

# **A G E N D A**

IDAHO TRANSPORTATION BOARD

January 21, 2021



# A G E N D A

Regular Meeting of the Idaho Transportation Board

**January 21, 2021**

Idaho Transportation Department  
3311 West State Street  
Boise, Idaho

To listen via phone:

1. Dial 1-415-655-0003 US Toll
  - a. Meeting number (access code): 177 154 5351
  - b. password: 1234

The meeting packet will be available at <https://itd.idaho.gov//Board/> after January 17.

**KEY:**

ADM = Administration  
CD = Chief Deputy

DIR = Director  
OP = Operations

	Page	Time*
<b>CALL MEETING TO ORDER</b>		<b>8:00</b>
<b>Information Item</b>		
1. SAFETY/SECURITY SHARE: Chief Administrative Officer McArthur and Chief Information Officer McKinney		
<b>Action Item</b> 2. BOARD MINUTES – December 17, 2020 .....	5	
<b>Action Item</b> 3. 2020 BOARD MEETING DATES .....	22	
February 18		
March 18		
April 22		
<b>Action Item</b> 4. CONSENT CALENDAR .....	23	<b>8:05</b>
CD     ___ Trucking Advisory Council membership appointment .....	24	
OP     ___ Addition of I-84, Exit 25 Ramp Improvements, Middleton .....	26	
OP     ___ Historical Highway Marker Program projects .....	28	
OP     ___ Contract for award .....	29	21

\*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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<b>Information Items</b>				
<b>5. INFORMATIONAL CALENDAR</b>				
OP	___	Contract award information and current advertisements .....	34	
OP	___	Professional services agreements and term agreement work tasks report.....	39	
OP	___	Semi-annual report: administrative settlements in right of way acquisition ...	47	
OP	___	Biennial report on inventory of surplus property .....	50	
ADM	___	State FY21 financial statements .....	55	
ADM	___	Monthly report of federal formula program funding through December.....	74	
ADM	___	Non-construction professional service contracts.....	76	
<b>6. MONTHLY REPORT ON DEPARTMENT ACTIVITIES -</b>				
Director Ness and Chief Deputy Stokes				<b>8:10</b>
<b>7. LEGISLATIVE UPDATE: Governmental Affairs Manager McCarty</b>				
				<b>8:30</b>
<b>8. AGENDA ITEMS</b>				
ADM	___	Treasure and Magic Valleys facilities master plan .....	77	<b>8:40</b>
McArthur				
<b>9. DISCUSSION – Follow-up on administrative surplus property rules/ procedures as it pertains to ITD</b>				
				<b>9:10</b>
<b>10. BREAK</b>				
				<b>9:40</b>
<b>11. AGENDA ITEMS, continued</b>				
ADM	___	Innovative Business Practices Strategic Team Update .....	78	<b>10:00</b>
McArthur				
<b>12. AGENDA ITEMS, continued</b>				
<b>Action Item</b>				
ADM	___	GARVEE bond issuance – Series 2021 .....	110	<b>10:30</b>
Tolman		<i>(Resolution on page 111)</i>		
<b>Information Items</b>				
ADM	___	Status: FY22 appropriation request – Governor’s recommendation.....	113	<b>10:35</b>
Collins				
OP	___	Update on the Snake River Rest Area sewer line.....	117	<b>10:45</b>
Lakey				

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<b>13. AGENDA ITEMS, continued</b>				
<b>Action Items</b>				
OP	___	Board Unallocated funding request – Black’s Creek well replacement.....	118	<b>10:50</b>
Lakey/Pirc		<i>(Resolution on page 120)</i>		
OP	___	Board Unallocated funding request – US-20 Island Park Rumble Strip.....	121	<b>10:55</b>
Minzghor		<i>(Resolution on page 123)</i>		
OP	___	Board Unallocated funding request – US-20 Island Park Tree Removal.....	124	<b>11:05</b>
Minzghor		<i>(Resolution on page 125)</i>		
OP	___	Addition of I-15/US-20 Connector to Early Development Program .....	126	<b>11:15</b>
Hiatt		<i>(Resolution on page 127)</i>		
OP	___	Revisions to Board Policy 4011 Idaho Transportation Investment Program..	128	<b>11:30</b>
Gill		<i>(Resolution on page 142)</i>		
<b>Information Item</b>				
<b>14. EXECUTIVE SESSION</b>				<b>11:35</b>
PERSONNEL ISSUES [SECTION 74-206(a), (b)]				
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]				
<b>Action Item</b>				
<b>15. AGENDA ITEMS, continued</b>				
OP	___	Administrative settlement in excess of \$200,000.....	143	<b>1:15</b>
Pond		<i>(Resolution page 144)</i>		
<b>Information Items</b>				
CD	___	Aeronautics annual report .....	145	<b>1:20</b>
Sweeney/Marker				
CD	___	Human trafficking overview and awareness .....	146	<b>2:00</b>
Miller				
DIR	___	Strategic Plan update .....	147	<b>2:30</b>
Ness				

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**16. AGENDA ITEMS, continued**

**Information Items**

DIR      \_\_\_ Road usage charge west update.....150      **2:40**  
Moore

**17. ADJOURNMENT (estimated time)      2:55**

\*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

December 17, 2020

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

Idaho Transportation Board Chairman Bill Moad called the meeting to order at 8:35 AM on Thursday, December 17, 2020. The following principals participated:

Bill Moad, Chairman  
Jim Kempton, Vice Chairman – District 4  
James R. Thompson, Member – District 1  
Janice B. Vassar, Member – District 2  
Julie DeLorenzo, Member – District 3  
Dwight Horsch, Member – District 5  
Bob Hoff, Member – District 6  
Brian W. Ness, Director  
Scott Stokes, Chief Deputy  
Larry Allen, Lead Deputy Attorney General  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on November 19, 2020 as submitted. Member DeLorenzo seconded the motion and it passed 6-0 by individual roll call vote.

Board Meeting Dates. The following meeting dates were scheduled:

January 21, 2021  
February 18, 2021  
March 18, 2021

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

RES. NO.      WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB20-60

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 Trucking Advisory Council membership appointments; the addition of the Consolidated Rail Infrastructure and Safety Improvements Program Grant to FY21; the addition of the SH-78, intersection with SH-167 improvement project to FY21; and the Federal Lands Access Program update.

1) Trucking Advisory Council (TAC) Membership Appointments. Staff, in consultation with the trucking industry, recommends re-appointing John Pocock as chairman of the TAC and

Frank Buell and Kevin Iversen to represent Districts 1 and 4, respectively on the Council. The incumbents' terms would run from January 2021 to December 31, 2023.

2) Addition of Consolidated Rail Infrastructure and Safety Improvements Program Grant. ITD partnered with WATCO Companies, the parent company of Eastern Idaho Railroad (EIRR), and secured a \$7.5 million Federal Railroad Administration grant. The project will improve at-grade crossing safety, decrease wait time at blocked crossings, and add capacity to the railroad in Rupert. Staff requests \$500,000 towards the match, with WATCO providing the remaining \$1,408,685, and the addition of EIRR's Magic Valley Rail Safety and Capacity Expansion: A Rural Short Line Project to FY21 of the Idaho Transportation Investment Program (ITIP) for \$9.4 million.

3) Addition of SH-78, Intersection with SH-167 Improvements. Staff requests the addition of the SH-78, Intersection with SH-167 Improvements project, key #21890 to FY21 of the ITIP. The \$345,000 safety project was erroneously removed from the FY21-27 Draft ITIP in April, so was not included in the approved Program.

4) Federal Lands Program Update. The Federal Lands Access Program and Federal Lands Transportation Program were established to improve the transportation infrastructure owned and maintained by federal agencies with land and natural resource management responsibilities. Funding is available for projects that provide access to, are adjacent to, or are located within federal lands with priority given to projects accessing high-use recreation sites or federal economic generators. Staff requests modifying the Federal Lands Program with the project information shown as Exhibit #531, which is made a part hereof with like effect.

Information Items. Right of Way Manager Justin Pond said the outdoor advertising sign report contained some inaccurate information. The agenda item in the packet says there are a total of 466 signs. The correct number is 1,186.

1) Contract Awards and Advertisements. Key #20066 – SH-25, Kasota to Paul, District 4. Low bidder: Kloepfer Inc. - \$2,139,756.

Key #20217 – SH-25, Milepost 18 to Ridgeway Interchange, District 4. Low bidder: Western Construction Inc. - \$3,990,400.

Key #20516 – East River Road (North 5<sup>th</sup> West) Curve Improvements. Low bidder: Sunroc Corporation - \$353,704.

Key #19998 – SH-75, Main Street, Hailey, District 4. Low bidder: Knife River Corporation-Mountain West - \$3,425,000.

Key #12048 – STC-7807, South Cemetery Road; SH-44 to Willow Creek, Middleton. Low bidder: Concrete Placing Company Inc. - \$2,697,885.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From October 28 through November 22, 28 new professional services agreements and work tasks were processed, totaling \$5,050,071. Seven supplemental agreements to existing professional services agreements were processed during this period in the amount of \$170,891.

3) Annual Outdoor Advertising Report. At the close of federal FY20, there were 1,186 signs, with 18 illegal and 218 non-conforming signs throughout the state. Ten of the eleven new sign applications were approved during the fiscal year.

4) Freight Annual Update. The Freight Advisory Committee (FAC) has not met since December 2018 due to vacancies in the Freight Program Manager position and on the FAC. Scott Luekenga assumed the Freight Program Manager position in March. Board Policy 4048 Freight Advisory Committee is being updated to adjust the membership of the Committee, streamline operational procedures, and require an annual work plan. Other highlights of the freight program include the elimination of the 129,000 pound route application backlog and completion of two freight projects on I-84 and US-95.

5) State FY21 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 22% as of October 31. Receipts from the Highway Distribution Account were \$18.1 million more than forecast; although the forecast was lowered due to COVID-19. State revenues to the State Aeronautics Fund were below projections by 17.7%, or \$156,000. Expenditures were within planned budgets. Personnel costs had savings of \$2.2 million or 5% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$41.6 million.

The balance of the long term investments was \$111 million at the end of October. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$79.1 million includes reserves to mitigate the impact of COVID-19 on FY21 revenue. Expenditures in the Strategic Initiatives Program Fund were \$12.3 million year-to-date. Sales tax deposits into the Transportation Expansion and Congestion Mitigation Fund were \$7 million, and expenditures were \$18.5 million. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$2.5 million.

6) Monthly Reporting of Federal Formula Program Funding through November. Idaho received obligation authority of \$59 million through December 11 via a continuing resolution. This corresponds to \$58.9 million with match after a reduction for prorated indirect costs. It includes \$425,527 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area. An extension to the federal Fixing America's Surface Transportation Act was signed on October 9, 2020. Idaho received apportionments of \$313.7 million. Obligation authority is currently 18.8% of apportionments. Of the \$58.9 million allotted, \$26 million remains.

7) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section did not execute any professional service agreements during the previous month.

Monthly Report on Department Activities. Director Ness presented his annual year-end report. At the start of the COVID-19 pandemic and stay-at-home order in March, his goals were safety, maintaining service, and being flexible. He commended staff for its efforts to continue providing services, noting that the Division of Motor Vehicles (DMV) expanded online services, the Ports of Entry remained open, and construction projects stayed on schedule. In addition to continuing to maintain the state's highways, maintenance crews responded to the March earthquake immediately, inspecting the transportation system and re-opening highways closed by landslides and avalanches. Other highlights were the implementation of the final phase of the DMV modernization project, staff identified innovative ways to fill vacancies, seven employees each with a minimum of 35 years of state service retired, and the Department won a number of awards. Director Ness thanked employees for their hard work and dedication, noting that there were numerous accomplishments during the year.

Looking ahead, Director Ness said plans are to update the strategic plan, modify the employee performance process, and continue work on career development and improving the employee experience.

Chairman Moad thanked Director Ness for the report.

Report on Safe Routes to School (SRTS) Program. Elaine Clegg, Idaho Smart Growth Coordinator and SRTS grantee, thanked the Board for its support for the important and popular SRTS Program, which is serving 52% of the states' students. SRTS's work plan includes building capacity of local programs, encouraging more and stronger local programs, integrating with ITD's goals, and providing community assistance. Some of the FY20/FY21 activities included developing best practices for bicycle and pedestrian safety, publishing a bike rodeo instruction kit, consulting with local communities on various topics, and exploring new programs and funding options. Ms. Clegg said some of the challenges are acquiring storage space and trailers and vans to transport equipment. Some of the planned activities include refining the curriculum guide, developing an online video library, conducting quarterly webinars, and developing a quarterly newsletter.

Member DeLorenzo asked for clarification on the funding directed to this Program. Ken Kanownik, Planning Services Manager, responded that the SRTS Program is funded through the federal Transportation Alternatives Program. Per Department policy, five to ten percent of funds are directed to non-infrastructure projects, such as SRTS.

Chairman Moad thanked Ms. Clegg for the informative presentation.

Follow-up Discussion on Administrative Surplus Property Rules and Procedures as it Pertains to ITD Administrative Facilities. Department of Administration Director Keith Reynolds clarified that the Transportation Board meeting minutes of November 19, 2020 incorrectly stated that the Department of Administration would take a 15% administrative fee. It would require funding for a consultant, which could cost up to \$100,000. Additionally, the \$80 million estimate for the sale of ITD's Headquarters' property may have been overly optimistic. The valuation of this real estate is difficult. He believes the best option is for the Board to declare the property as surplus, determine its value, and then decide how to proceed.

Additionally, as a follow-up to a question last month about the feasibility of another state agency acquiring ITD's property if it is declared surplus, Director Reynolds clarified that another agency would have to have the resources to purchase this property. Not only would it have to have the funds, but it would also need a legislative appropriation. He added that the value of the property would still need to be determined.

Chairman Moad thanked Director Reynolds for the clarifications related to last month's suggestion from the Department of Administration to declare ITD's Headquarters' campus in Boise as surplus property and relocate to a more suitable location. He expressed some concern with declaring the property as surplus to determine its value, and questioned the feasibility of bonding for a new facility and then selling the ITD campus to pay the bonds.

Director Reynolds believes that is risky because of the unknown value of the existing campus. It may not sell for the value of the bonds. Also, he is not confident that the legislature would support that option. There are two ways to expend the proceeds of a sale: via legislative approval or a receipt to appropriation that the Division of Financial Management can authorize.

Chairman Moad asked about the Department of Administration's timeframe and also about the Request for Information (RFI) option. Director Reynolds responded that the RFI process would not provide a value of the property. To maximize the value of the property, he recommends asking for bids via a Request for Proposal (RFP). He does not believe there is sufficient time to prepare a request for the 2021 legislative session; however, he added that the Department of Administration wants to move forward with this proposal.

Member DeLorenzo questioned hiring a consultant to prepare an estimate of the property. Director Reynolds reiterated the difficulty of estimating the value of ITD's campus. He believes its size of approximately 45 acres would attract multi-use proposals; however, a large portion of the campus is bare and will need infrastructure. A consultant may be able to determine a realistic value. He added that if the property is declared surplus, there is no appropriation to hire a consultant. One option is to seek a supplemental appropriation to fund a consultant and then the Department of Administration could be reimbursed for those expenses after the property is sold.

Member DeLorenzo noted the difficulty of the proposal due to the unknown value of the property. If the value is not sufficient, it may not be beneficial to sell it. Director Reynolds emphasized that if the property is declared surplus, the RFP would include an option to reject the offers. The property would then be transferred back to ITD.

In response to Member Vassar's question, Director Reynolds responded that if the property is sold, the intent is to relocate ITD to the Chinden West Campus.

Member DeLorenzo questioned developing a contract between the two departments to outline the details, such as the right to refuse all offers. She asked how the two agencies would work together on this proposal. Director Reynolds responded that ITD would be involved throughout the entire process. An agreement is an option. He added that the legislature could establish an oversight committee.

In response to Chairman Moad's question on who has the authority to make the decision on accepting or rejecting the RFP, Director Reynolds responded that the oversight committee would make that determination.

Vice Chairman Kempton believes it is important to identify ITD's facility needs. If the property is sold, after the new Headquarters' facility is complete, any remaining proceeds should be dedicated to these identified projects. The plan should be presented to the legislature so it knows the Board's intent. Member Horsch supported that approach. He believes it would be beneficial to develop a plan, and would like to consider using any excess funds on District 3 and District 4 facilities.

Director Reynolds said there are three goals for the disposition of ITD's property: replace the existing 60-year-old building, return the 45-acre property to the tax rolls and ensure the best use of the property, and dedicate excess funds to other projects. Currently, the Chinden West Campus does not have a building that would meet ITD's office requirements, which is approximately 150,000 square feet. He supports developing a plan with priority projects to be funded with excess funds, and believes discussions can start with the legislature.

Chairman Moad appreciated the assurance that if the RFP doesn't meet the Department's needs, the property would revert back to ITD. He also supports developing a plan for the sale proceeds before making a decision. Chairman Moad asked Director Reynolds if he is comfortable with the two departments drafting an agreement for the Board's consideration and returning next month to continue the discussion. Director Reynolds replied in the affirmative.

Chairman Moad thanked Director Reynolds for his time, and said the discussion on the ITD Headquarters' property will continue next month.

ITD/Associated General Contractors (AGC) Excellence in Construction Partnering Awards. Chief Operations Officer Dan McElhinney said ITD and the AGC of Idaho initiated a new construction partnering awards program to recognize the best in construction partnering on project contracts to complete efficiently with a team focus on safety, innovative problem solving, and effective contract administration. The goal was to highlight the importance partnering brings to state and local projects. Assistant Communication Manager Aubrie Spence summarized the judging panel comprised of industry leaders and the judging guidelines based on national partnering criteria.

Director Ness, AGC of Idaho Chief Executive Officer Wayne Hammon, and Congressman Russ Fulcher's representative Dirk Mendive all emphasized the importance of partnering and acknowledged the excellent partnerships that have been established. Director Ness also thanked Federal Highway Administration Administrator Peter Hartman for teaming with ITD to initiate a five-state Peer to Peer Construction Partnering and Work Zone Safety Exchange workshop planned in early 2021.

Contractors and District construction team members attended the meeting virtually as Communication Office Manager (COM) Vincent Trimboli announced the winners and recognized innovative team solutions, lessons learned, and best practices. It was noted that in

addition to staff and the contractors, a number of other partners and stakeholders were involved in achieving the successful projects.

Chairman Moad thanked staff and ITD's partners for the presentation and congratulated the winning teams for their accomplishments.

Public Transportation Advisory Council (PTAC) and Public Transportation Office Annual Report. Public Transportation Manager (PTM) Ron Duran said that because the previous PTAC chair resigned in August and due to the pandemic, he would present the PTAC report. The Council held discussions on its role, how to be more engaged, barriers, and challenges. Some of the initiatives it would like to pursue include standardizing policies, identifying additional funding resources, collaborating more with the Idaho Working Group and Community Transit Association of Idaho, and expanding services and addressing gaps in service. The COVID-19 pandemic has had significant impacts on providers, including a decline in ridership, lost revenue, a shortage of personal protective equipment, and a shortage of drivers and staff.

PTM Duran said the Public Transportation Office is assisting the City of Twin Falls with its potential change from a rural provider to a small urban provider based on the 2020 census; helping the City of Idaho Falls re-establish transit service after the Targhee Regional Public Transportation Authority ceased operations in 2019; and overseeing \$27 million Idaho received in CARES Act Funds. It also conducted the annual Public Transportation Conference online this year, and met with counterparts from other states to share best practices. PTM Duran commended his staff for its accomplishments, in spite of the pandemic that resulted in additional responsibilities and the need to work remotely.

Chairman Moad thanked PTM Duran for the informative presentation and for his efforts.

PTAC District 3 Appointment. Shauna Miller, Grants/Contracts Officer (G/CO), said the District 3 PTAC member resigned in August. Staff solicited applications to fill the vacancy and received four. PTAC reviewed the applications and determined the candidates are fit to serve on the Council.

Member DeLorenzo believes all four candidates are highly qualified. Because of Allan Schneider's work with and association with the blind and visually impaired community, she believes he would bring a unique perspective to the Council. He relies on public transportation, so would presumably have extensive insight into its operation and ideas to improve it.

Member DeLorenzo moved, seconded by Member Hoff, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO.       WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory  
ITB20-61       Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 3 with four submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted application from October 21, 2020 to November 21, 2020; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at its December 10, 2020 meeting where the Council determined all applicants were qualified to fill the vacant District 3 position.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board has determined to appoint Allan R. Schneider for the District 3 PTAC position for the term of July 1, 2020 through June 30, 2023.

Chairman Moad thanked G/CO Miller for the presentation.

Grant Anticipation Revenue Vehicle (GARVEE) Program Update and Preparation for 2021 Bond Sale. Transportation Program Manager (TPM) Amy Schroeder reported that the US-95 and SH-53 interchange is complete and work is continuing on the Garwood portion. The low bid on the US-95, Granite North project was \$21 million, under the engineer's estimate. Some preliminary construction work has begun, but the main construction will commence in spring. Significant work has been completed on the I-84 corridor between Nampa and Caldwell. The project to widen I-84 from Franklin Road to Karcher Road should be ready to bid next week. Right-of-way acquisition is continuing in the SH-16 corridor, and the design is expected to be complete by October 2021.

Controller Dave Tolman summarized the Department's philosophy regarding GARVEE bonds: issue them to meet the 36 month Internal Revenue Service spend-down requirement; issue for investments with an intended life longer than the term of the bonds; issue to ensure bonds are secured prior to awarding contracts; and award construction contracts prior to selling bonds with a risk factor not to exceed \$25 million. The term for each series is 18 years with a call provision at 10 years.

Controller Tolman recommended refinancing the callable portion of the 2011 bonds of approximately \$60.8 million in April. Refinancing from the 4.6% interest rate to 1.1% would result in savings of approximately \$15.4 million. He also recommends selling bonds in the amount of \$158.5 million at that time, which is the remaining available amount of the 2017 legislative-authorized \$300 million. This would increase the annual debt service by about \$6 million. The plans are to request Board approval next month for these two actions.

The estimated cost for the remaining I-84 work is \$137.6 million, according to TPM Schroeder. If \$158.5 million in bonds are sold in April, that would leave about \$20 million for other GARVEE projects. One option is to fund additional right-of-way acquisition on the SH-16

corridor, as approximately \$15 million is still needed for that activity; however, the potential to re-direct GARVEE funds to other projects won't be known until the bids for the remaining I-84 projects are opened.

Member DeLorenzo asked if staff is comfortable with the estimate of \$15 million to complete right-of-way acquisition on SH-16. TPM Schroeder replied that not enough parcels have been secured at this time to be confident with that number, but she believes staff will have sufficient right-of-way data by spring, when bids on the I-84 construction project are opened.

Chairman Moad thanked staff for the informative GARVEE Program update.

Due to time constraints, Chairman Moad recommended delaying the Road Usage Charge West Update presentation until January.

Member DeLorenzo moved to delay the Road Usage Charge West Update presentation until the January Board meeting. Member Hoff seconded the motion and it passed 6-0 by individual roll call vote.

Executive Session on Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:17 PM to discuss personnel issues as authorized in Idaho Code Section 74-206 (b). Member Horsch seconded the motion and it passed 6-0 by individual roll call vote.

The discussions on personnel matters related to the performance of employees.

The Board came out of executive session at 1:45 PM.

129,000 Pound Routes, Districts 3 and 4. Freight Program Manager (FPM) Scott Luekenga presented the Chief Engineer's evaluation on the request to designate SH-19, milepost (MP) 0.0 to 4.827 and MP 34.195 to 34.638 as a 129,000 pound route in District 3. DMV reported that the route is designated as a blue route, allowing 95-foot overall vehicle length and a 5.5-foot off-track. The bridge analysis determined that the bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good to very poor condition. There are no safety concerns. The Chief Engineer's evaluation recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes approved a motion to send the application to the full Board with a recommendation for approval.

COM Trimboli reported that 72 comments were received on all three routes in District 3 during the public comment period. The majority opposed the route designations, mainly because of concerns with safety and congestion. He believes most of the concerns are due to misconceptions about 129,000 pound vehicle combinations.

Member Horsch concurred that education is needed on this issue. Because the Board Subcommittee on 129,000 Pound Truck Routes believes the negative public comments were due to a misunderstanding of these commercial motor vehicle, it approved the Chief Engineer's evaluation and recommendation to proceed with the SH-19 route request.

Member DeLorenzo concurred with Member Horsch's comments. She mentioned that the public hearing was conducted remotely, so there was no education room, which may have resulted in additional negative comments. She said the 129,000 pound vehicle combinations have more axles than the 105,500 pound trucks, resulting in less wear and tear on the pavement. The state highway system is designed to move people and commerce, and the higher weight limits are an option for the trucking industry. She supports the Chief Engineer's analysis and recommendation to approve the SH-19 route request.

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

RES. NO.       WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB20-62       Transportation Board to designate state highways for permitted vehicle  
                  combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 3: SH-19, Milepost (MP) 0.000 to MP 4.827 and Old Highway 95 MP 34.195 to 34.638; and

WHEREAS, the Chief Engineer and ITD staff received the applications and reviewed the proposed routes by conducting an engineering and safety analyses of the routes; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and twenty-eight (28) comments were received with six (6) in support, thirteen (13) adversarial, and nine (9) neither for nor against on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on December 2, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of December 17, 2020.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on SH-19, MP 0.000 to MP 4.827 and Old Highway 95 MP 34.195 to MP 34.638; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 3; and

*BE IT FURTHER RESOLVED*, following the fourteen day public appeals period, this resolution is effective January 1, 2021.

FPM Luekenga presented the Chief Engineer's evaluation on the request to designate US-26, MP 24.83 to 34.302 in District 3 as a 129,000 pound route. DMV confirmed that the route is designated as a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the seven bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition. The Office of Highway Safety reported six non-interstate high accident intersection locations in the top 100 and two high accident location clusters on the route. The Chief Engineer's analysis recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes approved a motion to send the application to the full Board with a recommendation for approval.

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

RES. NO.        WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB20-63        Transportation Board to designate state highways for permitted vehicle  
                     combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 3: US-26, Milepost (MP) 24.83 to 34.302; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and twenty (20) comments were received with none in support, fourteen (14) adversarial, and six (6) neither for nor against on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on December 2, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of December 17, 2020.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer’s analyses and recommendations on US-26, MP 24.83 to MP 34.302; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 3; and

*BE IT FURTHER RESOLVED*, following the fourteen day public appeals period, this resolution is effective January 1, 2021.

FPM Luekenga presented the Chief Engineer’s analysis on the request to designate I-84 Business Loop, MP 61.7967 to 58.665, MP 58.67 to 57.64, and MP 58.665 to 55.9 as a 129,000 pound route in District 3. DMV reported that the route is designated as a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the two bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in fair to good condition. There are three non-interstate high accident locations and two high accident intersection location clusters on the route. The Chief Engineer’s evaluation recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes approved a motion to send the application to the full Board with a recommendation for approval.

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

RES. NO.       WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB20-64       Transportation Board to designate state highways for permitted vehicle  
                    combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 3: I-84 Business Loop, Milepost (MP) 61.797 to MP 58.665, MP 58.67 to MP 57.64, and MP 58.665 to MP 55.90; and

WHEREAS, the Chief Engineer and ITD staff received the applications and reviewed the proposed routes by conducting an engineering and safety analyses of the routes; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and twenty-five (25) comments were received with three (3) in support, seventeen (17) adversarial, and five (5) neither for nor against on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on December 2, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of December 17, 2020.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on I-84 Business Loop, MP 61.797 to MP 58.665, MP 58.67 to MP 57.64, and MP 58.665 to MP 55.90; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route requests in District 3; and

*BE IT FURTHER RESOLVED*, following the fourteen day public appeals period, this resolution is effective January 1, 2021.

FPM Luekenga said a request was received to designate the SH-81 Spur in District 4 as a 129,000 pound route, milepost 0.00 to 0.338. He presented the Chief Engineer's analysis. DMV reported that the route is coded a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis confirmed that the bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in very poor condition due to cracking. There are no safety concerns. The Chief Engineer's evaluation recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes approved a motion to send the application to the full Board with a recommendation for approval. He added that no comments were received during the 30-day public comment period.

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

RES. NO.        WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB20-65        Transportation Board to designate state highways for permitted vehicle  
                         combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 4: SH-81 Spur, Milepost (MP) 0.000 to MP 0.338; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and no comments were received; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on November 19, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses, it passed a motion to approve the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of December 17, 2020.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on SH-81 Spur, MP 0.000 to MP 0.338; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 4; and

*BE IT FURTHER RESOLVED*, following the fourteen day public appeals period, this resolution is effective January 1, 2021.

FPM Luekenga said Idaho Milk Transport is requesting to close a gap on US-93 that was erroneously omitted from an earlier application it submitted and the Board approved.

Member Horsch concurred that the Board Subcommittee on 129,000 Pound Truck Routes supports this designation, noting that 105,500 pound vehicles currently operate on it.

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

RES. NO.      WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB20-66      Transportation Board to designate state highways for permitted vehicle  
                 combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 4: US-93, Milepost (MP) 38.050 to 41.499; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and eight (8) comments were received with three (3) in support, three (3) were adversarial, and two (2) neither for nor against on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on November 19, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of December 17, 2020.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on US-93, MP 38.050 to 41.499; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 4; and

*BE IT FURTHER RESOLVED*, following the fourteen day public appeals period, this resolution is effective January 1, 2021.

Chairman Moad thanked FPM Luekenga for his work on 129,000 pound route requests, including addressing the backlog and expediting the process.

US-95, Thorncreek Road to Moscow Relinquishment Agreement. District 2 Engineer Doral Hoff said the relinquishment of US-95 after the completion of the Thorncreek Road to Moscow realignment project has been negotiated with the North Latah Highway District. ITD will provide financial assistance to improve the portion of US-95 to be relinquished. After the US-95 realignment is complete, staff will seek Board approval of the Official Minute transferring the route to the local entity and a new agreement to complete the transaction.

