

A G E N D A

IDAHO TRANSPORTATION BOARD

September 22, 2021



A G E N D A

Regular Meeting of the
Idaho Transportation Board

September 22, 2021

Idaho Transportation Department
Auditorium
3311 West State Street
Boise, Idaho

To listen:

Dial 1-415-655-0003 US Toll

a. access code: 2454 874 5661

b. meeting password: 1234

KEY:

ADM = Administration

CD = Chief Deputy

HR = Human Resources

OP = Operations

		Page #	Time*
Action Item	1. CALL MEETING TO ORDER		10:30
Information Item	2. SAFETY/SECURITY SHARE:		
Action Item	3. BOARD MINUTES – August 17-18, 2021	4	10:35
	– September 1, 2021	17	
Action Item	4. 2021 BOARD MEETING DATES	18	
	October 19-20 – Boise December 9		
	November 18 – Boise		
Action Item	5. CONSENT CALENDAR	19	
CD	— Transportation Expansion and Congestion Mitigation corridor		
	programming adjustment	20	
OP	— J-U-B Engineers individual task agreement extension	22	
OP	— Consultant agreements	24	
OP	— Contracts for award	27	
OP	— Contract for rejection	34	

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



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September 22, 2021
Boise, Idaho

Page # Time

Information Items

6. INFORMATIONAL CALENDAR

OP	_____	Contract award information and current advertisements	40
OP	_____	Professional services agreements and term agreement work tasks report.....	46
OP	_____	Speed zone modification, SH-55 in Lake Fork, District 3	53
OP	_____	US-95, Garwood to Sagle, Parks Road Interchange and frontage roads.....	56A
ADM	_____	State FY22 financial statements	57
ADM	_____	Monthly report of federal formula program funding through August.....	77
HR	_____	Idaho State Transportation Innovation Council funding allocation to implement Idaho Career Opportunities Next in Construction	79

7. DIRECTOR'S MONTHLY REPORT ON ACTIVITIES

10:40

8. AGENDA ITEMS

Action Item

CD	_____	Add Greater Idaho Falls Transit Pilot Project to the Program	80	10:55
Duran		<i>(Resolution on page 81)</i>		

Information Item

ADM	_____	Capital Facilities Program	82	11:05
Pirc				

Action Items

ADM	_____	September proposed FY23 appropriation request	83	11:20
Collins		<i>(Resolution on page 85)</i>		

ADM	_____	Recommended FY22-28 Idaho Transportation Investment Program	86	11:25
Collins		<i>(Resolution on page 87)</i>		

ADM	_____	Board and Administrative Policy 4051 and 5051 Use of Department Facilities and Equipment <i>(Resolution on page 101)</i>	88	11:50
Doane				

OP	_____	Deletion of Board and Administrative Policy B-11-05 and A-11-05, Congestion Mitigation and Air Quality <i>(Resolution on page 115)</i>	102	11:55
Kanownik				

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Boise, Idaho

Time

9. EXECUTIVE SESSION (Room 209)

12:00

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

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

Auditorium

10. AGENDA ITEMS, continued

Administrative settlement over \$200,000116
(Resolution on page 117)

12:45

11. ADJOURNMENT

12:50

3

DISTRICT ONE TOUR AND REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

August 17-18, 2021

The Idaho Transportation Board met at 10:15 AM on Tuesday, August 17, 2021 in Coeur d'Alene, Idaho. The following principals were present:

Bill Moad, Chairman
Janice B. Vassar, Vice Chair – District 2
James R. Thompson, Member – District 1
Julie DeLorenzo, Member – District 3
Jim Kempton, Member – District 4
Dwight Horsch, Member – District 5
Bob Hoff, Member – District 6
Brian W. Ness, Director
Scott Stokes, Chief Deputy
Dan McElhinney, Chief Operations Officer
Lorraine Dennis, Executive Assistant and Secretary to the Board

District 1 Tour. The Board traveled I-90 to the SH-41 Interchange where they viewed the new bridge and met with the SH-41 project team. The team shared the bridge under construction was designed in-house. They also viewed the SH-53 and US-95 Interchange followed by a stop at the Granite North project where staff gave an update on the project. The Board had lunch and heard staff presentations at the Athol maintenance shed. They had the opportunity to learn about the striper, pavement marker and fire suppression trucks. The Board traveled back to Coeur d'Alene via US-95 to meet with the Kootenai Chamber of Commerce at the Coeur d'Alene Library. Representatives from the Kootenai Metropolitan Planning Organization, Coeur d'Alene Urban Renewal District, and the Coeur d'Alene Economic Development Council gave an overview on transportation issues in the community. Representatives from the Cities of Coeur d'Alene and Rathdrum were also present.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 4:10 PM.

