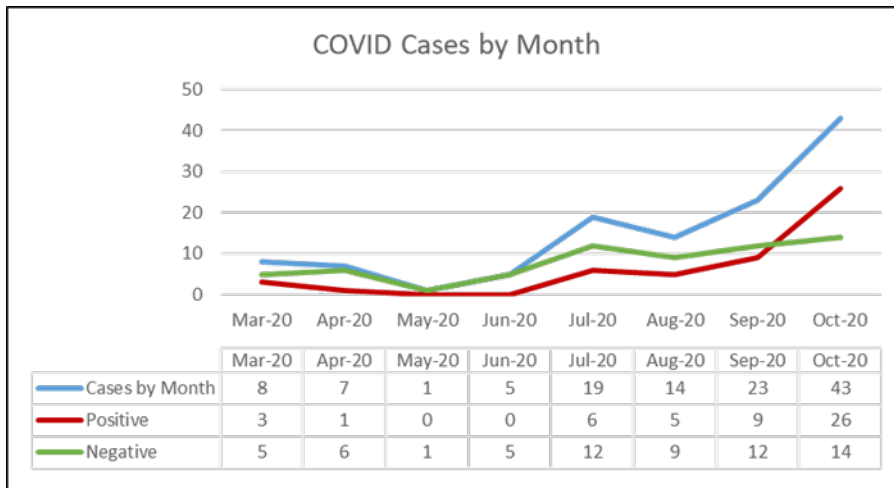
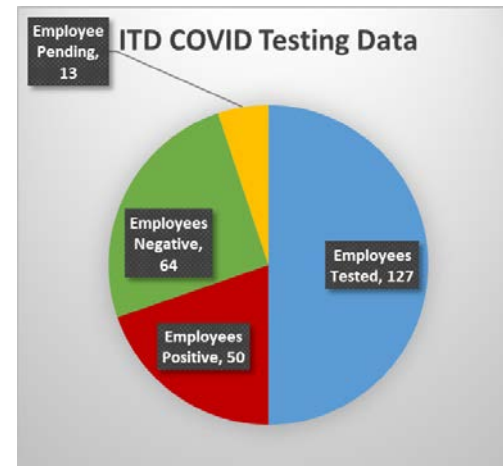
- ❖ Leadership Engagement and Accountability
- ❖ Leadership Career Development
- ❖ Continually improving the employee experience



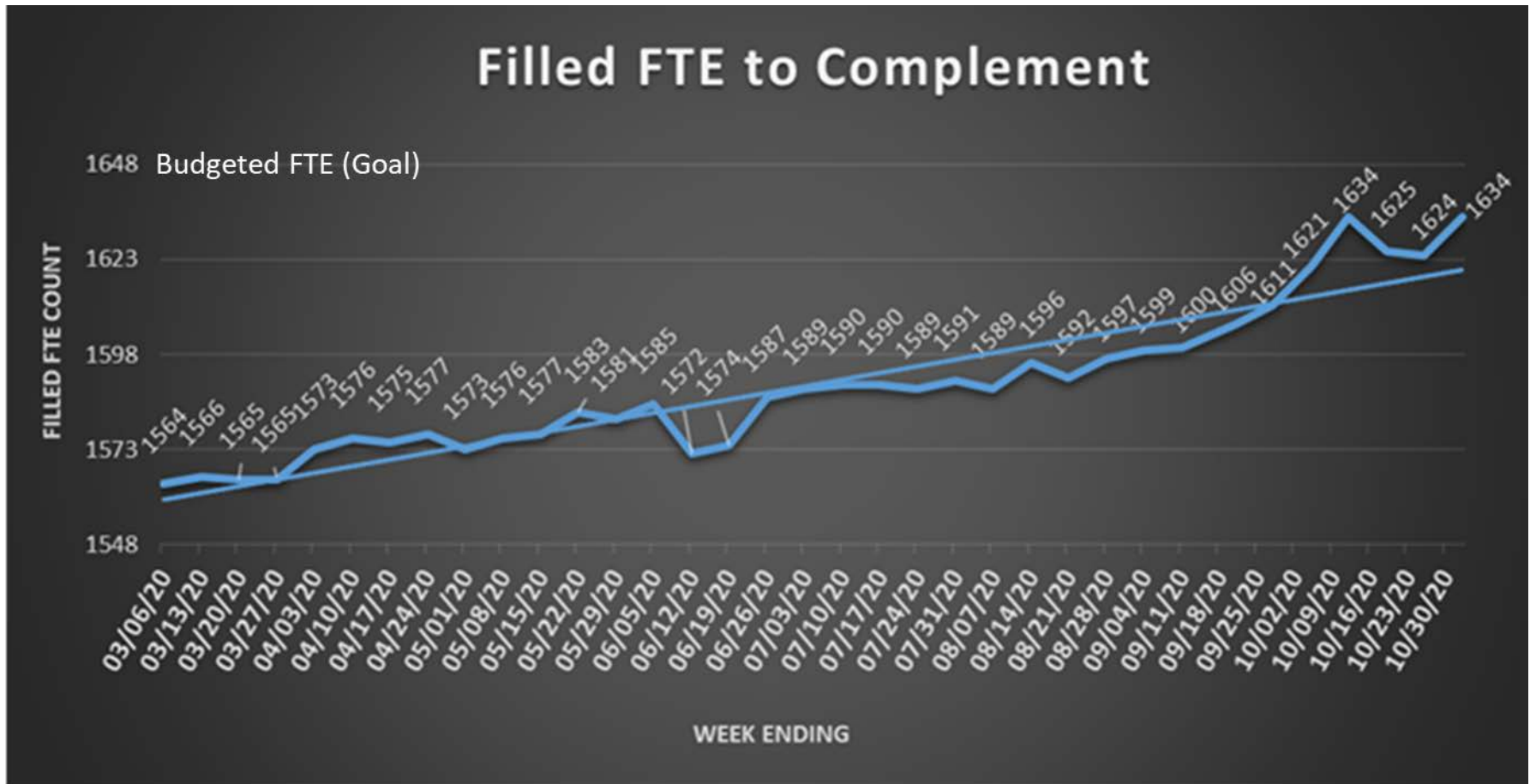
# Human Resources

## COVID-19 Challenges

- Stay-At-Home Order Challenges
- Telecommuting
- Administrative processes
- New Federal Laws/Programs
- Contact Tracing

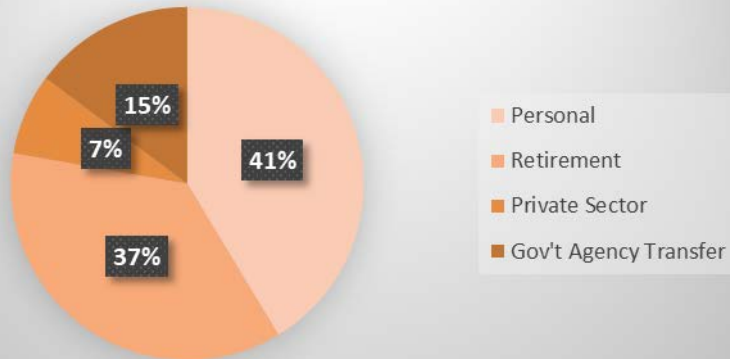


# Recruitment in Action

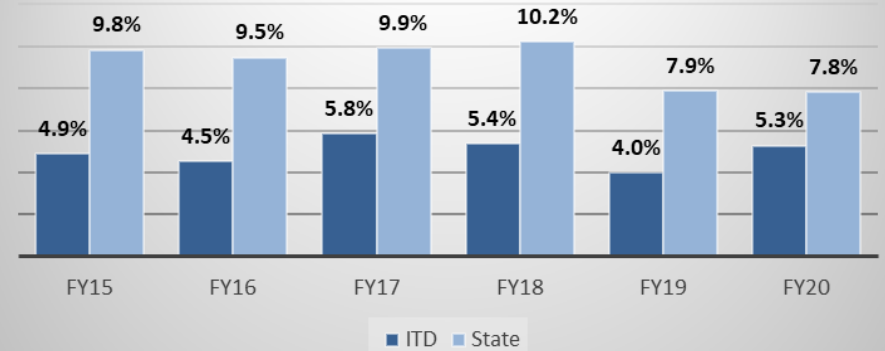


# Voluntary Separations

## FY20 Voluntary Separations



## Turnover - ITD vs. State

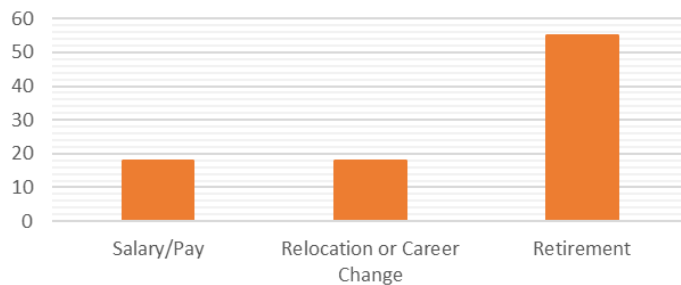


## Exit Interview Data

### Top 3 Reasons for Separation

August 2019 - October 2020

Primary



*Would you recommend ITD to a friend?*



*3.7 Rating from 133 Reviews*



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# Compensation

- Engineer Manager 1 pay adjustment to \$42.00
- Horizontal Career Path (HCP) step increases
- Hard-to-Recruit/Retain increases for Mechanics, Electricians, Traffic Signal Electricians, and Land Surveyors
- Transportation Technician (HCP) step pay rate increases
  - Transportation Technician, Entry: \$14.60 to \$16.50
  - Transportation Technician, Step 1: \$16.75 to \$18.00
  - Transportation Technician, Step 2: 18.90 to \$19.50





# Respectful Workplace



## Training Feedback:

*Great meeting Jessica. You kept me involved the whole time. I really had fun with voting on questions.*

- Yvonne

*I enjoyed your class today. You said some very good things that all of us need to hear. I appreciate having that class to help all of use beware of how we can all improve our behavior.*

- Jeanne

*Thanks for all the work that was put in to this class it was one of the best classes I have attended at ITD .*

- Jamie

**AwareLine**

Call 1-877-888-6250  
or report online via  
AwareLine link  
found on the ITDPortal

Report fraud, waste, abuse, or concerns.