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

RES. NO.      WHEREAS, Idaho Transportation Board Policy 4061 State Highway System  
ITB20-67      Adjustments outlines the Idaho Transportation Board's authority to make  
                 additions and deletions to the State Highway System; and

WHEREAS, on June 10, 2020, the North Latah Highway District signed the Road Closure and Maintenance Agreement; and

WHEREAS, on September 15, 2020, the Idaho Transportation Board Subcommittee on State Highway System Adjustments recommended the Road Closure and Maintenance Agreement be presented to the Board for approval.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes staff to enter into the Road Closure and Maintenance Agreement with the North Latah Highway District to set the conditions for the future relinquishment of US-95 from Thorn Creek to Moscow upon the completion of the US-95, Thorncreek Road to Moscow project, key #9294.

Chairman Moad thanked District Engineer Hoff for his work on the system adjustment.

Administrative Policy 5061 State Highway System Adjustments. Planning Services Manager (PSM) Ken Kanownik presented revisions to Administrative Policy 5061 State Highway System Adjustments. The revisions include new guidance regarding the process and procedures for requesting state highway system adjustments and the Board Subcommittee on State Highway System Adjustments' review and approval process. The policy will replace the current standard operating procedures.

Vice Chairman Kempton said the Board Subcommittee on State Highway System Adjustments has been involved in the policy update and supports the revisions.

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

RES. NO.        WHEREAS, on January 21, 2020 the Board Subcommittee on State Highway  
ITB20-68        System Adjustments met to discuss updating Administrative Policy 5061 State  
Highway System Adjustments following the approval of the corresponding Board  
Policy 4061 in December of 2019; and

WHEREAS, on September 15, 2020 the Board Subcommittee on State Highway System Adjustments met to review draft Administrative Policy 5061, which updates processes and procedures for Idaho Transportation Department staff to follow for requesting adjustments to the State Highway System; and

WHEREAS, the Idaho Transportation Board has reviewed the update to Administrative Policy 5061 State Highway System Adjustments.

*NOW THEREFORE BE IT RESOLVED*, that the Board concurs with Administrative Policy 5061 State Highway System Adjustments in substantial form.

*Note: "...in substantial form" references Board approval under provisions of Board Policy 4061 for aspects of revised Administrative Policy 5061 that involve direction by the Director to Board members assigned by the Board Chairman to*

*the Subcommittee on State Highway System Adjustments. The Board reserves the right under law to unilaterally amend such direction at any time in the future.*

Chairman Moad thanked PSM Kanownik for the policy update.

Revisions to Board Policy 4031 Early Development Program. Program Management Office Manager (PMOM) Randy Gill presented revisions to Board Policy 4031 Early Development Program and the corresponding Administrative Policy 5031. The modifications bring the policy up to date and address current procedures and best practices.

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

RES. NO. ITB20-69 WHEREAS, the Idaho Transportation Board is charged with setting policies for the Idaho Transportation Department; and

WHEREAS, Board Policy 4031 Early Development Program was developed to provide guidance and procedures for developing and updating the Early Development Program; and

WHEREAS, Board Policy 4031 Early Development Program contains outdated information and guidance.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves revisions to Board Policy 4031 Early Development Program, deleting outdated information that is no longer applicable and providing current guidance and best practices; and

*BE IT FURTHER RESOLVED*, that the Board concurs with the revisions to the corresponding Administrative Policy 5031.

Chairman Moad thanked PMOM Gill for revising the policies.

WHEREUPON, the Idaho Transportation Board’s regular monthly meeting officially adjourned at 2:30 PM.

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BILL MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2021  
\_\_\_\_\_, Idaho

# BOARD MEETING DATES

## 2021

February 18  
March 18

April 22

## 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 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
<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 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

“X” = holiday

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

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 24 - 33**

RES. NO. ITB21-01      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 Trucking Advisory Council membership appointment; the addition of I-84, Exit 25 Ramp Improvements, Middleton; Historical Highway Marker Program projects; and a contract for award.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

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

Presenter's Name Alberto Gonzalez	Presenter's Title Motor Vehicle Administrator	Initials	Reviewed By LSS
Preparer's Name Reymundo Rodriguez	Preparer's Title Compliance Program Manager	Initials	

## Subject

Trucking Advisory Council (TAC) - Membership Appointment		
Key Number	District	Route Number

## Background Information

In July 2011 the Transportation Board approved Board policy 4042 establishing a Trucking Advisory Council (TAC), reporting to the Board. This policy requires the Motor Vehicle Administrator to recommend TAC members to the Board. Currently there is one vacancy in the TAC. This vacancy is located in District 6.

ITD Motor Vehicle Administrator, in consultation with the trucking industry and TAC Chairman Pocock, recommends the following person to a 1-year term (January 2021 through December 31, 2021) as member of the Trucking Advisory Council.

Motor Vehicle Administrator recommends Mr. Troy Thurgood who is the President/CEO of Thurcorp, which is located in Rexburg, Idaho. He is an industry leader in the field of trucking compliance/regulations. Mr. Thurgood has 13 years of experience as CEO providing trucking related compliance, safety, reporting, insurance and accounting services. Additionally Mr. Thurgood has collaborated with legislative staff on a variety of trucking registration/safety initiatives and continues to bring forward his expertise as requested.

The TAC is an important council, which is entrusted to advise the Board on issues as it relates to the efficient and safe movement of commerce on Idaho highways.

Current Membership of other TAC appointments is detailed below:  
 Chairman John Pocock, January 2021 through December 31, 2023  
 District One Member, Frank Buell, January 2021 through December 31, 2023  
 District Two Member, Wally Burchak, January 2020 through December 31, 2022  
 District Three Member, Tony Black, January 2019 through December 31, 2021  
 District Four Member, Kevin Iversen, January 2021 through December 31, 2023  
 District Five Member, Dave McNabb, January 2020 through December 31, 2022

Staff will continue to provide the necessary administrative support to the Trucking Advisory Council for the efficient and timely disposition of their duties to the Board.

## Recommendations

It is requested that the Board approve the appointment of District 6 candidate Troy Thurgood to the terms of January 2021 to December 31, 2021, which aligns current TAC membership with policy requirements.



# 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 January 2021

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

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

## Subject

Add I-84 WB Exit 25 Ramp Improvements near Middleton in Canyon Co. to the FY21-27 Approved ITIP		
Key Number	District D3	Route Number I-84 and SH-44

## Background Information

Exit 25 on I-84 West of Caldwell has seen an increase in traffic demand due to new growth and development in that area. This is resulting in operational concerns, specifically on the westbound off ramp during peak hours. D-3 staff restriped the ramp in the fall of 2020 to help better delineate lane assignments and saw minor improvements. This item is to request approval to include a project in the current ITIP to further improve the operations and safety of the intersection. Staff is proposing these interim improvements until a full interchange replacement can be programmed.

The proposed improvements include minor widening of the westbound off ramp to reestablish uniform shoulder width, installation of a traffic signal and queue detection on the westbound ramp and some slope excavation to improve sight distance.

Total Estimated Cost: \$1.3M

Funding Source: Available FY22 State Funds

NOTE: This project will require MPO approval before construction.

## Recommendations

Allow staff to add I-84, Exit 25 Ramp Improvements, near Middleton to the FY21-27 to the approved ITIP at an estimated cost of \$1,300,000 in FY22 State funding.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



PROJECT NO.	 <b>IDAHO TRANSPORTATION DEPARTMENT</b>	CONCEPTUAL LAYOUT: I-84, EXIT 25 WB OFF-RAMP
I-84, EXIT 25 WB OFF-RAMP TRAFFIC SIGNAL & WIDENING		
COUNTY CANTON		
KEY NUMBER		
SHEET 1	OF 1	



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

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

Presenter's Name Randy Gill	Presenter's Title PMO Manager	Initials rg	Reviewed By
Preparer's Name Randy Gill	Preparer's Title PMO Manager	Initials rg	

## Subject

Historical Highway Marker Program Projects		
Key Number	District	Route Number

## Background Information

The purpose of this Board Item is to request Board approval to add a Historic Highway Sign Project to the program for each district in fiscal year 2022. These projects would be state funded and be added to the Supporting Infrastructure Assets Program.

The Historical Highway Marker Program was established by ITD and the Idaho Historical Society. The Program was revitalized in 1986 with the installation of over 100 new signs to mark Idaho's centennial celebration. The Program was again brought to the Department's attention in 2018 when a citizen, Mac Eld, documented the approximately 300 statewide signs and presented his findings to the Board, noting that many signs were damaged or in disrepair.

Environment Staff developed a plan to update the signs. It updated the schematics of the sign frame; reviewed the design, fabrication, and installation of the new signs; and developed icons for new categorical themes. It also created a centralized site for information on the signs, such as the location and condition of each sign.

Over the past few years, the Board has heard presentations on the condition of the historic highway signs statewide. A sign condition survey was also received and after review of the survey and checking into expected costs, it appears that the construction costs will be about \$100K per district to upgrade the signs that are in poor condition or worse. Development costs of \$10K per district and construction engineering costs of \$5K per district will also be programmed.

The FY2022 program is currently under programmed and it is requested that these projects be added now instead of waiting for the next program update, so development work can begin.

## Recommendations

Approve staff to add a Historical Highway Sign Project for each district to the FY2022 SIAP program in the amount of \$115K per district for a total of \$690K.

## Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

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

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 10/1/20 to 01/04/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
17	9	2	1	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 12/01/20 to 01/04/21	
ITD	Local
1	0

## Recommendations

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

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



# Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
2	<b>19725</b>	SH-3	12/15/2020		8	\$1,666,802.55	\$1,886,141.32	\$219,338.77
SH-3, Middle Fork Potlatch Creek Bridge						Federal		113%
Contractor: Cascade Bridge LLC								

DATE OF BID OPENING - DECEMBER 15, 2020 - IDAHO FEDERAL AID FINANCED PROJECT

---

IDAHO FEDERAL AID Project No. A019(725)  
Key No. 19725  
SH-3, MIDDLE FORK POTLATCH CR BR  
Latah County

---

DESCRIPTION: The work on this project consists of constructing a 104 foot Pre-stressed Concrete Bridge, and Guardrail between M.P. 9.271 and M.P. 9.317.

BIDDERS:

CASCADE BRIDGE LLC VANCOUVER, WA	\$1,886,141.32
KNIFE RIVER CORPORATION - MOUNTAIN WEST Boise, ID	\$1,918,467.00
CLEARWATER CONSTRUCTION, INC. dba CLEARWATER WESTERN BOISE, ID	\$2,128,405.26
LARIVIERE, INC RATHDRUM, ID	\$2,143,624.58

4 BIDS ACCEPTED (4 Irregular- DBE)

ENGINEER'S ESTIMATE - \$1,666,802.55

LOW BID - 113% 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: 2020.12.28  
16:37:53 -07'00'

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

---

Date





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

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 01/04/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
17	9	2	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 12/01/20 to 01/04/21	
ITD	Local
5	3

### FUTURE ACTIONS

The Current Advertisement Report is attached.

## Recommendations

For Information Only.

## Board Action

Approved     Deferred \_\_\_\_\_

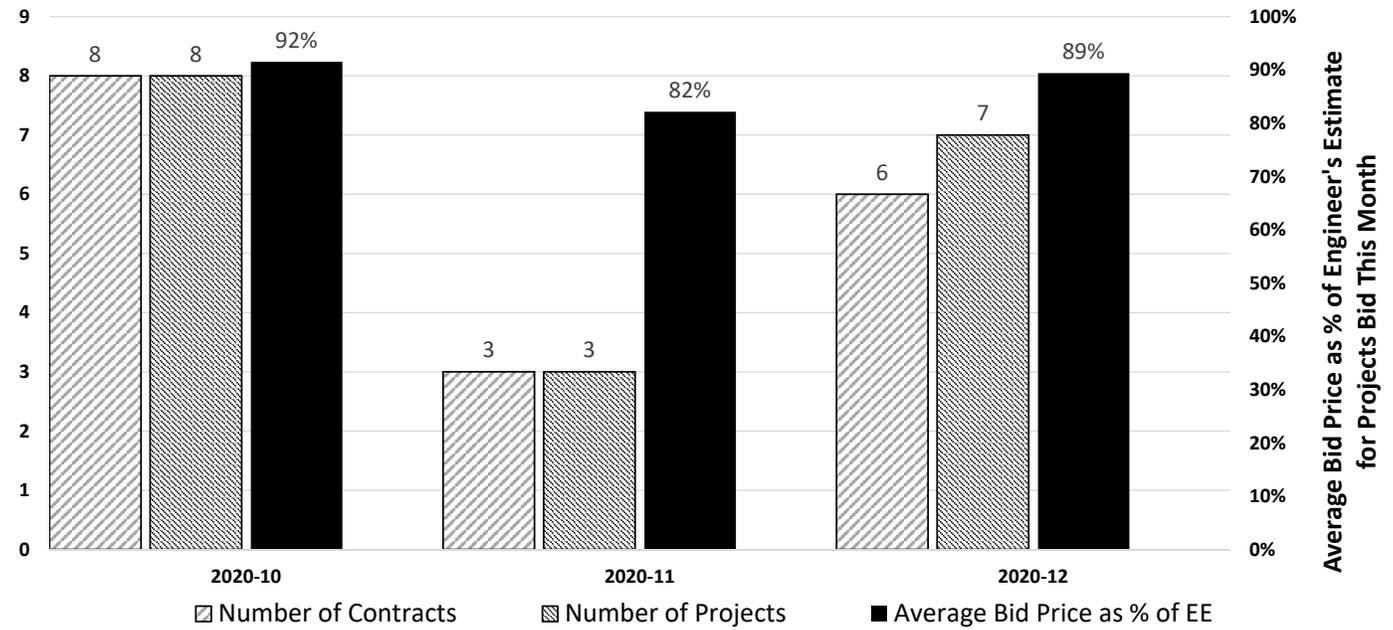
Other \_\_\_\_\_

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

### 18 Projects YTD through January 4, 2021

YTD Total for all 18 projects:

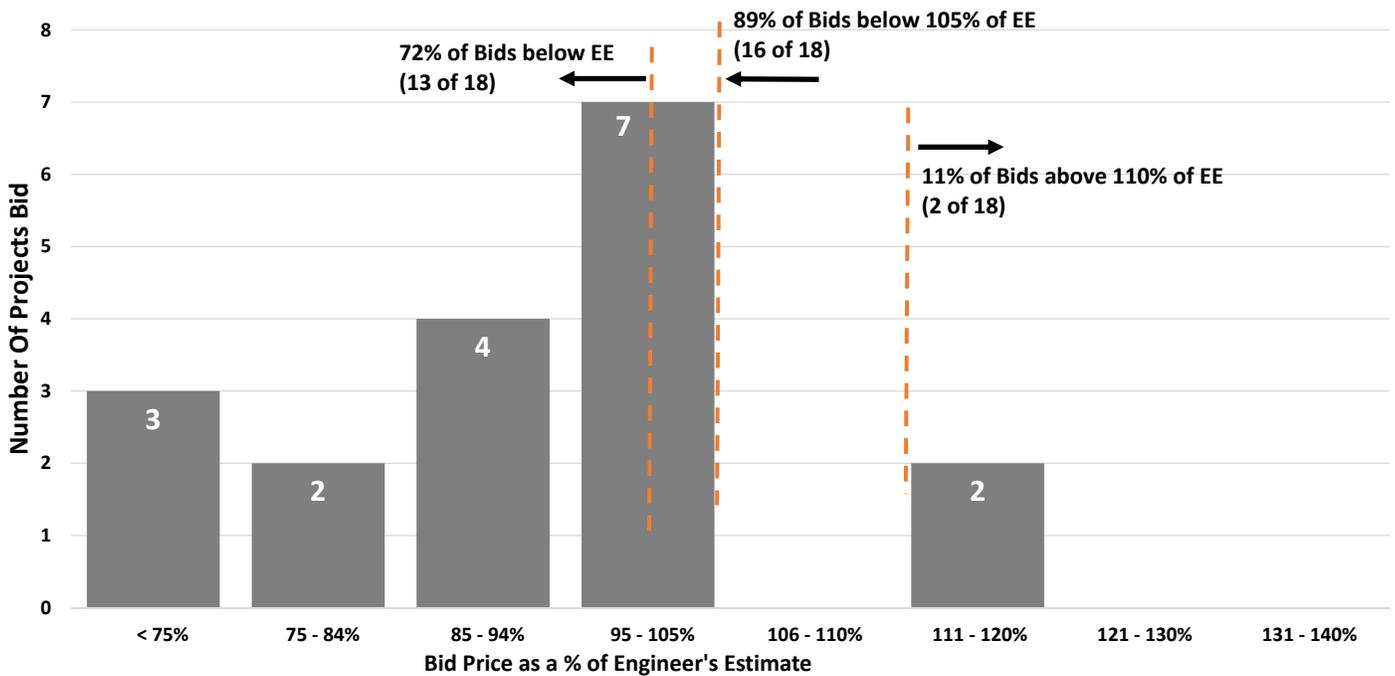
Ratio of Bid Costs / Engineer's Estimates = \$85.6 / \$95.3M = 89.8%



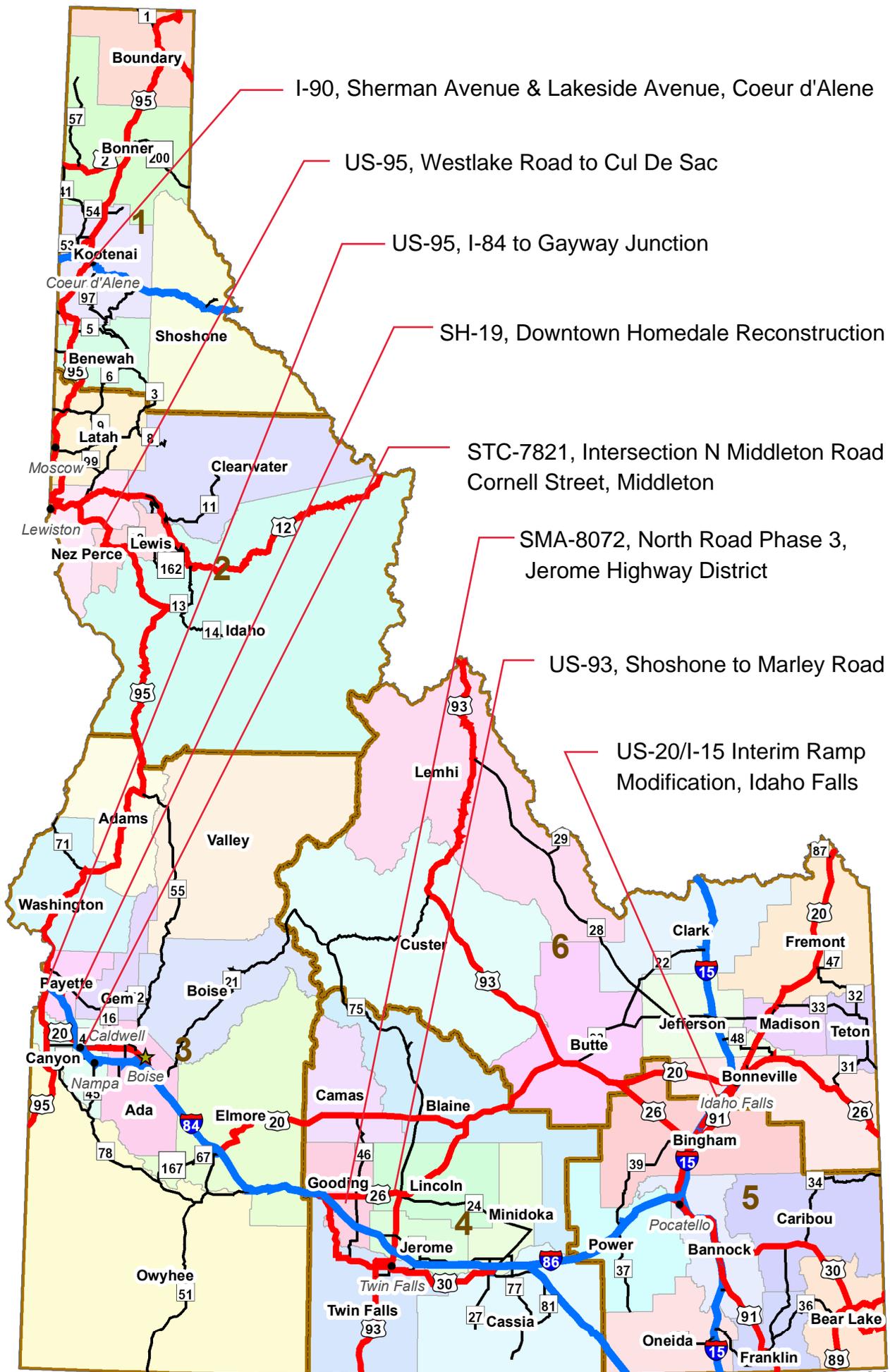
Notes: 1) Local Project are not included 2) Contracts may have multiple Projects

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

### 18 Projects YTD through January 4, 2021



Note: Local Projects are not included



## Monthly Status Report to the Board

### CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	<b>21852</b>	US-95	12/1/2020	3	\$624,642.57	\$595,000.00	<b>(-\$29,642.57)</b>
US-95, I-84 to Gayway Junction							95%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
2	<b>19870/20193</b>	US-95	12/1/2020	3	\$8,717,249.24	\$7,272,527.57	<b>(-\$1,444,721.67)</b>
US-95, Westlake Road to Cul De Sac							83%
Contractor: Valley Paving & Asphalt Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	<b>20236</b>	US-93	12/1/2020	3	\$8,237,795.97	\$6,999,600.00	<b>(-\$1,238,195.97)</b>
US-93, Shoshone to Marley Road							85%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	<b>20156</b>	SH-19	12/1/2020	5	\$1,980,954.63	\$2,140,136.00	\$159,181.37
SH-19,Downtown Homedale Reconstruction							106%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(4)	<b>19114</b>	OFF SYS	12/15/2020	3	\$2,038,762.50	\$2,092,361.00	\$53,598.50
SMA-8072, North Road Phase 3, Jerome Highway District							103%
Contractor: Staker & Parson Companies DBA Idaho Materials & Construction					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(1)	<b>21993</b>	I-90	12/15/2020	5	\$1,003,156.00	\$829,440.40	<b>(-\$173,715.60)</b>
I-90, Sherman Avenue & Lakeside Avenue, Coeur d'Alene							83%
Contractor: Fuse Electric LLC					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(3)	<b>20430</b>	OFF SYS	12/15/2020	4	\$384,737.47	\$301,191.00	<b>(-\$83,546.47)</b>
STC-7821, Intersection North Middleton Road & Cornell Street, Middleton							78%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	<b>22454</b>	US-20/I-15	12/15/2020	4	\$2,314,937.75	\$2,145,304.31	<b>(-\$169,633.44)</b>
US-20/I-15 Interim Ramp Modification, Idaho Falls							93%
Contractor: Cannon Builders Inc					State		

## Monthly Contract Advertisement As of 01-04-2021

District	Key No.	Route	Bid Opening Date
3	<b>20060</b>	I-84	1/12/2021
I-84, Sand Hollow Interchange to Farmers Sebree Canal \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
5	<b>23076</b>	US-30	1/12/2021
US-30, Lava Hot Springs Rock Fall Mitigation \$500,000 to \$1,000,000			State

District	Key No.	Route	Bid Opening Date
2	<b>20436</b>	SH-13	1/12/2021
SH-13, Mount Idaho Road to Top Harpster Grade \$2,500,000 to \$5,000,000			State

District	Key No.	Route	Bid Opening Date
6	<b>22419</b>	US-93	1/12/2021
US-93, FY20 D6 Rock Fall Mitigation - SIA \$100,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
2	<b>19941</b>	US-95	1/26/2021
US-95, Riverside NB Passing Lane \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
3	<b>23079</b>	I-84	1/26/2021
I-84, Temporary Widening, Franklin Interchange to Karcher Interchange \$5,000,000 to \$10,000,000			Federal



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

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 LSS
Preparer's Name Chaz Fredrickson	Preparer's Title Consultant Services Proj Manager	Initials CF	

## Subject

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

## Background Information

### For all of ITD:

Consultant Services processed twenty-eight (28) new professional services agreements and work tasks totaling **\$6,674,023** and seven (7) supplemental agreements to existing professional services agreements totaling **\$1,736,865** from November 23, 2020 through December 28, 2020.

### New Professional Services Agreements and Work Tasks

Reason Consultant Needed	District								Total
	1	2	3	4	5	6	HQ		
<b>Resources not Available</b>									
Environmental		2							2
Surveying			1	2					3
Construction			3			1			4
Planning				1					1
Materials			1		1				2
Design	1			1	3	1			6
Bridge			1				1		2
Airport Planning			1						1
Hydraulics	1								1
<b>Special Expertise</b>									
<b>Local Public Agency Projects</b>		2	1	1	1	1			6
<b>Total</b>	2	4	8	5	5	3	1		28



# Board Agenda Item

**For ITD Projects:**

Twenty-two (22) new professional services agreements and work tasks were processed during this period totaling **\$5,284,202**. Four (4) supplemental agreements totaling **\$287,689** 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>
SH 200, McGhee to Kootenai Street, Bonner County	Resources not available: Design	Drainage Design	RFI from Term Agreement	HDR Engineering	\$54,909
SH 53, North Latah Street to Mile Post 9.3, City of Rathdrum	Resources not available: Hydraulics	Hydraulic Analysis and Report	Direct from Term Agreement	HMH, LLC	\$25,393

**District 2**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Thorn Creek Road to Moscow, Phase 1	Resources not available: Environmental	Hazardous Material Study, Phase 2	Direct from Term Agreement	Alta Science & Engineering	Prev: \$73,505 <b>This: \$9,609</b> Total: 83,114
SH 13, Sally Ann Creek Road Culvert, Idaho County	Resources not available: Environmental	Additional Environmental Services: Determination of Adverse Effect	Direct from Term Agreement	Bionomics Environmental	Prev: \$14,764 <b>This: \$1,723</b> Total: \$16,487

**District 3**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 51, South Side Canal Culvert, Owyhee County	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	Keller Associates	Prev: \$344,400 <b>This: \$21,903</b> Total: \$366,303



## Board Agenda Item

ITD 2210 (Rev. 10-13)

SH 44, Half Continuous Flow Intersection Eagle Road & SH 44, City of Eagle	Resources not available: Construction	Construction, Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HMH, LLC	\$500,922
SH 44, Half Continuous Flow Intersection Eagle Road & SH 44, City of Eagle	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	Horrocks Engineers	Prev: \$1,038,281 <b>This: \$62,889</b> Total: \$1,101,170  Board Approved \$1.15M on August 2020 Meeting
Small Airport Planning Studies	Resources not available: Airport Planning	Airport Planning Studies	RFI from Term Agreement	DOWL	\$120,622
SH 44, Star Road to SH 16, Ada County	Resources not available: Materials	Geotechnical Engineering Investigation	Direct from Term Agreement	American Geotechnics	\$41,404
SH 55, Rainbow Bridge Repairs, Valley County	Resources not available: Bridge	Additional Design Services for Bridge Temporary Support System & Additional Environmental Work	RFI from Term Agreement	Forsgren Associates	Prev: \$264,207 <b>This: \$81,073</b> Total: \$345,280
US 20/26, Chinden; I 84 to Middleton Road, Canyon County	Resources not available: Surveying	Location Surveying and Mapping	Direct from Term Agreement	Sawtooth Land Surveying, LLC	\$9,996



# Board Agenda Item

## District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
D4 Regional Planning	Resources not available: Planning	Magic Valley Metropolitan Planning Organization (MVMPO) Planning & Project Implementation	Individual Project Solicitation	Kittelson & Associates	\$803,482
I 84, Kimberly Interchange (SH 50), Jerome County	Resources not available: Design	Bridge/Roadway Design Phase 2: Completion of Design through PS&E	Individual Project Solicitation	HDR Engineering	Prev: \$710,570 <b>This: \$951,278</b> Total: \$1,661,848  Board Approved \$1.8M on October 2020 Meeting
SH 27, Main Street to Overland Bridge, City of Burley	Resources not available: Surveying	Survey Services	Direct from Term Agreement	J-U-B Engineers	\$72,394
SH 77, Nibbs Creek to Rice Creek	Resources not available: Surveying	Survey Services	Direct from Term Agreement	J-U-B Engineers	\$81,803

## District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 15, Interchange #89 to Interchange #93, Bingham County	Resources not available: Design	Pavement Rehabilitation & Resurfacing	Individual Project Solicitation	WHPacific	\$387,276
I 15, Rose Interchange to North Lava Rocks, Bingham County	Resources not available: Design	Roadway Design & Materials/ Geotechnical Services	Individual Project Solicitation	Parametrix	\$656,755



# Board Agenda Item

ITD 2210 (Rev. 10-13)

SH 39, Thomas to Collins Siding Road, City of Blackfoot	Resources not available: Design	Improve Safety on SH 39	Individual Project Solicitation	J-U-B Engineers	\$147,960
US 91, Gibson Lateral Canal, Bingham County	Resources not available: Materials	Geotechnical Engineering Services	Direct from Term Agreement	Strata	\$76,818

## 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: Design	Roadway Design, Phase B & C: Support for Value Engineering Study & Develop Reports Augmentation (Surveying & Geotechnical)	Individual Project Solicitation	WHPacific	Prev: \$582,900 <b>This: \$1,064,646</b> Total: \$1,647,546  Board Approved \$1.9M on November 2020 Meeting
SH 31, North Pine Creek Bridge, Bonneville County	Resources not available: Construction	Additional Construction, Engineering & Inspection	RFI from Term Agreement	Keller Associates	Prev: \$312,600 <b>This: \$11,620</b> Total: \$324,220

## Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY20 Local/Off System Bridge Inspection	Resources not available: Bridge	Bridge Load Rating/Testing	Direct from Term Agreement	Jacobs Engineering Group	\$99,727



# Board Agenda Item

## Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
2	US 95, Washington - Idaho Railroad (WIR) Bridge/Junction SH 6 Turnbay/ Deep Creek Bridge, Latah County	HDR Engineering	7/2017, Bridge & Roadway Design Services	Continued Final Design Services and Right-of-Way (ROW) Documentation	Prev: \$1,131,895 <b>This: \$75,855</b> Total: \$1,207,750  Board Approved \$1.3M during November 2020 Meeting
3	I 84, Ustick Road & Middleton Rd Overpasses, Canyon County	David Evans and Associates	2/2019, Bridge and Roadway Design through PS&E	Provide Exhibits for Legal Descriptions	Prev: \$3,472,535 <b>This: \$14,722</b> Total: \$3,487,257  Board Approved \$3.5M during February 2019 Meeting
3	US 20/26, Chinden; I 84 to Middleton Road, Canyon County	WHPacific	6/2019, Design Services through PS&E	Additional Right-of-Way (ROW), Survey and Design Tasks	Prev: \$1,752,940 <b>This: \$131,104</b> Total: \$1,884,044  Board Approved \$2.2M during May 2019 Meeting
4	I 84, Kasota Interchange to Burley Interchange West Bound Lanes, Cassia County	Keller Associates	11/2017, Roadway Design through PS&E	Revise Plans & Specs to Provide a Cement Recycled Asphalt Base Stabilization (CRABS) Project to Match the East Bound Lane Project	Prev: \$646,000 <b>This: \$66,008</b> Total: \$712,008



# Board Agenda Item

## For Local Public Agency Projects:

Six (6) new professional services agreements totaling **\$1,389,821** were processed during this period. Three (3) supplemental agreements totaling **\$1,449,176** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Cherrylane Bridge, Nez Perce County	Nez Perce County	Construction, Engineering & Inspection Services	Individual Project Solicitation	Civil Science	\$647,164
Little Bear Creek Bridge, Latah County	City of Troy	Construction, Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	HDR Engineering	\$58,900
FY22 Capital Maintenance, Phase 3, Ada County Highway District	Ada County Highway District	Roadway Design Services	Direct from Term Agreement	T-O Engineers	\$87,100
West Glendale Road & Canal Bridge, Blaine County	Blaine County	Construction, Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Civil Science	\$392,461
West Bridge Street Bridge, City of Blackfoot	City of Blackfoot	Design Services to Replace the West Bridge Street Bridge in Blackfoot	Individual Project Solicitation	J-U-B Engineers	\$180,528
Barney Dairy Road to North Hill Road Path, City of Rexburg	City of Rexburg	Construction, Engineering, Inspection, Sampling & Testing Services	Direct from Term Agreement	Forsgren Associates	\$23,668

## 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	Railroad Ave, City of St Maries	HDR Engineering	3/2018, Roadway Design Services through PS&E	Additional Design Services Due to Comments at Public Hearing	Prev: \$561,300 <b>This: \$49,772</b> Total: \$611,072



# Board Agenda Item

ITD 2210 (Rev. 10-13)

3 - 6	<p>Bridge Bundling Project for:</p> <ul style="list-style-type: none"> <li>- Idaho Canal Bridge, Bonneville County;</li> <li>- St. Charles Creek Bridge, Bear Lake County;</li> <li>- Portneuf River Bridge, City of Pocatello;</li> <li>- Deep Creek Bridge, Buhl Highway District;</li> <li>- Little Wood River Bridge, Shoshone Highway District;</li> <li>- North Fork Boulder Creek Bridge, Owyhee County;</li> <li>- Indian Creek Bridge, City of Caldwell;</li> <li>- Higbee Bridge, City of Idaho Falls</li> </ul>	Keller Associates	2/2020, Bridge Design, Stage 1: Preliminary Design Services	Phase 2 Services: Completion of Design through PS&E	<p>Prev: \$1,789,460  <b>This: \$1,387,113</b>            Total: \$3,176,573</p> <p>Board Approved \$3.4M during November 2020 Meeting</p>
3	Intersection of Linder & Deer Flat Roads, City of Kuna, Ada County Highway District	Parametrix	4/2020, Engineer of Record Services	Record of Survey	<p>Prev: \$749,360  <b>This: \$12,291</b>            Total: \$761,651</p>

### Recommendations

For Information Only

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

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

Presenter's Name Justin Pond	Presenter's Title Right of Way Manager	Initials JP	Reviewed By LSS
Preparer's Name Dennis C. Wagner	Preparer's Title Sr. Right of Way Agent	Initials DW	

### Subject

Administrative Settlements in Right of Way Acquisitions		
Key Number NA	District State wide	Route Number NA

### Background Information

The Board has delegated to staff, the authority to negotiate settlements for the acquisition of real property by ITD that do not exceed \$200,000 over the fair market value as established by an ITD Review Appraiser. The Board has reserved authority to itself for settlements exceeding this limit. In order to monitor settlements, the Board has asked to receive reports twice each year summarizing administrative settlements in the acquisition of new right-of-way.