August 18, 2021

The Idaho Transportation Board convened at 8:00 AM on Wednesday, August 18, 2021 in Coeur d'Alene, Idaho. All members were present. Lead Deputy Attorney General Tim Thomas was also in attendance.

Safety Share. District 1 Operations Engineer Jerry Wilson emphasized the importance of situational awareness of ones surroundings and to proactively seek out unsafe situations to prevent accidents. He shared the grocery store parking lots are the most common threat to safety due to distractions.

August 18, 2021

Chairman Moad thanked Operations Engineer Wilson for the important message.

Board Minutes. Vice Chair Vassar made a motion to approve the minutes of the regular Board meeting held on July 21-22, 2021 as submitted. Member DeLorenzo seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:
September 22-23, 2021 – District 6
October 19-20, 2021 – Boise
November 18, 2021 – Boise

Consent Items. Member DeLorenzo made a motion and seconded by Member Kempton to approve the consent calendar resolution.

The motion to approve the following resolution passed unopposed:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB21-51

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 FY2021 Performance Report for the Division of Financial Management; FY2021 Local Public Agencies End of Year Plan and prioritized projects; FY2021 Account write off, uncollectable accounts; and contracts for award.

1) FY2021 Performance Report for the Division of Financial Management. Idaho Code requires all state agencies to submit an annual Performance Report by August 27. The report is to provide an agency overview, core functions, revenues and expenditures, cases managed and key services provided, and performance measures. Staff provided the final report for approval.

2) FY2021 Local Public Agencies End of Year Plan and Prioritized Project List. Staff requests approval to modify FY2021 of the Federal-Aid local Highway Program based upon project readiness and available funding to ensure that no funds are lost to Idaho, per Board policy 4011 Idaho Transportation Investment Program. The project list is shown as Exhibit 539, which is made a part hereof with like effect. Currently, Idaho has received 91% of annual Obligation Authority. Of that amount, Local Public Agencies/Programs have remaining Federal funding available (with match) totaling \$24,152,000 as of July 30, 2021.

3) FY2021 Account Write Off. Each year the Board is presented information on the outstanding accounts receivable determined to be uncollectible. Department policy requires that all uncollectible accounts exceeding \$1,000 be reviewed and approved for write off by the Board, shown as Exhibit 540, which is made a part hereof with like effect. This year 27 accounts have been determined to be uncollectible. Staff recommends approval of the write off of nine accounts in excess of \$1,000, for a total of \$28,449.81.

4) Contracts for Award. The low bids on the following project were more than ten percent over the engineer's estimate, requiring justification. On key #22171, I-90, MP 49 pavement repair, the differences between the low bid and engineer's estimate were mainly in the Mill and Inlay, Median Base Repair and Traffic Control. The engineer's estimate was developed using the average bid costs of previous projects in the area plus assumed price increases. Significant difference are due to small quantities, late bid time of the project, start date in mid-construction and impact record levels of construction activity. The District does not believe re-advertising the project would result in a lower bid, and recommends awarding the contract. Low bidder: Interstate Concrete and Asphalt - \$487,186.10.

Information Items.

1) Contract Awards and Advertisements. Key #23120, US-95, Sagle Rd. to Long Bridge, phase 1, District 1. Project will re-bid.

Key #22706/22722 – SH-75, Cobblestone Lane to Cottonwood Circle, District 4. Low bidder: Western Construction Inc. – \$5,135,500.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From July 1 through July 27, 2021, 24 new professional services agreements and work tasks were processed, totaling \$10,813,232. Five supplemental agreements to existing professional services agreements were processed during this period in the amount of \$425,164.

3) 2021 Children Pedestrian Safety Program. Passed this 2021 legislative session, House Bill 308 provides one-time money for Children Pedestrian Safety program projects in the amount of \$2 million. The Local Highway Technical Assistance Council (LHTAC) will administer the program. Eligible project must be related to maintenance, address safety and mobility; such as sidewalks, ramps, paths and signed road crossings. LHTAC council has approved the application that cities, counties and highway districts will use to apply to the program. Application submittal are due December 16, 2021.

4) Monthly Reporting of Federal Formula Program Funding through July. Idaho received obligation authority of \$355.6 million through September 30, 2021 via an Appropriations Act signed in December 2020. This corresponds to \$360.8 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, \$66.7 million COVID Relief, and \$9.6 million of FY2021 Highway Infrastructure General Funds. An extension to the federal Fixing America's Surface Transportation Act was signed in October 2020. Idaho received apportionments of \$391.7 million. Obligation authority is currently 91% of apportionments. Of the \$360.8 million allotted, \$80.2 million remains as of July 30, 2021.

5) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section did not executed any professional service agreement in July.

6) Return Check Report for FY2021. Of the total value of checks received in FY2021, 90 checks totaling \$281,959 were returned, of which \$273,611 was recovered for a 97.04% collection rate. The dollar value increase of returned checks from FY2020 to FY2021 was primarily the result of two large returned checks. Overall, the department receives a minimal amount of returned checks.