Complaints may be submitted personally  
or anonymously.  
24 hours a day, 7 days a week





# Training & Development



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# Training & Development

Equipment Training

Technology Bootcamp

MS Teams Training



Extending Certifications

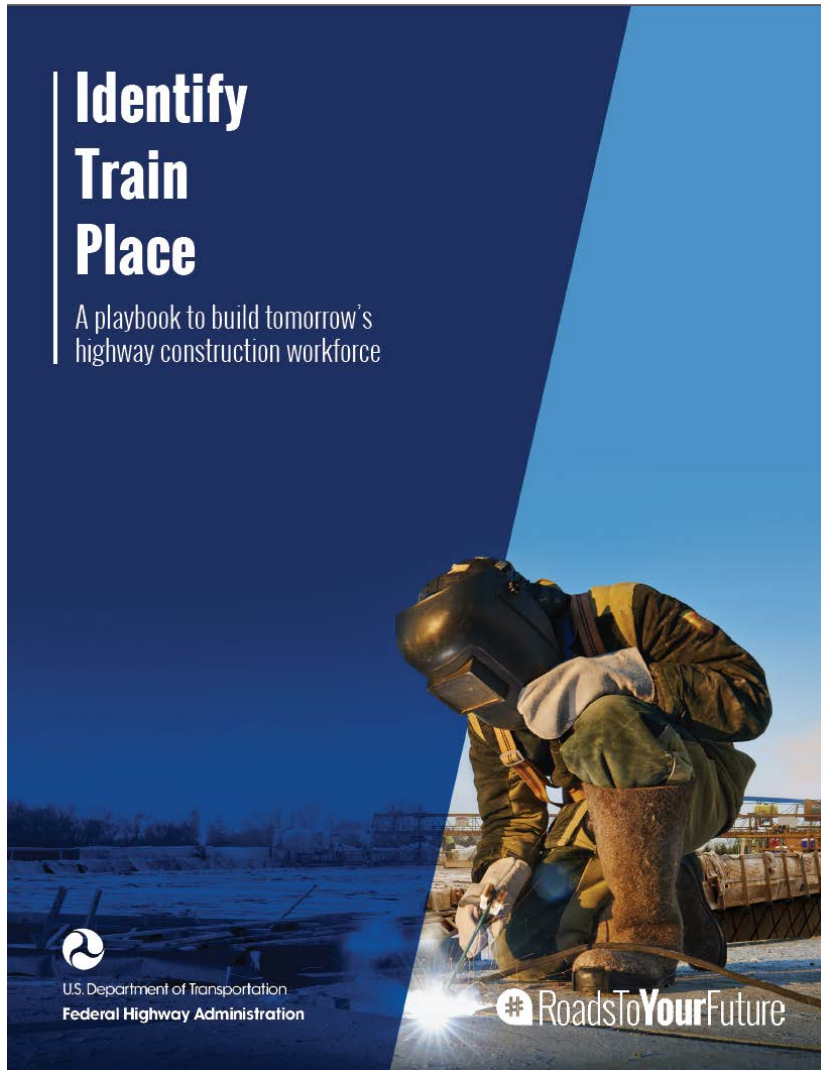
Program Delivery Conference

Online First Aid & CPR



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# ITD – Wins Competitive Federal Grant



1. Identify
2. Train
3. Place





# ITD Heavy Equipment Operator Program Class of 2020



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# HEO – Innovative Training During COVID



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# ITD Communications Video – HEO



ITD Hosts Heavy Equipment Operator School in Boise

439 views • Oct 15, 2020

👍 7    💬 0    ➦ SHARE    ≡+ SAVE    ...

<https://youtu.be/EpsYyN4QzHk>



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# Governor Little Visits ITD HEO School



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# HEO Grads – In the Industry and Loving It!



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# Employee Safety

## Two Sides of a Coin



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# Employee Safety

## Critical Incident Stress Management



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# Employee Safety

## Critical Incident Stress Management (CISM)

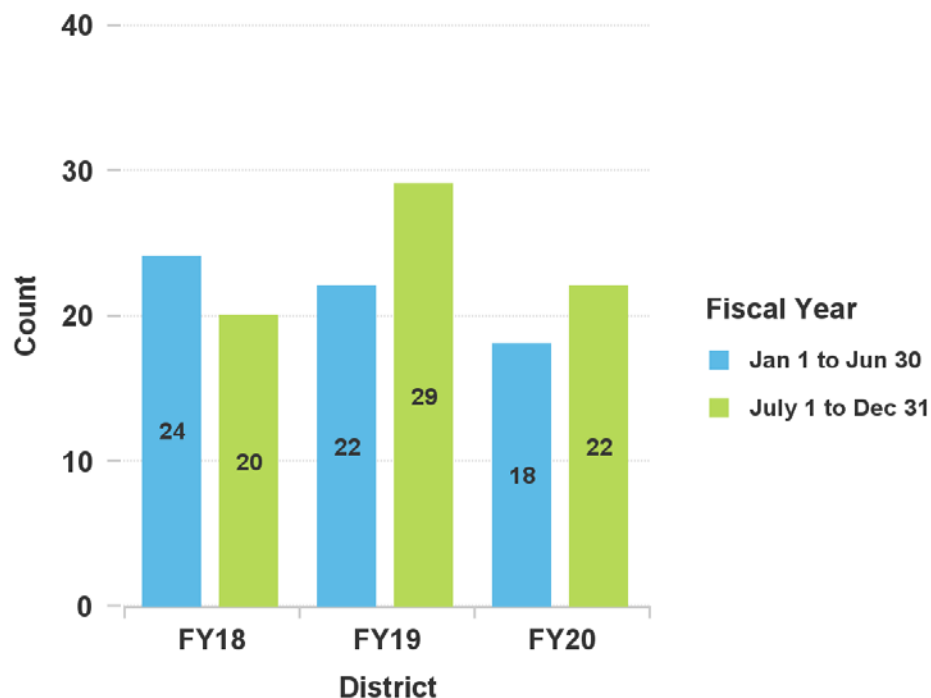
- Purpose: To enable people to return to their daily routine more quickly
- Adaptive, short-term psychological helping-process
- Focuses on immediate and identifiable problems
- Reduce likelihood of PTSD
- Peer-to-Peer Support - Not psychological care
- Refer for greater care when needed



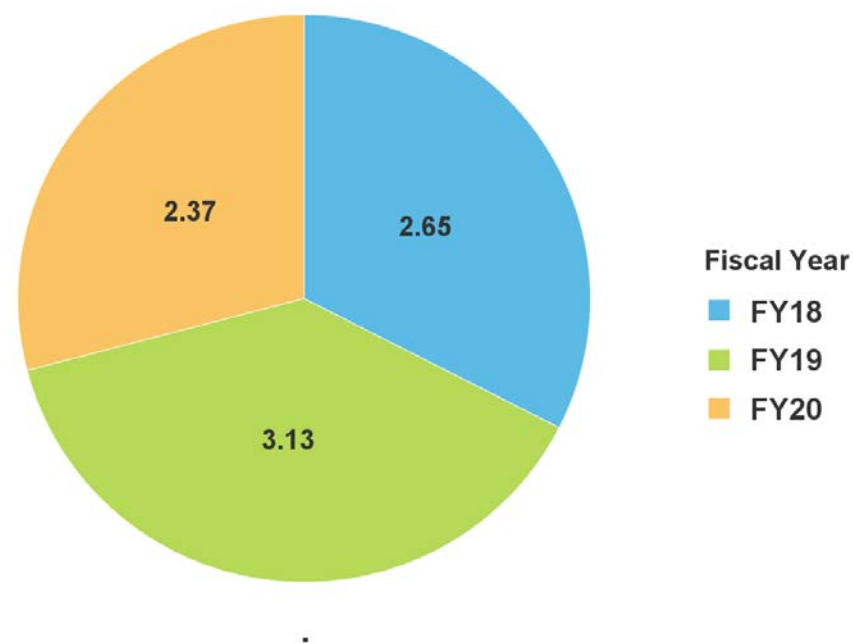
# Employee Safety

## Recordable Employee Injuries

Recordable Injury Incidents



Total Incident Rate (TIR)



TIR = % per 100 employees  
= Injuries x 200K / working-hrs





# The Road Ahead





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5

Presenter's Name Jason Minzghor	Presenter's Title District Engineer	Initials	Reviewed By LSS
Preparer's Name Karen Hiatt	Preparer's Title Engineering Manager	Initials	

### Subject

SH-28 Little Sawmill Creek Culvert project added to the ITIP		
Key Number ?	District 6	Route Number

### Background Information

Idaho Office of Species Conservation (OSC) and Lemhi Soil and Water Conservation District (LSWCD) have obtained grant funds to improve the culvert under SH-28 in Lemhi County. These improvements will enhance fish passage in the drainage. ITD would like to partner in the effort to make the improvement to the culvert and would also contribute funds to the project. We are asking to add a project to the ITIP FY2020-FY2027 with \$100,000 in CN funds, for construction summer of 2021.

### Recommendations

--



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB20- Department mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to fund SH-28 Little Sawmill  
Creek Culvert Project; and

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

NOW THEREFORE BE IT RESOLVED, that SH-28 Little Sawmill Creek  
Culvert project be added to the ITIP at a cost of approximately \$100,000 using  
FY2021 State statewide balancing; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the  
staff to adjust the Program and amend the approved FY2020-2026 Statewide  
Transportation Improvement Program accordingly.





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 25 minutes

Presenter's Name Ned Parrish	Presenter's Title Research Program Manager	Initials NP	Reviewed By LSS
Preparer's Name Ned Parrish	Preparer's Title Research Program Manager	Initials NP	

### Subject

Annual Update on ITD's Research Program		
Key Number N/A	District N/A	Route Number N/A

### Background Information

The Research Program Manager will give the annual update on the department's research program including providing a brief overview of the program, summarizing program efforts and accomplishments over the past year, and outlining planned research and program activities in FY21. In addition, three Highways staff who have served as research project managers will discuss several environmental-related research projects and how the projects support section needs. The speakers who will assist the Research Program manager with the presentation are:

- Matt Kriegl, ITD Architectural Historian
- Aimee Hill, Sr. Environmental Planner
- Cathy Ford, Roadside Program Manager

### Recommendations

For information.