During the semi-annual period of July 1, 2020 through December 31, 2020, the Right-of-Way Section processed 63 parcels. Of the 63 parcels, 31 parcels had an Administrative Settlement. Attached is a summary showing the parcels with Administrative Settlements.

### Recommendations

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### Board Action

<input type="checkbox"/> Approved <input type="checkbox"/> Deferred _____ <input type="checkbox"/> Other _____
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**RIGHT OF WAY ACQUISITIONS  
ADMINISTRATIVE SETTLEMENT JUSTIFICATIONS  
July 1, 2020 to December 31, 2020**

Dist.	Parcel No.	Program	Major Program	Project Name	Admin. Settlements	% of parcel purchase	Justification
1	28	P161100	019682	SH 41, MULLAN AVE TO PRAIRIE, POST FALLS	\$87,979.00	56%	Negotiated via Legal process-higher land values
1	29	P161100	019682	SH 41, MULLAN AVE TO PRAIRIE, POST FALLS	\$156,699.00	57%	Negotiated via Legal process-higher land values
1	30	P161100	019682	SH 41, MULLAN AVE TO PRAIRIE, POST FALLS	\$151,071.00	70%	Negotiated via Legal process-higher land values
1	37A/B	P161100	019682	SH 41, MULLAN AVE TO PRAIRIE, POST FALLS	\$200.00	>1%	To recognize land values at higher end of range
1	41	P161100	019682	SH 41, MULLAN AVE TO PRAIRIE, POST FALLS	\$139,727.00	25%	Higher land value, Administrative Fees & Costs
1	20/21	E171690	19916	US 95, LABROSSE HILL TO ALDERSON LANE	\$2,168.00	13%	Mid point of appraisal valuation range accepted
1	30	E171690	19916	US 95, LABROSSE HILL TO ALDERSON LANE	\$73,000.00	72%	Relocation of Conoco sign & bollard removal
1	42	E171690	19916	US 95, LABROSSE HILL TO ALDERSON LANE	\$31,550.00	62%	For sprinkler reconnection and two trees
1	14	P171200	020098	SH 41, E PRAIRIE AVE TO LANCASTER RD	\$505,287.00	57%	Additional \$1.37 PSF of land valuation
1	33	P171200	020098	SH 41, E PRAIRIE AVE TO LANCASTER RD	\$47,799.00	19%	Additional value for fencing, driveway, pasture seeding
1	73	P171200	020098	SH 41, E PRAIRIE AVE TO LANCASTER RD	\$112,121.00	75%	Pivot adjustment costs & added \$1.25 of land valuation
1	34	P171190	20120	SH 41, LANCASTER RD TO BOEKEL RD	\$23,667.00	20%	Additional \$0.75 PSF of land valuation
1	35/36/37	P171190	20120	SH 41, LANCASTER RD TO BOEKEL RD	\$126,290.00	29%	Additional \$2.50 PSF of land valuation
1	1	G181220	20350	US 95, GRANITE NORTH	\$2,861.00	57%	To recognize land values at higher end of appraisal range
1	3	G181220	20350	US 95, GRANITE NORTH	\$52,243.00	14%	Higher land values supported for additional compensation
1	5	G181220	20350	US 95, GRANITE NORTH	\$34,459.00	51%	Valuation of granite deposit & sign relocation
1	12	G181220	20350	US 95, GRANITE NORTH	\$1,000.00	21%	To address damages to the remainder
1	20	G181220	20350	US 95, GRANITE NORTH	\$35,324.00	33%	Mid point of appraisal valuation range accepted
1	23	G181220	20350	US 95, GRANITE NORTH	\$21,390.00	48%	Higher land value & reimbursement of engineering fees
1	24	G181220	20350	US 95, GRANITE NORTH	\$46,820.00	32%	Mid point of appraisal valuation range accepted
1	32	G181220	20350	US 95, GRANITE NORTH	\$53,152.00	71%	Removal of old shop & construction of new shop
3	83	G203500	20788	SH 16, I 84 TO US 20/26 & SH44 IC	\$7,863.00	13%	Additional 15% negotiated to settle parcel
3	6	I203130	22154	I 84, USTICK RD & MIDDLETON RD OPASSES	\$500.00	16%	Compensation for tree removal by project
3	17	E193530	22154	I 84, USTICK RD & MIDDLETON RD OPASSES	\$8,377.00	58%	Adjusted land value to mid range & installed new gate
3	26	E193570	22165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$7,500.00	1%	Sign relocation
3	16	E193570	22165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$20,000.00	4%	Additional costs to property owner for capital gains
5	6	P175530	19605	I 86, B, INT POCATELLO AVE, POWER CO	\$17,766.00	47%	Value of existing structure & demo of structure

**RIGHT OF WAY ACQUISITIONS  
ADMINISTRATIVE SETTLEMENT JUSTIFICATIONS  
July 1, 2020 to December 31, 2020**

Dist.	Parcel No.	Program	Major Program	Project Name	Admin. Settlements	% of parcel purchase	Justification
5	7	P175530	19605	I 86, B, INT POCATELLO AVE, POWER CO	\$103,406.00	44%	2nd appraisal supported higher land values
				<b>Total cost of Administrative Settlements:</b>	<b>\$1,870,219.00</b>		

Total number of parcels processed with administrative settlements:      **31**  
 Total number of parcels processed:      **63**  
 Total value of all parcels processed:      **\$8,240,215.00**



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

Consent Item  Information Item  Amount of Presentation Time Needed Info Only

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

## Subject

Biennial Report on Inventory of Surplus Property		
Key Number NA	District All Districts	Route Number NA

## Background Information

Administrative Policy 5005 implements Board Policy 4005 delegating authority to purchase, lease, acquire, dispose, sell, or exchange Department-owned surplus real property.

Administrative Policy states, "It is the policy of the Department to efficiently and economically dispose of real property, owned by the Department, which is determined to be surplus property." "The Right of Way Section Manager, on behalf of the Department, shall provide to the Board, a biennial report on the amount and location of surplus properties owned by the Department. The report will identify the current inventory of surplus properties together with information from the disposal of surplus properties which occurred during the reporting period."

During the biennial period of January 1, 2019 through December 31, 2020, The Right of Way Section disposed of 22 surplus properties, totaling 217.581 acres with sales proceeds totaling \$397,835. Attached is a summary showing the information on these properties.

The current inventory of surplus properties contains a total of 46 properties. A portion of these properties are currently being leased. While the attached inventory indicates the size, in acreage, of many of the properties, a portion of the properties do not include the size, and may to be surveyed in preparation for sale or disposal. Additionally, the Department does not appraise, or have appraised, the surplus property until it has known interest from an outside party.

Pursuant to Idaho Code 58-335A, "...in no case shall a property be sold or exchanged for a value less than that established through the appraisal process; and provided further that surplus real property may be offered for sale or exchange to any tax-supported agency or political subdivision of the state of Idaho, other than the State of Idaho or its agencies, in whose jurisdiction the property is located, at a negotiated price not to exceed the appraised value."

## Recommendations

For information.

## Board Action

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

**Biennial Surplus Property Report**

Current Inventory of Surplus Properties (January 2021)								Comments
District	Property Description / Type	Approximate Location (MP/Route)	Estimated Value	LEASED PROPERTIES			Known Interest (Y/N)	
				Lease (Y/N)	Expiration Date	Value/Month (\$)		
1	US-95, MP 538.4 Lt	3.14 ac riverfront w/reparian rights		NO				
1	SH-3 & I-90	E. of CDA, South of I-90		NO			Y	
1	BNR-103 Keyser Slough Sand Pit	Priest River		NO			Y	
1	SH-200, Mile Post 55.09 Rt., City of Clark Fork	Lot 17, Blk 11, Nagel Addition, 0.09 acres		YES	1/1/2026	\$50.00/year		Bonner County Sheriff Search & Res.
3	Uneconomic Remainder, I-84, MP 33.58 Lt	North of Karcher Connector and Midland Blvd		NO			N	
3	Surplus Remainder, I-84, MP 33.63 Lt	NEC of Karcher IC		NO			N	
3	Splus Remainder, I-84, MP 34.12 Lt	West corner of Karcher Rd and Karcher Connector		NO			N	
3	Surplus Remainder, I-84, MP 34.16 Lt	South corner of Karcher Rd and Karcher Connector		NO			N	
3	Surplus Remainder, US-20/26, MP 25.12 Lt	Parcels 2, 3, & 4, Exit 29 NW corner		NO			N	
3	Surplus Remainder, I-84, MP 17 Rt	Parcel 22.5, Exit 95, Mt. Home, 6.37 acres		NO			N	
3	Surplus Remainder, SH-51, 91.92 Rt	Parcel 5, SEC of 3rd W Street and SH-51,		NO			N	
3	Surplus Remainder, SH-52, MP 28.23 Lt	1044 Hwy 52, 1.84 Acres		NO			N	
3	Surplus Remainder, US-95, MP 115.9 Lt	Cambridge Maint. Yard 31600		NO			N	
3	Surplus Remainder, I-84, MP 42.00 Rt	Parcel 8, Ten Mile IC		NO			N	Remainder between I-84 and Tasa Dr.
3	Surplus Remainder, I-84, MP 42.00 Rt	Parcel 9, Ten Mile IC		NO			N	Remainder between I-84 and Tasa Dr.
3	Surplus Remainder, I-84, MP 42.00 Rt	Parcel 10, Ten Mile IC		NO			N	Remainder between I-84 and Tasa Dr.
3	Surplus Remainder, I-84, MP 42.00 Rt	Parcel 11, Ten Mile IC		NO			N	Remainder between I-84 and Tasa Dr.
3	I-84, MP 49.78 Lt	7949 W Cummins Ave, Boise		NO			N	
3	I-84, MP 49.78 Lt	7939 W Cummins Ave, Boise		NO			N	
3	I-84, MP 49.78 Lt	7920 W Candlewood Dr., Boise		NO			N	
3	I-84, MP 49.79 Lt	7890 W Candlewood Dr., Boise		NO			N	
3	I-84, MP 49.80 Lt	1171 S Yucca Pl., Boise		NO			N	
3	I-84, MP 49.81 Lt	1172 S Yucca Pl., Boise		NO			N	
3	I-84, MP 49.81 Lt	1206 S Yucca Pl., Boise		NO			N	
4	CS-174	Cassia County						
4	CS-1002s	Cassia County						
4	R/W-Railroad, 39 acres	Lincoln County		YES	2/28/2023	\$1950/Yr	Y	Glanbia Foods, Gooding Id
4	R/W	3100 S & SH-46, Gooding County		YES	5/1/2041	\$100/Yr	Y	Jack Hirai, Twin Falls, ID
4	R/W, 12' strip on Blue Lakes	Twin Falls City		YES	5/1/2030	\$0	Y	Rocket Express, Joe Russell
4	R/W	W. of Blue Lakes, S. of Canyon		YES	4/1/2064	\$2900/Yr	Y	Twin Falls Chamber of Commerce
4	R/W	SH-75 past Gannett Rd. on E.		YES	4/30/2039	\$10,800/Yr	Y	Valley Wide Coop
4	R/W	South Bridge, E. & W. side		YES	6/30/2020	\$500/Yr	Y	Base Jumpers, LLC In process of renewing lease
5	SH-34, MP 70.4, BR-RS-1786	SH-34, 11 miles N. of Soda Springs		NO				
5	Woodville Pit / BG-77, 23.7 acres	I-15, MP 110.2		NO			Y	Bingham Cnty
5	Bk-154a, Bk-154b / 2 parcels	I-15, MP 31.8		NO			Y	Bannock Co - Partial
5	Moreland Pit / Bg-57	Moreland Riverside Rd & US-26, Bingham County		NO				
5	BG-57-S MS, 31.1 acres	US-26 MP 301.6 R, Bingham County		NO				
5	BG-68-S, 9 acres	I-15 MP 88.2, Bingham County		NO				
5	FK-47 Fire Pit, 23.4 acres	Off System on old D-1		NO			N	
5	BL-61 Gtown pit, 14 acres	US-30 MP 425, Bear Lake County		NO			Y	Neighbor
5	Rose Pond Parcel 1, 37.14 acres	I-15 MP 96.4		NO			Y	Bingham Cnty
5	Rose Pond Parcel 2, 4.27 acres	I-15 MP 96.4		NO			Y	Bingham Cnty
5	Maughn Rd. Par19, 2.2 acres	US-30, MP 368.3		NO			N	
5	Topaz Bridge (2 parcels) parcel 79, 10 acres	US-30 MP 364.9		NO			N	No Access
6	Thorton IC, Small piece W. of US-20, N. of W 500 S.	US-20 MP 328.5		NO			Y	
6	FR-85 & 96 (split in half) ITD owns 85, Cnty owns 96. County will QC to us.	Fremont County		NO			Y	
<b>46</b>	<b>Total # of Properties</b>							

## 2019-2020 SURPLUS PROPERTY SALES/DONATIONS

District	Key Number / Parcel ID / Description	Date of Transaction	Grantee	Acreage	Sales Price / Proceeds	Conveyance Document Used
1	Parcel 1.5, I-90 & Appleway Ave/E Lee Ct.	4/29/2020	Reach America, Inc	0.233	\$ 103,900.00	Quitclaim Deed
1	Parcel 57.5, I-90 and Atlas Rd.	10/13/2020	City of Coeur d'Alene	1.58	\$ -	Quitclaim Deed w/Reversion Clause
3	Parcels 7.5, 9.5 - I-84 between Gowen Rd & Broadway Ave.	8/19/2020	City of Boise	3.314	\$ -	Quitclaim Deed
3	Parcel 180.2 - Karcher Rd. near N. Saantha Ct.	10/14/2020	City of Nampa	0.222	\$ -	Quitclaim Deed
3	Parcels 2.5, 3.5 - Caldwell Pond, NW of Caldwell	4/4/2019	City of Caldwell	37.384	\$ -	QCD w/Reversion
3	Parcel 22.6 - American Legion Blvd & E. 8th N.	10/16/2020	GH Global Development, LLC	6.37	\$ 248,242.00	Quitclaim Deed
3	P33.5 - 1/2 mile W of Orchard IC, I-84	9/22/2020	Jean D. Svitak, David T. Svitak, Amy E. Klamper	0.248	\$ 2,361.00	Quitclaim Deed
4	Parcel 0.5, Van Engelen Dr. Burley	9/23/2020	Selenic Real Estate, LLC	0.58	\$ 2,552.00	Quitclaim Deed
4	Abandoned Railroad - Lincoln County. No Key Number. No Parcel No. No. Parcel ID Number. Conveys a portion of abandoned railroad property of which ITD might have an underlying interest	1/15/2019	7 Mile Ranch LLC	Unknown	\$ -	Quitclaim Deed

District	Key Number / Parcel ID / Description	Date of Transaction	Grantee	Acreage	Sales Price / Proceeds	Conveyance Document Used
4	Abandoned Railroad - Lincoln County. No Key Number. No Parcel No. No. Parcel ID Number. Conveys a portion of abandoned railroad property of which ITD might have an underlying interest	11/13/2019	Gary J. Hibbard and Donna G. Hibbard Living Trust, dated June 13, 2008, Gary J. Hibbard and Donna G Hibbard, Trustees.	8.97	\$ -	Quitclaim Deed
4	Abandoned Railroad - Lincoln County. No Key Number. No Parcel No. No. Parcel ID Number. Conveys a portion of abandoned railroad property of which ITD might have an underlying interest	12/19/2019	Lawrence L. Sweet and Susan L. Sweet.	8.93	\$ -	Quitclaim Deed
4	Abandoned Railroad - Lincoln County. No Key Number. No Parcel No. No. Parcel ID Number. Conveys a portion of abandoned railroad property of which ITD might have an underlying interest	4/27/2020	Brett R. Sheehan and Italy J. Sheehan	6.93	\$ -	Quitclaim Deed
4	Abandoned Railroad - Lincoln County. No Key Number. No Parcel No. No. Parcel ID Number. Conveys a portion of abandoned railroad property of which ITD might have an underlying interest	6/8/2020	Picabo Livestock Company, Inc.	0.29	\$ -	Quitclaim Deed

District	Key Number / Parcel ID / Description	Date of Transaction	Grantee	Acreage	Sales Price / Proceeds	Conveyance Document Used
4	Abandoned Railroad - Lincoln County. No Key Number. No Parcel No. No. Parcel ID Number. Conveys a portion of abandoned railroad property of which ITD might have an underlying interest	7/17/2020	Lincoln County Cemetery	9.86	\$ -	Quitclaim Deed
5	Parcel 0.5, BK-139-s, I-15 & SH-40	2/6/2020	Jay Gepford	65.958	\$ 26,600.00	Quitclaim Deed
5	Parcel 2.5 - SH-34 & Blackfoot Rv Rd.	2/3/2020	Bravyn Beus	0.88	\$ 660.00	Quitclaim Deed
5	Parcel 2.6 - SH-34 & Blackfoot Rv Rd.	2/3/2020	ITAFOS CONDA LLC	0.88	\$ 660.00	Quitclaim Deed
6	K0108, Parcel 13.5	11/25/2019	City of Sugar City	1.51	\$ -	Quitclaim Deed
6	A0076, Parcel 0.5, BN-100-S Material S	12/23/2020	City of Idaho Falls	35.569	\$ -	Quitclaim Deed w/Reversion Clause
6	K8454, Parcel 1.5	8/1/2020	Madison County	2.078	\$ -	Quitclaim Deed w/Reversion Clause
6	K8454, Parcel 15.5	4/29/2020	Madison County	0.863	\$ -	Quitclaim Deed w/Reversion Clause
6	A0080, Parcel 1.5; A0047, Parcel 20 BN-122-S Material Source	2/28/2020	Progressive Irrigation District	24.932	\$ 12,860.00	Warranty Deed
<b>Total Parcels Sold/Donated = 22</b>				<b>217.581</b>	<b>\$ 397,835.00</b>	
				<b>Acreage</b>	<b>Total Proceeds</b>	



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

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 November 30, 2020, Fiscal Year 2021 Financial Statements

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

- Revenues to the State Highway Account from all state sources are ahead of forecast by 15% and essentially the same as this time for FY 2020. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$15.5M. 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 -11% or -\$120,000. 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 four months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$2.5M or 4.7% which 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 November of this year continues the trend of being very strong at \$43.2M.

The balance of the long term investments as of the end of November is \$111.1 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$69.8M) totals \$180.9M 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 November, were \$14.3M. There are no additional receipts other than interest earned of \$212k based on the cash balance.

Sales Tax deposits into the Transportation Expansion and Congestion Mitigation Fund of \$8.6M is ahead of the same time a year ago approximately \$883k. The receipts into this fund for FY21 are committed to construction projects identified in the ITIP. Expenditures for selected projects YTD were \$24.3M.

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27M. The activity for this grant are shown in a fund created specifically for CARES funding and had expenses of \$3.2M

## Recommendations

For information.
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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: 4 Dec 2020  
 % of Time  
 Remaining: 58.33

# Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS  
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 11/30/2020  
 (all amounts in '000)

Fiscal Year: 2021

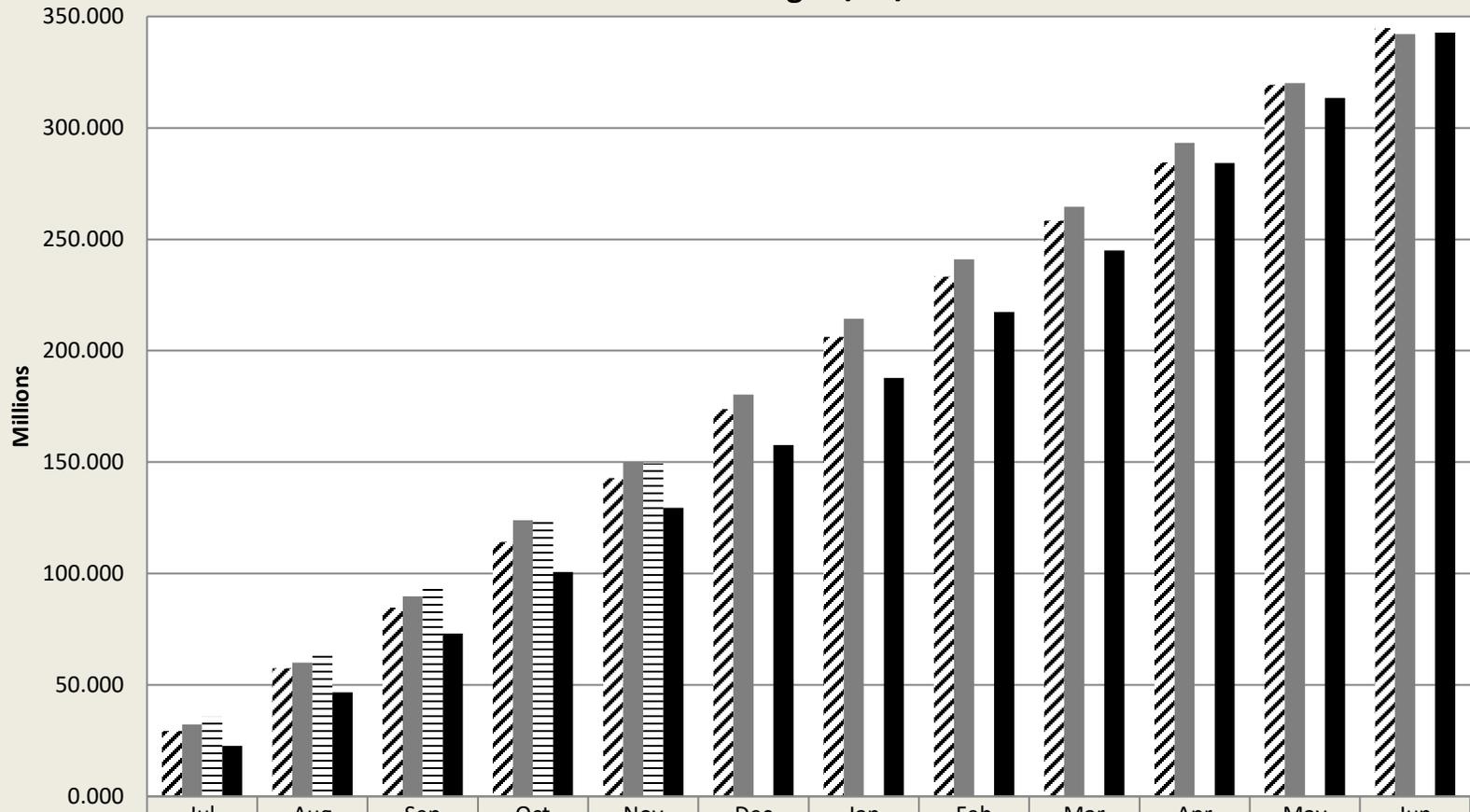
Funds Received					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Forecast YTD	FY21 to FY20 Actual	FY 21 to Forecast
<b>State Highway Account</b>					
Federal Reimbursements	179,992	176,776	160,002	-1.8%	10.5%
State (Inc. H.D.A.)	150,217	149,350	129,569	-0.6%	15.3%
Local	14,152	3,192	9,400	-77.4%	-66.0%
<b>Total State Highway Account:</b>	<b>344,361</b>	<b>329,318</b>	<b>298,971</b>	<b>-4.4%</b>	<b>10.2%</b>
<b>State Aeronautics Fund</b>					
Federal Reimbursements	174	333	130	91.5%	156.4%
State	1,531	1,121	1,241	-26.8%	-9.7%
<b>Total State Aeronautics Fund:</b>	<b>1,705</b>	<b>1,453</b>	<b>1,370</b>	<b>-14.8%</b>	<b>6.1%</b>
<b>Total Fund Received:</b>	<b>346,066</b>	<b>330,772</b>	<b>300,341</b>	<b>-4.4%</b>	<b>10.1%</b>
Disbursements (includes Encumbrances)					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Construction Payouts	270,526	235,542	262,231	-12.9%	-10.2%
<b>Operations Expenses</b>					
Highways	85,093	83,960	101,099	-1.3%	-17.0%
DMV	17,664	17,135	18,240	-3.0%	-6.1%
Administration	14,621	11,584	11,870	-20.8%	-2.4%
Facilities	2,513	3,455	1,493	37.5%	131.4%
Aeronautics	1,591	1,469	1,770	-7.7%	-17.0%
<b>Total Operations Expenses:</b>	<b>121,481</b>	<b>117,603</b>	<b>134,472</b>	<b>-3.2%</b>	<b>-12.5%</b>
<b>Transfers</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>392,007</b>	<b>353,253</b>	<b>396,703</b>	<b>-9.9%</b>	<b>-11.0%</b>
<b>Expenditures by Type</b>					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Personnel	51,225	52,468	55,033	2.4%	-4.7%
Operating	48,369	44,200	53,118	-8.6%	-16.8%
Capital Outlay	14,415	14,526	16,781	0.8%	-13.4%
Sub-Grantee	7,473	6,408	9,540	-14.3%	-32.8%
<b>Totals Operations Expenses:</b>	<b>121,481</b>	<b>117,603</b>	<b>134,472</b>	<b>-3.2%</b>	<b>-12.5%</b>
Contract Construction	270,526	235,542	262,231	-12.9%	-10.2%
<b>Totals (excluding Transfers):</b>	<b>392,007</b>	<b>353,144</b>	<b>396,703</b>	<b>-9.9%</b>	<b>-11.0%</b>