Subcommittee on Policies Update. Chairman Hoff reported the subcommittee met yesterday and consented to approve all action items.

Monthly Report on Department Activities. Director Ness reported on the 2022 and Beyond statewide employee meetings that were held this summer. Topics included the 2021 culture survey results and the updated Strategic Plan with an emphasis on customer service. Director Ness highlighted survey results that focused on measuring cultural behaviors, which leads to creating an ideal workplace. Surveys were conducted every two years beginning in 2012; however, due to the Pandemic, 2020 was delayed to this year. Constructive changes are moving in the right direction, which tie into the department's mission.

Member Kempton noted the decrease of total number of participants. Director Ness commented the timing of when the survey is administered does have an impact on potential participation.

Chairman Moad thanked Director Ness for the report.

Delegation. Bonner County Commissioner Connolly highlighted various local projects, such as the Lakeshore Drive and Granite North projects, and addressed transportation concerns due to extensive growth in the area. Bonner County Commissioner Lampert also discussed high growth issues, and his concerns regarding the Department of Motor Vehicle's title processing fees keeping pace with actual costs. Lastly, Local Highway Technical Assistance Council representative Kiebert thanked the Board and District 1 staff for the great working relationship.

Adopt-A-Highway (AAH) Recognition. District 1 Board Member Thompson recognized the Diablos 4-H Horse Club group leader Marion Crumb for participating in the AAH Program for 30 years. The group adopted a portion of US-95 MP 437-439. She was presented with a plaque and clock.

Port of Entry (POE) Overview and Authority. POE D3 Supervisor Craig Roberts' presentation focused on the POE's responsibility for commercial vehicle size and weight enforcement. Some of the duties POE personnel performs include: weight and size compliance, vehicle inspections, vehicle registration checks, and issuances of vehicle registrations and permits. They are authorized to stop any vehicle 18,000 pounds or more if drivers do not stop at a fixed or roving site. POE has a Memorandum of Understanding with Idaho State Police to enforce Federal Motor Carrier Safety Regulations. Although, POE has the authority to issue citations, they prefer to give warnings and emphasis education.

Chairman Moad thanked District 3 POE Area Supervisor Roberts for the report.

FY22 Idaho Airport Aid Program & Building Idaho's Future – Supplemental Funding program. Bill Statham, Aeronautics Project Manager, reviewed the FY2022 Idaho Airport Aid Program (IAAP) and Building Idaho's Future (BIF) supplemental funding program. The IAAP will provide \$1,307,900 and the BIF \$3,991,450 totaling \$5,299,351 of grant funding to Idaho airports. The project list is shown as Exhibit 541, which is made a part hereof with like effect.

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

RES. NO. WHEREAS, the Idaho Transportation Board has the authority to locate, design, ITB21-52 construct, reconstruct, alter, extend, repair and maintain state aeronautical facilities; and

WHEREAS, the Idaho Transportation Board has the authority to expend funds for the construction, maintenance and improvement of public owned aeronautical facilities;

NOW THEREFORE BE IT RESOLVED, that the Idaho airport aid program and Building Idaho's Future program for state fiscal year 2022 be approved; and

BE IT FURTHER RESOLVED, the Idaho Transportation Board directs the Division of Aeronautics to issue grant offers for the SFY 2022 year; and

BE IT FURTHER RESOLVED, the Idaho Transportation Board adopts the proposed allocation of airport funds.

Chairman Moad thanked Project Manager Statham for the informative presentation.

Transportation Expansion and Congestion Mitigation (TECM) Corridors. Transportation Program Manager (TPM) Amy Schroeder discussed the proposed TECM corridors. She reported defining corridors that may utilize TECM funding will provide a higher level of confidence with the rating agencies and future investors and secure a better rating and lower interest. It also allows maximum flexibility to fund projects within the Corridors with TECM or with other potential funding sources. The Board approved TECM-funded project list from May 2021 are grouped into the proposed 13 Corridors.

Member Kempton questioned the legislative intent of HB 362 referenced in the resolution. Senator Woodward addressed the Board to affirm his understanding of HB 362, which is the \$80 million received for TECM projects, to be a combination of pay-as-you-go and bonding debt service. Member Kempton appreciated and respected Senator Woodward's comments, but asked staff to clarify the proposed resolution.

See later minute entry for continued discussions and proposed resolution.

Chairman Moad thanked TPM Schroeder for the presentation.