### Board Action

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

# ITD Research Program 2020 Update

Ned Parrish  
Research Program Manager

November 19, 2020



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# Presentation Outline

- Provide program overview
- Share information about several projects with an environmental focus
  - State Highways Historical Context Study – Matt Kriegl
  - Categorical Exclusion (CE) Review Application Development project – Aimee Hill
  - Monarch and Pollinator Habitat Inventory Study– Cathy Ford
- Summarize other program efforts in FY20
- Outline planned activities in FY21

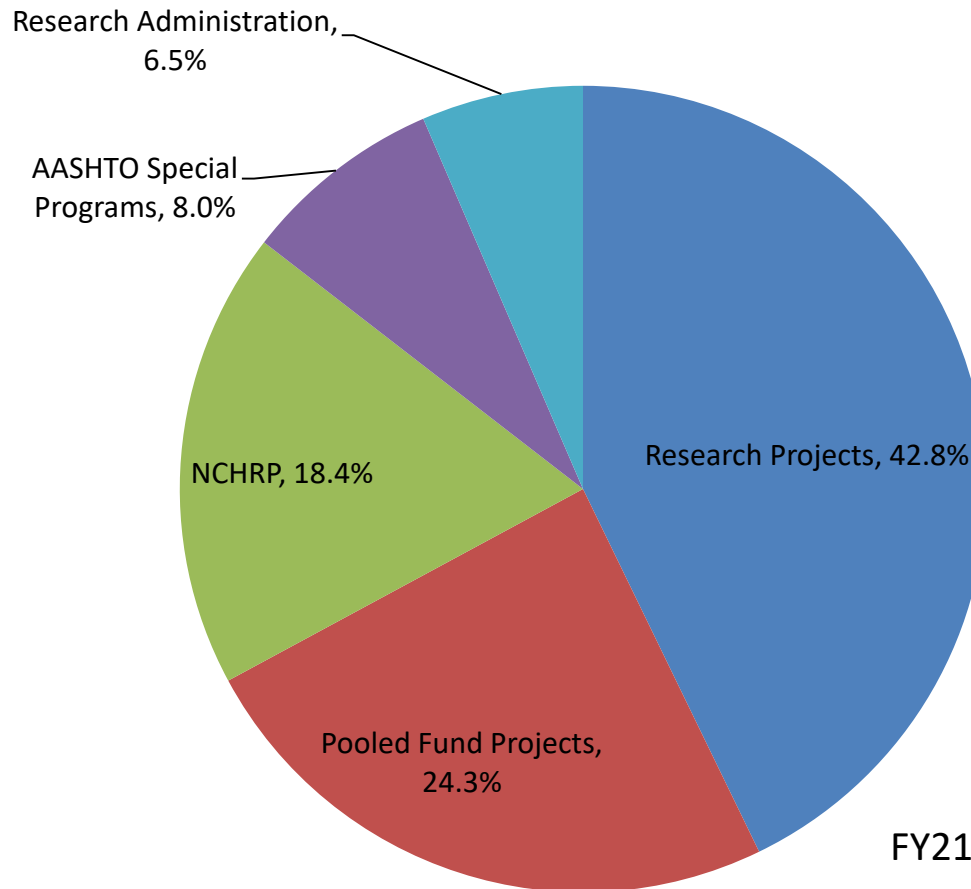


# Program Overview

- Federal statutes require that 2% of federal funds received for roads and bridges be used for planning and research
- At least 25% of these funds must be used for:
  - Research
  - Development
  - Technology transfer
- The FY21 Research Program budget is \$1.87 million; 11.5% is state dollars



# FY20 Research Program Budget



FY21 Budget = \$1.87 million



# Research Project Selection

- The Research Program seeks to address needs department-wide
- Research requests can be submitted by staff from throughout ITD
- ITD's Research Advisory Council reviews requests and sets funding priorities
- Projects are overseen by project sponsors and project managers

ITD RESEARCH PROGRAM  
PROJECT REQUEST FORM

1. TITLE:

2. SUBJECT AREA:  
(e.g., Pavements, Bridges, Environment, Maintenance, Safety, Planning, Management, etc.)

3. PROBLEM STATEMENT:  
What problem would be addressed by this project?  
How is ITD impacted by the problem?

4. RESEARCH PROPOSED:  
What are the objectives of the proposed project?  
Is the proposed work an extension of past research efforts?  
What tasks do you envision?  
What deliverables/output will be produced?  
How will the research results be implemented?

5. ANTICIPATED BENEFITS/OUTCOMES:  
How will the information and deliverables generated from the project be used to solve the problem?  
How will the proposed research further the accomplishment of ITD's long-range goals and/or support the department's key management principles?  
What practical benefits will result from the work proposed (cost savings, process efficiencies, accidents reduced, lives saved, etc. – please be specific)?

RECOMMENDATIONS:  
Is this project a high priority?  
Should this research be done by a private firm or by ITD?  
If by ITD, is a consultant needed for the project, who do you recommend and appropriate for this work?  
AND FUNDING NEEDED:  
\$ \_\_\_\_\_ monthly  
Funds to cover ITD project-related costs, such as the need to pay outside consultants?  
\$ \_\_\_\_\_  
If for other costs? \$ \_\_\_\_\_  
Is project sponsor – section manager or above – who will initiate. The sponsor will designate a project manager to of the project, approve the final scope of work, review call on for status implementation of recommendations when the

Name: \_\_\_\_\_ Title: \_\_\_\_\_  
Signature: \_\_\_\_\_

PROPOSED ITD PROJECT MANAGER:  
(The project manager will be responsible for ITD's technical oversight of the project. The project manager chairs the technical advisory committee (TAC) which holds periodic meetings between the researcher and the TAC, reviews and approves project-related issues, coordinates technical review of all deliverables by the TAC, and coordinates implementation planning efforts.)

Name: \_\_\_\_\_ Title: \_\_\_\_\_  
E-mail: \_\_\_\_\_ Phone: ( ) \_\_\_\_\_

ITD STAFF DEVELOPING THIS REQUEST:  
Name: \_\_\_\_\_ Title: \_\_\_\_\_  
E-mail: \_\_\_\_\_ Phone: ( ) \_\_\_\_\_

Submit completed forms to:  
Paul Perrella, Research Program Manager  
Paul.Perrella@idaho.gov  
208-234-6296



# State Highway System Historical Context Study

Matt Kriegl  
Sr. Environmental Planner  
Architectural Historian



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# Project Background

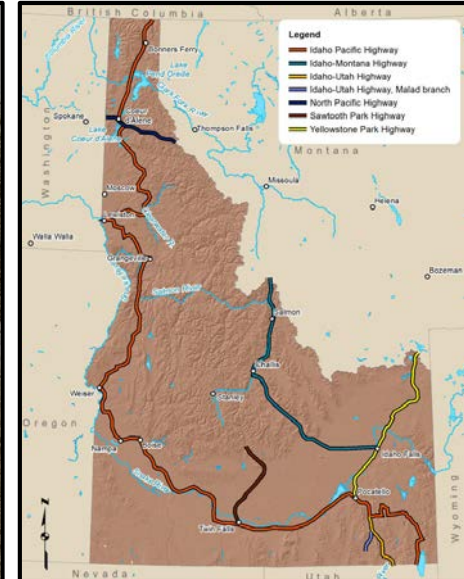
- Study Need/Problem Addressed:
  - Comply with environmental and historic preservation laws and regulations
  - Consistently consider effects of ITD activities on historic properties
- Study Objectives:
  - Resolve errors and omissions in existing documentation
  - Create a resource that enables efficient completion of cultural documentation, reducing the costs and time required for environmental clearance and project delivery
- Project # – RP 267
- Researcher – Mead & Hunt
- Budget – \$159,100





# Study Need/Problem Addressed

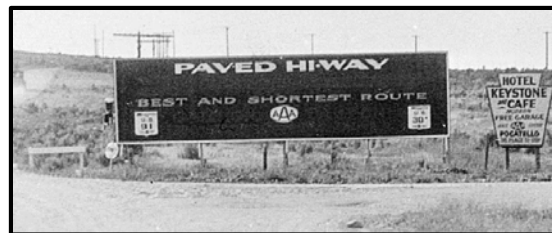
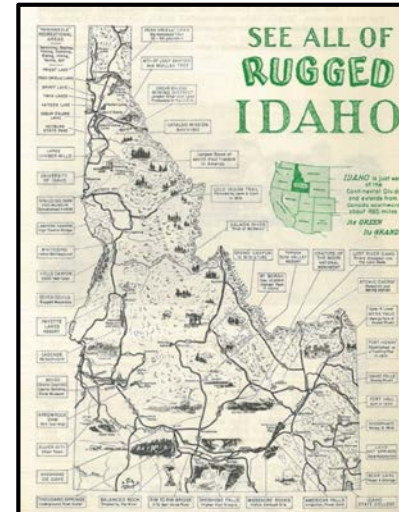
- Section 106 of the National Historic Preservation Act of 1966 (NHPA), the National Environmental Policy Act of 1969 (NEPA), and the Transportation Act of 1966 as amended and reauthorized
- Historic properties are defined as **buildings, sites, objects, structures, and districts** that are **eligible** for listing or listed in the **National Register of Historic Places (NRHP)**



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# Study Objectives

- To resolve errors and omissions in existing documentation utilized by ITD and Idaho State Historic Preservation Office (SHPO) regarding the NRHP status of Idaho's highways
- To create a resource that enables efficient completion of NHPA consultation for FHWA, LHTAC, and ITD projects, thus reducing the costs and time required for environmental clearance and project delivery



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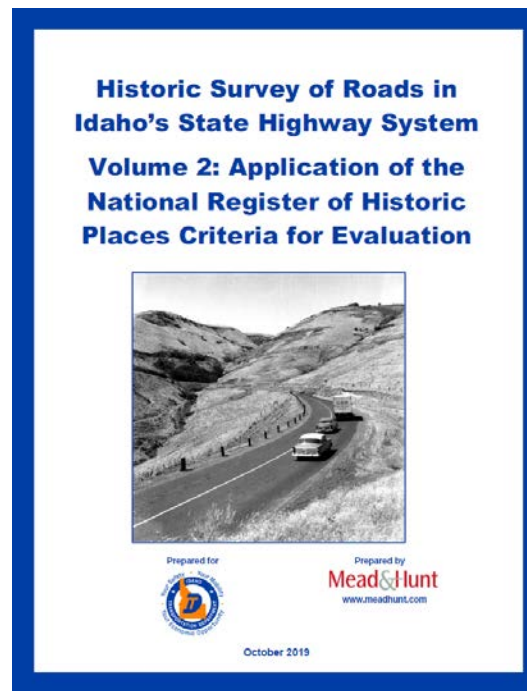
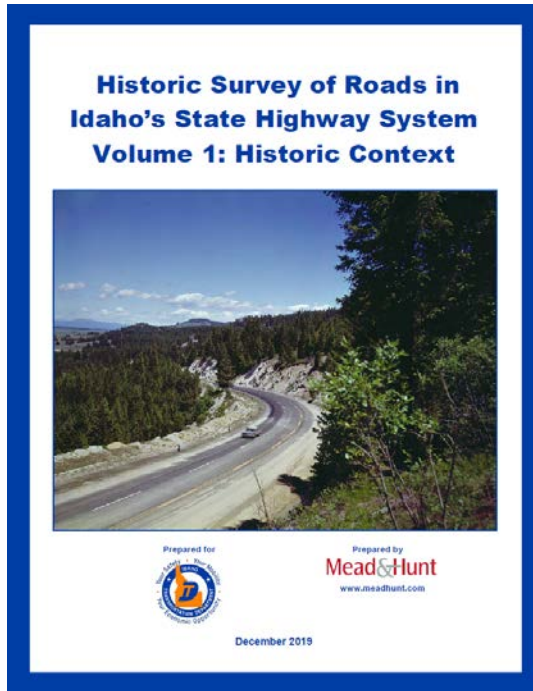
# Study Need/Problem Addressed