## State Highway Fund 0260

### Fiscal Year 2021

#### State Revenue Source Forecast vs Actual

#### November - For Period Ending 11/30/2020



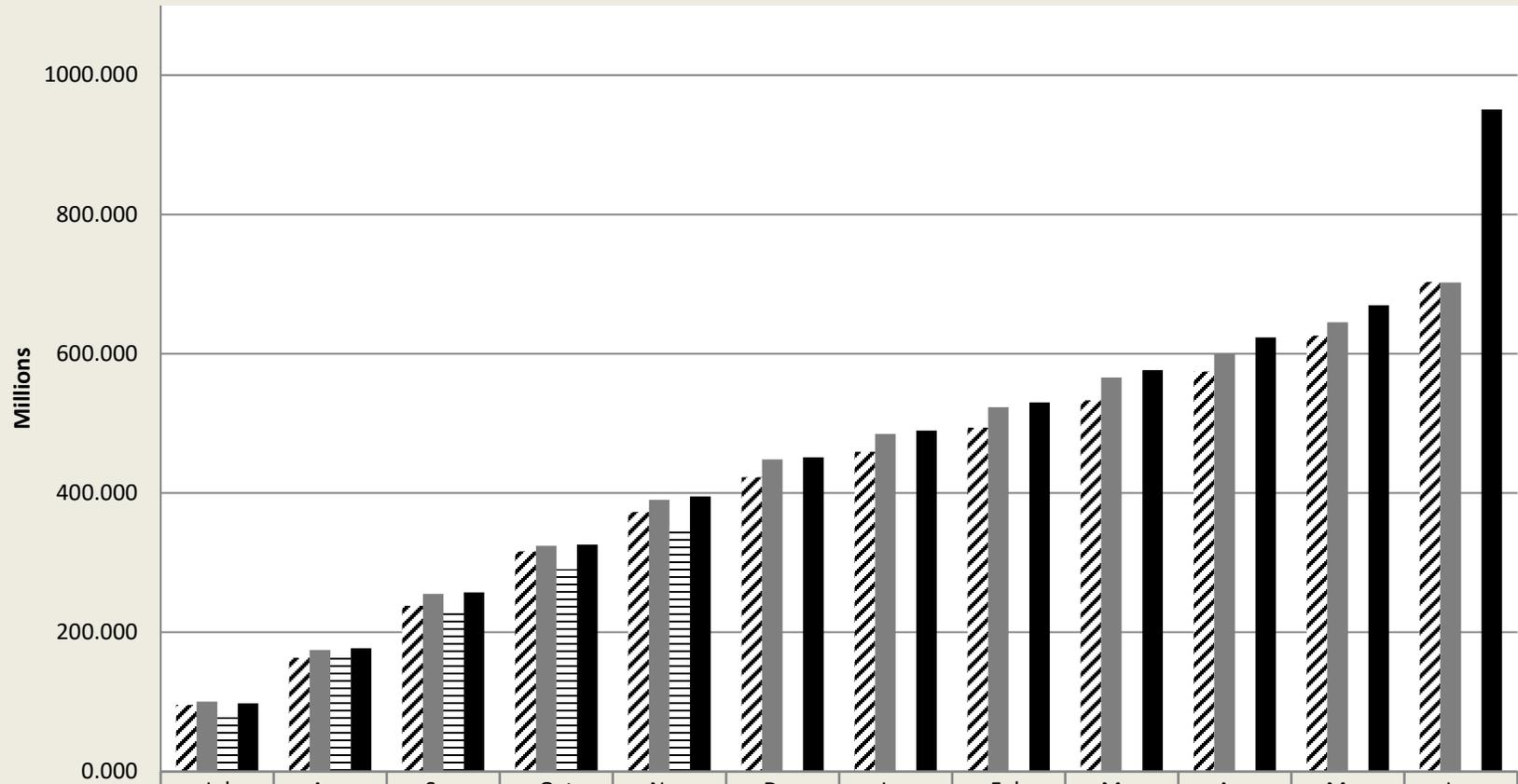
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
FY21 Current	35.679	64.171	94.151	123.596	149.350							
FY21 Forecast	22.639	46.708	73.139	100.685	129.569	157.689	187.841	217.400	245.047	284.161	313.477	342.830

# State Highway Fund 0260

Fiscal Year 2021

Expenditures

November - For Period Ending 11/30/2020



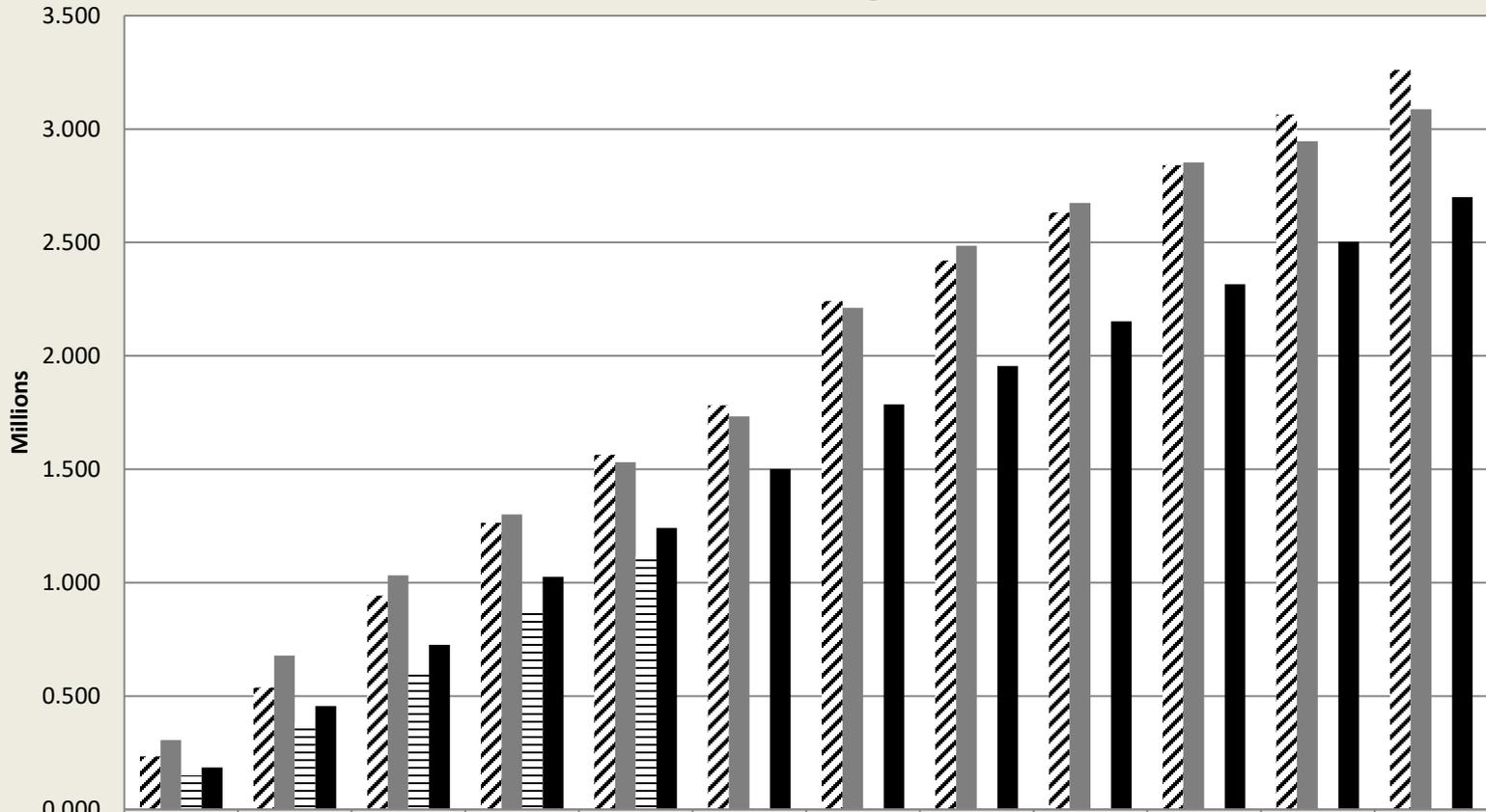
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
✓ FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
■ FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
= FY21 Current	78.041	169.582	229.279	290.676	351.690							
■ FY21 Forecast	97.930	176.990	257.415	326.044	394.947	451.058	489.646	530.133	576.396	623.451	669.330	950.666

# Aeronautics Fund 0221

Fiscal Year 2021

## State and Interagency Revenue Sources Forecast vs Actual

November - For Period Ending 11/30/2020



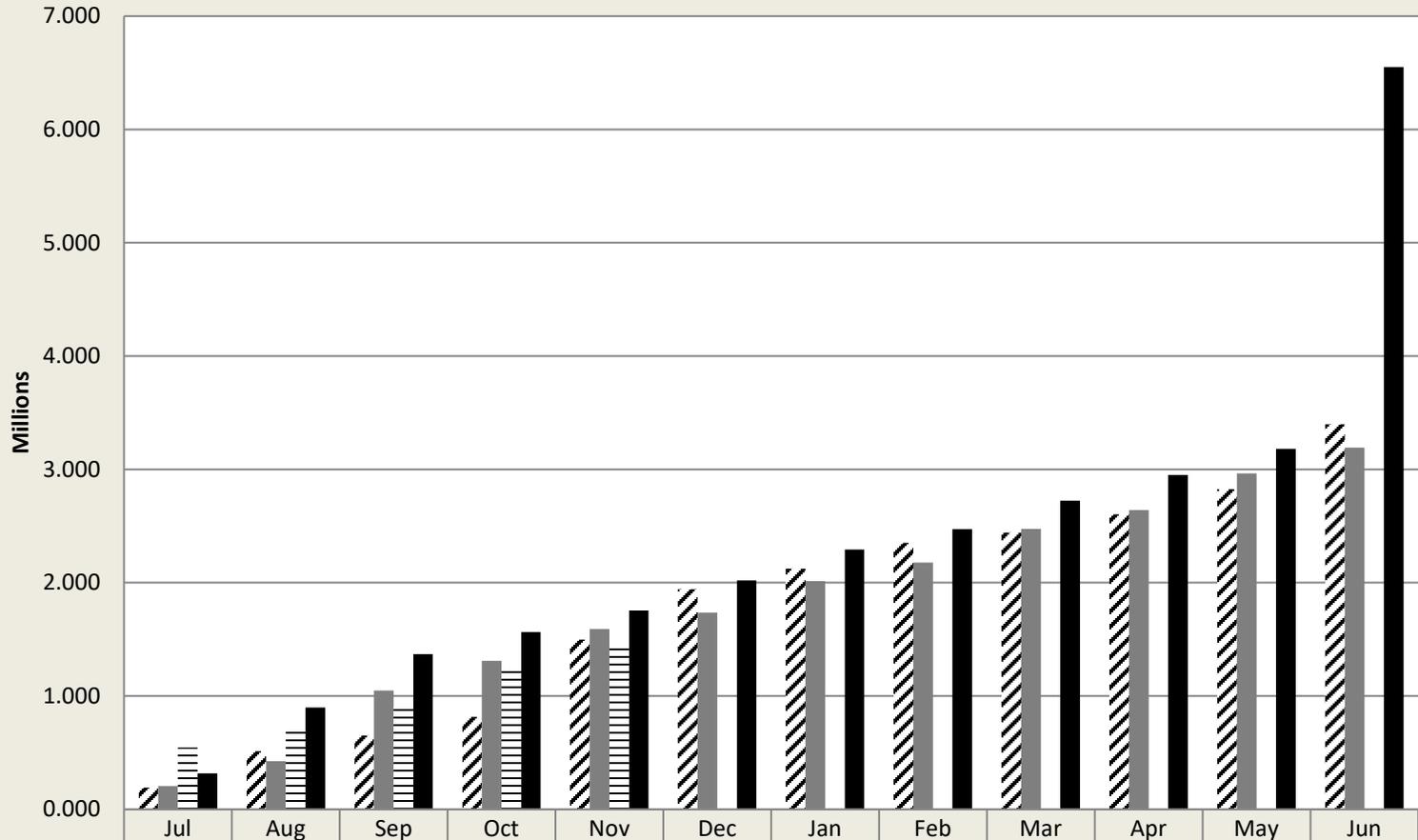
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
▨ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
▤ FY21 Current	0.149	0.382	0.596	0.888	1.121							
■ FY21 Forecast	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

### November - For Period Ending 11/30/2020



▨ 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	1.253	1.455							
■ 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: 04 Dec 2020

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 11/30/2020

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Oct-20	Nov-20	Oct-20	Nov-20	Oct-20	Nov-20
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,360,478	2,348,352	79,150,280	69,765,747	30,681,043	26,564,393
Investments (Long Term: STO - Diversified Bond Fund)	865,657	866,793	111,001,588	111,148,963	0	0
Total Cash & Investments	<b>3,226,134</b>	<b>3,215,145</b>	<b>190,157,714</b>	<b>180,920,555</b>	<b>30,681,043</b>	<b>26,564,393</b>
Receivables - Other	1,627	745	1,196,727	1,174,426	0	0
- Due From Locals (Project Overruns)	21,541	21,541	1,264,583	1,296,109	0	0
- Inter Agency	32,350	52,823	1,050	3,585	0	0
Total Receivables	<b>55,518</b>	<b>75,109</b>	<b>2,462,359</b>	<b>2,474,120</b>	<b>0</b>	<b>0</b>
Inventory on Hand	0	0	21,031,058	20,890,302	0	0
<b>Total Assets:</b>	<b>3,281,652</b>	<b>3,290,254</b>	<b>213,651,131</b>	<b>204,284,977</b>	<b>30,681,043</b>	<b>26,564,393</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	1,762	1,762	0	0
Sales Tax Payable	0	0	16,593	11,855	0	0
Deferred Revenue (Local Projects Match)	0	0	22,152,246	21,306,333	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	254,837	272,159	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>22,441,456</b>	<b>21,608,127</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	233,955	211,373	41,639,335	34,442,904	0	0
Fund Balance	3,047,697	3,078,881	149,570,339	148,233,945	30,681,043	26,564,393
<b>Total Fund Balance:</b>	<b>3,281,652</b>	<b>3,290,254</b>	<b>191,209,675</b>	<b>182,676,850</b>	<b>30,681,043</b>	<b>26,564,393</b>
<b>Total Liabilities and Fund Balance</b>	<b>3,281,652</b>	<b>3,290,254</b>	<b>213,651,131</b>	<b>204,284,977</b>	<b>30,681,043</b>	<b>26,564,393</b>

UserID: kbentley  
 Report ID: AD-FN-GL-002  
 Run Date: 04 Dec 2020

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 11/30/2020

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Oct-20	Nov-20	Oct-20	Nov-20	Oct-20	Nov-20	Oct-20	Nov-20
	<b>ASSETS</b>							
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	7,805,803	5,844,812	52	52	7,805,855	5,844,865	(347,942)	(526,343)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	<b>7,805,803</b>	<b>5,844,812</b>	<b>52</b>	<b>52</b>	<b>7,805,855</b>	<b>5,844,865</b>	<b>(347,942)</b>	<b>(526,343)</b>
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Inventory on Hand	0	0	0	0	0	0	0	0
<b>Total Assets:</b>	<b>7,805,803</b>	<b>5,844,812</b>	<b>52</b>	<b>52</b>	<b>7,805,855</b>	<b>5,844,865</b>	<b>(347,942)</b>	<b>(526,343)</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	0	0
Fund Balance	7,805,803	5,844,812	52	52	7,805,855	5,844,865	0	0
<b>Total Fund Balance:</b>	<b>7,805,803</b>	<b>5,844,812</b>	<b>52</b>	<b>52</b>	<b>7,457,913</b>	<b>5,844,865</b>	<b>(347,942)</b>	<b>(526,343)</b>
<b>Total Liabilities and Fund Balance</b>	<b>7,805,803</b>	<b>5,844,812</b>	<b>52</b>	<b>52</b>	<b>7,457,913</b>	<b>5,844,865</b>	<b>(347,942)</b>	<b>(526,343)</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2020

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)
<b>Fiscal Year:</b>	2021								
<b>Budget Fiscal Year:</b>	2021								
<b>REVENUES</b>									
<b>Federal Sources</b>									
FHWA - Highway	138,794,000	157,386,835	30,406,270	0	18,592,835	13.40 %	375,381,680	217,994,845	58.07 %
FHWA - Indirect Cost	14,057,800	12,663,779	2,119,189	0	(1,394,021)	-9.92%	25,000,000	12,336,221	49.34 %
Federal Transit Authority	4,600,000	4,918,733	642,962	0	318,733	6.93 %	14,759,600	9,840,867	66.67 %
NHTSA - Highway Safety	2,050,000	1,278,650	5,210	0	(771,350)	-37.63%	6,142,800	4,864,150	79.18 %
Other Federal Aid	500,000	528,297	258,259	0	28,297	5.66 %	11,621,300	11,093,003	95.45 %
<b>Total Federal Sources:</b>	<b>160,001,800</b>	<b>176,776,295</b>	<b>33,431,890</b>	<b>0</b>	<b>16,774,494</b>	<b>10.48 %</b>	<b>432,905,380</b>	<b>256,129,086</b>	<b>59.17 %</b>
<b>State Sources</b>									
Equipment Buy Back	860,000	2,471,290	2,471,290	0	1,611,290	187.36 %	11,414,100	8,942,810	78.35 %
Miscellaneous Revenues	13,026,718	13,537,350	2,063,097	0	510,631	3.92 %	30,459,870	16,922,521	55.56 %
<b>Total State Sources:</b>	<b>13,886,718</b>	<b>16,008,640</b>	<b>4,534,387</b>	<b>0</b>	<b>2,121,921</b>	<b>15.28 %</b>	<b>41,873,970</b>	<b>25,865,331</b>	<b>61.77 %</b>
<b>Local Sources</b>									
Match For Local Projects	9,400,000	3,180,817	496,423	0	(6,219,183)	-66.16%	19,238,100	16,057,283	83.47 %
Other Local Sources	0	11,085	3,585	0	11,085	0.00 %	0	(11,085)	0.00 %
<b>Total Local Sources:</b>	<b>9,400,000</b>	<b>3,191,902</b>	<b>500,008</b>	<b>0</b>	<b>(6,208,098)</b>	<b>-66.04%</b>	<b>19,238,100</b>	<b>16,046,198</b>	<b>83.41 %</b>
<b>TOTAL REVENUES:</b>	<b>183,288,518</b>	<b>195,976,836</b>	<b>38,466,285</b>	<b>0</b>	<b>12,688,317</b>	<b>6.92 %</b>	<b>494,017,450</b>	<b>298,040,615</b>	<b>60.33 %</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	78,603,500	94,089,601	15,439,082	0	15,486,101	19.70 %	215,599,000	121,509,399	56.36 %
Fuel/Registration Direct	30,602,495	30,789,111	4,369,592	0	186,616	0.61 %	67,657,200	36,868,089	54.49 %
Ethanol Fuels Tax	6,476,400	8,462,591	1,411,154	0	1,986,191	30.67 %	17,700,000	9,237,409	52.19 %
<b>TOTAL TRANSFERS-IN:</b>	<b>115,682,395</b>	<b>133,341,303</b>	<b>21,219,828</b>	<b>0</b>	<b>17,658,908</b>	<b>15.26 %</b>	<b>300,956,200</b>	<b>167,614,897</b>	<b>55.69 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>298,970,913</b>	<b>329,318,139</b>	<b>59,686,113</b>	<b>0</b>	<b>30,347,225</b>	<b>10.15 %</b>	<b>794,973,650</b>	<b>465,655,512</b>	<b>58.57 %</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2020

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)
<b>Fiscal Year:</b>	2021								
<b>Budget Fiscal Year:</b>	2021								
<b>EXPENDITURES</b>									
<b>Operations Expense</b>									
Permanent Staff Salaries	37,393,323	35,762,367	6,596,241	0	1,630,956	4.36 %	88,026,291	52,263,924	59.37 %
Board, Hourly, OT, Shift Diff	229,574	379,596	133,434	0	(150,022)	-65.35%	1,253,547	873,951	69.72 %
Fringe Benefits	16,858,770	15,821,864	2,968,718	0	1,036,906	6.15 %	39,978,286	24,156,422	60.42 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	2,367,276	2,367,276	100.00 %
In State Travel Expense	734,339	294,028	44,354	0	440,311	59.96 %	1,779,146	1,485,118	83.47 %
Out of State Travel Expense	208,830	2,165	0	0	206,665	98.96 %	467,098	464,933	99.54 %
Technology Operating Expense	16,582,229	6,870,199	1,816,863	6,507,584	3,204,446	19.32 %	27,020,181	13,642,398	50.49 %
Operating Expense	35,019,745	22,544,119	3,956,037	7,432,551	5,043,076	14.40 %	70,541,158	40,564,488	57.50 %
Technology Equipment Expense	1,009,000	396,042	61,694	235,865	377,094	37.37 %	2,611,400	1,979,494	75.80 %
Capital Equipment Expense	14,509,900	8,241,186	4,643,920	2,560,412	3,708,302	25.56 %	27,957,700	17,156,102	61.36 %
Capital Facilities Expense	1,230,000	591,179	193,547	2,456,243	(1,817,422)	-147.76%	6,009,807	2,962,386	49.29 %
Trustee & Benefit Payments	8,939,845	6,052,485	1,360,077	0	2,887,360	32.30 %	21,321,900	15,269,415	71.61 %
<b>Total Operations Expense:</b>	<b>132,715,555</b>	<b>96,955,230</b>	<b>21,774,888</b>	<b>19,192,653</b>	<b>16,567,672</b>	<b>12.48 %</b>	<b>289,333,790</b>	<b>173,185,907</b>	<b>59.86 %</b>
<b>Contract Construction</b>									
Technology Operating Expense	0	530,185	278,690	560,468	(1,090,652)	0.00 %	0	(1,090,652)	0.00 %
Operating Expense	2,349,000	1,030,372	122,512	353,433	965,195	41.09 %	10,600,000	9,216,195	86.95 %
Capital Projects	259,527,339	231,759,177	42,735,766	954,405	26,813,757	10.33 %	641,141,164	408,427,582	63.70 %
Trustee & Benefit Payments	355,000	353,648	55,864	0	1,352	0.38 %	9,591,300	9,237,652	96.31 %
<b>Total Contract Construction:</b>	<b>262,231,339</b>	<b>233,673,381</b>	<b>43,192,832</b>	<b>1,868,305</b>	<b>26,689,652</b>	<b>10.18 %</b>	<b>661,332,464</b>	<b>425,790,777</b>	<b>64.38 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>394,946,894</b>	<b>330,628,611</b>	<b>64,967,719</b>	<b>21,060,959</b>	<b>43,257,324</b>	<b>10.95 %</b>	<b>950,666,254</b>	<b>598,976,684</b>	<b>63.01 %</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>394,946,894</b>	<b>330,737,511</b>	<b>64,967,719</b>	<b>21,060,959</b>	<b>43,148,424</b>	<b>10.93 %</b>	<b>1,008,312,693</b>	<b>656,514,223</b>	<b>65.11 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(95,975,981)</b>	<b>(1,419,372)</b>	<b>(5,281,606)</b>		<b>73,495,649</b>		<b>(213,339,043)</b>	<b>(190,858,711)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2020

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
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		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	180,000	141,338	28,857	66,747	(28,085)	-15.60%	2,500,000	2,291,915	91.68 %
Operating Expenditures	Federal	2,160,000	1,418,987	372,332	847,153	(106,140)	-4.91%	8,000,000	5,733,860	71.67 %
Operating Expenditures	Local	9,000	232	13	0	8,768	97.42 %	100,000	99,768	99.77 %
<b>Total Operating Expenditures</b>		<b>2,349,000</b>	<b>1,560,556</b>	<b>401,202</b>	<b>913,900</b>	<b>(125,457)</b>	<b>-5.34%</b>	<b>10,600,000</b>	<b>8,125,543</b>	<b>76.66 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	87,164,097	62,817,798	9,645,214	123,157	24,223,142	27.79 %	228,094,683	165,153,728	72.41 %
Capital Outlay	Federal	152,063,241	150,810,426	31,058,501	831,248	421,568	0.28 %	361,320,980	209,679,307	58.03 %
Capital Outlay	FICR	13,400,000	13,559,998	774,256	0	(159,998)	-1.19%	33,000,000	19,440,002	58.91 %
Capital Outlay	Local	6,900,000	4,570,954	1,257,794	0	2,329,046	33.75 %	18,725,500	14,154,546	75.59 %
<b>Total Capital Outlay</b>		<b>259,527,339</b>	<b>231,759,177</b>	<b>42,735,766</b>	<b>954,405</b>	<b>26,813,757</b>	<b>10.33 %</b>	<b>641,141,164</b>	<b>408,427,582</b>	<b>63.70 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	5,000	3,678	0	0	1,322	26.44 %	500,000	496,322	99.26 %
Trustee & Benefit Payments	Federal	341,000	349,970	55,864	0	(8,970)	-2.63%	8,991,300	8,641,330	96.11 %
Trustee & Benefit Payments	Local	9,000	0	0	0	9,000	100.00 %	100,000	100,000	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>355,000</b>	<b>353,648</b>	<b>55,864</b>	<b>0</b>	<b>1,352</b>	<b>0.38 %</b>	<b>9,591,300</b>	<b>9,237,652</b>	<b>96.31 %</b>
<b>Total Contract Construction:</b>		<b>262,231,339</b>	<b>233,673,381</b>	<b>43,192,832</b>	<b>1,868,305</b>	<b>26,689,652</b>	<b>10.18 %</b>	<b>661,332,464</b>	<b>425,790,777</b>	<b>64.38 %</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2020

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		275,000	95,562	12,217	0	(179,438)	-65.25%	670,000	574,438	85.74 %
<b>TOTAL REVENUES:</b>		<b>275,000</b>	<b>95,562</b>	<b>12,217</b>	<b>0</b>	<b>(179,438)</b>	<b>-65.25%</b>	<b>670,000</b>	<b>574,438</b>	<b>85.74 %</b>
<b>TRANSFERS-IN</b>										
Cigarette Tax		0	0	0	0	0	0.00 %	605,627	605,627	100.00 %
Sales Tax		7,050,000	8,608,202	1,646,503	0	1,558,202	22.10 %	18,612,996	10,004,794	53.75 %
<b>TOTAL TRANSFERS-IN:</b>		<b>7,050,000</b>	<b>8,608,202</b>	<b>1,646,503</b>	<b>0</b>	<b>1,558,202</b>	<b>22.10 %</b>	<b>19,218,623</b>	<b>10,610,421</b>	<b>55.21 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>7,325,000</b>	<b>8,703,764</b>	<b>1,658,719</b>	<b>0</b>	<b>1,378,764</b>	<b>18.82 %</b>	<b>19,888,623</b>	<b>11,184,859</b>	<b>56.24 %</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		20,000,000	24,263,285	5,775,369	0	(4,263,285)	-21.32%	67,900,346	43,637,061	64.27 %
<b>TOTAL EXPENDITURES:</b>		<b>20,000,000</b>	<b>24,263,285</b>	<b>5,775,369</b>	<b>0</b>	<b>(4,263,285)</b>	<b>-21.32%</b>	<b>67,900,346</b>	<b>43,637,061</b>	<b>64.27 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>20,000,000</b>	<b>24,263,285</b>	<b>5,775,369</b>	<b>0</b>	<b>(4,263,285)</b>	<b>-21.32%</b>	<b>67,900,346</b>	<b>43,637,061</b>	<b>64.27 %</b>
<b>Net for Fiscal Year 2021:</b>		<b>(12,675,000)</b>	<b>(15,559,521)</b>	<b>(4,116,650)</b>		<b>(2,884,521)</b>		<b>(48,011,723)</b>	<b>(32,452,202)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2020

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
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	(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	110,840	211,937	3,506	0	101,097	91.21 %	259,000	47,063	18.17 %
<b>TOTAL REVENUES:</b>	<b>110,840</b>	<b>211,937</b>	<b>3,506</b>	<b>0</b>	<b>101,097</b>	<b>91.21 %</b>	<b>259,000</b>	<b>47,063</b>	<b>18.17 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>110,840</b>	<b>211,937</b>	<b>3,506</b>	<b>0</b>	<b>101,097</b>	<b>91.21 %</b>	<b>259,000</b>	<b>47,063</b>	<b>18.17 %</b>
<b>EXPENDITURES</b>									
Contract Construction - Capital Projects	16,400,000	14,277,296	1,964,497	0	2,122,704	12.94 %	20,376,559	6,099,264	29.93 %
<b>TOTAL EXPENDITURES:</b>	<b>16,400,000</b>	<b>14,277,296</b>	<b>1,964,497</b>	<b>0</b>	<b>2,122,704</b>	<b>12.94 %</b>	<b>20,376,559</b>	<b>6,099,264</b>	<b>29.93 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>16,400,000</b>	<b>14,277,296</b>	<b>1,964,497</b>	<b>0</b>	<b>2,122,704</b>	<b>12.94 %</b>	<b>20,376,559</b>	<b>6,099,264</b>	<b>29.93 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(16,289,160)</b>	<b>(14,065,359)</b>	<b>(1,960,990)</b>		<b>2,223,801</b>		<b>(20,117,559)</b>	<b>(6,052,201)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2020

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
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year:</b> 2021									
<b>Budget Fiscal Year:</b> 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>	

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 % of Time Remaining: 58.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2020

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:</b> 2021									
<b>Budget Fiscal Year:</b> 2021									
<b>REVENUES</b>									
Federal Sources - Federal Transit Authority	0	4,356,122	536,736	0	4,356,122	0.00 %	0	(4,356,122)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>4,356,122</b>	<b>536,736</b>	<b>0</b>	<b>4,356,122</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,356,122)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>4,356,122</b>	<b>536,736</b>	<b>0</b>	<b>4,356,122</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,356,122)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	1,869,955	157,986	10,530	0	1,711,969	91.55 %	4,951,395	4,793,409	96.81 %
Trustee & Benefit Payments	12,804,860	3,076,437	704,607	0	9,728,423	75.97 %	20,638,404	17,561,967	85.09 %
<b>TOTAL EXPENDITURES:</b>	<b>14,674,815</b>	<b>3,234,423</b>	<b>715,137</b>	<b>0</b>	<b>11,440,392</b>	<b>77.96 %</b>	<b>25,589,799</b>	<b>22,355,376</b>	<b>87.36 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>14,674,815</b>	<b>3,234,423</b>	<b>715,137</b>	<b>0</b>	<b>11,440,392</b>	<b>77.96 %</b>	<b>25,589,799</b>	<b>22,355,376</b>	<b>87.36 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(14,674,815)</b>	<b>1,121,699</b>	<b>(178,401)</b>		<b>15,796,514</b>		<b>(25,589,799)</b>	<b>(26,711,498)</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Dec 2020  
 % of Time Remaining: 58.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2020