August 2021 Revenue Forecast & Proposed FY2023 Appropriation Request. Economist Bob Thompson presented the Department's revenue forecast for the State Highway Account, Strategic Initiative Program Fund (SIPF), Transportation Expansion and Congestion Mitigation fund, and Aeronautics fund. Some highlights include: a 3% forecasted increase in the Highway Distribution Account in FY2022; a transfer of \$74.8M during the 2021 Legislature to the SIPF, of which \$2 million was dedicated to locals; and an increase from 1% to 4.5% in the TECM fund dedicating \$80 million to the Department for large infrastructure projects on the state highway system. Economist Thompson also reported an 8.8% increase in the commodity construction cost index, and an increase in the building and materials cost indices of 14.9% and 39.3%, respectively.

Financial Manager Chris Bray presented the Department's FY2023 appropriation request. Some notable highlights include: a 1% increase for Change in Employee Compensation; a decrease of \$195,700 in employer benefit costs; \$33.5 million spending authority for replacement equipment; line items totaling \$124.5 million, of which \$19 million for capital facilities is subject to adjustment to address statewide needs; and FY2023 debt service for GARVEE \$64.9 million and \$15.6 million for TECM. Total FY2023 appropriation request is \$764.9 million.

Because facility needs surpass \$3.7 million annually, Chairman Moad stated he appreciated the \$19 million Line Item to address facilities.

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

RES. NO. WHEREAS, the FY2023 Department Budget Request will be prepared
ITB21-53 in accordance with instructions in the Division of Financial
 Management's Budget Development Manual; and

WHEREAS, the Board has reviewed the Proposed FY2023 Budget
Request Summary;

NOW THEREFORE BE IT RESOLVED, that the Transportation Board
has reviewed the budget request estimates reflected in the Department
Summary and Certification, submitted for approval August 18, 2021, as
shown in Exhibit 542, which is made a part hereof with like effect,
and authorizes the estimates and guidance provided to serve as the
basis for the FY2023 budget request submitted to the Division of
Financial Management and Legislative Services Office.

Chairman Moad thanked Economist Thompson and Financial Manager Bray for the
informative update.

State Fiscal Year 2021 Financial Statements. Controller Dave Tolman reported on the State FY2021 Financial Statements. Revenues to the State Highway Account from all state sources closed out the year ahead of forecast by 8.5%. Receipts from the Highway Distribution Account were \$18.4 million more than forecast; although the forecast was lowered due to COVID. State revenues to the State Aeronautics Fund were below projections by 4.1%, or \$111,400. Due to the passage of state legislation, a transfer of \$4 million was made in March; however, those funds are to be expended as grants to local airports. The Department's expenditures were within planned budgets. Personnel costs had savings of \$7.1 million of which \$4.5M was transferred to contract construction and \$817,000 for operating and equipment expenses. Contract construction cash expenditures for the year was \$401.5 million or 11% lower than last year.

The balance of the long-term investments was \$112.2 million at the end of the year. These funds are obligated against construction projects and encumbrances. The cash balance, with long-term investments, was \$266.9 million. Expenditures in the Strategic Initiatives Program Fund for the year were \$16.7 million. The account received \$263,000 in interest plus a transfer of \$72.8 million as part of the Governor's Building Idaho's Future initiative. Sales tax deposits into the Transportation Expansion and Congestion Mitigation Fund of \$20.9 million were ahead of the forecast by 12.3%. Expenditures in this fund were \$36 million year-end. The federal CARES Act provided \$27.3 million for public transportation. Expenditures totaled \$4.2 million year-end.

Chairman Moad thanked Controller Tolman for the financial update.

Placement of new digital speed-limit signs in I-84. Senior Public Information Officer Aubrie Spence reported as part of the Department's focus on work zone safety awareness, it partnered with the Associated General Contractors, Idaho State Police and I-84 corridor construction contractors forming a workzone taskforce. The taskforce implemented a variable speed limits system within the construction zone for two projects in Canyon County that will operate until the project is complete in summer 2023. The work is on I-84 between Franklin Road and Karcher Road. Crews will also replace numerous bridge structures along the five-mile corridor.

In response to Chairman Moad's question regarding the likelihood of raising the maximum speed limit in the construction zone area to 65 mph, Chief Operations Officer McElhinney stated they would like to and are working closely with contractors. There are protocols in place to address conditions with a focus on worker safety.

Chairman Moad thanked Senior Public Information Officer Spence for the presentation.

Board Policy 4056 Employee Safety & Risk Management. Employee Safety Manager Randall Danner reviewed the recommended policy changes to delete the Legal Authority reference to the federal Occupational Safety and Health Administration (OSHA) Act. The OSHA Act excludes government employees from OSHA requirements. Language is also being added requiring the Department to follow its Employee Safety Manual.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB21-54 the Idaho Transportation Department; and

WHEREAS, Board Policy 4056 Employee Safety & Risk Management required 5-year review; and

WHEREAS, Board Policy 4056 Employee Safety & Risk Management was updated to remove reference to “United States Code Title 29 Chapter 15 - Federal Occupational Safety and Health Administration (OSHA) Act of 1970”, and add language requiring ITD to follow the ITD Employee Safety Manual;

NOW THEREFORE BE IT RESOLVED, that the Board approves revisions to Board Policy 4056 Employee Safety & Risk Management.