- **Bridges** are one of the more recognizable historic features of roads and highways
- **Highways** themselves can have historical significance (e.g., they follow historic transportation routes, related to commerce, recreation, military, events, etc.)
- This project is focused on the **historic significance of the highway system**
- **SHPO** involved in the project to make sure the products meet all needs
- The volumes **established criteria** and have provided guidance and resulting in better documentation from consultants





# SCOPE OF WORK (Phase 1)



**Volume I:** Complete  
Historic Context for the  
State Highway System and  
ITD

**Volume II:** Prepare  
Methodology for Assessing  
NRHP Eligibility of  
Highways in Idaho

- Future project phase;  
Phase 2 (Volume III)
  - Currently in Progress



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# SCOPE OF WORK (Phase 2)



Not Part of the original Research Project

- The goal of Phase 2 of the Road Survey is to use the Volumes 1 and 2 to complete a NRHP Determination of Eligibility (DOE) for a selected number of roads within Idaho's State Highway System.
- Five Pilot Roads: ID-55, US-12, ID-36, ID-57, ID-33



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# Developing an Environmental Document Prep and Data Management System to Support Project Delivery

Aimee Hill

Sr. Environmental Planner



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# Project Background

- Study Need/Problem Addressed:
  - Environmental is in the “VERY HIGH” and “HIGH” categories for risk to project delivery
  - Environmental processes need streamlining and consistency
- Study Objectives:
  - Develop an online application
  - Work with other applications
- Project # – RP 290
- Researcher – Eshwara Kancherla, Maxis Group
- Budget – \$232,752



# Products

- Version 1.0
  - Online CE system built within Sharepoint
- User Guide and Training Tools
  - Document to assist users
  - Step-by-step training for PMs and Planners



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# Implementation

- Training
  - All ITD Environmental customers – Districts, LHTAC, ACHD, FHWA, state and federal partners, and consultants



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# Implementation

- Will it improve how we do business?
  - Uniform format
  - Less subjectivity, more consistency
  - Streamlined, repeatable process
  - Tracking of commitments



# Old vs New

ITD 0054 (Rev. 10-10)

## Environmental Evaluation

Key Number		Project Number		Program		Project Name		Date	
District		City/County		Route Number		Beginning Milepost		Ending Milepost	
Program Year		ADT		DHV		% Trucks		Posted Speed	

**Acres of New Public ROW** \_\_\_\_\_ **Acres of New Private ROW** \_\_\_\_\_

(Discuss the existing use of ROW to be acquired, plus adjacent land use, zoning, development plans, etc. on attached Environmental Summary Sheet)

**Public Interest Expected?**  
☐ Cultural ☐ Archeological ☐ Reservation ☐ None ☐ Yes ☐ No

**Attainment Area** ☐ Non-Attainment Area ☐ CO ☐ PM ☐ Exempt Project ☐ Yes ☐ No

**Type One Project** (i.e., New Location, Substantial Alignment Change, Addition of a Through-Traffic Lane) ☐ Yes ☐ No

**Construction Impacts Requiring Special Provisions** (Enter Details on Reverse Side) ☐ Yes ☐ No

Program Year		Design Year		ADT		DHV		% Trucks		Posted Speed	
Existing		Proposed		Existing		Proposed		Existing		Proposed	

**Project Purpose and Benefits**  
 Double mark (x) only the item that best describes the Primary Reason for Proposing this Project  
 Single mark (x) all Other Relevant Items

<input type="checkbox"/> Maintain/Improve User Operating Conditions <input type="checkbox"/> Maintain/Improve Traffic Flow <input type="checkbox"/> Time Savings <input type="checkbox"/> Increase Capacity <input type="checkbox"/> Reduce Congestion <input type="checkbox"/> Reduce Hazard(s) <input type="checkbox"/> Reduce Highway User Operating Costs <input type="checkbox"/> Other, List (e.g., Driver Convenience and Comfort regarding Rest Area Projects)	<input type="checkbox"/> Enhance Accessibility for the Disabled/Safety <input type="checkbox"/> Enhance Pedestrian Safety and/or Capacity <input type="checkbox"/> Enhance Bicycle Safety and/or Capacity <input type="checkbox"/> Traffic Composition Enhancement (e.g., Truck Route, HOV Lane, Climbing Lane) <input type="checkbox"/> Visual/Cultural Enhancement (e.g., Landscaping, Historic Preservation) <input type="checkbox"/> Environmental Enhancement (e.g., Air Quality, Noise Attenuation, Water Quality) <input type="checkbox"/> Economic Prudence (e.g., Repair Less Expensive than Replacement, B/C Ratio)
---	---

**Check Any of the Following That Require Avoidance, Minimization, or Discussion** (If Yes, describe in the Environmental Document or CE)

1. Noise Criteria Impacts* 2. Change in Access or Access Control 3. Change in Travel Patterns 4. Neighborhood or Service Impacts 5. Economic Disruption 6. Inconsistent With Local or State Planning 7. Minorities, Low Income Populations 8. Displacements* 9. Section 4(f) Lands-DOT Act 1966* (i.e., Public Parks/Rec Areas/Trails, Wildlife/Waterfowl Refuges, Wild or Scenic Rivers, Historic Sites/Bridges, Archeological Resources) 10. LWCF Recreation Areas/6(f) Lands* 11. Section 106-Nat. Hist. Preserv. Act* 12. FAA Airspace Intrusion** 13. Visual Impacts 14. Prime Farmland*, Parcel Splits 15. Known/Suspected "Hazard" Risks 16. Wildlife/Fish Resources/Habitat**	17. Threatened/Endangered Species* <input type="checkbox"/> Listed <input type="checkbox"/> Proposed 18. Air Quality Impacts 19. Inconsistent With Air Quality Plan <input type="checkbox"/> SIP <input type="checkbox"/> TIP 20. Stream Alteration/Encroachment** <input type="checkbox"/> IWDR <input type="checkbox"/> FRG <input type="checkbox"/> COE (404) 21. Flood Plain Encroachment* <input type="checkbox"/> Longitudinal <input type="checkbox"/> Traverse 22. Navigable Waters** <input type="checkbox"/> CG (Sec 9) <input type="checkbox"/> COE (Sec 10) <input type="checkbox"/> Dept. Lands 23. Wetlands* <input type="checkbox"/> Jurisdictional** (404) <input type="checkbox"/> Non-Jurisdictional 24. Sole Source Aquifer <input type="checkbox"/> Exempt Project <input type="checkbox"/> Non-Exempt** 25. Water Quality, Runoff Impacts 26. NPDES-General Permit (if no, complete sediment-erosion control plan)
---	--

\*If yes to these items, supplemental reports or documentation are required (e.g., Relocation Report; Wetlands Determination/Finding; Fish and Wildlife Species List Update; SCS Form AD-1006, Biological Assessment, etc.)  
 \*\*If yes to these items, a letter of input is required from the appropriate agency.

Page 1 of 2

## LAND USE, PUBLIC LANDS AND RESERVATIONS

**Please select Land Use and Neighborhood Characteristics**

<b>Project Description</b> Maps Photos <b>Public Lands &amp; Reservations</b> Cultural Resources Section 4(f) Section 6(f) Farmlands Hazardous Material Evaluation Noise Air Quality Visual Resources Social, Economic & Community Impacts Environmental Justice Aquatic Resources Biological Resources Coordination & Outreach Environmental and Engineering Commitments/Mitigations	<input type="checkbox"/> Residential <input type="checkbox"/> Business <input type="checkbox"/> Recreational Areas <input type="checkbox"/> Historic District <input type="checkbox"/> Low Income Populations or Minority Populations <input type="checkbox"/> Agricultural/Farmland <input type="checkbox"/> Airports and Airspace  Identify specific land use and neighborhood characteristics in the project area. When items are checked, further detail will be requested in the following pages regarding residential or business properties; recreational areas; historic districts; low-income or minority populations; farmlands or agricultural uses. <b>Any Known or Anticipated Controversy?</b> <input checked="" type="radio"/> No <input type="radio"/> Yes  <b>Is the project area within reservation boundaries or a tribal area of interest?</b> <input checked="" type="radio"/> No <input type="radio"/> Yes, the tribe name <input type="text"/>  <b>Is the project area within public lands or other managed lands?</b> <input checked="" type="radio"/> No <input type="radio"/> Yes, choose the Agency names in the table below.  <b>Land Use, Public Lands and Reservations</b> Identify tribal and agency interests in the area. If there is known controversy, select yes and provide detail. Where a project is within reservation boundaries or within an area of interest, select "Yes" and list the tribe. Where a tribe is identified, see Cultural Resources page for further instruction. Identify all land management and government agencies with lands that may be impacted by the project action. Information on land ownership and existing easements can be obtained on line through the Idaho State Tax Commission. In the table, list each agency with land use interests in the project area, contact date and outcomes of the coordination. All comments and concerns, and all responses to those comments and concerns, should be saved to ProjectWise.
--	--