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:</b> 2021									
<b>Budget Fiscal Year:</b> 2021									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	13,829,483	3,511,284	0	13,829,483	0.00 %	0	(13,829,483)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>13,829,483</b>	<b>3,511,284</b>	<b>0</b>	<b>13,829,483</b>	<b>0.00 %</b>	<b>0</b>	<b>(13,829,483)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>13,829,483</b>	<b>3,511,284</b>	<b>0</b>	<b>13,829,483</b>	<b>0.00 %</b>	<b>0</b>	<b>(13,829,483)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	0	100,168	28,888	0	(100,168)	0.00 %	0	(100,168)	0.00 %
Capital Projects	0	15,734,126	2,892,747	0	(15,734,126)	0.00 %	0	(15,734,126)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>15,834,293</b>	<b>2,921,635</b>	<b>0</b>	<b>(15,834,294)</b>	<b>0.00 %</b>	<b>0</b>	<b>(15,834,294)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>15,834,293</b>	<b>2,921,635</b>	<b>0</b>	<b>(15,834,294)</b>	<b>0.00 %</b>	<b>0</b>	<b>(15,834,294)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>0</b>	<b>(2,004,811)</b>	<b>589,649</b>		<b>(2,004,811)</b>		<b>0</b>	<b>2,004,811</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Dec 2020  
 % of Time Remaining: 58.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2020

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:</b> 2021									
<b>Budget Fiscal Year:</b> 2021									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	19,461	1,860	0	19,461	0.00 %	0	(19,461)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>19,461</b>	<b>1,860</b>	<b>0</b>	<b>19,461</b>	<b>0.00 %</b>	<b>0</b>	<b>(19,461)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating	0	4,700,000	0	0	4,700,000	0.00 %	0	(4,700,000)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>4,700,000</b>	<b>0</b>	<b>0</b>	<b>4,700,000</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,700,000)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>4,719,461</b>	<b>1,860</b>	<b>0</b>	<b>4,719,461</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,719,461)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	46,749,450	401,824	0	(46,749,450)	0.00 %	0	(46,749,450)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>46,749,450</b>	<b>401,824</b>	<b>0</b>	<b>(46,749,450)</b>	<b>0.00 %</b>	<b>0</b>	<b>(46,749,450)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>46,749,450</b>	<b>401,824</b>	<b>0</b>	<b>(46,749,450)</b>	<b>0.00 %</b>	<b>0</b>	<b>(46,749,450)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>0</b>	<b>(42,029,990)</b>	<b>(399,963)</b>		<b>(42,029,989)</b>		<b>0</b>	<b>42,029,989</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Dec 2020  
 % of Time Remaining: 58.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2020

Fund: 0221 State Aeronautics 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>									
Federal Sources - FAA	129,800	332,749	0	0	202,949	156.36 %	668,500	335,751	50.22 %
State Sources - Miscellaneous	40,459	91,427	41,201	0	50,968	125.97 %	347,000	255,573	73.65 %
Interagency Sources -	138,000	152,952	42,231	0	14,952	10.83 %	252,500	99,548	39.42 %
<b>TOTAL REVENUES:</b>	<b>308,259</b>	<b>577,127</b>	<b>83,432</b>	<b>0</b>	<b>268,869</b>	<b>87.22 %</b>	<b>1,268,000</b>	<b>690,872</b>	<b>54.49 %</b>
<b>TRANSFERS-IN</b>									
Operating	1,062,150	876,353	149,776	0	(185,797)	-17.49%	2,100,000	1,223,647	58.27 %
<b>TOTAL TRANSFERS-IN:</b>	<b>1,062,150</b>	<b>876,353</b>	<b>149,776</b>	<b>0</b>	<b>(185,797)</b>	<b>-17.49%</b>	<b>2,100,000</b>	<b>1,223,647</b>	<b>58.27 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>1,370,409</b>	<b>1,453,481</b>	<b>233,208</b>	<b>0</b>	<b>83,072</b>	<b>6.06 %</b>	<b>3,368,000</b>	<b>1,914,519</b>	<b>56.84 %</b>
<b>EXPENDITURES</b>									
Permanent Staff Salaries	358,676	319,279	57,121	0	39,397	10.98 %	847,578	528,299	62.33 %
Board, Hourly, OT, Shift Diff	37,000	44,140	327	0	(7,140)	-19.30%	64,100	19,960	31.14 %
Fringe Benefits	155,360	140,956	23,488	0	14,404	9.27 %	366,538	225,582	61.54 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	16,084	16,084	100.00 %
In State Travel Expense	25,937	28,353	6,505	0	(2,416)	-9.31%	60,905	32,552	53.45 %
Out of State Travel Expense	8,604	2,623	2,379	0	5,981	69.51 %	12,034	9,411	78.20 %
Technology Operating Expense	20,965	16,235	8,009	6,089	(1,358)	-6.48%	48,235	25,912	53.72 %
Operating Expense	517,510	321,768	37,647	174,433	21,309	4.12 %	1,075,626	579,425	53.87 %
Technology Equipment Expense	0	5,170	0	0	(5,170)	0.00 %	6,000	830	13.83 %
Capital Equipment Expense	1,900	1,823	1,823	0	77	4.05 %	57,400	55,577	96.82 %
Capital Facilities Expense	30,000	37,686	0	500	(8,186)	-27.29%	92,324	54,138	58.64 %
Trustee & Benefit Payments	600,000	355,699	76,555	0	244,301	40.72 %	2,154,648	1,798,949	83.49 %
Internal Holdback-Trustee/Benefits	0	0	0	0	0	0.00 %	1,750,000	1,750,000	100.00 %
<b>TOTAL EXPENDITURES:</b>	<b>1,755,952</b>	<b>1,273,732</b>	<b>213,855</b>	<b>181,021</b>	<b>301,199</b>	<b>17.15 %</b>	<b>6,551,472</b>	<b>5,096,719</b>	<b>77.80 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>1,755,952</b>	<b>1,273,732</b>	<b>213,855</b>	<b>181,021</b>	<b>301,199</b>	<b>17.15 %</b>	<b>6,551,472</b>	<b>5,096,719</b>	<b>77.80 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(385,543)</b>	<b>179,749</b>	<b>19,353</b>		<b>384,271</b>		<b>(3,183,472)</b>	<b>(3,182,200)73</b>	



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

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 December		
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. As of this writing, COVID-19 Relief and an FY 2021 Appropriations Act has been passed. We have not yet received, however, official notice from the Federal Highway Administration (FHWA) with the specifics of these actions.

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 December 31, 2020.

## Recommendations

For Information

## Board Action

Approved     Deferred \_\_\_\_\_

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	\$58,933

- 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

Program	Allotted Program Funding through 12/11/2020	Program Funding Remaining as of 12/31/2020
All Other SHS Program	\$35,042	\$23,745
GARVEE Formula Debt Service*	\$10,500	(\$2,519)
State Planning and Research*	\$1,387	\$178
Metropolitan Planning*	\$372	\$3
Railroad Crossings	\$401	\$356
Transportation Alternatives (Urban/Rural)	\$700	\$282
Recreational Trails	\$313	\$313
STBG - Local Urban+	\$1,616	(\$2,258)
STBG - Transportation Mgt. Area	\$2,452	\$2,138
Transportation Alternatives (TMA)	\$88	\$0
STBG – Local Rural	\$2,688	\$10
Local Bridge+	\$997	\$1,456
Off System Bridge	\$748	(\$750)
Local Safety	\$1,630	(\$3)
<b>Total (excluding indirect costs)</b>	<b>\$58,933</b>	<b>\$22,950</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 December 31<sup>st</sup>.
  5. Advanced construction conversions of \$152.6 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 January 21, 2021

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

Presenter's Name Chase Croft	Presenter's Title Contracts Manager	Initials CC	Reviewed By CRM
Preparer's Name Chase Croft	Preparer's Title Contracts Manager	Initials CC	LSS

## Subject

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

## Background Information

The purpose of this Board item is to comply with the reporting requirements established in Board Policy 4001 -'Each month the Chief Administrative Officer shall report to the Board all non-construction professional service agreements entered into by the Department during the previous month.' Business and Support Management section did not execute any professional service agreements in the previous month.

## Recommendations

Information only

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

Consent Item  Information Item  Amount of Presentation Time Needed 30 Minutes

Presenter's Name Char McArthur	Presenter's Title Chief Administrative Officer	Initials CM	Reviewed By LSS
Preparer's Name Ken Kanownik	Preparer's Title Planning Services Manager	Initials KJK	

## Subject

Treasure and Magic Valleys Facilities Master Plan		
Key Number	District	Route Number

## Background Information

As part of the ongoing discussion between Division of Administration Director Keith Reynolds and the Idaho Transportation Board, staff will present the principals, goals and applicable facilities that would be included in a Treasure and Magic Valley Facilities Master Plan.

## Recommendations

For information.

## Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 12/17/2020

Consent Item  Information Item  Amount of Presentation Time Needed 30

Presenter's Name Char McArthur & Team	Presenter's Title Chief Administrative Officer	Initials CRM	Reviewed By LSS
Preparer's Name Char McArthur	Preparer's Title Chief Administrative Officer	Initials CRM	

## Subject

Innovative Business Practices Strategic Team Update		
Key Number	District	Route Number

## Background Information

1 - History and Current Focus of the Innovation efforts at ITD  
 2 - Annual Innovate ITD! Best of the Best Recognition  
 3 - Briefing from Continuous Improvement

## 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		_____

# nnovate **ITD!**

The Journey



YOUR Safety ●●● YOUR Mobility ●●● YOUR Economic Opportunity



# The Evolution

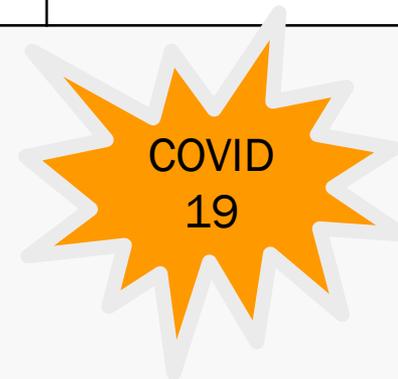
Objectives	2014	2015	2016	2017	2018	2019	2020
Strategy	Launch	Communication Strategies					
		Director Visits					
		External Promotion					
		TRB Research Project			Leader Assessments		
Framework	Define	Continuously Improve Innovation Process & Tools					
	E-mail	Share Point V.1	Share Point V.2			Share Point V.3	
Targets & Goals	Division Targets & SLT Engagement						
	Strategically Focused Innovations						
Engage All Employees	District & Division Visits						
	Continuous Improvement Team						
	Innovation Stewards						
	Leadership Summit					COVID	
Measure & Celebrate Results	X7						
	Celebrate Results & Use Score Cards						
	Identify & Quantify Impacts						
	Best of Best Recognition					Leader Focused Engagement	



# Innovate ITD!

## Strategic Categories

Mission	Employees	Processes
<b>Safety</b>		
<b>Mobility</b>	<b>Employee Development</b>	<b>Time Savings</b>
<b>Economic Opportunity</b>		<b>Dollar Savings</b>
<b>Customer Service</b>		



# The People Behind the Curtain

## Exec & Senior Leadership Team Members

Char McArthur – Admin

Dave Kuisti –  
Hwys C&O

Vince Trimboli –  
Communications

Alberto Gonzalez –  
DMV

Doral Hoff –  
D2

## Innovation Stewards

Charlie Bussey – Admin

CJ Kendrick - DMV

Shauna Miller – Aero & PT

Eric Dahlinger – Hwys C&O

Vicky Calderon – Hwys Dev

Jenny Klein – D1

Bud Converse – D2

Chris Johnston – D3

Brent Brumfield – D4

Jared Loosli – D5

Dalton Rice – D6

## Other Support Staff

Niki Scurry - Admin

Jillian Garrigues –  
Communications

Laura Meyer – CI

Madison Tooley – CI

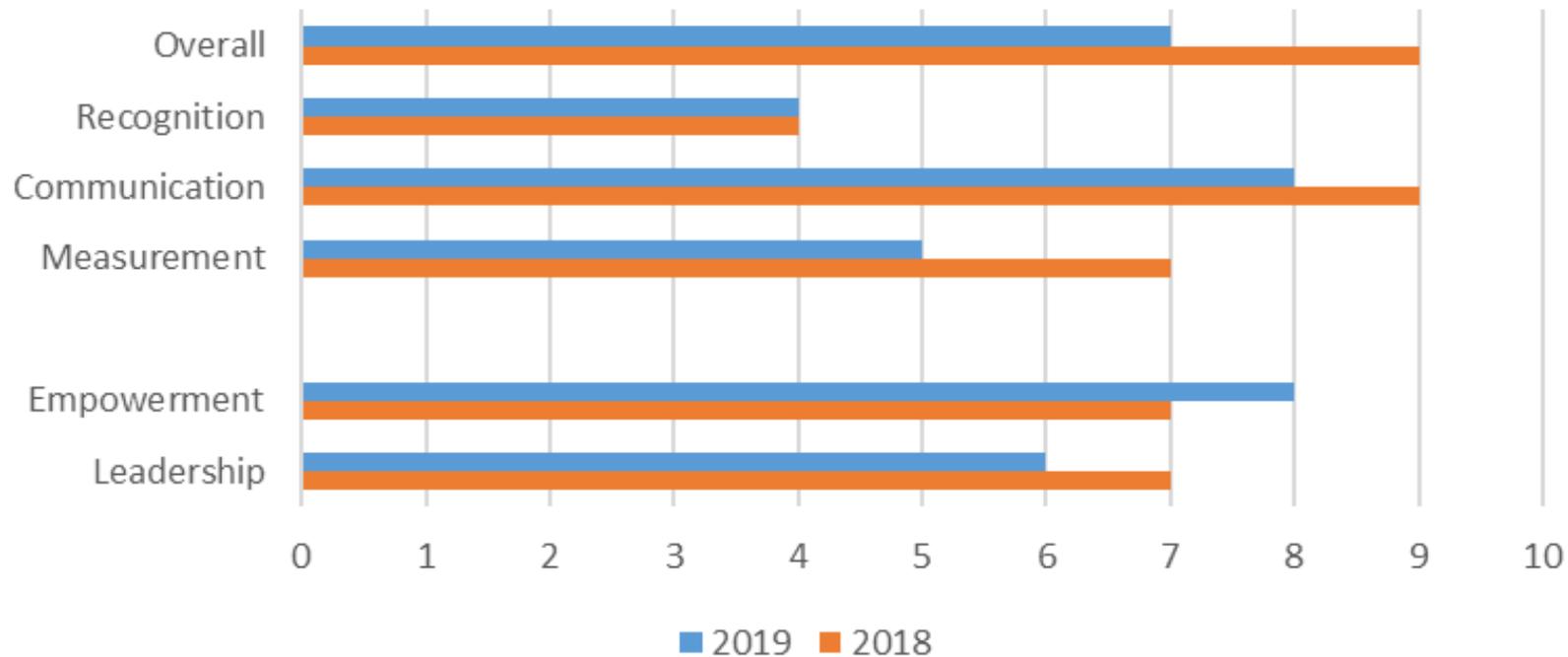
Darryl Kuhrt – ETS

Ned Parrish – Hwys C&O

Tabitha Smith - OHS



## ITD Innovation Building Block Assessment by Leadership



# The Best of the Best: *Category Focused* Brainstorming



## Best of the Best Winner Announcement!!

Tuesday September 29, 2020

This year's Best of the Best Celebration is brought to you by the **Innovation Stewards** and the **Innovative Business Practices Team**.

The winners will be announced on Tuesdays and Thursdays for the next 4 weeks. Each week will be focused on a specific topic. We encourage you to dedicate time to brainstorm innovative ideas on the featured topic and then submit those ideas to Innovate ITD! Resources for Brainstorming ideas can be found on the [Continuous Improvement Site](#).

Today's Featured winner is from the **Safety Category**.



View the members of the **Strategic Safety** team announcing the winner here...

[Safety Winner Announcement](#)



# SAFETY Nominees

- **OHS Sponsoring State High School Hoops Tournament**
  - *Innovative way to spread awareness about seatbelt safety*
- **Air Horn Near Safety Stations in Labs**
  - *Simple solution for alerting coworkers you're in need of first aid*
- **Back-Up Buddy**
  - *An innovation built upon an existing implementation, this metal arm attaches magnetically to a truck / vehicle to enable the driver to gauge distances while backing up*



2020



# SAFETY

BACKUP BUDDY

JONATHON RICE LEVI WILKS JOSH ALLEN



Your Safety • Your Mobility • Your Economic Opportunity



YOUR Safety ••• YOUR Mobility ••• YOUR Economic Opportunity

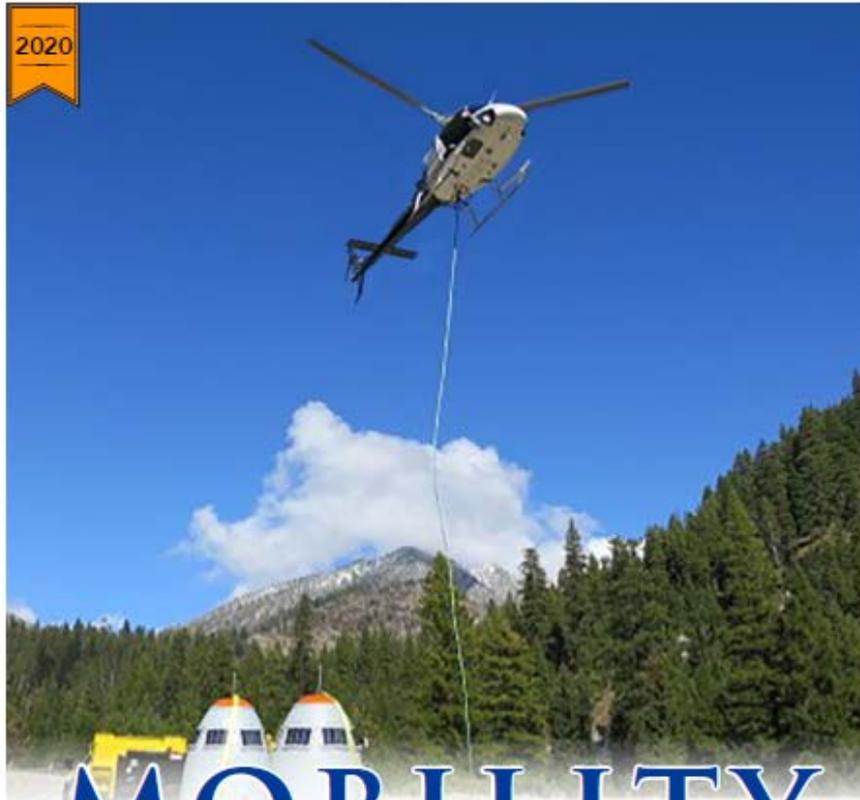


# Mobility Nominees

- **Avalanche Control Helicopter Services**
  - *Exemption allowing “on call” helicopter services for emergencies*
- **Maps/Attachments for Special Permits**
  - *Reformatting maps and attachments to a more manageable size and digital access for our Oversize / Overweight, Extra Length/Extra weight customers*
- **CARES Act Portal**
  - *Created an online portal where transit providers can log on, submit back-up documentation, and request authorization for reimbursement.*



2020



# MOBILITY

AVALANCHE-CONTROL HELICOPTER SERVICE

BILL NICHOLSON CHANTELASTORGA DENISE COOLEY

BRENT JENKINS MICHAEL GARZ



Your Safety • Your Mobility • Your Economic Opportunity



YOUR Safety ••• YOUR Mobility ••• YOUR Economic Opportunity



# Economic Opportunity

- **Automatic Mailing of Bulk 30 Day Temp Registrations for Dealers**
  - *Mailing 40 books in a box vs' 6 per envelope*
- **Streamline Out of State Driver Training Approval Process**
  - *Removing ITD from a step in the process allows customers to obtain permits quicker.*
- **Intelligent Transportation System Exemption**
  - *Exemption allows ITD to order needed supplies without having to bid for them*





# ECONOMIC OPPORTUNITY

## INTELLIGENT TRANSPORTATION SYSTEMS EXEMPTION



DENISE COOLEY JUSTIN GROSS RYAN BLAINE  
KIRK ANDERSON CAYLIE HANSEN



Your Safety • Your Mobility • Your Economic Opportunity



YOUR Safety • YOUR Mobility • YOUR Economic Opportunity



# Ideal Workplace Nominees

## ■ Fallen Worker Sticker/Decal

- *Employees can honor their fallen brethren by wearing a sticker on their hat or on their vehicle.*

## ■ Personnel Process Mapping

- *Standard work created from the onset of employment to departure*

## ■ Color-Coded Sample Receiving & Organizing

- *Color coding samples by phase: receiving, testing, completed allows for quick organization and access as well as ensuring accuracy in testing.*



2020

In Remembrance



# IDEAL WORKPLACE

FALLEN WORKER STICKER/DECAL

DJ PRICE NEAL MURPHY JARED TUTTLE  
REED HOLLINSHEAD SHIRLEY WENTLAND



Your Safety • Your Mobility • Your Economic Opportunity



YOUR Safety ••• YOUR Mobility ••• YOUR Economic Opportunity



# Customer Service Nominees

- **Broadcast Board Meetings via WebEx Across Districts**
  - *Giving all employees safe access to the board meetings*
- **Background Checks Streamlined**
  - *Using Email to eliminate an extra trip to ITD, saving 5 days in process time.*
- **0365 Portal Access to ITD Applications**
  - *VPN is great, but not having to use it is even better. Employees can use Office 365 to access applications*



2020



# CUSTOMER SERVICE

OFFICE 365 PORTAL ACCESS TO ITD APPLICATION

ESTURETO ALONZO TIM KORN



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# Time Savings Nominees

- **Submitting County Renewal Notices Entirely Electronically**
  - *Reports are delivered automatically and digitally saving time, paper and waste*
- **Use of Mobile Inspector App in the Field**
  - *App saves time for the inspectors by allowing them to document observations in the field, uploading, adding photos and attachments as needed.*
- **Concrete Repair Details Standard Drawing**
  - *Drawings now indicate typical concrete repair details with notes on removal limitations and repair sequences on bridge piers to ensure stability during the repair*



2020



# TIME SAVINGS

MOBILE INSPECTOR APP

JUSTIN WUEST BEN DALEY TINA IRWIN ROMAN LARA



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# Cost Savings Nominees

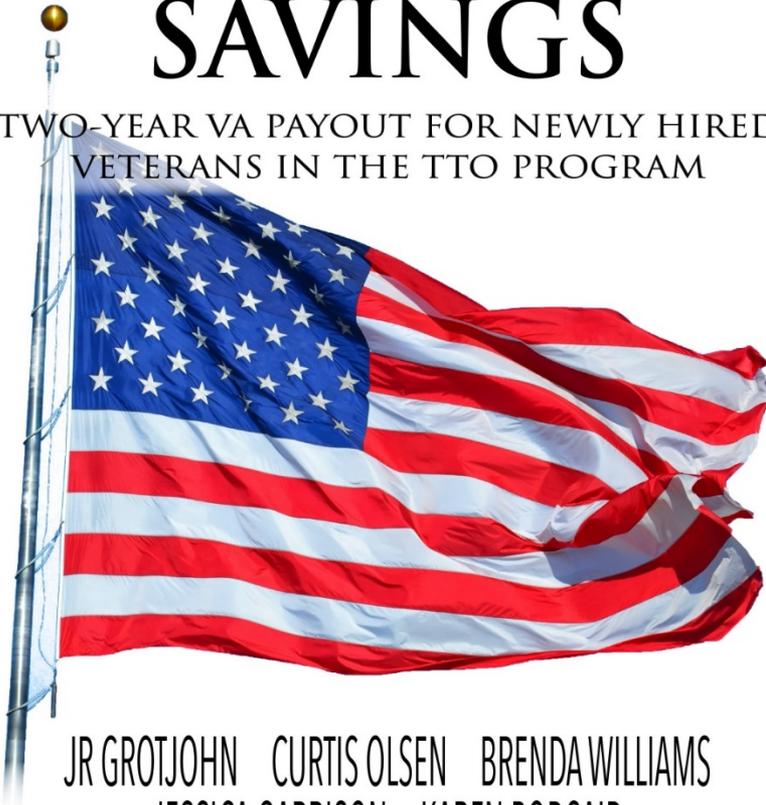
- **Small Airport Planning projects**
  - *Group planning studies to save \$*
- **MVI Trailer VIN Plates**
  - *Using Stainless Steel metal plates that save money and time for installation*
- **2 year VA Payout for Newly Hired Veterans in TTO Program**
  - *Hiring candidates with higher qualifications and giving them a higher wage through the VA*



2020

# COST SAVINGS

TWO-YEAR VA PAYOUT FOR NEWLY HIRED VETERANS IN THE TTO PROGRAM



JR GROTJOHN CURTIS OLSEN BRENDA WILLIAMS  
JESSICA GARRISON KAREN PODSAID



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# COVID Response Nominees

- **Ops Dashboard: Effects of Covid-19 on Traffic Volumes in ID**
  - *Set up automatic traffic recorders to provide a birds-eye view of the road network (searchable)*
- **VPN for Everyone**
  - *Removing bureaucracy from obtaining a VPN (Virtual Private Network)*
- **Employee Information Portal**
  - *A website dedicated to updating employees on the latest COVID information.*



2020

# COVID RESPONSE

VPN FOR EVERYONE



PETE PALACIOS   DARRYL KUHRT  
STEN McLAUGHLIN



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YOUR Safety • • • YOUR Mobility • • • YOUR Economic Opportunity





Best of the Best Video



# Historical Best of Best Winners

	2020	2019	2018	2017	2016
Safety	D2	Multiple	D2	D4	D4
Mobility	Admin	D5	D1	D4	DEPP
Employee Development	Multiple	HR	Multiple	D6	Multiple
Economic Opportunity	Admin	DMV	DEPP	DEPP	D1
Customer Service	Admin	Multiple	DEPP	DEPP	D6
Time Savings	D1	D4	D2	Multiple	D5
Cost Savings	HR	D3	D6	Multiple	D1



# Innovate ITD! FY 2020

Inception to  
June 30, 2020



# *Continuous Improvement* *at ITD*

*Presented by: Laura Meyer*

Board Meeting: December, 2020



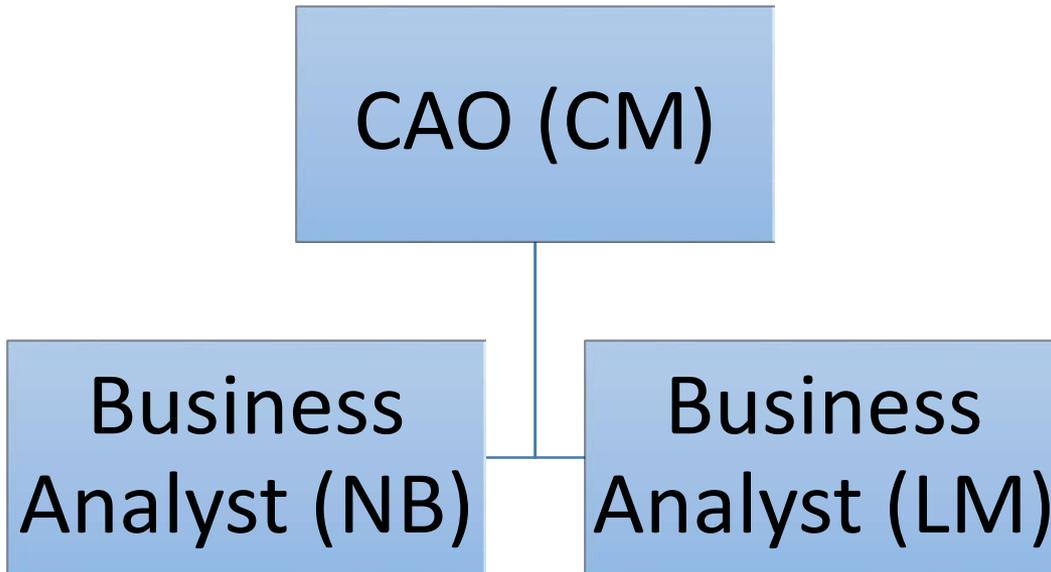
YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity



## CI Mission

1. Manage, monitor and oversee the Innovate ITD administration and outcomes
2. Facilitate teams to improve ITD processes
3. Develop people, tools, processes and discipline of continuous improvement

# Who and Where is CI?



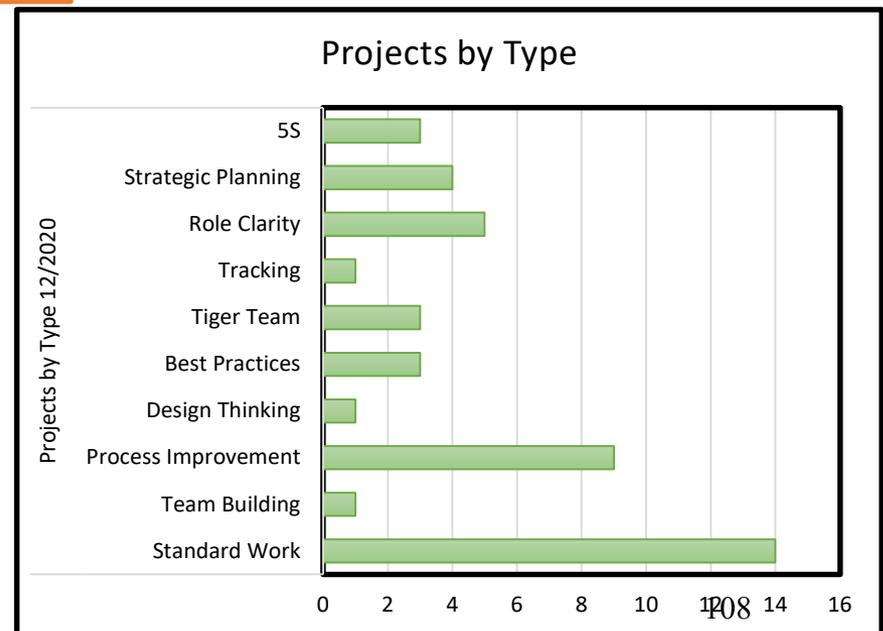
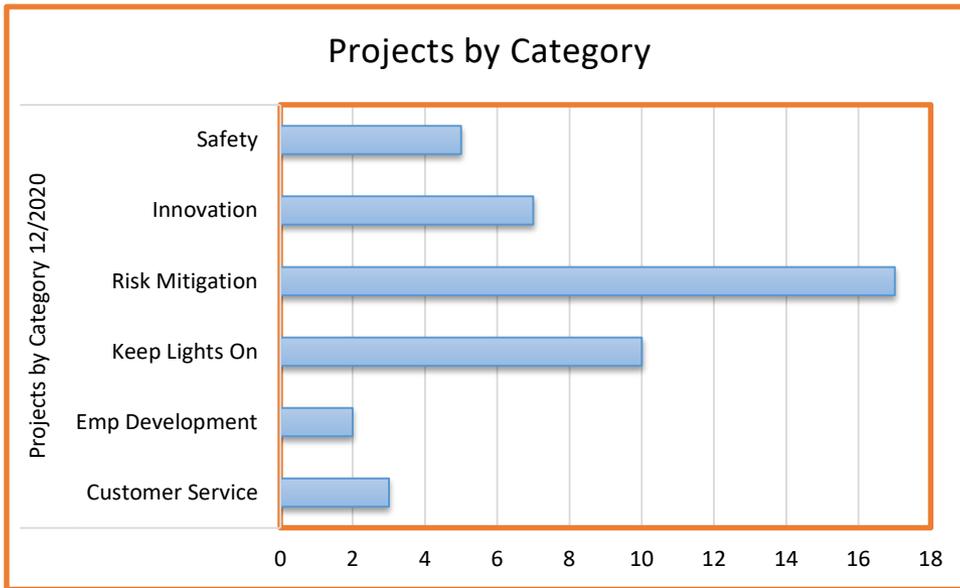
CAO: Chief Administration Officer / Innovation Champion

- Char McArthur

CI Facilitator Business Analyst

- Laura Meyer
- Nick Baptista

# CI Outputs *(things we do to achieve our ITD goals)*



# CI Outcomes *(what the org wants or needs to achieve)*

## ITD Performance

### Customer-Focused Performance Measures

Calendar Year ending Dec. 31	2015	2016	2017	2018
• Five-Year Fatality Rate (per 100 million vehicle miles)	1.19	1.29	1.33	1.34
• Fatalities	216	252	244	233
<b>GOAL: Zero Deaths</b>				
• Days to Process Vehicle Titles	5	6	4	3
<b>GOAL: 6 days</b>				
• DMV Transactions Processed on the Internet (in thousands)	266.3	256.7	287.5	305.5
<b>GOAL: 312,000</b>				
• Percent of Bridges in Good Condition	76%	75%	74%	75*
<b>GOAL: 80%*</b>				
• Percent of Pavement in Good or Fair Condition	85%	85%	88%	91*
<b>GOAL: 80%*</b>				



Fiscal Year ending June 30	2015	2016	2017	2018	2019
• Percent of Time Highways Clear of Snow/Ice During Winter Storms	73%	79%	74%	85%	86%
<b>GOAL: 73%</b>					

\*The apparent increase in pavement condition reflects a change in FHWA reporting requirements.