Chairman Moad thanked Employee Safety Manager Danner for this presentation.

Deletion of Administrative Policy A-04-07, Environmental Monitoring. Environmental Manager Wendy Terlizzi proposed the deletion of the policy. Processes have been implemented to capture the requirements from A-04-07, such as, Department Standard Specification 107.17 Environmental and Cultural Resources Protection that was strengthened to include additional environmental information and guidance.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting
ITB21-55 policies for the Idaho Transportation Department; and

WHEREAS, Administrative Policy A-04-07 Environmental Monitoring was developed to provide guidance and procedures for all construction and maintenance activities the Department performs; and

WHEREAS, Administrative Policy A-04-07 Environmental Monitoring contains information and guidance that has been incorporated into environmental documents and Department Specifications;

NOW THEREFORE BE IT RESOLVED, that the Board concurs with deleting Administrative Policy A-04-07 Environmental Monitoring because this information is now included in other guidance.

Chairman Moad thanked Environmental Manager Terlizzi for the presentation.

District 1 Annual Report. District 1 Engineer (DE) Damon Allen reported on a number of the District’s achievements, including 13 projects programmed and delivering 14.5 on time,

increase in permits processed to 402 in FY2021, and roads kept clear of ice and snow 87% of the time. He also highlighted a number of District partnerships, such as, with the Kootenai County Traffic and Management Center for its work on the Feasibility and Asset Management Study in September 2020. DE Allen gave an overview of potential projects for Transportation Expansion and Congestion Mitigation funding that included US-95 between Sagle and Lakeshore Drive and environmental clearance to expand Huetter Road from I-90 to US-95 near Boekel Road. He also highlighted employees and accomplishments, including the efforts of the Santa maintenance shed crew who assisted in putting out a fire behind the local post office.

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

Benewah County Zero Fatalities Award. Benewah County was one of two counties in Idaho to have zero traffic related fatalities in 2020. Highway Safety Manager John Tomlinson presented awards to representatives from Benewah County, Benewah County Sheriff's Office, Idaho State Police District 1 and the Department's St. Maries, Santa and Peterson sheds.

The Board thanked the various partners for their efforts to address highway safety.

Drug Presentation to High Schools. Highway Safety Manager John Tomlinson reported on the Positive Culture Framework conference held last month centering on positive messaging. He also shared in 2019, fatalities resulting from impaired driving crashes increased by 27%.

Idaho State Police Corporal Troy Tulleners presented on the new drug awareness program he is working on with the Substance Abuse Council and the Panhandle Health District for high school students. His goal is to talk to every high school about the dangers of drugs, prevention and intervention tactics.

The Chairman thanked ISP Corporal Tulleners and Highway Safety Manager Tomlinson for their presentation.

Highway Equipment Management. Maintenance Services Manager Steve Spoor presented information on the Department's equipment life cycle used to manage its fleet and the Buy-Back Program. The Department has an inventory of 4,077 units with a replacement value of \$254 million and spending authority of \$10.3 million for the Buy-Back program. The equipment management process includes inventory management, a five-year budget outlook, committee review of equipment life cycles based on history and experience, rental consideration and managing the Buy-Back program. Maintenance Services Manager Spoor explained the Buy-Back Program is equipment purchased by bid with a guaranteed buy-back from the vendor after a specific period of time. Terms vary depending on the type of equipment, and the Department has the option to sell to the vendor or retain ownership. Some of the benefits include reduced operating and ownership costs and increased crew efficiency.

In response to Member Thompson's question if the cost of money is factored into life cycles, Maintenance Services Manager Spoor shared a 5% increase is added.

Chairman Moad thanked Maintenance Services Manager Spoor for the presentation.

Transportation Expansion & Congestion Mitigation Corridors In continuation of discussions regarding HB362 legislative intent for TECM funding allowances, TPM Schroeder presented an amended resolution, revising the third “whereas” paragraph, for the Board’s consideration.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the
ITB21-56 timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-310 directs the Idaho Transportation Board to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, Idaho Code § 40-720 established the Transportation Expansion Congestion Mitigation (TECM) fund and ability to use the funds for bond debt service, and House Bill 362 (FY21) increased the sales tax distribution annually and sustainably for large infrastructure projects on the state highway system; and

WHEREAS, a list of eligible Corridors has been developed by staff and presented to the Board to define the focus of the TECM expansion program and the advantages of this approach has been explained to the Board, and

WHEREAS, projects currently funded with TECM are within these proposed Corridors, and

WHEREAS, requests to expend TECM funds on projects or to include projects in a TECM bond sale will be presented to the Board for approval.

NOW THEREFORE BE IT RESOLVED, that the Board approves the following list of Transportation Expansion & Congestion Mitigation (TECM) Corridors.