# Roadside Monarch and Pollinator Habitat Inventory Study

Cathy Ford

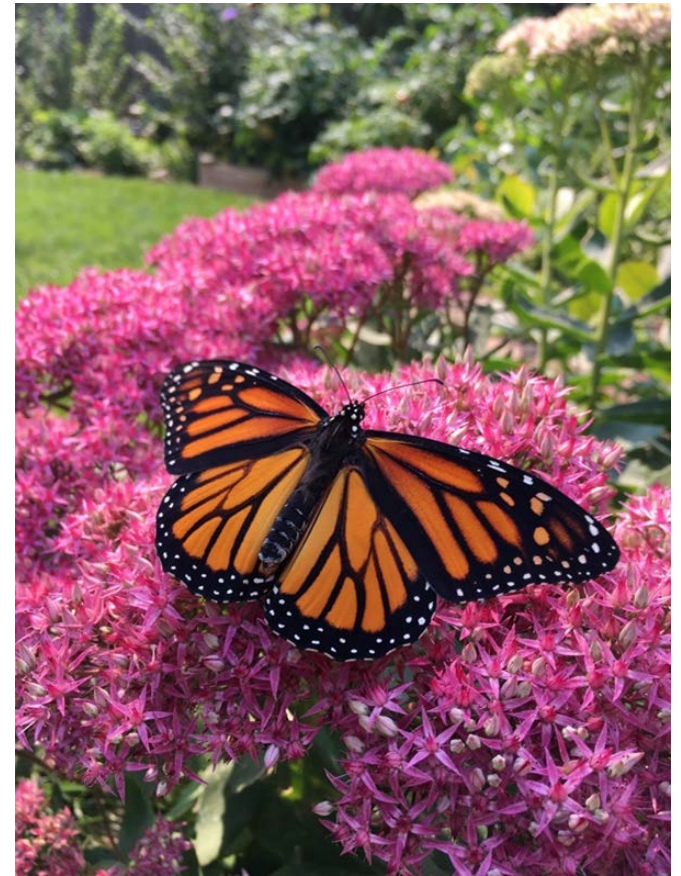
Roadside Program Manager



*Your Safety • Your Mobility • Your Economic Opportunity*

# Project Background

- Project # – RP 291
- ITD Project Sponsors:
  - Nestor Fernandez, Mobility Services
  - Wendy Terlizzi, Environmental
- Researchers – Western Transportation Institute, MSU
- Budget – \$144,208



# Study Need

- Native pollinators are in critical decline across North America.
- The U.S. Western Monarch population has declined by 99% since the 1980s and is listed as a Species of Greatest Conservation Need in Idaho.
  - The overall declines are the reason the monarch butterfly is petitioned for listing under the Endangered Species Act.
  - The U.S. Fish and Wildlife Service (USFWS) expects to make its determination by December 15, 2020.
- If the monarch butterfly is listed as threatened or endangered, additional regulations and restrictions may be imposed on activities performed in transportation ROWs.
- Transportation and utility rights of way (ROWs) exist throughout the U.S. landscape and are among the largest and most extensive networks.





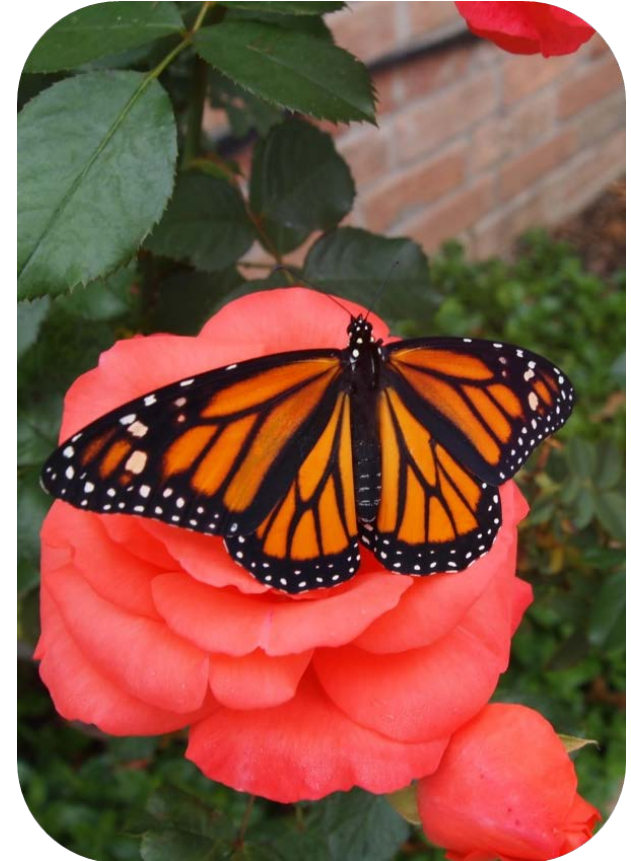
# Study Need (cont.)

- ITD manages approximately 13,898 highway lane miles across the state, comprising an estimated total of 82,000 acres of ROW land.
- Preserving and protecting existing habitat makes a difference especially when fragmented areas are connected with other adjacent habitats.
- Entering into a voluntary Candidate Conservation Agreement with Assurances (CCAA) could minimize the likelihood of disruptions to construction and maintenance activities.



# Candidate Conservation Agreement with Assurances (CCAA)

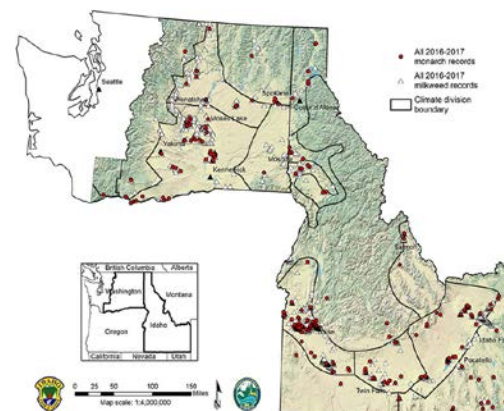
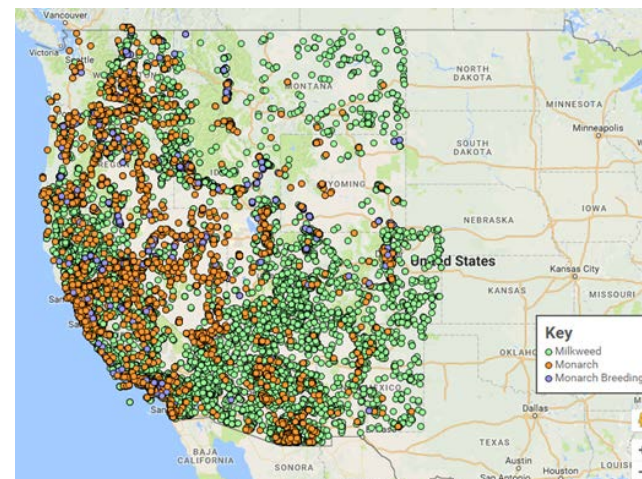
- Unique collaboration between the University of Chicago, USFWS, and more than 50 parties from the energy and transportation sector (DOTs).
- ITD can propose what we can realistically do, as well as where and how we can do it.
- Allows ITD employees to focus on other priorities.
- Cost savings to ITD.





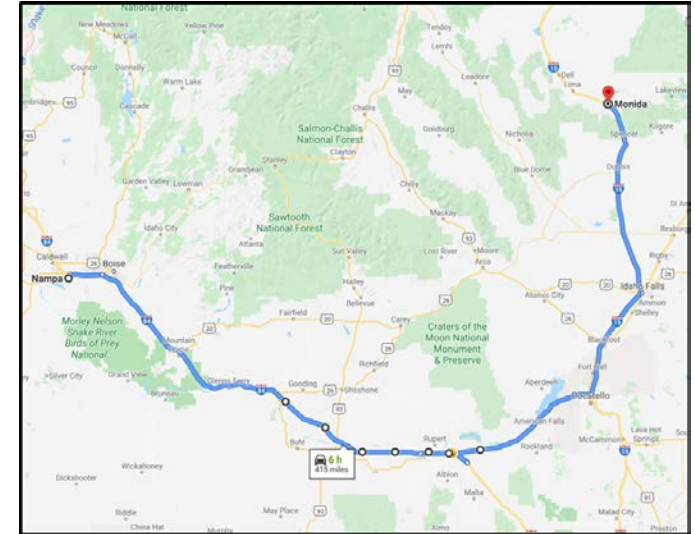
# Study Objectives

- Expanding on preliminary information collected on Monarch habitat in Idaho and specifically focus on ITD Right-of-Ways (ROWS).
- Identifying the relative amount of monarch butterflies and milkweed plants, as well as nectar plants using a field-based approach.
- Assessing pollinator plant abundance including milkweed species and important nectar plant species.
- Assessing and developing best management practices to support Monarchs and pollinators in ITD ROWs.



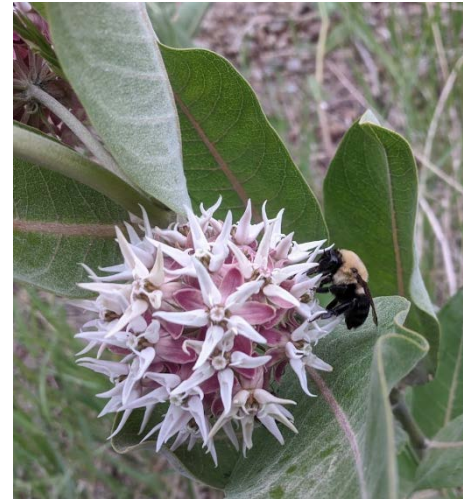
# Planned Research

- This project will focus on the ROWs in the Snake River Plain including interstate and other selected routes.
- A rapid assessment survey will be conducted in 2021 to identify the extent of milkweed populations and pollinator habitat present in highway ROWs and adjacent lands.
- Incorporate existing known locations of monarch butterflies, milkweed plant populations and other pollinator plant data into the final report.



# Plans After Research

- Develop best management practices to support Monarchs and pollinators in ITD ROWs.
- Information collected will be used to enter into the CCAA and include recommended practices for operation activities in roadsides.



# Research Program Efforts and Planned Activities

Ned Parrish

Research Program Manager



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# Projects Completed in FY20

- Field Performance of High Early Strength Concrete Mix for Field-Cast Connections in ABC Applications
- Implementing AASHTO TP 110 for Alkali-Silica Reaction Potential Evaluation of Idaho Aggregates
- Development of a Prediction Model for Pavement Temperature
- Idaho DMV Customer Web Portal Study



## IDAHO TRANSPORTATION DEPARTMENT RESEARCH REPORT

Idaho DMV Customer Web Portal Study

RP 282

By

Valerie Keachley-Hell, Ph.D.

Jessy Koo

Andrew Martin, Ph.D.