### Innovation Scorecard

	Since Inception
Employee Ideas	1,169
Implemented Innovations	1,169
Savings/Efficiencies (Million \$s)	\$ 10.8
Hours Saved	226,611
Customer Service Improvements	678

## CI Targets



**Save 1,600,000 in 2 years:**  
Exceeded Target by  
\$599,550



**Save 2400 hours over 2 years:**  
Exceeded Target by  
11776 HOURS



**25% Increase # of Unique  
Contributors to Innovate ITD:**  
2019= 34% & 2020= 15%



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

Consent Item  Information Item  Amount of Presentation Time Needed 5 Min

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

GARVEE Bond Issuance - Series 2021		
Key Number	District	Route Number

## Background Information

The Idaho Transportation Department (ITD) with its financing partners, Idaho Housing and Finance Association (IHFA) and Citigroup are preparing to issue the remaining balance of the bonds provided by the Idaho Legislature in 2017. Senate Bill 1206 authorized the issuance of up to \$300M in additional bonds. The Series 2021 bonds will be in an amount not to exceed \$219.4M, which includes construction on the projects listed below for \$158.5M; and a refinancing of \$60.9M for the outstanding principal amounts from the Series 2011 bonds. The following outlines the projects to be financed and series to be refinanced.

New GARVEE bonds to be issued:

- I-84 Meridian to Caldwell corridor: \$158.5 M
- Other projects in corridors listed in Section 40-315, Idaho Code

Refinancing GARVEE:

- Series 2011 Outstanding principle balance: \$60.9 M

ITD, IHFA and Citigroup are working on the following schedule to complete this bond series.

- Mid-March – Rating agency presentations
- Last week of March – Receive ratings
- First week of April – Mail preliminary official statement
- Week of April 16 – Pricing (sale of bonds)

Closing (when bond proceeds are available) – Last week of April or first week of May

## Recommendations

Approve attached resolution, page 111.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

WHEREAS, the Idaho Transportation Department (ITD) strives to make available to the citizens of Idaho the finest transportation system via new construction projects and management of statewide assets and has authorized the use of a Grant Anticipation Revenue Vehicle (GARVEE) bonded program; and

WHEREAS, the use of future federal funds today will save the state money in the future; and

WHEREAS, Title 40, Chapter 3 and Title 67, Chapter 62 of the Idaho Code, as amended, authorizes the Idaho Housing and Finance Association (IHFA), to issue bonds for the purpose of funding a highway capital improvement program (the “GARVEE Program”) for financing all aspects of the construction of highway projects eligible for federal reimbursement as recommended and approved by the Idaho Transportation Board (ITB or Board); and

WHEREAS, the ITD, the ITB, and the IHFA have entered into a Master Financing Agreement, as supplemented, with respect to the bonds; and

WHEREAS, refunding such bonds promotes the purposes of the GARVEE Program, is in the public interest, serves a public purpose for the benefit of the people of the State of Idaho, provides a reduction of debt service and constitutes a proper exercise of the authority particularly set forth in I.C. 40-315; and

WHEREAS, Idaho Code Sections 40-315 and 67-6210 provides the ITB and the IHFA the authorization to approve a total bond amount, and authority to issue bonds for transportation projects, on amounts authorized by the Idaho Legislature in; Legislative Session 2006 House Bill 854, Legislative Session 2007 House Bill 336, Legislative Session 2008 House Bill 657, Legislative Session 2009 Senate Bill 1186, Legislative Session 2010 Senate Bill 1427, Legislative Session 2011 House Bill 285 and Legislative Session 2017 Senate Bill 1206; and

WHEREAS, there will be prepared a Preliminary Official Statement relating to each series of the bonds and the distribution thereof to potential bond purchasers and the distribution to all actual purchasers of the bonds of a final Official Statement relating to the bonds to be authorized; and

WHEREAS, other bonding documents will also be needed to be executed setting forth the applicable series of bonds.

*NOW THEREFORE BE IT RESOLVED*, by the Board as follows:

1. Pursuant to the Act, the ITB approves the Projects referenced and defined below and recommends to IHFA the financing thereof through the issuance of the bonds in an aggregate principal amount not to exceed \$219,377,500 comprising of: \$60,877,500 to refund the callable portion of the Series 2011A bonds if IHFA determines such refunding is feasible with savings; and \$158,500,000 for the construction projects approved by the ITB for work:

I-84 Meridian to Caldwell in the amount of \$158,500,000, provided that if savings are determined on one or more projects, such savings may be allocated to any other projects in the corridors listed in Section 40-315, Idaho Code, as amended, which are hereby approved and recommended; and provided that: (a) the ITD and the ITB have entered into the Master Financial Agreement and a supplement thereto relating to the bonds; and (b) the ITD has provided to the IHFA all of the certificates, documents and information required under Idaho Code Section 67-6210(k). All of said Projects are within the scope specified in Legislative Session 2017 Senate Bill 1206 and Section 40-315, Idaho Code, as amended. Further, the said funds are necessary to meet program obligation requirements and are to be used and disbursed in accordance with US Treasury regulations for tax-exempt bonds. The bonds are to be issued at prevailing market rates of interest.

2. The Chairman and/or Director is hereby authorized and directed, for and in the name and on behalf of the ITB to execute the following bonding documents and any other documents required for the closing of the bonds setting forth the terms of the applicable series of bonds together with such additions or changes in the form thereof as may deem necessary or advisable, such approval to be conclusively evidenced by the execution of said bonding documents as so added to or changed.

Final Official Statement

Supplemental to Master Financial Agreement

Master Trust Indenture

Series Trust Indenture

3. Further, the Board and ITD will keep books and records of all expenditures and will make a reimbursement allocation, which is a written allocation that evidences the use of proceeds of the bonds for Project expenditures no later than 18 months after the later of the date on which the expenditure is paid or the related Project is placed in service or abandoned, but in no event more than three years after the date on which the expenditure is paid. Finally, that this resolution evidences the Board's intent and reasonable expectation under Treas. Reg. Section 1.150-2 (d)(1) to use the proceeds of the bonds to pay certain costs of the Projects and to reimburse the Board and ITD for expenditures for the costs of the Projects paid prior to the issuance of the bonds to the extent permitted by federal tax regulations.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

Consent Item  Information Item  Amount of Presentation Time Needed 10 Minutes

Presenter's Name Justin Collins	Presenter's Title Financial Officer - FP&A	Initials JC	Reviewed By
Preparer's Name Chris Bray	Preparer's Title Financial Manager - FP&A	Initials CB	

## Subject

Status: FY2022 Appropriation Request - Governor's Recommendation		
Key Number	District	Route Number

## Background Information

The Governor's Recommendation for the department's FY22 Appropriation was announced Monday, January 11<sup>th</sup>. This agenda items highlights the changes between the Revision #1 request submitted on October 23<sup>rd</sup>, and the Governor's Recommendation on Monday, January 11<sup>th</sup>.

The FY2022 Governor's Recommendation carries these changes from the Revision #1 Request Submitted to DFM and LSO on October 23th:

FTP's	Spending Authority	
<b>1,648.0</b>	<b>\$668,792,400</b>	<b>FY22 Appropriation Request Revision #1 (10-23-20)</b>
	(2,443,200)	Reduced Variable Benefit Costs
	1,105,600	Increase to CEC (1% to 2%)
<b>0.0</b>	<b>(1,337,600)</b>	<b>Net Change</b>
<b>1,648.0</b>	<b>\$667,454,800</b>	<b>FY22 Governor's Recommendation (1-11-21)</b>

### Additional Items of Note – FY21 Supplemental Request Increases:

- 273,000 - COVID Relief Act Highways Public Transportation
- 6,000,000 - Omnibus Bill HR 133 Contract Construction and Right of Way Acquisition
- 71,023,000 - COVID Relief Act Contract Construction and Right of Way Acquisition
- 126,000,000 - Building Idaho's Future

\$ 203,296,000 - Total in FY21



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Summary values carried in the FY22 Appropriation Request (Governor’s Recommendation 1-11-21)

\$ 646,060,500	FY22 Base
<u>-15,267,300</u>	Base Adjustments
\$ 630,793,200	Adjusted FY22 Base
<u>36,661,600</u>	Line Items
<u>\$ 667,454,800</u>	Total FY22 Spending Authority
68,591,600	Debt Service
<u>\$ 736,046,000</u>	FY22 Total Program Funding

Exhibits

- Comparison: FY22 Appropriation Request Revision #1 (10-23-20) to FY22 Appropriation Request Governor’s Recommendation (1-11-21)
- Appropriation Request Summary

**Recommendations**

Information Item for the Board

**Board Action**

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

**IDAHO TRANSPORTATION DEPARTMENT**  
**January 2021 Board Meeting**  
**Governors Recommendation FY22 Appropriation**

	<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	\$712,600	
5 Change in Employee Compensation (2.0%)	\$2,256,200	
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>(\$15,267,300)</b>	
12		
13 <b>FY22 ADJUSTED BASE</b>	<b>630,793,200</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>667,454,800</b>	<b>1,648.0</b>
26		
27 <b>GARVEE Bond Debt Service</b>	<b>\$68,591,600</b>	
27		
28 <b>FY22 TOTAL PROGRAM FUNDING</b>	<b>736,046,000</b>	<b>1,648.0</b>

IDAHO TRANSPORTATION DEPARTMENT  
Governors Recommendation FY22 APPROPRIATION REQUEST - January 2021 Board Meeting  
as of: 1-11-2021  
( \$ in millions, rounded )

	Original Request July 2020	January Board Meeting			Description of Change from Board Revision #1 10-23-20 to Governors Recommendation 1-11-21	
		Revision #1 Oct 23, 2020	Governors Rec Jan 11, 2021	\$ Change		
1	CASH, Beginning	4.9	(28.5)	(28.5)	-	
	<b>Revenue</b>					
2	Federal	348.2	368.8	368.8	-	
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	-	
7	TECM	22.1	22.1	22.1	-	
9	Pre-FY21 Funds	-	-	-	-	
8	<b>Total Revenue</b>	<b>736.6</b>	<b>758.2</b>	<b>758.2</b>	-	
9	<b>Expenditures</b>					
10	Personnel	141.2	140.8	139.5	(1.3)	\$ -2,443,200 Employee Benefit Cost \$ +1,105,600 Change in Employee Compensation
11	Operating	95.9	94.7	94.7	-	
12	Capital Facilities	3.6	3.6	3.6	-	
13	Equipment	28.7	28.7	28.7	-	
14	Trustee & Benefits	30.6	30.6	30.6	-	
15	Contract Construction	369.6	370.5	370.5	-	
16	<b>Total Expenditures</b>	<b>669.7</b>	<b>668.8</b>	<b>667.5</b>	<b>(1.3)</b>	Net Decrease in Total Expenditures
17	Anticipated Holdback	-	-	-	-	
18	Debt Service	68.6	68.6	68.6	-	
19	<b>Total Program Funding</b>	<b>738.3</b>	<b>737.4</b>	<b>736.0</b>	<b>(1.3)</b>	Net Decrease in Total Program Funding
20	<b>CASH, Ending</b>	<b>3.2</b>	<b>(7.6)</b>	<b>(6.3)</b>	<b>1.3</b>	Net Increase to Cash due to reduction in Employee Benefit Costs less increase to Employee Compensation



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 1/21/2021

Consent Item  Information Item  Amount of Presentation Time Needed 5 min

Presenter's Name Caleb Lakey	Presenter's Title District Engineer	Initials JCL	Reviewed By LSS
Preparer's Name Tony Pirc	Preparer's Title Facility Program Manager	Initials ALP	

## Subject

Update on the Snake River Rest Area Sewer Line		
Key Number	District 3	Route Number

## Background Information

In February 2020, the Board directed staff to pursue a permanent fix for the sewer concerns at the Snake River Rest Area. ITD Staff has been pursuing this, in close coordination with the City of Fruitland. This item will be a brief update to the Board on the current status of the project.

Major accomplishments since the July 2020 update:

- Signed MOU with the City of Fruitland (Sept 2020)
- Obtained Department of Environmental Quality (DEQ) approval of our Technical, Financial, and Managerial document (Dec 2020)
- Obtained DEQ approval of the Preliminary Engineering Report (Dec 2020)
- Land owner contacts and preliminary discussion (City of Fruitland)

## Recommendations

N/A

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

Idaho Transportation Department

# Snake River Rest Area Sewer (update)

January 21, 2021



**YOUR Safety**



**YOUR Mobility**



**YOUR Economic Opportunity**

117A



**Snake River Rest Area**

**Blacks Creek Rest Area**





# Progress Update

- **September 2020** - ITD and the City of Fruitland entered into a Memorandum of Understanding.
- **November 2020** –
  - IDEQ Financial Report submitted
  - Established gravity sewer alignment
  - Property owner contacts
- **December 2020** –
  - IDEQ approved financial report
  - IDEG approved preliminary lift station design
  - Sewer alignment survey completed
- **Early Spring, 2021**
  - Preliminary Design Plans anticipated
  - Gravity line easements and installation
- **Late Spring, 2021**
  - Target for full Bid ready plans

# Budget Update

	Original Estimate	Spent as of 1/11/21	Remaining
Estimate Repair/Construction Cost	\$689,260	\$0	\$689,260
Estimated Land/Easement Purchase	\$100,000	\$0	\$100,000
Design and Permit Fees	\$68,926	\$14,691	\$54,235
Contingency / Cost to operate facility during construction	\$391,814	\$24,840	\$366,974
<b>TOTAL =</b>	<b>\$1,250,000</b>	<b>\$39,531</b>	<b>\$1,210,469</b>

# Questions?



YOUR Safety ●●●▶ YOUR Mobility ●●●▶ YOUR Economic Opportunity

## SNAKE RIVER

THE VALLEY OF THE SNAKE HISTORIC PASSAGE FROM THE MIDWEST TO THE NORTHWEST, HAS BEEN A PRIMARY ROUTE FOR TRAVEL SINCE THE DAYS OF INDIANS AND FUR TRADERS.



The Oregon Trail forded the river at Old Fort Boise, the Hudson's Bay Company post 12 miles upstream. Many a famous early westerner saw the valley you now see - though the look of the land has changed since white settlement brought irrigated farms. Today the river provides both irrigation and power along its thousand - mile course from the Yellowstone country to the Columbia. Highways, railroads, and airlines follow its open valley east of here; but to the north, Hell's Canyon of the Snake is still almost impassable to man.



TRAIL PREPARED BY THE IDAHO HISTORICAL SOCIETY  
MARKER MADE & INSTALLED BY THE IDAHO TRANSPORTATION DEPARTMENT



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 1/21/2021

Consent Item  Information Item  Amount of Presentation Time Needed 5 minutes

Presenter's Name Caleb Lakey and Tony Pirc	Presenter's Title D3 Engineer and FPM	Initials ALP	Reviewed By LSS
Preparer's Name Tony Pirc	Preparer's Title Facility Program Manager	Initials ALP	

### Subject

Board Unallocated Funding Request - Black's Creek Well Replacement		
Key Number New	District 3	Route Number I 84

### Background Information

The purpose of this item is to request the addition of the I-84, Black's Creek Rest Area Well Replacement to FY 2021 of the program, per policy 5011 Idaho Transportation Investment Program (ITIP).

The Blacks Creek East Bound Rest Area is located about 5 miles south of Boise along Interstate 84. An on-site well provides water for irrigation and indoor domestic uses. The Rest Area is regulated as a transient public water system by the Idaho Department of Environmental Quality. During the spring of 2020 the well started pumping fine brown sand which caused problems in the Rest Area plumbing and irrigation system and reportedly caused the well pump to fail. The well is currently not in use, and ITD is using the Blacks Creek West Bound Rest Area well to serve the East Bound Rest Area through a pipeline that crosses Interstate 84. District 3 is concerned about excessive pumping of the West Bound Rest Area well, especially during the irrigation season, and wants to address the sand pumping in the East Bound Rest Area well. If the West Bound Rest Area well were to fail, the entire rest area would be completely without water for sanitation or irrigation.

After exploring all well rehabilitation and replacement options, the recommended option is drilling a new well.

Staff requests that the funding come from FY 2021 Board Unallocated funds.

Estimated cost: \$500,000

### Recommendations

See resolution on page 120

### Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

## RESOLUTION

**STATUS OF THE TRANSPORTATION BOARD'S STATE-FUNDED UNALLOCATED ACCOUNT**  
as of January 21, 2021

<b>SFY 2021</b>					<b>Running Balance</b>	
<b>Beginning Balance</b>					<b>\$ 5,000,000</b>	
<b>Date</b>	<b>Key No.</b>	<b>District</b>	<b>Project</b>	<b>Cost</b>		
<b>Approved</b>						
07/16/20	23076	5	US 30, Lava Hot Springs Rock Fall Mitigation	\$ 999,683	4,000,317	
requested	New	3	I 84, Black's Creek Rest Area Well Replacement	\$ 500,000	3,500,317	
requested	New	6	US 20, Island Park Tree Removal	\$ 1,120,000	2,380,317	
requested	New	6	US 20, Island Park Rumble Strips	\$ 500,000	1,880,317	
<b>Total Project Cost Year-to-date</b>					<b>\$ 3,119,683 1,880,317</b>	



## Board Agenda Item

ITD 2210 (Rev. 10-13)

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

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

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

WHEREAS, ITD staff has worked with SPF Water Engineers to identify options for the Black's Creek Rest Area Well Replacement; and

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

NOW THEREFORE BE IT RESOLVED, that project I 84, BLACK'S CREEK REST AREA REPLACEMENT be added to the ITIP at a cost of approximately \$500,000 using FY 2021 ITD Board Unallocated Funds

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff request to adjust the program and amend the approved FY 2021 - 2027 Idaho Transportation Investment Program accordingly.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

Consent Item  Information Item  Amount of Presentation Time Needed 10 min

Presenter's Name Jason Minzghor	Presenter's Title District Engineer	Initials JBM	Reviewed By LSS
Preparer's Name Bryan Young	Preparer's Title EM Traffic/Materials	Initials BY	

## Subject

Board Unallocated Funding Request - US-20 Island Park Rumble Strip Project		
Key Number	District 6	Route Number US-20

## Background Information

District 6 is requesting funding to construct Center Line Rumble Strips to US-20 in the Island Park Area. This project will also include updating existing 4" Pavement Markings to 6" lines. This project is part of an ongoing study to address safety concerns in the Island Park corridor of US-20 and is consistent with ongoing coordination with State and Local officials. We are asking to construct this project the summer of 2021 to create a safer roadway.

Staff Requests that the funding come from FY 2021 Board Unallocated funds.

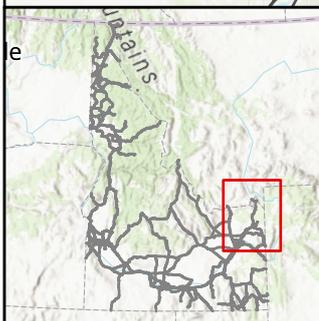
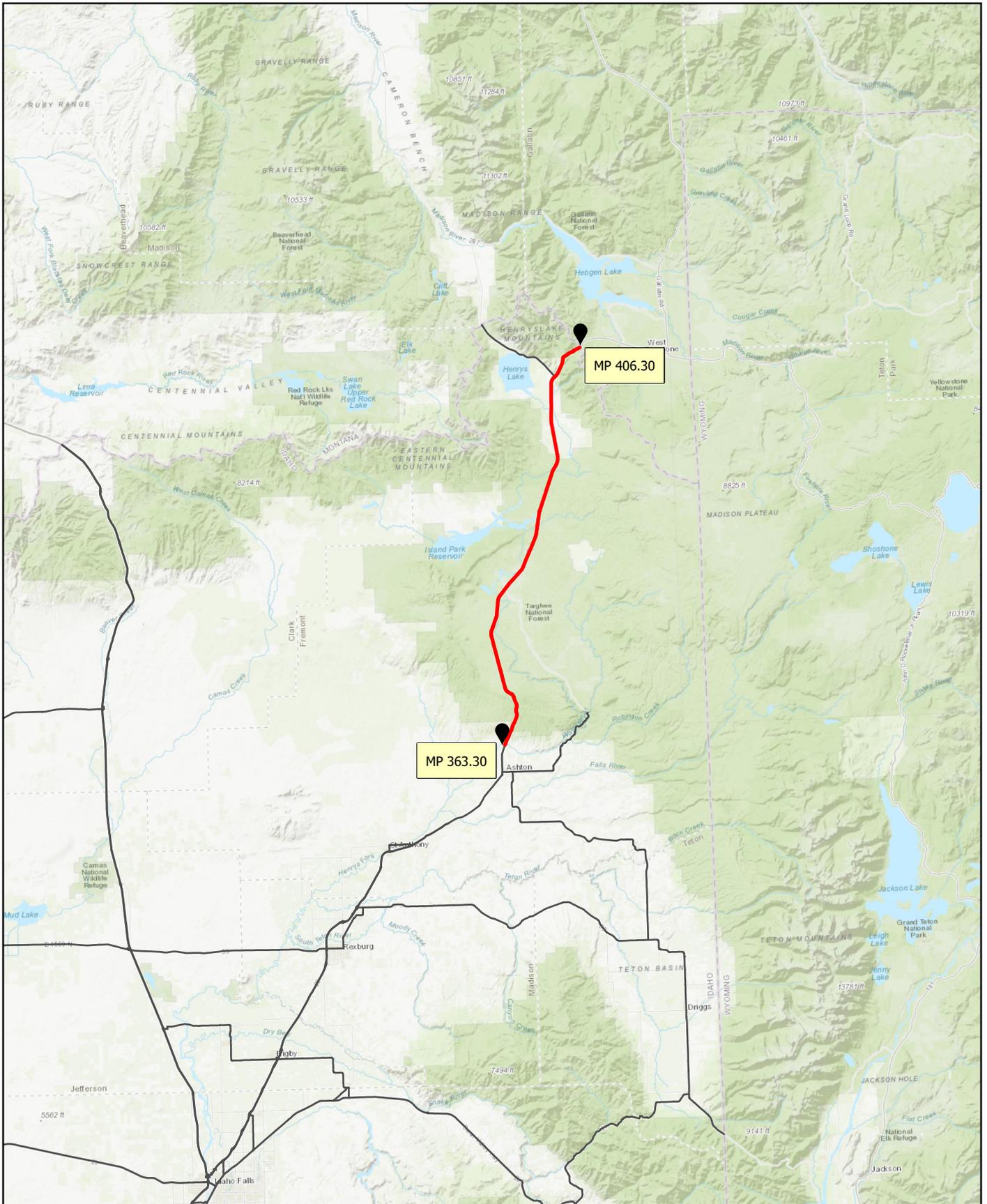
Estimated Costs: \$500,000.

## Recommendations

Approve Resolution on Page 123

## Board Action

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

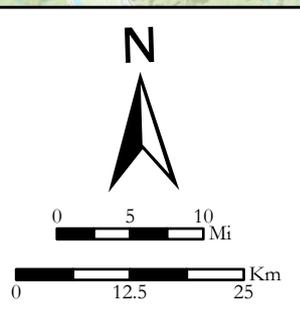


# Island Park Rumble Strip Project

## US-20: MP 363.30-406.30

Esri Canada, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS, Esri, USGS, Esri, Garmin, FAO, NOAA, EPA

Coordinate System: IDTM83



**STATUS OF THE TRANSPORTATION BOARD'S STATE-FUNDED UNALLOCATED ACCOUNT**  
as of January 21, 2021

<b>SFY 2021</b>						<b>Running Balance</b>
<b>Beginning Balance</b>						<b>\$ 5,000,000</b>
<b>Date Approved</b>	<b>Key No.</b>	<b>District</b>	<b>Project</b>	<b>Cost</b>		
07/16/20	23076	5	US 30, Lava Hot Springs Rock Fall Mitigation	\$ 999,683		4,000,317
requested	New	3	I 84, Black's Creek Rest Area Well Replacement	\$ 500,000		3,500,317
requested	New	6	US 20, Island Park Tree Removal	\$ 1,120,000		2,380,317
requested	New	6	US 20, Island Park Rumble Strips	\$ 500,000		1,880,317
<b>Total Project Cost Year-to-date</b>				<b>\$ 3,119,683</b>		<b>1,880,317</b>

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

WHEREAS, this section of US-20 has an above average accident rate; and

WHEREAS, installation of rumble strips have been shown to increase safety of the roadways and reduce serious injury and fatality type accidents; and

WHEREAS, it is in the public interest for ITD to fund US-20, Island Park Rumble Strip Project; and

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

*NOW THEREFORE BE IT RESOLVED*, that US-20, Island Park Rumble Strip project be added to the ITIP at a cost of approximately \$500,000.00 using FY 2021 Board Unallocated Funds; and

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board approves the staff to adjust the Program and amend the approved FY 2021-2027 Idaho Transportation Investment Program.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

Consent Item  Information Item  Amount of Presentation Time Needed 10 min

Presenter's Name Jason Minzghor	Presenter's Title District Engineer	Initials JBM	Reviewed By LSS
Preparer's Name Wade Allen	Preparer's Title Operations Engineer	Initials WA	

## Subject

Board Unallocated Funding Request - US-20 Island Park Tree Removal		
Key Number	District 6	Route Number US-20

## Background Information

District 6 is requesting funding to remove trees along US-20 in Island Park. This project will remove trees from milepost 375.5 to milepost 394.6 and to cut trees within 100 feet of center line. The trees are all inside ITD's easement and the property is owned by the US Forest Service. We are asking to add a project to the FY2021 – FY2027 Idaho Transportation Investment Program with \$1,100,000 in construction funding for construction in the summer of 2021 to increase the safety on the roadway. We will require an additional \$20,000 to purchase the trees from the Forest Service.

Staff requests that the funding come from FY2021 Board Unallocated funds.

Estimated Costs: \$1,120,000.