- 1) US-95, Garwood to Sagle
- 2) I-90, Washington State Line to Coeur d’Alene
- 3) US-95 & US-12 Clearwater River Crossings
- 4) SH-16, I-84 to SH-44
- 5) I-84, Ada & Canyon Counties
- 6) US-20/26, I-84 to SH-16
- 7) SH-55, Sunnyslope to Nampa
- 8) SH-44, I-84 to Star
- 9) SH-75, Timmerman to Ketchum
- 10) I-84, Jerome to Twin Falls
- 11) I-84, Burley & Heyburn Interchanges
- 12) I-15, Pocatello to Idaho Falls
- 13) US-20, Idaho Falls to Montana State Line

Chairman Moad thanked TPM Schroeder for the additional information.

Executive Session on Legal and Personnel Issues. Vice Chair Vassar made a motion to meet in executive session at 12:07 PM to discuss personnel issues as authorized in Idaho Code Section 74-206 (b) and legal issues as authorized in Idaho Code Section 74-206 (f). Member DeLorenzo seconded the motion and it passed 6-0 by individual roll call vote.

The discussion on legal matters related to operations. The discussion on personnel matters related to employment of an employee.

The Board came out of executive session at 1:22 PM.

Broadband Utility Accommodation Rulemaking Update. Governmental Affairs Program Manager Ramon Hobdey-Sanchez provided an update regarding utility accommodation negotiated rulemaking process for broadband infrastructure within the state highway right-of-way. As the Department continues its efforts to address utility accommodation of broadband facilities seeking access to the state's right-of-way, the Department has engaged in negotiated rulemaking to further analyze and update the necessary policies and procedures, while also meeting federal requirements and supporting Governor Little's initiative to improve broadband access in Idaho. Department staff has held three public meetings with the general public, stakeholders, customers, legislators, vendors and the Governor's Office via the negotiated rulemaking process.

Planning Program Manager Robert Beachler reviewed the public comment period held with stakeholders. Through this process, the Department met with interested parties in an effort to make necessary policy updates to accommodate utility facilities within the state highway system right-of-way, for the issuance of permits for broadband and small wireless facilities. Some of the public comment topics highlighted were addressing rural providers concerns, competition amongst providers, cost savings opportunities, Incumbent Local Exchange Carriers (ILEC) versus Non-ILEC providers, shared resource agreements, inner-ducts and vaults, and alternative broadband conduit installation methods.

In response to Member Horsch's question how initial cables are drawn without obstruction, Planning Program Manager Beachler explained inner-ducts are placed first before any cables.

Governmental Affairs Program Manager Hobdey-Sanchez responded to a few questions raised by Member Kempton regarding intent to bring forward policy or formal administrative rulemaking as a result of this process, and whether or not the Governor's Advisory Committee on Broadband has been involved. Program Manager Hobdey-Sanchez shared they will be seeking input and working with the Governor's Advisory Committee, and at this point, no decisions have been made on next steps.

Chairman Moad thanked Governmental Affairs Program Manager Hobdey-Sanchez and Planning Program Manager Beachler for their presentation.

Administrative Settlement over \$200,000. Right of Way Manager Pond presented an administrative settlement for KN 22165 – US-20/26 I-84 to Middleton Road, Canyon County project.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB21-57 of-way along US-20/26 for Project No. A022(165); 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; and

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an administrative settlement for the amount of \$504,055.00.

Administrative Settlement over \$200,000. Right of Way Manager Pond presented an administrative settlement for KN 22165 – US-20/26 I-84 to Middleton Road, Canyon County project.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB21-58 of-way along US-20/26 for Project No. A022(165); 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; and

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an administrative settlement for the amount of \$629,351.00.

Administrative Settlement over \$200,000. Right of Way Manager Pond presented an administrative settlement for KN 22165 – US-20/26 I-84 to Middleton Road, Canyon County project.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB21-59 of-way along US-20/26 for Project No. A022(165); 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; and

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an administrative settlement for the amount of \$441,486.00.

Chairman Moad thanked Right of Way Manager Pond for his presentations.

Director's Report (Continued) Director Ness ~~with heartfelt reluctance~~ announced, after 12-years with the Department, his intent to retire in spring 2022. He shared ~~it was a hard decision, but that~~ after 44-years of working in the industry, it was time to focus more on his family. With this year's accomplishments of revising the Department's Strategic Plan, analyzing culture survey results and securing \$1.6 billion in bonding authority, Director Ness stated ~~now would be the best time to conclude his career~~ the Department is in the best position to hand things off to a new director. Director Ness thanked the Board, Chief Deputy Stokes, the Executive Team and Leadership, and the employees for all their support.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 2:17 PM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2021
_____, Idaho