Kentucky Transportation Center

Prepared for

Idaho Transportation Department

[ITD Research Program, Construction Services](#)

Highways Construction and Operations

July 14, 2020

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# New Research Projects in FY20/21

- Highway Safety Improvement Program (HSIP) Project Performance Evaluation Study
- Roadside Monarch and Pollinator Habitat Inventory
- Implementation of Balanced Asphalt Mix Design of Asphalt Mixtures and Use of Rejuvenators for Enhanced Performance
- Developing Enhanced Performance Curves of ITD Asphalt Pavements by Mining the Historical Data
- Simplified Analysis Methods of TSD and FWD Data for Effective Pavement Preservation Program
- Roadside Vegetation Management to Reduce Invasive Weeds and Fire Risk
- DMV Service Delivery Model Study
- Qualified Products List (QPL) System Needs Study



# Pooled Fund Projects

- Road Usage Charge West
- Traffic Safety Culture – Phase 2
- Integrating Construction Practices and Weather into Freeze Thaw Specifications
- Updating U.S. Precipitation Frequency Estimates for the Northwest
- Assessment and Repair of Prestressed Bridge Girders Subjected to Over Height Truck Impacts
- Consortium for Asphalt Pavement Research and Implementation
- Western Alliance for Quality Transportation Construction (WAQTC) 2021-2025
- Demonstration to Advance New Pavement Technologies Pooled Fund





# Other Program Efforts

- Developed new research report style manual and template
- Applied for and received NCHRP implementation funding
  - Joint effort with UDOT and WY DOT
  - Funding will be used for workshops on emerging practices for preservation, maintenance, and renewal of highway infrastructure
- Hosted research peer exchange
  - Virtual exchange
  - Included staff from 7 other state DOTs, FHWA, and NCHRP
  - Discussed how state DOT Research Programs can be better leveraged to support innovation within our agencies

IDAHO TRANSPORTATION DEPARTMENT

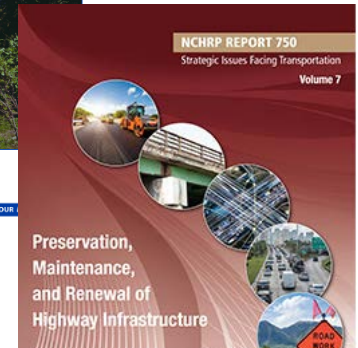
## RESEARCH REPORT

Historic Survey of Roads in Idaho's  
State Highway System Volume 1:  
Historic Context

RP 267



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## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 11/19/2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15

Presenter's Name Blake Rindlisbacher	Presenter's Title Chief Engineer	Initials BR	Reviewed By
Preparer's Name Blake Rindlisbacher	Preparer's Title Chief Engineer	Initials BR	

### Subject

Revisions to Board Policy 4076, Use of Unallocated ITIP Funds		
Key Number	District	Route Number

### Background Information

In the September 16, 2020 Idaho Transportation Board meeting Chairman Moad lead a discussion with the Board regarding Board Policy 4076, Use of Unallocated Idaho Transportation Investment Program Funds. At the end of this discussion, the Board asks that we draft revisions to this policy to reflect their discussion. Attached is the draft policy revisions. One version is in legislative format with line numbers and strike outs. The second is simply a clean version of the policy.

### Recommendations

This item is being presented for Board review and informational purposes.

### Board Action

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



BOARD POLICY 4076

Page 1 of 1

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

**Purpose**

This policy explains that an amount of state funds, not to exceed five million, dollars shall be included annually within the Idaho Transportation Investment Program (ITIP) to be used at the discretion of the Board for addressing specific needs on the state highway system that cannot be anticipated and planned for in a 5 7-year funding cycle.

**Legal Authority**

Idaho Code 40-310(4) – The Board shall locate, design, construction, reconstruct, alter, extend, repair and maintain state highway, and plan, design and develop state transportation systems, determined by the Board to be in the public interest.

Idaho Code 40-314(3) – The Board is authorized to exercise all powers and duties deemed necessary to fully implement and carry out the provisions of Title 40 of the Idaho Code, and to control the financial affairs of the Board and the Department.

Idaho Code 40-708(1) – revenues in the state highway account must be spent exclusively for the maintenance, construction and development of highways and bridges in the state highway system.

**Project Criteria**

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

Acceptable projects include Examples of acceptable projects include:

- ~~urgent safety projects concerns,~~
- ~~state projects or local~~ partnerships for highway improvements that will enhance Idaho's economic goals, ~~mobility~~ safety, mobility, or economic opportunity,
- ~~match for federal matching funds grants for state highway or economic opportunity,~~ infrastructure ~~grants during the fiscal year,~~
- ~~project development for priority projects,~~
- ~~advance right of way purchase~~

- emergency repairs to damaged highways and structures.

District Engineers and Board Members are encouraged to reach out to partners and stakeholders, including Board Advisory Committee members, to identify unmet needs and to generate project funding requests for unallocated ITIP funds. Projects must be on the State Highway System. Funding for projects can be obligated upon Board approval.

### **Funding Cycle**

~~In order to be eligible, the event or opportunity must occur during the same state fiscal years as the funding request.~~ Unallocated ITIP funds must be obligated prior to the end of each state fiscal year. Requests for unallocated ITIP funds may be submitted any time during the state fiscal year. The balance of the unallocated ITIP funds that have not been committed by May 1<sup>st</sup> of each year shall be used to advance projects previously approved in the current ITIP projects in accordance with policy 4011.

Approved by the Board on:

Date: \_\_\_\_\_

\_\_\_\_\_  
~~Jerry Whitehead~~ Bill Moad  
Board Chairman



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

### **Purpose**

This policy explains that an amount of state funds, not to exceed five million, dollars shall be included annually within the Idaho Transportation Investment Program (ITIP) to be used at the discretion of the Board for addressing specific needs on the state highway system that cannot be anticipated and planned for in a 7-year funding cycle.

### **Legal Authority**

Idaho Code 40-310(4) – The Board shall locate, design, construction, reconstruct, alter, extend, repair and maintain state highway, and plan, design and develop state transportation systems, determined by the Board to be in the public interest.

Idaho Code 40-314(3) – The Board is authorized to exercise all powers and duties deemed necessary to fully implement and carry out the provisions of Title 40 of the Idaho Code, and to control the financial affairs of the Board and the Department.

Idaho Code 40-708(1) – revenues in the state highway account must be spent exclusively for the maintenance, construction and development of highways and bridges in the state highway system.

### **Project Criteria**

The requests to use unallocated ITIP funds throughout the year shall be made by the Director, Chief Operations Officer or District Engineer, after consultation with the local Board Member, at a Board meeting via a Board Agenda Item.

Examples of acceptable projects include:

- urgent safety projects,
- state projects or local partnerships for highway improvements that will enhance safety, mobility, or economic opportunity,
- match for federal grants for state highway infrastructure
- project development for priority projects,
- advance right of way purchase
- emergency repairs to damaged highways and structures.

District Engineers and Board Members are encouraged to reach out to partners and stakeholders, including Board Advisory Committee members, to identify unmet needs and to generate project

funding requests for unallocated ITIP funds. Projects must have be on the State Highway System. Funding for projects can be obligated upon Board approval.

**Funding Cycle**

Unallocated ITIP funds must be obligated prior to the end of each state fiscal year. Requests for unallocated ITIP funds may be submitted any time during the state fiscal year. The balance of the unallocated ITIP funds that have not been committed by May 1<sup>st</sup> of each year shall be used to advance projects previously approved in the ITIP in accordance with policy 4011.

Approved by the Board on:

Date: \_\_\_\_\_

\_\_\_\_\_  
Bill Moad  
Board Chairman



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 11/19/2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15

Presenter's Name Robert Beachler	Presenter's Title Sr. Transportation Planner	Initials RB	Reviewed By
Preparer's Name Robert Beachler	Preparer's Title Sr. Transportation Planner	Initials RB	

### Subject

Draft Update Guide for Utility Management 2020 Edition - Chapter 6 Broadband Infrastructure

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

### Background Information

This item is being presented for Transportation Board review and comments.

The 2020 Draft Guide for Utility Management (GUM) provides information and guidance to ITD staff regarding the coordination and administration of utility facilities installation, relocation and adjustment within the right-of-way of the State Highway System.

- Current GUM covers utilities that are regulated by the Idaho Public Utilities Commission
- Idaho Statue 62-701 regulates the right to highway right-of-way for utilities
- A new Broadband Infrastructure Chapter addresses private sector for-profit telecommunications facilities will provide updated guidance and procedures to staff

This 2020 Draft Guide for Utility Management updates the 2012 publication of the GUM which protects Idaho Rights-of-Way for transportation purposes and updates policies regarding the accommodation of utilities, regulations, policies and guidance.

Attachment: Section600 Broadband Infrastructure – 9Nov2020.pdf

### Recommendations

This item is being presented for initial review. Adoption will be sought at a future Board Meeting.

### Board Action

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



## **SECTION 600.00 – BROADBAND INFRASTRUCTURE**

### **SECTION 605.00 – PURPOSE**

### **SECTION 610.00 – IDAHO TRANSPORTATION BOARD AUTHORITY & APPROVAL**

### **SECTION 615.00 – DEFINITION OF TERMS & ACRONYMS**

### **SECTION 620.00 – LAWS & REGULATIONS**

620.01 ITD Manuals.

620.02 ITD Code.

620.03 Code of Federal Regulation.

620.04 Federal Highways Administration (FHWA).

620.05 Federal Communications Commission (FCC).

### **SECTION 625.00 – AGREEMENTS, LICENSING AND PERMITS**

625.01 Broadband Fiber Optic Telecommunications

625.02 Installation within Interstate Right-Of-Way

625.03 Median Installations

625.04 Wireless Telecommunications

625.05 As-Built Plans and Data Deliverables

### **SECTION 630.00 - BROADBAND COORDINATOR**

## **SECTION 600.00 – BROADBAND INFRASTRUCTURE**

### **SECTION 605.00 – PURPOSE**

ITD's goal in managing the Right-of-Way (ROW), as defined below, is to preserve the integrity, safe operation, and function of the state highway system in compliance with all state and federal regulations. Any occupancy in the ITD Right-of-Way by a telecommunications facility shall be authorized and managed. The purpose of this Chapter of the Guide for Utility Management Manual is to establish a framework for managing telecommunications facilities that are located, installed, maintained, repaired, removed, or relocated within the ROW of the State Highway System or State owned property. The following policies and procedures are for accommodating and managing access of Broadband Infrastructure located in the highway ROW and state owned property.

### **SECTION 610.00 – IDAHO TRANSPORTATION BOARD AUTHORITY & APPROVAL**

This Chapter has been accepted and approved by the Idaho Transportation Board under the provisions of this section. Any previously accepted policy and procedure statements currently applicable will remain in effect. Federal Regulation will apply and be enforced on all ITD Right-of-Way whether or not this Chapter currently reflects proper coverage of the requirements. In-house administrative changes to this Chapter shall be transmitted to Federal Highways Administration (FHWA) for approval. This Chapter meets the requirements of 23 CFR 710.201 and is approved by the Office of the General Counsel (OGC) and the FHWA in accordance with established Department procedures and federal regulations.