## Recommendations

Approve Resolution on Page 125

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

**STATUS OF THE TRANSPORTATION BOARD'S STATE-FUNDED UNALLOCATED ACCOUNT**  
as of January 21, 2021

<b>SFY 2021</b>						<b>Running Balance</b>
<b>Beginning Balance</b>						<b>\$ 5,000,000</b>
<b>Date Approved</b>	<b>Key No.</b>	<b>District</b>	<b>Project</b>	<b>Cost</b>		
07/16/20	23076	5	US 30, Lava Hot Springs Rock Fall Mitigation	\$ 999,683		4,000,317
requested	New	3	I 84, Black's Creek Rest Area Well Replacement	\$ 500,000		3,500,317
requested	New	6	US 20, Island Park Tree Removal	\$ 1,120,000		2,380,317
requested	New	6	US 20, Island Park Rumble Strips	\$ 500,000		1,880,317
<b>Total Project Cost Year-to-date</b>				<b>\$ 3,119,683</b>		<b>1,880,317</b>

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

WHEREAS, Removal of trees will increase the visibility along the corridor; and

WHEREAS, Removal of trees will remove obstructions within the clearzone of the roadway; and

WHEREAS, it is in the public interest for ITD to fund the US-20, Island Park Tree Removal Project; and

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

*NOW THEREFORE BE IT RESOLVED*, that US-20, Island Park Tree Removal project be added to the ITIP at a cost of approximately \$1,120,000 using FY 2021 Board Unallocated Funds; and

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board approves the staff to adjust the Program and amend the approved FY 2021-2027 Idaho Transportation Investment Program.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

Consent Item  Information Item  Amount of Presentation Time Needed 15 minutes

Presenter's Name Karen Hiatt	Presenter's Title Engineering Manager	Initials KRH	Reviewed By LSS
Preparer's Name Karen Hiatt	Preparer's Title Engineering Manager	Initials KRH	

## Subject

Board approval to add Jct. I-15 Connector, Idaho Falls to Early Development Program,		
Key Number 22222	District 6	Route Number I-15/US-20

## Background Information

The purpose of this project is to improve the safety and mobility of the I-15/US-20 connection and adjacent interchanges: Exits 118 and 119 on I-15, and the exits for Lindsay Blvd., Riverside Dr., and Science Center Dr. on US-20. All are nearing the end of their service life. With the current volume of traffic, this area has become a bottleneck to the state system and a safety concern.

Per Board Policy 4031 Early Development Program we are requesting board approval to allow project development to continue. We have finalized the PEL (Planning and Environmental Linkage) Study and narrowed alternatives for this complex project (under Key No. 20065).

The project development level of effort we are requesting will include: completing NEPA document, Environmental clearance, field investigations or surveys needed to complete 30% design.

Allowing development to proceed to this point will allow flexibility to take advantage of future funding.

This level of effort is anticipated to cost \$3.510 million and be offset as follows: move the remaining \$1.910 million PC from Key No. 20065, move \$1.1 million from Key No. 20486 and \$500,000 Key No. 22444 to Key No. 22222.

Currently Key No. 22222 is in the Early Development Program.

## Recommendations

Approve Resolution on page 127

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

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

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

WHEREAS, allowing NEPA and development to proceed on the US-20, Jct. I-15 Connector, Idaho Falls Project, will provide flexibility to take advantage of future funding; and

WHEREAS, the Idaho Transportation Department has completed an extensive data collection, agency coordination, alternatives screening, environmental analysis, and public outreach effort through a Planning and Environmental Linkage Study (PEL) to narrow possible alternatives for this complex project; and

WHEREAS, having a completed NEPA document and 30% design complete, reduces the schedule and timing risks associated with complex projects; and

WHEREAS, it is in the public interest for Idaho Transportation Department to fund finalization of a NEPA document and preliminary project development for the US-20, Jct. I-15 Connector, Idaho Falls Project; and

*NOW THEREFORE BE IT RESOLVED*, that US-20, Jct. I-15 Connector, Idaho Falls Project Key No. 22222 be adjusted in the Early Development Program of the ITIP to add NEPA document and preliminary project development work at a cost of approximately \$3,510,000, funds being offset from Key No. 20065, Key No. 20486, and Key No. 22444; and

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board approves the staff to adjust the Program and amend the approved FY 2021-2027 Idaho Transportation Investment Program accordingly.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

Consent Item  Information Item  Amount of Presentation Time Needed 5 min

Presenter's Name Randy Gill	Presenter's Title PMO Manager	Initials rg	Reviewed By LSS
Preparer's Name Randy Gill	Preparer's Title PMO Manager	Initials rg	

### Subject

Revisions to Board Policy 4011 - Idaho Transportation Investment Program		
Key Number	District	Route Number

### Background Information

The purpose of this Board Item is to present to the Board proposed revisions to Board Policy 4011- Idaho Transportation Investment Program which will bring this policy up to date and address current procedures and best practices. Corresponding Administrative Policy 5011 – Idaho Transportation Investment Program will also be updated.

### Recommendations

Approve the resolution on page #142.

### Board Action

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



**IDAHO TRANSPORTATION INVESTMENT PROGRAM**

**Purpose**

This policy directs the Department to establish, maintain, and publish a ~~five~~seven-year Idaho Transportation Investment Program following all applicable Departmental policies and federal regulations.

**Legal Authority**

- Idaho Code 21-142 – Authority of Board to design, construct and maintain state aeronautical facilities.
- Idaho Code 40-310(4) – Authority of Board to locate, design, construct and maintain state highways.
- Idaho Code 40-310(6) – The Board shall cause to be made and kept surveys, studies, maps, plans, specifications, and estimates for construction and maintenance of state highways.
- Idaho Code 40-312(1) – The Board shall prescribe rules and regulations affecting state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-312(3) – The Board shall make reasonable regulations for the installation, construction, maintenance, repair, renewal and relocation of utilities in or along the right-of-way of state highways.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 40-708 – Legislative policy regarding expenditure from the state highway account – only for state highway purposes.
- Idaho Code 40-719 – The Department shall establish and maintain a strategic initiatives program.
- 23 United States Code Sections 134 and 135 – Metropolitan transportation planning.
- 23 Code of Federal Register Part 450 – Federal planning assistance and standards for statewide planning and programming.
- 49 Code of Federal Register Part 613 – Planning assistance and standards.

The Idaho Transportation Board is committed to effective and full use of all available transportation improvement funds. To meet this public commitment, a ~~five~~seven-year Idaho Transportation Investment Program (hereafter called ProgramITIP) shall be established and maintained ~~by the Chief Operations Officer and the Chief Administrative Officer~~. The ProgramITIP shall be a planned schedule for developing and contracting transportation improvement projects in designated fiscal years. The ProgramITIP shall include both public and private funding available for use on transportation improvement projects. Department resources and funding for the selected projects in the approved ProgramITIP shall remain continuously committed to the maximum extent possible.

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The ~~Program~~ITIP shall be established and maintained following applicable Department policies and federal regulations regarding updating and amending a Statewide Transportation Improvement Program. This includes, but is not limited to, cooperation in establishing the metropolitan Transportation Improvement Programs, public involvement, fiscal constraint, inclusion of required transportation modes, and federal approval.

Program and project recommendations and scheduling shall be based on prioritized needs, funding projections, and resource availability. The Idaho Transportation Board shall select the projects to be included in the ~~Program~~ITIP based on realistic plans and estimates of funding and other resources. The ~~Program~~ITIP shall be updated and submitted for Board approval at least once annually following a period of public comment.

The Director shall coordinate, publish, and distribute the ~~Program~~ITIP document to stakeholders in cooperation with the Chief Administrative Officer, the Chief Operations Officer, the Aeronautics Administrator, and each Metropolitan Planning Organization. The Statewide Transportation Improvement Program (STIP – federal document including first 4 years of the ITIP in federal format) ~~of the program~~ shall be distributed to the FHWA and FTA for approval. No work may begin nor costs incurred prior to applicable approvals.

The Director or his designee is authorized to add/remove or advance/delay projects to the approved Pavement, Bridge, ~~or Strategic Initiatives Programs~~Safety and Capacity, and Supporting Infrastructure Assets Programs as warranted by the Department's management systems, provided such changes further the goals of those programs and remain within the annual funding levels targeted for each program. Otherwise, mid-year changes to the ~~Program~~ITIP which involve a major scope or delivery change to an existing project require Board ~~consent~~approval. These changes may also require an amendment as applicable in federal regulations.

Funds received as a result of ~~R~~redistribution of ~~Obligational Authority Not Used by Other States~~ obligation authority that increases Idaho's apportionment allotments and shall be distributed between the ITD and Local Agencies proportionately between all state and local programs based on the allotments derived by Board policies, federal regulations~~percentages of funding in Board policy 4028 up to the amount of the original apportionment and ITD best practices.~~

Projects to be considered for advancement on the local system must be ready for advertisement ~~including all agreements and local match~~ by August 1<sup>st</sup> and presented at the August Board Meeting for prioritization and Board approval. Agreements must be complete prior to obligation of funds. ITD must also receive the local match prior to advertising local sponsored projects.

The use of Department resources and funding on transportation improvement projects that are not included in the ~~Program~~ITIP shall not be allowed except as approved by the Board.

Approved by the Board on:

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

Date \_\_\_\_\_



## **IDAHO TRANSPORTATION INVESTMENT PROGRAM**

### **Purpose**

This policy directs the Department to establish, maintain, and publish a seven-year Idaho Transportation Investment Program following all applicable Departmental policies and federal regulations.

### **Legal Authority**

- Idaho Code 21-142 – Authority of Board to design, construct and maintain state aeronautical facilities.
- Idaho Code 40-310(4) – Authority of Board to locate, design, construct and maintain state highways.
- Idaho Code 40-310(6) – The Board shall cause to be made and kept surveys, studies, maps, plans, specifications, and estimates for construction and maintenance of state highways.
- Idaho Code 40-312(1) – The Board shall prescribe rules and regulations affecting state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-312(3) – The Board shall make reasonable regulations for the installation, construction, maintenance, repair, renewal and relocation of utilities in or along the right-of-way of state highways.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 40-708 – Legislative policy regarding expenditure from the state highway account – only for state highway purposes.
- Idaho Code 40-719 – The Department shall establish and maintain a strategic initiatives program.
- 23 United States Code Sections 134 and 135 – Metropolitan transportation planning.
- 23 Code of Federal Register Part 450 – Federal planning assistance and standards for statewide planning and programming.
- 49 Code of Federal Register Part 613 – Planning assistance and standards.

The Idaho Transportation Board is committed to effective and full use of all available transportation improvement funds. To meet this public commitment, a seven-year Idaho Transportation Investment Program (hereafter called ITIP) shall be established and maintained. The ITIP shall be a planned schedule for developing and contracting transportation improvement projects in designated fiscal years. The ITIP shall include both public and private funding available for use on transportation improvement projects.

Department resources and funding for the selected projects in the approved ITIP shall remain continuously committed to the maximum extent possible.

The ITIP shall be established and maintained following applicable Department policies and federal regulations regarding updating and amending a Statewide Transportation Improvement Program.

This includes, but is not limited to, cooperation in establishing the metropolitan Transportation Improvement Programs, public involvement, fiscal constraint, inclusion of required transportation modes, and federal approval.

Program and project recommendations and scheduling shall be based on prioritized needs, funding projections, and resource availability. The Idaho Transportation Board shall select the projects to be included in the ITIP based on realistic plans and estimates of funding and other resources. The ITIP shall be updated and submitted for Board approval at least once annually following a period of public comment.

The Director shall coordinate, publish, and distribute the ITIP document to stakeholders in cooperation with the Chief Administrative Officer, the Chief Operations Officer, the Aeronautics Administrator, and each Metropolitan Planning Organization. The Statewide Transportation Improvement Program (STIP – federal document including first 4 years of the ITIP in federal format) shall be distributed to the FHWA and FTA for approval. No work may begin nor costs incurred prior to applicable approvals.

The Director or his designee is authorized to add/remove or advance/delay projects to the approved Pavement, Bridge, Safety and Capacity, and Supporting Infrastructure Assets Programs as warranted by the Department's management systems, provided such changes further the goals of those programs and remain within the annual funding levels targeted for each program. Otherwise, mid-year changes to the ITIP which involve a major scope or delivery change to an existing project require Board approval. These changes may also require an amendment as applicable in federal regulations.

Funds received as a result of redistribution of obligation authority that increase Idaho's obligation apportionment allotments shall be distributed between the ITD and Local Agencies proportionately between all state and local programs based on the allotments derived by Board policies, federal regulations and ITD best practices.

Projects to be considered for advancement on the local system must be ready for advertisement by August 1<sup>st</sup> and presented at the August Board Meeting for prioritization and Board approval. Agreements must be complete prior to obligation of funds. ITD must also receive the local match prior to advertising local sponsored projects.

The use of Department resources and funding on transportation improvement projects that are not included in the ITIP shall not be allowed except as approved by the Board.

Approved by the Board on:

Date \_\_\_\_\_

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



**IDAHO TRANSPORTATION INVESTMENT PROGRAM**

**Purpose**

This policy implements Board Policy 4011 authorizing the Chief Operations Officer and Chief Administrative Officer to establish, maintain, and publish a ~~five~~seven-year Idaho Transportation Investment Program following all applicable Departmental policies and federal regulations.

**Legal Authority**

- Idaho Code 21-142 – Authority of Board to design, construct and maintain state aeronautical facilities.
- Idaho Code 40-310(4) – Authority of Board to locate, design, construct and maintain state highways.
- Idaho Code 40-310(6) – The Board shall cause to be made and kept surveys, studies, maps, plans, specifications, and estimates for construction and maintenance of state highways.
- Idaho Code 40-312(1) – The Board shall prescribe rules and regulations affecting state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-312(3) – The Board shall make reasonable regulations for the installation, construction, maintenance, repair, renewal and relocation of utilities in or along the right-of-way of state highways.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 40-708 – Legislative policy regarding expenditure from the state highway account – only for state highway purposes.
- Idaho Code 40-719 - The Board shall establish and maintain a Strategic Initiatives Program.
- 23 United States Code Sections 134 and 135 – Metropolitan transportation planning.
- 23 Code of Federal Register Part 450 – Federal planning assistance and standards for statewide planning and programming.
- 49 Code of Federal Register Part 613 - Planning assistance and standards.

**General**

The Idaho Transportation Investment Program (hereafter called the ~~Program~~ITIP is a ~~five~~seven-year commitment of resources for developing, obligating, and contracting transportation improvement projects by year. The ~~Office of Transportation Investments (OTI)~~Financial Planning & Analysis (FP&A) Financial Officer and the ~~Division of Engineering Services~~Chief Engineer shall publish policy guidance, instructions, program descriptions, and procedures for scheduling a project and updating the ITIP annually in ~~December~~February. This annual guidance shall be used in lieu of publishing individual policies describing each program.

**Idaho Transportation Department Share of Apportionments**

The Idaho Transportation Department’s (ITD) share of Net Federal Formula Fund Apportionments, referenced in Board Policy 4028, is set at 87.4%. Of this share, the following

7 programs will receive their apportionment percentage in an amount equal to, but not exceeding 100% of the state's Federal Fiscal Year Obligation Authority. The remainder is to be placed in all other State Highway System Programs.

1. Indirect Costs

Federal Indirect Cost Recovery is an internally set amount at 25,000,000.

2. GARVEE Debt Service

Annual amount to service the federal portion of the GARVEE Debt.

3. Railroad Crossing

Railroad Crossings funds are a part of the Highway Safety Improvement Program.

Both local and state safety driven rail-highway crossing projects may be funded. Projects are nominated based upon Federal Rail Administration crossing criteria including rail and highway traffic, fatalities, near misses, crossing geometry, and the protective devices currently in place. Proposed rail projects undergo a return on investment analysis. The Director funds this program at the federal formula apportionment level and distributes as directed in Board Policy 4085 and Administrative Policy 5085 - Rail Highway Crossing Program.

4. Local Bridge

This program is available to replace, rehabilitate, and repair local bridges that are on the federal-aid system. In transportation acts prior to Moving Ahead for Progress in the 21st Century Act (MAP-21), 35% of Idaho's bridge apportionment could be used for bridges either on or off of the federal-aid system and this program was funded at that apportionment level. Subsequent to MAP-21, the Director funds this program at \$5,047,119 federal-aid as found in 2009 of SAFETEA-LU with LHTAC acting as the administrator.

5. Off System Bridge

These federal formula apportionments are available to replace, rehabilitate, and repair local bridges that are off of the federal-aid system. In transportation acts prior to the MAP-21, 15% of Idaho's bridge apportionment was specific to this program. Subsequent acts fund this program at \$3,785,005 federal-aid as found in 2009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Director funds this program with LHTAC acting as the administrator.

6. Local Highway Safety Program (HSIP)

Highway Safety Improvement Program apportionments are available to any public road even if off of the federal-aid system. The Department is moving toward competitive awards of HSIP apportionments via project applications based on return on investment; whether the application be from a local jurisdiction or the state. Until such a system is implemented, beginning in 2020 the Director will provide LHTAC with one half of the federal formula HSIP apportionment to administer through their local competitive process.

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103 7. Metro Planning

104 These apportionments fund Idaho’s Metropolitan Planning Organizations which manage the  
105 urbanized areas. These organizations provide planning, research, and project nomination  
106 services to their respective constituencies.

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108 **Project Scheduling Documentation**

109 For all proposed project additions or deletions to the ~~Program~~ITIP, an ITD 1414, *Program*  
110 *Entry or Revision*, shall be submitted to ~~OT~~FP&A. An approved ~~Evaluation~~ Charter is also  
111 required with requests for new highway projects.

112  
113 New local highway project proposals also require submittal of an ITD 2435, *Local Federal-*  
114 *Aid Project Request*, with original signature to document local sponsorship and financial  
115 commitment. Submittal of a local area map is required to confirm location and funding eligibility.

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117 **Project Delivery**

118 District Engineers are to submit ~~infrastructure~~ state highway system project Plans, Specification  
119 and Estimate (PS&E) packages one year for advertisement as scheduled, but no later than six  
120 months prior to the start of a project’s scheduled Federal Fiscal Year for construction. This  
121 delivery schedule allows for ~~projects to be advanced~~ flexibility if there is an increase in  
122 funding or if prior year money is available or if there is an increase in funding as well as to  
123 maximize construction payouts in the year ~~if~~ funding is available. Local projects, including  
124 matching funds, must be submitted by August 1<sup>st</sup> of the program’s scheduled construction year.

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126 The ~~Chief Engineer Division of Engineering Services Administrator~~ shall create and maintain  
127 a bid schedule and shall establish state highway system projects priorities based on project  
128 readiness and available funding. All ~~district~~ state highway system infrastructure projects  
129 ~~delivered on time~~ submitted for PS&E per the above delivery schedule and are biddable shall be  
130 advertised for construction and awarded prior to the construction season of the by April of  
131 ~~the scheduled construction~~ Federal Fiscal Year.

132  
133 **Obligating Funds to Projects**

134 The ~~OTI Manager~~ FP&A Financial Officer in cooperation with the ~~Chief Engineer Division of~~  
135 ~~Engineering Services Administrator~~ and the Controller shall establish, publish, and oversee  
136 obligation processing and monitoring procedures.

137  
138 All project budgets shall reflect the most recent available cost estimates and obligations and  
139 be balanced against available funding. The ~~Chief Engineer Division of Engineering Services~~  
140 ~~Administrator~~ or delegate shall commit all unused funding to priority projects throughout the  
141 year. The ~~Chief Engineer Division of Engineering Services Administrator~~ or delegate shall  
142 give final approval to all documents and agreements obligating or otherwise committing public  
143 or private funds toward the approved budget for a project.

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145 Prior to a project being advertised, the total current estimated cost of the project, including  
146 construction incentives, contingencies, and construction engineering shall be obligated for  
147 federal, state and/or local funded ~~s~~ projects. as long as ~~If~~ the total estimated cost ~~does~~  
148 ~~not~~ exceeds the budget listed in the approved ~~Program~~ITIP, the budget will be adjusted prior to

obligating the funds. Estimated costs for projects that are adjusted during advertisement shall have an approved plan for increased funding if approved budget is exceeded. The construction obligation amount shall be adjusted at contract award to match the final ~~cost~~detailed estimate of costs.

### **Project Cost Increases**

The ~~Chief Engineer~~Division of Engineering Services Administrator or delegate shall approve cost changes and shall re-direct all unused project budget amounts for state highway system projects after contract award. Any unused budget amounts will be directed to construction or development cost increases, to obligate the next available current year project and to advance other projects.

Annual formula federal obligation authority (OA) is lost to Idaho if not used by the end of the federal fiscal year. To ensure full use of OA, all project budgets shall reflect the most recently available cost estimates and be balanced against remaining federal obligation authority during the 4<sup>th</sup> quarter of the federal fiscal year. The ~~Chief Engineer~~Division of Engineering Services Administrator or delegate shall commit all unused annual OA plus ~~Redistribution of OA Not Used by Other States~~ redistribution of obligation limitation to priority projects by the end of the fiscal year.

Recipients (ITD and local agencies) shall independently manage finances for earmarked ~~or non-OA~~ projects. Recipients shall be solely responsible for cost adjustment for these projects.

The Director or his designee is authorized to add/remove or advance/delay projects to the approved Pavement, Bridge, ~~or Strategic Initiatives~~Safety & Capacity and Supporting Infrastructure Assets Programs in the ITIP as warranted by the Department's management systems, provided such changes further the goals of those programs and remain within the annual funding levels targeted for each program. Otherwise, mid-year changes to the ~~Program~~ITIP which involve a major scope or delivery change to an existing project require Board consent. These changes may also require an amendment as applicable in federal regulations.

The ~~Chief Engineer~~Division of Engineering Services Administrator and the ~~Office of Transportation Investments~~ shall present the Board an end-of-year statement for projects on the state highway systems to demonstrate full use of ITD's annual OA. End-of-year project cost adjustments and reallocations shall be financially managed independently by ITD and Local agencies. Cost adjustments are the sole responsibility of the project sponsor.

### **Redistribution**

Funds received as a result of ~~R~~edistribution of Obligational Authority Not Used by Other States obligation authority that increase Idaho's obligation apportionment allotments and shall be distributed between the ITD and Local Agencies proportionately between all state and local programs based on the allotments derived by Board policies, federal regulations ~~percentages of funding in Board policy 4028 up to the amount of the original apportionment and~~ ITD best practices.

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Projects to be considered for advancement on the local system must be ready for advertisement including all agreements and local match by August 1<sup>st</sup> and presented by the FP&A Financial Officer at the August Board Meeting for prioritization and Board approval. Agreements must be complete prior to obligation of funds.

The use of Department resources and funding on transportation improvement projects that are not included in the ~~Program~~ITIP shall not be allowed except as approved by the Board.

Date \_\_\_\_\_

\_\_\_\_\_  
Brian W. Ness  
Director



## **IDAHO TRANSPORTATION INVESTMENT PROGRAM**

### **Purpose**

This policy implements Board Policy 4011 authorizing the Chief Operations Officer and Chief Administrative Officer to establish, maintain, and publish a seven-year Idaho Transportation Investment Program following all applicable Departmental policies and federal regulations.

### **Legal Authority**

- Idaho Code 21-142 – Authority of Board to design, construct and maintain state aeronautical facilities.
- Idaho Code 40-310(4) – Authority of Board to locate, design, construct and maintain state highways.
- Idaho Code 40-310(6) – The Board shall cause to be made and kept surveys, studies, maps, plans, specifications, and estimates for construction and maintenance of state highways.
- Idaho Code 40-312(1) – The Board shall prescribe rules and regulations affecting state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-312(3) – The Board shall make reasonable regulations for the installation, construction, maintenance, repair, renewal and relocation of utilities in or along the right-of-way of state highways.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 40-708 – Legislative policy regarding expenditure from the state highway account – only for state highway purposes.
- Idaho Code 40-719 - The Board shall establish and maintain a Strategic Initiatives Program.
- 23 United States Code Sections 134 and 135 – Metropolitan transportation planning.
- 23 Code of Federal Register Part 450 – Federal planning assistance and standards for statewide planning and programming.
- 49 Code of Federal Register Part 613 - Planning assistance and standards.

### **General**

The Idaho Transportation Investment Program (hereafter called the ITIP) is a seven-year commitment of resources for developing, obligating, and contracting transportation improvement projects by year. The Financial Planning & Analysis (FP&A) Financial Officer and the Chief Engineer shall publish policy guidance, instructions, program descriptions, and procedures for scheduling a project and updating the ITIP annually in February. This annual guidance shall be used in lieu of publishing individual policies describing each program.

### **Idaho Transportation Department Share of Apportionments**

The Idaho Transportation Department's (ITD) share of Net Federal Formula Fund Apportionments, referenced in Board Policy 4028, is set at 87.4%. Of this share, the following 7 programs will receive their apportionment percentage in an amount equal to, but not exceeding 100% of the state's Federal Fiscal Year Obligation Authority. The remainder is to be placed in all other State Highway System Programs.

1. Indirect Costs

Federal Indirect Cost Recovery is an internally set amount at 25,000,000.

2. GARVEE Debt Service

Annual amount to service the federal portion of the GARVEE Debt.

3. Railroad Crossing

Railroad Crossings funds are a part of the Highway Safety Improvement Program. Both local and state safety driven rail-highway crossing projects may be funded. Projects are nominated based upon Federal Rail Administration crossing criteria including rail and highway traffic, fatalities, near misses, crossing geometry, and the protective devices currently in place. Proposed rail projects undergo a return on investment analysis. The Director funds this program at the federal formula apportionment level and distributes as directed in Board Policy 4085 and Administrative Policy 5085 - Rail Highway Crossing Program.

4. Local Bridge

This program is available to replace, rehabilitate, and repair local bridges that are on the federal-aid system. In transportation acts prior to Moving Ahead for Progress in the 21st Century Act (MAP-21), 35% of Idaho's bridge apportionment could be used for bridges either on or off of the federal-aid system and this program was funded at that apportionment level. Subsequent to MAP-21, the Director funds this program at \$5,047,119 federal-aid as found in 2009 of SAFETEA-LU with LHTAC acting as the administrator.

5. Off System Bridge

These federal formula apportionments are available to replace, rehabilitate, and repair local bridges that are off of the federal-aid system. In transportation acts prior to the MAP-21, 15% of Idaho's bridge apportionment was specific to this program. Subsequent acts fund this program at \$3,785,005 federal-aid as found in 2009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Director funds this program with LHTAC acting as the administrator.

6. Local Highway Safety Program (HSIP)

Highway Safety Improvement Program apportionments are available to any public road even if off of the federal-aid system. The Department is moving toward competitive awards of HSIP apportionments via project applications based on return on investment; whether the application be from a local jurisdiction or the state. Until such a system is implemented, beginning in 2020 the Director will provide LHTAC with one half of the federal formula HSIP apportionment to administer through their local competitive process.

7. Metro Planning

These apportionments fund Idaho's Metropolitan Planning Organizations which manage the urbanized areas. These organizations provide planning, research, and project nomination services to their respective constituencies.

**Project Scheduling Documentation**

For all proposed project additions or deletions to the ITIP, an ITD 1414, *Program Entry or Revision*, shall be submitted to FP&A. An approved Charter is also required with requests for new highway projects.

New local highway project proposals also require submittal of an ITD 2435, *Local Federal-Aid Project Request*, with original signature to document local sponsorship and financial commitment. Submittal of a local area map is required to confirm location and funding eligibility.

**Project Delivery**

District Engineers are to submit state highway system project Plans, Specification and Estimate (PS&E) packages for advertisement as scheduled, but no later than six months prior to the start of a project's scheduled Federal Fiscal Year for construction. This delivery schedule allows for flexibility if there is an increase in funding or if prior year money is available as well as to maximize construction payouts in the year funding is available. Local projects, including matching funds, must be submitted by August 1<sup>st</sup> of the program's scheduled construction year.

The Chief Engineer shall create and maintain a bid schedule and shall establish state highway system projects priorities based on project readiness and available funding. All state highway system projects submitted for PS&E per the above delivery schedule and are biddable shall be advertised for construction and awarded prior to the construction season of the Federal Fiscal Year.

**Obligating Funds to Projects**

The FP&A Financial Officer in cooperation with the Chief Engineer and the Controller shall establish, publish, and oversee obligation processing and monitoring procedures.

All project budgets shall reflect the most recent available cost estimates and obligations and be balanced against available funding. The Chief Engineer or delegate shall commit all unused funding to priority projects throughout the year. The Chief Engineer or delegate shall give final approval to all documents and agreements obligating or otherwise committing public or private funds toward the approved budget for a project.

Prior to a project being advertised, the total current estimated cost of the project, including construction incentives, contingencies, and construction engineering shall be obligated for federal, state and/or local funded projects. If the total estimated cost exceeds the budget listed in the approved ITIP, the budget will be adjusted prior to obligating the funds. Estimated costs for projects that are adjusted during advertisement shall have an approved plan for increased funding if approved budget is exceeded. The construction obligation amount shall be adjusted at contract award to match the final detailed estimate of costs.

**Project Cost Increases**

The Chief Engineer or delegate shall approve cost changes and shall re-direct all unused project budget amounts for state highway system projects after contract award. Any unused budget amounts will be directed to construction or development cost increases, to obligate the next available current year project and to advance other projects.

Annual formula federal obligation authority (OA) is lost to Idaho if not used by the end of the federal fiscal year. To ensure full use of OA, all project budgets shall reflect the most recently available cost estimates and be balanced against remaining federal obligation authority during the 4<sup>th</sup> quarter of the federal fiscal year. The Chief Engineer or delegate shall commit all unused annual OA plus redistribution of obligation limitation to priority projects by the end of the fiscal year. Recipients (ITD and local agencies) shall independently manage finances for earmarked projects. Recipients shall be solely responsible for cost adjustment for these projects.

The Director or his designee is authorized to add/remove or advance/delay projects to the approved Pavement, Bridge, Safety & Capacity and Supporting Infrastructure Assets Programs in the ITIP as warranted by the Department's management systems, provided such changes further the goals of those programs and remain within the annual funding levels targeted for each program. Otherwise, mid-year changes to the ITIP which involve a major scope or delivery change to an existing project require Board consent. These changes may also require an amendment as applicable in federal regulations.

The Chief Engineer shall present the Board an end-of-year statement for projects on the state highway systems to demonstrate full use of ITD's annual OA. End-of-year project cost adjustments and reallocations shall be financially managed independently by ITD and Local agencies. Cost adjustments are the sole responsibility of the project sponsor.

### **Redistribution**

Funds received as a result of redistribution of obligation authority that increase Idaho's obligation apportionment allotments and shall be distributed between the ITD and Local Agencies proportionately between all state and local programs based on the allotments derived by Board policies, federal regulations and ITD best practices.

Projects to be considered for advancement on the local system must be ready for advertisement by August 1<sup>st</sup> and presented by the FP&A Financial Officer at the August Board Meeting for prioritization and Board approval. Agreements must be complete prior to obligation of funds.