SPECIAL SESSION OF THE IDAHO TRANSPORTATION BOARD

September 1, 2021

Idaho Transportation Board Chairman Bill Moad called a special session of the Idaho Transportation Board at 10:08 AM on Wednesday, September 1, 2021. The following principals were present at the Idaho Transportation Department in Boise, Idaho:

Bill Moad, Chairman

Julie DeLorenzo, Member – District 3

Lead Deputy Attorney General Tim Thomas

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

The following participated remotely:

Janice B. Vassar, Vice Chair – District 2

James R. Thompson, Member – District 1

Jim Kempton, Member – District 4

Dwight Horsch, Member – District 5

Bob Hoff, Member – District 6

Executive Session on Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 10:08 AM to discuss personnel issues as authorized in Idaho Code Section 74-206 (a). Member Kempton seconded the motion and it passed 6-0 by individual roll call vote.

The discussion on personnel matters related to the hiring of an employee.

The Board came out of executive session at 10:37 AM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 10:37 AM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved

_____, 2021

_____, Idaho

September 1, 2021

BOARD MEETING DATES

2021

October 19-20 – Boise
November 18 – Boise

December 9 – Boise

2021

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

“X” = holiday

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

November 6-10 – ARTBA southern regional meeting, Charleston, SC

November 12-17 – ARTBA western and central regional meeting, Scottsdale, AZ

Action: Approve the Board meeting schedule.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 20 - 39

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB21-60

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 Transportation Expansion and Congestion Mitigation corridor programming adjustment; J-U-B Engineers individual task agreement extension; consultant agreements; contracts for award; and a contract for rejection.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 23, 2021

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Amy Schroeder	Presenter's Title Transportation Program Manager	Initials	Reviewed By
Preparer's Name Amy Schroeder	Preparer's Title Transportation Program Manager	Initials	

Subject

Transportation Expansion & Congestion Mitigation (TECM) Corridor Programming Adjustment

Key Number 22175 & 23335	District 3	Route Number SH-55, Pear Lane to Middleton Road
-----------------------------	---------------	--

Background Information

This request is for an administrative adjustment to the approach and funding type within the SH-55, Pear Lane to Middleton Road corridor. Approval of this request will 1) consolidate four current ITIP projects into two; 2) swap the TECM funds to the eastern half of the corridor (Farmway Road to Middleton Road) and the Safety & Capacity funds on the western half of the corridor (Pear Lane to Farmway Road); and 3) increase the PE/PC budget \$950,500 for state-forces to administer the TECM-funded design contract.



Pear	Hoskins	Pride	Chicken Dinner	Pecan	Malt	Wagner	Riverside	Farmway	10th	Montana	Indiana	Florida	Lake	Midway	Middleton	Boulevard	I-84
KN 23335 (Design/ROW) Total \$40,000,000*											KN 22715 Total \$14,721,000	KN 22716 Total \$14,898,000	KN 21867 Total \$6,884,000				
KN 23335 (Design/ROW) Total \$10,035,500								KN 22715 (merges 21867, 22715, 22716 & part of 23335) Design/ROW \$41,002,000* & Construction \$26,416,000									

*TECM-funded

Three 1-mile sections, starting at the east side of the corridor, are currently programmed in the ITIP for design, right-of-way and construction. In May of this year, the Transportation Board approved the use of TECM funds for design and right-of-way acquisition for the remaining seven miles of the corridor, from Pear Lane to Indiana Avenue. (shown in orange)

Upon further coordination in this corridor, staff recommend amending the project limits so that the corridor is split at the mid-point (Farmway Road) and applying the TECM funds to the eastern half of this corridor where congestion and safety concerns are the greatest. Construction funds currently allocated to these projects will remain in the Safety & Capacity program, and the design and right-of-way of Pear Lane to Farmway Road will also be funded through the Safety & Capacity program. (shown in blue)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

Reallocate TECM funds to the design and right-of-way of the Farmway Road to Middleton Road segment, consolidate key numbers as shown, and increase the development phase codes (PE/PC) \$950,500 for state forces to administer the design efforts.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 2021

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

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

Subject

J-U-B Engineers Individual Task Agreement Extension		
Key Number 18933	District 6	Route Number Garden Creek Road to Challis City Limits

Background Information

The purpose of this Board Agenda Item is to request approval to exceed the consultant agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for JUB Engineers on the Garden Creek Road, Project No. A018(933), Key No. 18933. Custer County is the Local Sponsor.

In December 2016, JUB Engineers was initially selected from the term agreement list with a Request for Information (RFI) for Plans, Specifications and Estimate (PS&E) services for \$336K. During design it was determined that the project will have wetland impact and need additional right-of-way increasing the original agreement to \$494K. In March 2021, the Board approved JUB to complete final design stage services for \$56K, bringing the total to \$550K.