Telecommunications Act 47 USC § 253(c). Nothing in this section affects the authority of a State or local government to manage the public rights-of-way or to require fair and reasonable compensation from telecommunications providers, on a competitively neutral and nondiscriminatory basis, for use of public rights-of-way on a nondiscriminatory basis, if the compensation required is publicly disclosed by such government.

Telecommunications Act 47 USC § 332(c)(7). Except as provided in this paragraph, nothing in this chapter shall limit or affect the authority of a State or local government or instrumentality thereof over decisions regarding the placement, construction, and modification of personal wireless service facilities.

### **Section 615.00 - DEFINITION OF TERMS & ACRONYMS**

<b><u>Aesthetic Standards</u></b>	<u>Aesthetic Standards apply to all small cell antenna applications for placement of new small cell antennas on State Highway Right-of-Way, regardless of the ownership of the structure to which the antenna is attached.</u>
<b><u>Backhaul</u></b>	<u>A connection to the core network for transmission purposes, either wired through fiber optic cable or wireless through microwave.</u>
<b><u>Broadband</u></b>	<u>A high-capacity transmission technique using a wide range of frequencies, which enables a large number of messages to be communicated simultaneously. <i>Advanced telecommunications</i></u>

	<u>capability in section 706 of the Telecommunications Act of 1996 (47 U.S.C. 1302).</u>
<b><u>Broadband Conduit</u></b>	<u>A conduit or innerduct for fiber optic cables (or successor technology of greater quality and speed) that supports the provisions of broadband.</u>
<b><u>Broadband Infrastructure</u></b>	<u>Any buried or underground facility, or aerial facility, and any wireless or wireline connection that enables users to send and receive voice, video, data, graphics, or any combination thereof; including all necessary electrical connections, power supply, access points, cabinets, vaults, and all other infrastructure or equipment supporting its operation.</u>
<b><u>Broadband Provider</u></b>	<u>Any entity that provides broadband to any person or facilitates provision of broadband to any person, including, with respect to such entity -- a) a corporation, company, association, firm, partnership, nonprofit organization, or any other private entity; b) a State or local broadband provider; c) an Indian Tribe; d) port authority; and e) a partnership between any of the entities described in subparagraphs (a), (b), (c) and (d).</u>
<b><u>Clear Zone</u></b>	<u>The total roadside border area starting at the edge of the traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope, and/or the area at the toe of a non-recoverable slope available for safe use by an errant vehicle. The desired width is dependent upon the traffic volumes and speeds, and on the roadside geometry.</u>
<b><u>Dark Fiber</u></b>	<u>Fiber between two specified locations that has no active optical electronics or network electronics attached to it.</u>
<b><u>Fiber</u></b>	<u>The technology and medium used in the transmission of data as pulses of light through a strand or fiber medium made of glass or plastic (optical fiber).</u>
<b><u>Master License Agreement</u></b>	<u>Agreement setting forth the terms and conditions for authorizing the use of specified rights-of-way for the purposes of installing, placing, mounting, operating, modifying, maintaining, upgrading, replacing, and removing telecommunication facilities.</u>
<b><u>Right-of-Way</u></b>	<u>Real property, or interests therein, acquired, dedicated or reserved for the construction, operation, and maintenance of a highway.</u>
<b><u>Shared Resource Agreement</u></b>	<u>Public-private arrangements involving ITD allowing the conditional access of a portion of the ROW in exchange for the services, infrastructure and/or capacity of the broadband provider.</u>

<u><b>Small Wireless Facilities (SWF)</b></u>	<p>(1) The facilities—</p> <p>(i) are mounted on structures 50 feet or less in height including their antennas, or</p> <p>(ii) are mounted on structures no more than 10 percent taller than other adjacent structures, or</p> <p>(iii) do not extend existing structures on which they are located to a height of more than 50 feet or by more than 10 percent, whichever is greater;</p> <p>(2) Each antenna associated with the deployment, excluding associated antenna equipment is no more than three cubic feet in volume;</p> <p>(3) All other wireless equipment associated with the structure, including the wireless equipment associated with the antenna and any pre-existing associated equipment on the structure, is no more than 28 cubic feet in volume;</p> <p>(4) The facilities do not require antenna structure registration under FCC Ruling 18-133 Part 17;</p> <p>(5) The facilities are not located on Tribal lands, as defined under 36 CFR 800.16(x); and</p> <p>(6) The facilities do not result in human exposure to radiofrequency radiation in excess of the applicable safety standards.</p>
<u><b>5G</b></u>	<p>Fifth-generation wireless technology which require new infrastructure in the form of small cell facilities.</p>
<u><b>Telecom Hearing Waiver</b></u>	<p>A document provided by the Designer to the Broadband Provider when a facility must be relocated or adjusted due to a highway construction project. Upon execution by the Broadband Provider, it waives their opportunity for a Hearing as provided in Idaho Code 40-312(3).</p>

## **SECTION 620.00 – LAWS & REGULATIONS**

**620.01 ITD Manuals.** This Guide is to be used in conjunction with the following ITD publications. The policies, procedures and standards set forth in this Guide for Utility Management take precedence over the following ITD publications.

- ITD Broadband and Telecommunications Manual
- ITD Aesthetic Standards for Broadband Facilities
- Contract Administration Manual
- Current ITD Standard Specification for Highway Construction including the current Supplemental Specifications

- Roadway Design Manual
- Operations Manual

**620.02 Idaho Code.** Idaho Statute 40-312 (3). Make reasonable regulations for the installation, construction, maintenance, repair, renewal and relocations of facilities of any utility or communication transmitting entity, in, on, along over, across, through or under any project on the federal-aid primary or secondary systems or on the interstate system, including extensions within urban areas.

**620.03 Code of Federal Regulation.** For highway improvement projects using Federal-Aid funds for the relocation and adjustment of utility facilities and the accommodation of utility facilities on Federal-Aid highway right-of-way, ITD must adhere to the requirements in the Code of Federal Regulations, Title 23, Chapter I, Subchapter G, Part 635 Subpart B and D, and Part 645 Subpart A and B and Title 23, Chapter I, Subchapter H Part 710 Subpart B and any related amendments or supplement which are in effect. The Code is available electronically at the following web site <https://www.govinfo.gov/app/collection/cfr>

**47 U.S.C. § 253 (C) State and Local Government Authority.** Nothing in this section affects the authority of a State or local government to manage the public rights-of-way or to require fair and reasonable compensation from telecommunications providers, on a competitively neutral and nondiscriminatory basis, for use of public rights-of-way on a nondiscriminatory basis, if the compensation required is publicly disclosed by such government. The Code is available electronically at the following web site <https://www.govinfo.gov/app/collection/uscode>

#### **620.04 Federal Highways Administration (FHWA)**

**Executive Order:** *Accelerating Broadband Infrastructure Deployment, U.S. Department of Transportation, Federal Highways Administration, Office of Policy and Government Affairs, Background Paper and Work Plan Strategy, Dec. 2012.*

#### **620.05 Federal Communications Commission (FCC)**

**FCC 18-133. Accelerating Wireless Broadband Deployment by Removing Barriers to Infrastructure Investment.** Declaratory Ruling with overview of 47 U.S.C. §§ 253(a), 332(c)(7)(B) of the Act.

### **SECTION 625.00 AGREEMENTS, LICENSING AND PERMITS**

#### **625.01 Broadband Fiber Optic Telecommunications**

#### **SHARED RESOURCES AGREEMENTS**

District Engineers may enter into Shared Resource Agreements with broadband providers who are requesting access to ITD Right-of-Way or conduits and vaults for longitudinal builds along the state highway system. The Broadband Coordinator will assist District staff with the drafting of Shared Resources Agreements between the District Engineer and the broadband provider. A sample Shared Resources Agreement is contained in the ITD Broadband and Telecommunications Manual.

Pursuant to federal regulations, Broadband Providers may be eligible to gain access to ITD rights-of-way on a competitively neutral and unbiased basis in exchange for the fair market. The fair market value shall be given from the Broadband Providers to ITD as “in-kind” exchanges to be negotiated on a case by case basis. For calculation of fair market value see Appendix H.

The term of the agreement shall be negotiated between ITD and the Broadband Provider specifying the use rights granted from the Parties with respect to any Infrastructure shall be effective on the date first set forth in the Balance Sheet and shall thereafter continue for the initial agreement term period. At the conclusion of the initial agreement period, the use rights shall renew automatically for up to FIVE (5) successive, consecutive FIVE (5) year renewal terms unless and until terminated by written notice delivered by either party at least NINETY (90) days prior to the expiration of the initial term or any subsequent five-year renewal term. Should this Shared Resources Agreement expire or be terminated, neither Party shall be permitted to remove any Infrastructure added by such Party without the written consent of the other Party or as allowed by law.

**625.02 Installation within Interstate Right Of Way.** Any longitudinal installation of fiber optic infrastructure along Interstate Right-of-Way will require the review and approval by FHWA Division Administrator. See Appendix A – 2003 Utility Accommodation Policy, Section 5.7.1. The ITD Broadband Coordinator will coordinate review and approval of any longitudinal installation requests along the Interstate with FHWA.

**625.03 Median Installations.** The FHWA does not encourage median installations for broadband infrastructure or any other utilities but Division Administrators do have the authority to approve such installations if considered justified. In situations where it is not technically feasible or is unreasonably costly and there are no feasible alternate locations, the risk involved in constructing, operating, and maintaining broadband infrastructure may be more than offset by the benefits derived by Intelligent Transportation Systems (ITS) and other broadband infrastructure.

**625.04 Wireless Telecommunications.** The Division of Highways and the small wireless provider may enter into Master License Agreement setting forth the terms and conditions for authorizing the use of specified rights-of-way for the purposes of installing, placing, mounting, operating, modifying, maintaining, upgrading, replacing, and removing telecommunication facilities prior to issuing encroachment permits by District permitting staff. Districts may issue Right-of-Way Encroachment Permit Application and Permit for Small Wireless Facilities (ITD Form 2118).

#### **ADMINISTRATIVE/APPLICATION FEES**

ITD will adopt Federal Communications Commission (FCC) Presumptive Fee structures cited in FCC Declaratory Ruling FCC 18-133.

- 1) (a) \$500 for non-recurring fees, including a single up-front application that includes up to five Small Wireless Facilities, with an additional \$100 for each Small Wireless Facility beyond five, or
- 2) \$1,000 for non-recurring fees for a new pole (i.e., not a colocation) intended to support one or more Small Wireless Facilities; and
- 3) (b) \$270 per Small Wireless Facilities per year for all recurring fees, including any possible ROW access fee or fee for attachment to state or privately owned structures in the ROW.