The use of Department resources and funding on transportation improvement projects that are not included in the ITIP shall not be allowed except as approved by the Board.

\_\_\_\_\_  
 Brian W. Ness  
 Director

Date \_\_\_\_\_

RES. NO.

\_\_\_\_\_

WHEREAS, the Idaho Transportation Board is charged with setting policies for the Idaho Transportation Department; and

WHEREAS, Board Policy 4011- Idaho Transportation Investment Program was developed to provide guidance and procedures for developing and updating the Idaho Transportation Investment Program (ITIP); and

WHEREAS, Board Policy 4011- Idaho Transportation Investment Program contains outdated information and guidance.

WHEREAS, Administrative Policy 5011- Idaho Transportation Investment Program also contains outdated information and guidance.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves revisions to Board Policy 4011 – Idaho Transportation Investment Program and concurs with revisions to Administrative Policy 5011 – Idaho Transportation Investment Program, deleting the outdated information which is no longer applicable and providing current guidance and best practices.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 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 LSS
Preparer's Name Justin Pond	Preparer's Title Right of Way Program Manager	Initials JP	

### Subject

Administrative Settlement over \$200,000.00		
Key Number 20367	District 3	Route Number US 20/26 Phyllis Canal Bridge to SH-16, Ada County

### 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 20367 –US 20/26 Phyllis Canal Bridge to Sh-16, Ada County- for administrative settlement in the amount of \$374,574.00. Resolution on page 144.

### Board Action

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-  
ITB \_\_\_\_\_ of-way along US-20/26 for Project No. A020(367); 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 for in the amount of \$374,574.00.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

Consent Item  Information Item  Amount of Presentation Time Needed 40 minutes

Presenter's Name Mark Sweeney	Presenter's Title Chairman, Aero Advisory Board	Initials jlm	Reviewed By LSS
Preparer's Name Jeff Marker	Preparer's Title Aeronautics Administrator	Initials jlm	

## Subject

Aeronautics Annual Report		
Key Number	District	Route Number

## Background Information

The Idaho Aeronautics Advisory Board is tasked through Title 21, Chapter 1 with consulting and advising the Idaho Transportation Department on matters concerning aeronautics. As such, representatives from the Advisory Board will present to the Transportation Board the status of aviation in Idaho to include concerns and recommendations for the Transportation Board's consideration.

In addition, in accordance with Board Policy 5037, the Aeronautics Administrator will provide the annual Division of Aeronautics update on matters affecting the division and aviation in Idaho.

## Recommendations

None. Information only.

## Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

Consent Item  Information Item  Amount of Presentation Time Needed 30 Minutes

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

## Subject

Human Trafficking Overview and Awareness		
Key Number N/A	District Statewide	Route Number N/A

## Background Information

This presentation will provide an overview on human trafficking and information on the efforts being made at ITD to raise awareness and combat human trafficking.

## Recommendations

For information only.

## Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 1/21/21

Consent Item  Information Item  Amount of Presentation Time Needed 10 mins

Presenter's Name Brian Ness	Presenter's Title Director	Initials BN	Reviewed By LSS
Preparer's Name Angie Heuring	Preparer's Title Program Specialist of Comms.	Initials AH	

## Subject

Strategic Plan Update		
Key Number	District	Route Number

## Background Information

This item is an update to the Idaho Transportation Department's 2011 Strategic Plan.

Attached you will find an updated Strategic Plan, reflecting slight changes to the 2011 Strategic Plan document. This item will be presented by Director Brian Ness and he will be soliciting feedback from the board during this meeting (January 21, 2021). A final draft will be presented at the February 2021 board meeting.

The attached plan is simplified into the following:

- Strategic vision and mission for the department
- Four focus areas for the department
- Why these four areas matter and what success looks like for each area

## Recommendations

For discussion and feedback on the updated Strategic Plan.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

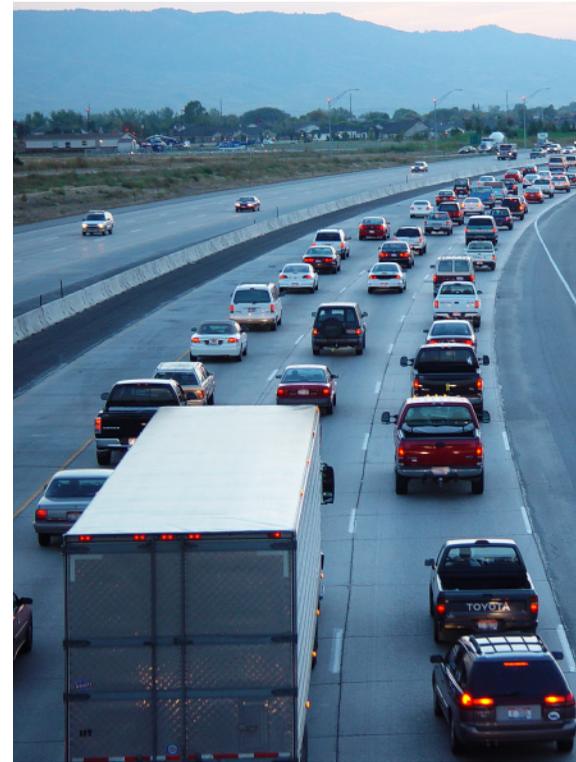


**Your Safety • Your Mobility  
Your Economic Opportunity**

**Idaho Transportation Department**

**Boise, Coeur d'Alene, Lewiston,  
Shoshone, Pocatello, and Rigby**

[itd.idaho.gov](http://itd.idaho.gov)



# STRATEGIC PLAN

**DRAFT**



**Our Mission**  
Your Safety • Your Mobility  
Your Economic Opportunity

**Our Vision**  
To become the best transportation  
department in the country

# To achieve its mission and vision, the Idaho Transportation Department established a strategic plan and is committed to:

## PROVIDE THE SAFEST POSSIBLE TRANSPORTATION SYSTEM AND WORK ENVIRONMENT

### WHY IT MATTERS

We care about your safety because each person is a mother, father, son, or daughter and even one fatality or serious injury is not acceptable.

A safe transportation system connects families and communities, enables a vibrant economy, and allows the movement of essential supplies and services.

Safety is essential to maintaining and enhancing Idaho's high quality of life.

### WHAT DOES SUCCESS LOOK LIKE?

- A more secure transportation system that makes communities in Idaho safer with a consistent decrease in fatalities and serious injuries
- Shift in driver behavior to be more engaged, wearing seat belts and driving without impairments or distractions
- Continued partnerships that reinforce the importance of safety in our culture, education, and day to day lives
- Every employee, industry partner, and member of the public returns home safely

## A MOBILITY-FOCUSED TRANSPORTATION SYSTEM THAT DRIVES ECONOMIC OPPORTUNITY

### WHY IT MATTERS

A mobility-focused transportation system sets the stage for a healthy economy that improves quality of life and prosperity for every citizen, as well as future generations.

Investments in transportation allow citizens to work and build strong communities that attract new businesses. This brings more jobs and ensures Idaho's economy remains strong.

### WHAT DOES SUCCESS LOOK LIKE?

- Strategically modernize the transportation system to enhance commerce, increase mobility, improve safety, and boost reliability
- Invest transportation dollars to create the greatest benefit to system users
- Integrate emerging transportation technologies appropriately into Idaho's transportation system
- Customers conveniently obtain needed permits, licenses, registrations, and credentials timely

## CONTINUALLY IMPROVE THE EMPLOYEE EXPERIENCE

### WHY IT MATTERS

Creating an ideal experience for employees, where they are engaged in meaningful work with opportunities for development and growth, drives better results with increased customer satisfaction.

Employees thrive in an environment where their innovation and contributions matter.

Employees are essential to delivering transportation systems and services, so attracting and retaining quality employees is critical to our success.

### WHAT DOES SUCCESS LOOK LIKE?

- Employees actively engage in their work, are excited to contribute, and feel valued
- Leaders value, recognize, and coach employees
- Teams are high-performing and collaborative
- Employees are accountable to deliver high quality results on time
- Customers benefit from the expertise and results the employees provide daily

## CONTINUALLY INNOVATE BUSINESS PRACTICES

### WHY IT MATTERS

Adapting to growth and change is essential to meeting customer expectations. Innovation provides freedom and motivation for employees to try new things and helps ITD to make the best use of our resources.

Saving time and money allows us to stretch resources further, making us a more efficient agency.

Continuous improvement keeps ITD focused on the future.

### WHAT DOES SUCCESS LOOK LIKE?

- Trust and satisfaction from the public, partners, policy makers, customers, and employees
- Continued improvement in productivity, capabilities, and the ability to adapt to unexpected challenges
- Employees engage in improving performance, safety, and continue to look for better ways to do their jobs
- Other organizations look to ITD for best practices and ways to improve



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 21, 2021

Consent Item  Information Item  Amount of Presentation Time Needed 15 minutes

Presenter's Name Matt Moore	Presenter's Title TLPS	Initials MEM	Reviewed By MM
Preparer's Name Matt Moore	Preparer's Title TLPS	Initials MEM	LSS

## Subject

RUC West Update		
Key Number n/a	District n/a	Route Number n/a

## Background Information

RUC West is a leading authority on road usage charging in the United States. The membership includes 17 state transportation organizations who share resources to investigate road usage charging as an appropriate revenue collection method for their respective state.

Idaho became a member in 2014 and is a part of RUC West's Tier 3: Monitoring transportation trends (evaluating the road usage charge environment).

Today's presentation will offer background on RUC West. It will also address the outcomes of a pilot program that Idahoans participated in with the states of Washington and Oregon, along with a city in British Columbia. Finally, a brief review of adjacent state activities with road usage charging will be shared.

## Recommendations

For information only.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



# Idaho Transportation Board

MATT MOORE, TLPS – GOVERNMENTAL AFFAIRS JANUARY 21, 2021

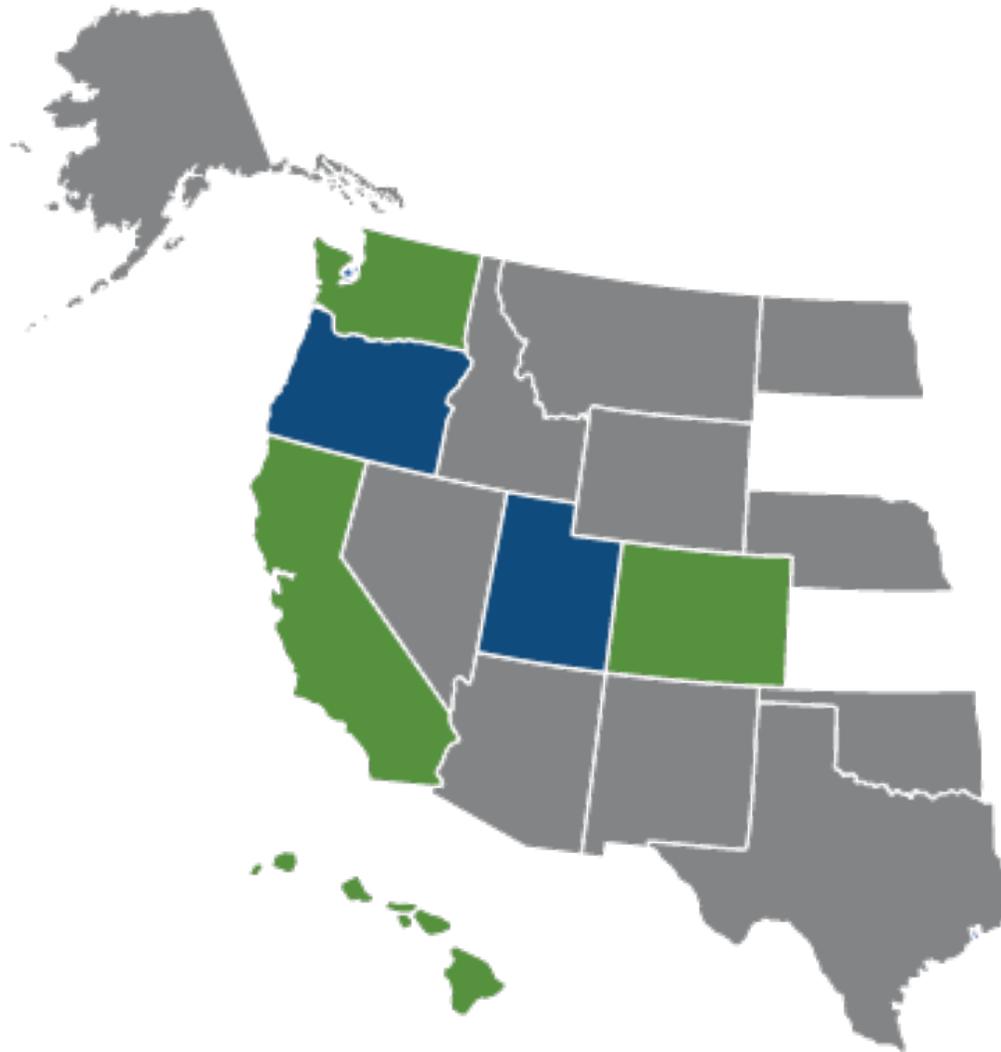


# NEW PATHS TO ROAD FUNDING



# Who is RUC West?

Leading authority on road usage charging including 17 states sharing best practices, ideas, and information



## LEGEND

Tier 1: Active Program

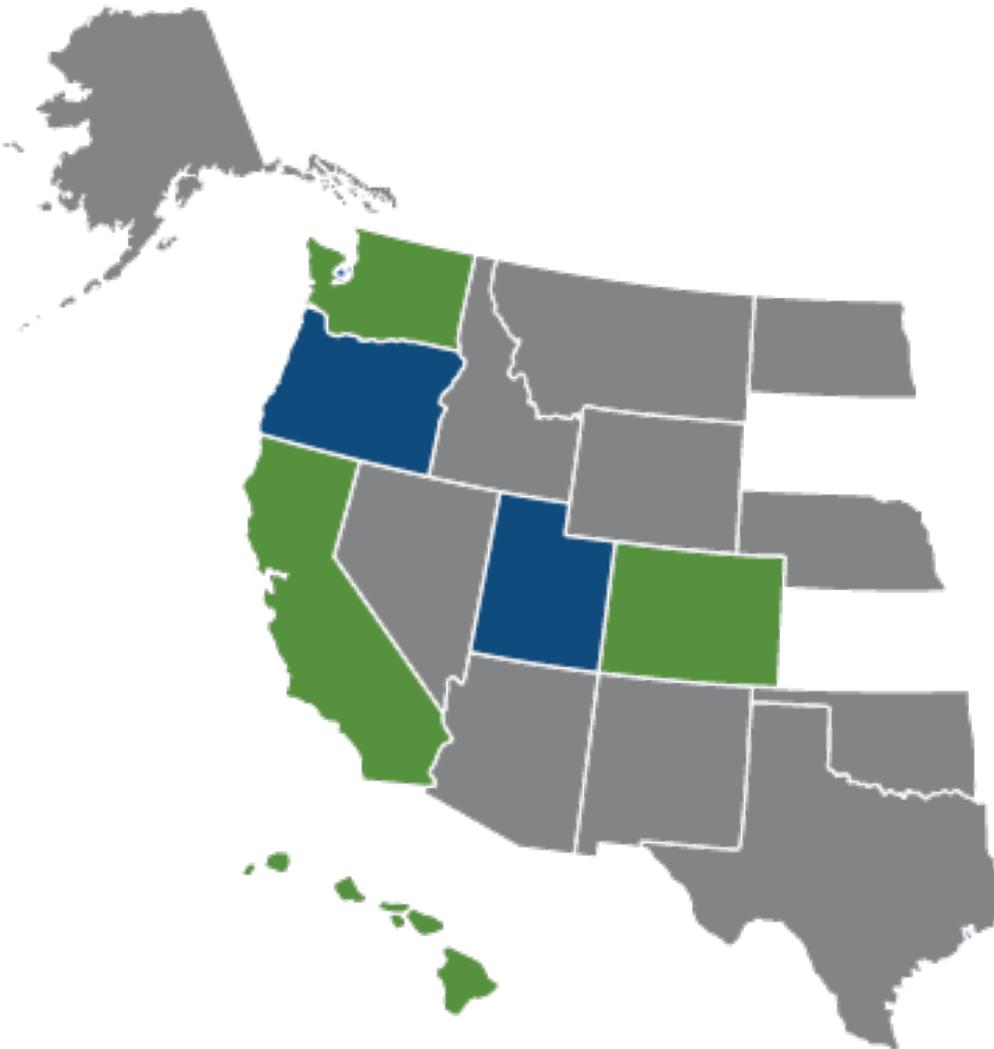
Tier 2: Exploring & Piloting

Tier 3: Monitoring Trends



# Idaho, Tier 3 since 2014

- Participate in Steering Committee and Executive Committee
- Use SP&R Pooled Funds to conduct research



## LEGEND

Tier 1: Active Program

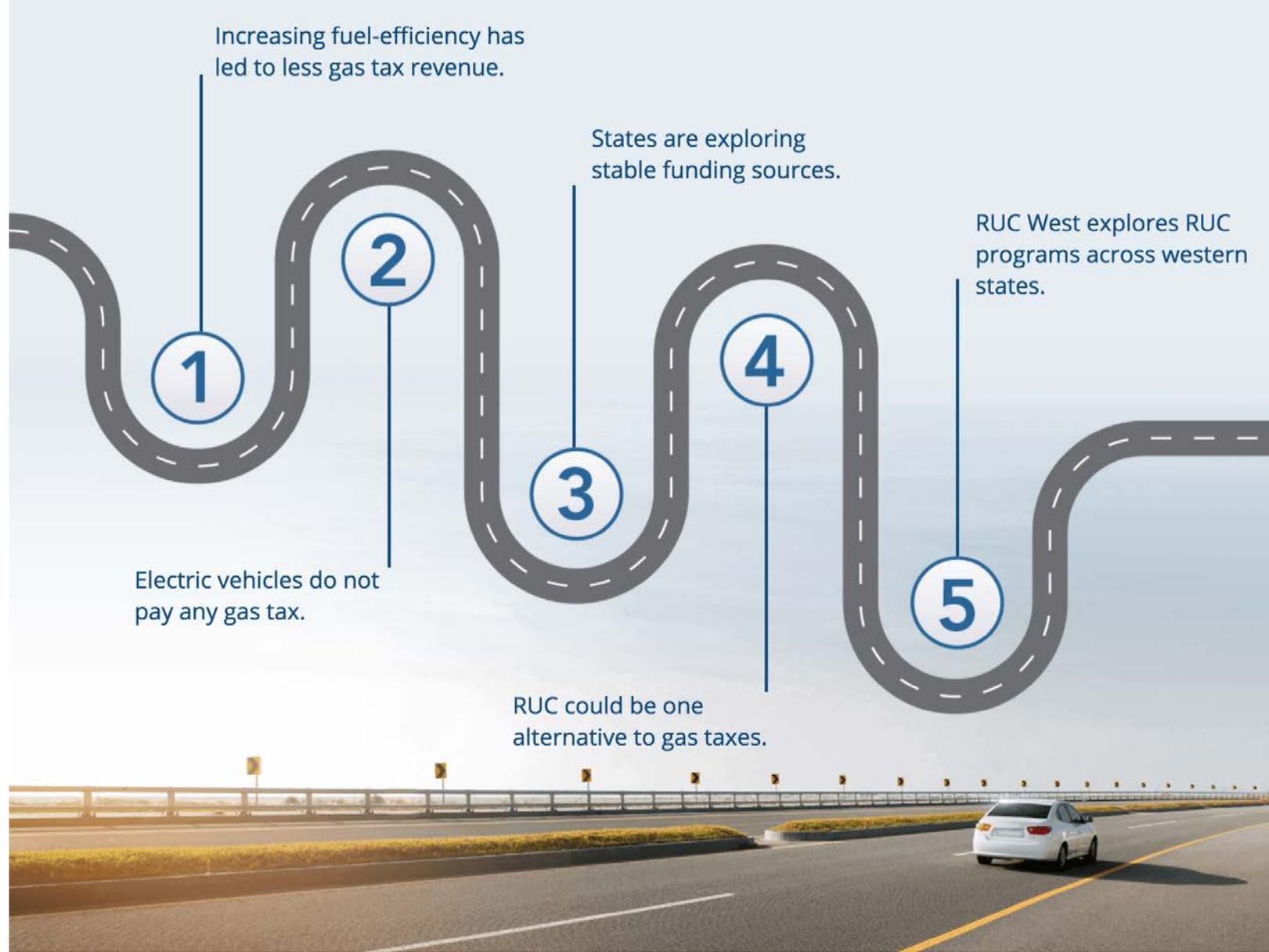
Tier 2: Exploring & Piloting

Tier 3: Monitoring Trends

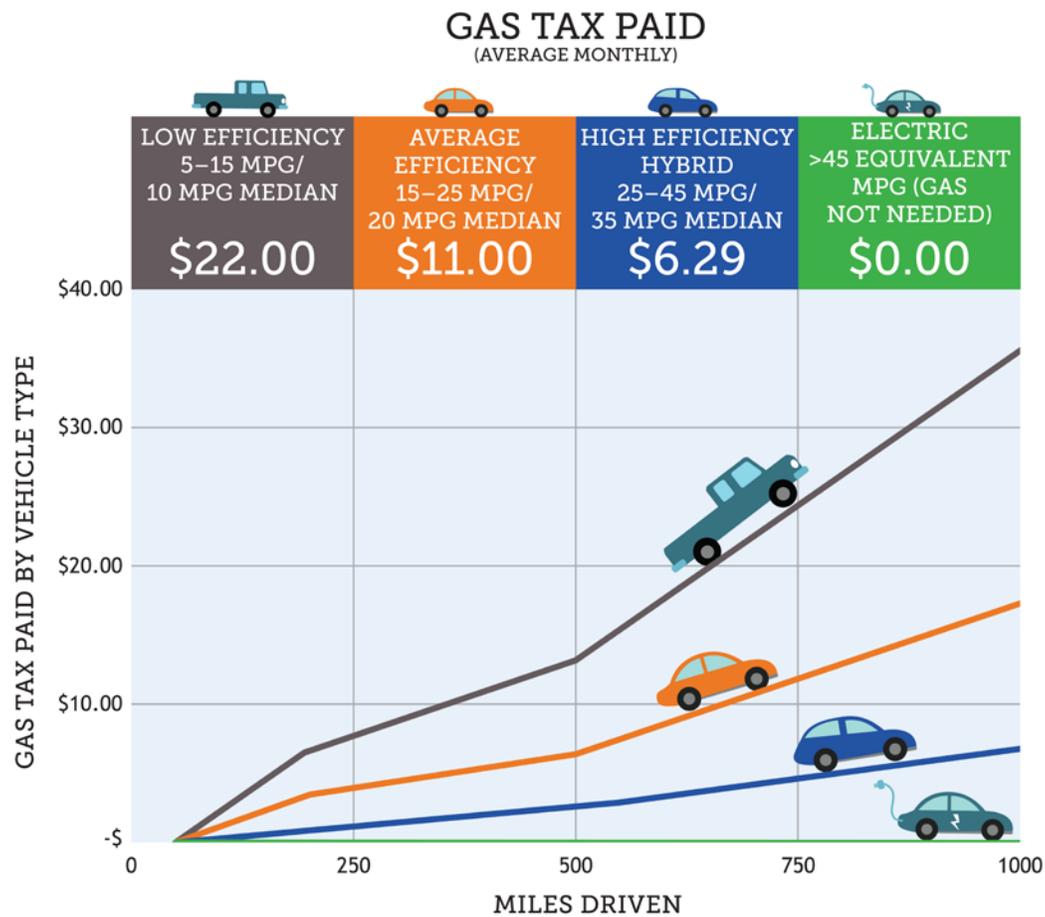


# How a Road Usage Charge could be more equitable

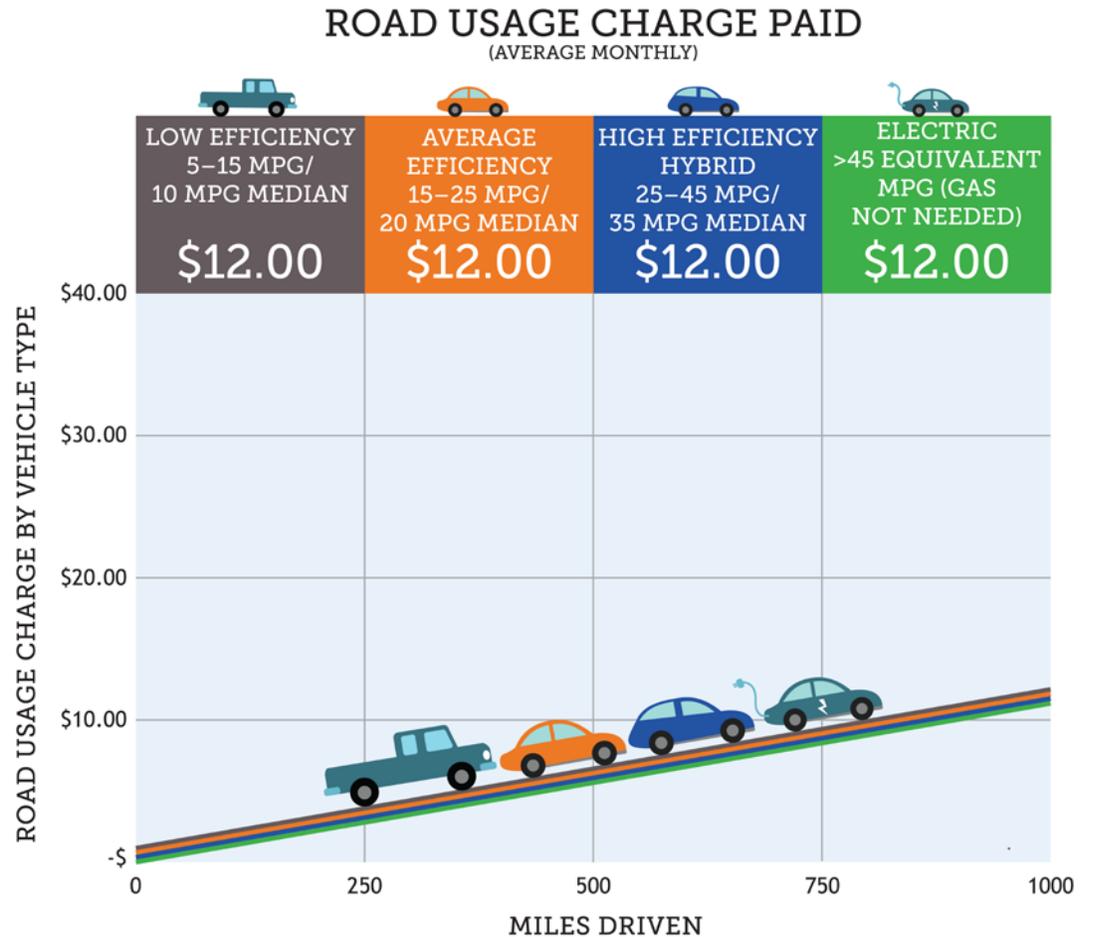
Pay-by-mile system that could replace or offset loss of gas taxes to repair or improve roads



# How does Gas Tax Compare to RUC?



22 cents/gallon gas tax



1.2 cent/mile road usage charge

# Update on Pilot Program with WSTC

- Washington Legislature directed the Washington State Transportation Commission to investigate, test, and evaluate a per-mile road usage charge as a potential replacement for the state gas tax for light-duty vehicles
- WA RUC Pilot Project, funded by the U.S. DOT grant, kicked off with the volunteer recruitment, design, and setup phase in 2017
- The test launched January 2018 and concluded in February 2019

# Update on Pilot Program with WSTC

- WA RUC Pilot Project involved agencies and drivers from multiple jurisdictions: Washington, Oregon, Idaho, and British Columbia
- Understanding how a system could work across borders, using drivers who live near borders, with multiple cost rates by jurisdiction, and an accounting and payment clearinghouse for reconciling funds among jurisdictions
- Total of 14 Idaho drivers invited; eight drivers enrolled
- Enrolled participants came from across the state, with half from the Boise area and the rest from near the Washington border, including Kootenai and Bonner Counties

# Update on Pilot Program with WSTC

- Idaho drivers logged 14,377 miles, accruing \$172.45 in road usage charges owed to Idaho at the per-mile rate of 1.6 cents; \$1.21 owed to Washington at 2.4 cents per mile; and \$54.96 owed to Oregon at 1.7 cents per mile
- At the same time, Washington drivers logged 114,030 miles in Idaho, owing \$1,824.48 to Idaho in theoretical road usage charge
- Oregon drivers logged 2,636 miles in Idaho, owing \$44.81 to Idaho in theoretical road usage charge

# Update on Pilot Program with WSTC

- Washington legislature now addressing revenue losses due to COVID-19, as well as a WA Supreme Court decision requiring the state to use transportation funding to replace fish passage culverts
- In 2021, a revenue package with RUC could be applied to a small program only for EVs at first, setting up gradual transition similar to Utah and Oregon
- WSTC received another federal research grant to assess the equity impacts of switching from a gas tax to RUC, impacts of recent transportation trends (including teleworking) on revenue forecasting, and innovations that would reduce the cost of collection (October 2020 - December 2023)

# Update on Other States – Tier 1 States

- OR – volunteer program through 2029; 701 actively enrolled
- Fifth anniversary 7/1/20; Nearly 32M taxable miles
- 2021 legislation would mandate RUC for new passenger vehicles beginning 2027 or \$400 fee



# Update on Other States – Tier 1 States

- UT - Initial voluntary program for electric/hybrid vehicle drivers (2020) to enroll in the program in lieu of paying an additional, capped flat fee at the annual vehicle registration



# Update on Tier 2 & 3 States

- HI – HIRUC research and demonstration effort 2019-21; collects mileage data during annual vehicle inspections; future transition to RUC with no work for drivers, less state cost
- OK considering legislation in 2021 for a RUC Pilot



# Update on Tier 2 & 3 States

- WY – 2019 Joint Transportation Committee & stakeholders working group established
- Working group considered sales, fuel & RUC; 2021 draft legislation passed for RUC on roll call vote
- Would begin 3/31/22 to supplement fuel tax decline going forward