ITD reserves the right to adjust fee structures based on guidance changes from the FCC or FHWA.

### **LOCATION CRITERIA**

When allowed on ITD Right-of-Way, broadband facilities should be located in a location approved by the Broadband Coordinator. These locations should be as far from the roadway as possible and/or in inaccessible locations where they are unlikely to be hit by errant vehicles. In addition, the safety impacts of access to construct and service the facilities should be considered. The goal is to ensure the wireless facilities are placed in locations that preclude them from being roadside hazards, yet still provide safe access for maintenance personnel.

- 1) Adequate sight distance must be provided for safe ingress to and egress from the sites.
- 2) The wireless facilities must be located outside the clear zone (where unlikely to be struck) unless shielding already exists.
- 3) An adequate pull off area well beyond the shoulder must be provided for construction and maintenance purposes.

### **TERM**

Term of Individual Small Wireless Facility Permit. Each individual Permit shall have a term of 10 years from each individual effective date. The effective date shall be the date the permit is approved by ITD. The Company shall operate and maintain each Small Wireless Facility subject to applicable requirements set forth in the Small Wireless Facility Permit, the Agreement, any terms, conditions, and limitations as specified on each individual Permit issued, and in compliance with applicable statutes, ordinances, regulations, and rules. At the end of the 10 year term, and if there is no basis for denial or termination, each individual Permit may be extended an additional 10 years.

### **625.05 As-Built Plans and Data Deliverables**

- 1) Upon completion and final inspection by ITD, the Company shall provide complete and accurate As-Built drawings to include all features installed in the right-of-way within 30 days of the installation of the Small Wireless Facility. The As-Built drawings will include, to the nearest 0.10 feet, all longitudinal, horizontal and vertical dimensions. All cellular, fiber optic and supporting utility infrastructure placed under this Master License Agreement through the utility encroachment permitting process shall be delivered to ITD in Esri File Geodatabase Feature Class format. All GIS data must be projected to ITD's standard projected coordinate system, NAD 1983 Idaho Transverse Mercator (Meters), WKID 102605 (Authority: Esri). All latitude/longitude fields in GIS datasets must be calculated to WGS84 geographic coordinate system using numeric decimal degrees (not N/S/E/W).
- 2) Herein, failure to provide complete As-Built drawings within 30 days of completion of the work will be considered default of the applicable Permit and such Permit will become invalid and the undocumented installation shall be removed.

## **SECTION 630.0 - ITD BROADBAND COORDINATOR**

The Idaho Transportation Department will identify a Broadband Coordinator who is responsible for facilitating the infrastructure Right-of-Way efforts within the State. The Broadband Coordinator will provide support and guidance with Headquarters and District staff regarding the

The Idaho Transportation Department in consultation with appropriate State agencies, will establish a registration process for broadband infrastructure entities that seek to be included.

The Idaho Transportation Department in consultation with appropriate State agencies, will establish a process for electronically notifying broadband infrastructure entities on an annual basis, of the State transportation improvement program and providing other notifications as necessary.



179 The Idaho Transportation Department in consultation with appropriate State agencies, coordinate  
180 initiatives under Section 607 of the MOBILE NOW Act with other statewide telecommunication and  
181 broadband plans and State and local transportation and land use plans, including strategies to minimize  
182 repeated excavations that involve broadband infrastructure installation in a Right-of-Way.

## **DIRECTIONS FOR DETERMINING FAIR MARKET VALUE FOR BROADBAND INSTALLATIONS**

Pursuant to federal regulations, Broadband Providers may be eligible to gain access to ITD Rights-of-Way on a competitively neutral and unbiased basis in exchange for the fair market value. The fair market value shall be given from the Broadband Providers to ITD. This can be provide as “in-kind” exchanges to be negotiated on a case by case basis, or by paying an annual lease.

### **Typical In-Kind Exchange:**

If the parties agree to an in-kind exchange in lieu of annual lease payments, the value of the proposed in-kind facilities and/or services should be evaluated against the Fair Market Value for the use of ITD Right-of-Way to ensure the value of the exchange is fair and equitable for both parties. In-lieu of a fair market value evaluation ITD would accept the following:

1. Where ITD is offering access to ITD Rights-of Way and spare conduits and vaults may be available the fair exchange rate will be for 48 strands of dark fiber. The dark fiber can be in the form of a dedicated 48 strand ITD fiber optic cable or four dedicated buffer tubes on a larger cable to be installed by the broadband provider.
2. Where ITD is offering access to ITD Rights-of-Way, ITD will receive 12 strands (1 buffer tube) of dark fiber.
3. ITD may negotiate a reduced number of strands for the purpose providing connectivity to ITD facilities and assets that may be off the state highway system and within the broadband provider’s network. ITD may also negotiate broadband services with providers once fair market value is established including annual lease costs.

### **When an annual lease is contemplated the Fair Market Value is calculated as follows:**

1. DETERMINE SEGMENTS BASED ON PREDOMINANT LAND USE. Identify segments by milepost limits for predominant land use, such as urban commercial, urban residential, industrial, rural residential, rural farmland, rural timberland, or other designation as appropriate.
2. EVALUATE OPTIONS FOR ALTERNATE ACCESS. Are there frontage roads, city or county streets that could accommodate the requested facilities. In addition to the value of the land, the access provided by ITD roadways provides a value. If there are other options, the value of the access ITD routes provides can be considered equal to others and a factor of 1.0 would be appropriate. If there are limited routes available other than the ITD route, then the value of access, and the investment made by the public to provide that access, becomes much higher. A factor of 2.5 has been determined through a study by Utah, without some other calculation to support a different factor, use 2.5 as a multiplier for the land value to reflect the value of the access.
3. Use assessed land values for the per square foot property values.
4. County Assessor’s information for land value, not including improvements, should be used. Evaluate assessor’s information for properties abutting the highway, within 200’ of the highway right-of-way. Average the values for each segment. Apply that average value to the length of the segment.
5. Square footage to apply the average property value to is determined by multiplying the length of the segment in feet by a width of 6 feet, assuming this is the minimum width needed to install, maintain and protect the broadband facility, limiting the availability of this area for other uses.

- 47        6. Once the fair market value of the right of way has been determined for each segment, the annual  
48        rate for use of the right of way needs to be calculated. From the Utah study, a rate of 8% of the  
49        FMV is a reasonable rate for annual leases over a 30 year term. To determine the annual rate,  
50        multiply the FMV per mile by 8%. If the company wants to pay for the entire 30 years up front,  
51        see the Utah study for the method to calculate total due.  
52        7. Total annual payments for FMV use of ITD right-of-way would be the sum of the annual rate for  
53        all segments within the limits of the proposed installation.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 19, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 min

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

## Subject

Administrative Settlement over \$200,000.00		
Key Number 9225	District 5	Route Number Shelley NCL to York Rd.

## Background Information

As per Board Policy 4005, the Director or a delegate may authorize an administrative settlement for up to \$200,000 over the reviewed fair market value of properties appraised up to \$1,000,000. Proposed settlements exceeding \$200,000 shall come before the Board for approval.

An administrative settlement is a settlement, authorized by the responsible official, in excess of the approved just compensation. Under appropriate circumstances, an administrative settlement may be made to motivate amicable settlement with an owner and thus avoid recourse to legal proceedings. ITD's stance is to take note of the property owner's position and to be open to revising an offer if it is reasonable to do so and would result in settlement and otherwise serve the best interest of the public.

## Recommendations

Approve:

KN 9225 – Shelley NCL to York Rd., - for administrative settlement in the amount of \$362,307.

Resolution on page 188.

## Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_



**BOARD POLICY 4005**  
**Page 1 of 2**

## **MANAGEMENT OF DEPARTMENT-OWNED PROPERTY**

### **Purpose**

The purpose of this policy is to instruct staff on managing access to the roadway, and to delegate authority to purchase, lease, otherwise acquire, dispose, sell, or exchange Department-owned surplus real property. This policy enables the Department to safeguard, enhance and improve the highway system, and to avoid any potential appearance of conflict of interest on purchase of Department-owned property.

### **Legal Authority**

The Department shall be responsible for managing highway rights-of-way and property in accordance with:

- [Idaho Code 40-102\(1\)](#) - Definition and use of access easements
- [Idaho Code 40-310\(9\)\(10\)&\(11\)](#) - Board powers and duties to regulate access to highway
- [Idaho Code 40-311](#) - Board powers and duties with respect to property for highways and related facilities
- [Idaho Code 58-335A](#) Governance of surplus property disposal
- [Idaho Code 67-5709A](#) Disposition of Administrative Facilities
- 23 [Code of Federal Regulations part 710](#) - Right-of-Way and Real Estate
- 49 [Code of Federal Regulations part 24](#) - Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs

### **Access To Roadway**

The Director or a delegate is authorized to acquire property rights in accordance with [Idaho Code 40-311\(1\)](#) and to control access to the roadway either through property purchase (deed restrictions) or through regulatory control (police power) consistent with [Idaho Code 40-310\(9\)\(10\)&\(11\)](#).

### **Acquisition Of Real Property**

The Director or a delegate is authorized to purchase, lease, and exchange real property, to execute deeds, easements, and agreements for all real estate property transactions, and to execute on behalf of the Board an *Order of Condemnation* for individual parcels of land.

The Director or a delegate may authorize an administrative settlement for up to \$200,000 over the reviewed fair market value of properties appraised up to \$1,000,000. Administrative settlements for appraisals in excess of \$1,000,000 shall not exceed 20% of the reviewed fair market value of the property. Proposed settlements exceeding these thresholds shall come before the Board for approval.

**Disposal Of Real Property**

The Director or a delegate is authorized to sell, exchange, or dispose of surplus real property per [Idaho Code 40-311](#), [Idaho Code 58-335A](#). Surplus property will be disposed of by the Department consistent with the provisions of [Idaho Code section 58-335A](#). Administrative Facilities will be disposed of consistent with the provisions of [Idaho Code 67-5709A](#).

The Department shall, once every two years, provide to the Board a report containing the location and amount of surplus properties owned by the Department.

Approved by the Board on:



Jerry Whitehead  
Board Chairman

Date

12/14/16

RES. NO.      WHEREAS, the Idaho Transportation Department is acquiring right-  
ITB \_\_\_\_\_ of-way along US-91 for Project No. STP-1836(108); and

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

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

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an Administrative Settlement in the amount of \$362,307.00.