After submittal of the Final design package, a historic property was confirmed on the south side of Garden Creek Road. To avoid the impact of the historical property, design centerline needs to be adjusted and new retaining wall will be necessary on the north side of Garden creek road to minimize wetland impacts and property acquisition. These design changes will affect 43 of the current plan sheets, right-of-way plans, utility plans and require the development of an additional typical section sheet. The estimated cost for remaining tasks is \$60K, resulting in the total amount to be \$610K. This along with an estimated \$25K for engineer of record brings the amount to \$635K.

This project is at the final design stage, along with JUB's extensive institutional knowledge of the project would make replacing JUB with another consultant very difficult. This and contracting the remaining work would drastically increase the cost of the project making it important for JUB Engineers to continue the work that they started.

Any additional funds needed to finish the design of this project will be provided by the Local Rural program offsets along with appropriate local sponsor match.

Recommendations

Approve request for JUB Engineers to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$635,000.



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 September 22, 2021Consent Item ☒Information Item ☐

Amount of Presentation Time Needed _____

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

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS

Key Number 19338, 22293	District 4, 1	Route Number I 84, S Jerome Interchange, Jerome County & I-90 WA State Line
----------------------------	------------------	--

Background Information

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

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

Recommendations

Approve: (see attached sheets for additional detail)

- KN 19338 – I 84, South Jerome Interchange, Jerome County (District 4) – for Design Services of approximately \$2.764M
- KN 22293 - I-90, Washington State Line to Coeur d'Alene, Kootenai County(District 1)- for Design Services of \$6.2M.

Board Action

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



DATE: September 3, 2021

Program Number(s)A019(338)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)19338

FROM: Jesse Barrus, PE
District 4 Engineer

Program ID, County, Etc.I 84, South Jerome
Interchange, Jerome County

RE: Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for
Design Services by J-U-B Engineers

The purpose of this project is to improve safety and mobility on I-84 and through the South Jerome Interchange (Exit 168) by replace the existing bridge and modifying the interchange to address operations, geometrics and capacity limitations. The project has an approved Categorical Exclusion Environmental Document and an FHWA-approved Interchange Modification Report.

The new interchange will replace the obsolete four-lane bridge with a divided diamond couplet with two bridges and signals to accommodate on/off-ramp traffic as well as frontage road movements. The interchange will allow for future widening of I-84 and incorporate longer ramps to meet current design standards.

In May 2016, through Request for Proposal (RFP), J-U-B Engineers was selected to provide design services. The project was split into three phases. Phases I was for Design Services needed to assist the District to select a project alternative for \$483,200. Phase II was for Bridge Roadway Design from Preliminary Design to Intermediate Design for \$1,275,750. In October 2017, the Board approve Phase I and II design funding for \$2.25M.

In May 2021, the Board approved Phase III, for the consultant to complete final roadway design, final traffic design (signs and signals), retaining walls, drainage, utility coordination, PS&E package, and coordinate with ITD Bridge on final bridge design for \$993,715 bringing the total to \$2.753M. An additional \$11,000 is needed to complete the additional geotechnical investigation for two sign bridges located on the on/off ramps thereby completing the final phase.

The project currently has \$2.764M in obligated funds.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$2.764M to complete design services.



DATE: September 9, 2021

Program Number(s) A022(293)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 22293

FROM: Erika Bowen, PE
Bonding Program Project Manager

Program ID, County, Etc. I-90, Washington State
Line to Coeur d'Alene, Kootenai County

RE: Request to Increase Professional Services Agreement Amount for Corridor Study and Environmental Services by David Evans & Associates

This purpose of this approved Transportation Expansion and Congestion Mitigation (TECM) corridor project is to improve safety and capacity on I-90 from the Washington State line through the Sherman Avenue Interchange (IC) (exit 15) east of Coeur d'Alene. The project will expand the existing I-90 facility and associated service ramps from the Washington State line to the Northwest Blvd IC to address current and future traffic demands, address existing and future capacity deficiencies at the I-90 / US-95 IC,. It will also provide operational and safety improvements within Coeur d'Alene between the Northwest Blvd IC (Exit 11) and the Sherman Ave IC (exit 15).

In August 2021, through a Request for Proposals (RFP), David Evans & Associates was selected to provide environmental and design services as defined in the RFP. The project design is being phased in order to define the scope and overall approach to developing the projects within the corridor. This work is broken into the following phases:

- Phase I: Planning and pre-NEPA activities to include I-90 widening design and preferred interchange alternative at the I-90 / US-95 interchange, including stakeholder and public outreach.
- Phase II: Approval of the NEPA documentation on an aggressive timeline of October 2022 and completion of the preliminary design for the corridor.
- Potential Future Phases: Final design of specific segments that are identified in the Phase I and Phase II work.

This request relates to Phase I services. In May 2021, the Board approved \$5M in this corridor to begin the planning and environmental documentation. During the July 2021 Board meeting, the Board approved a request to exceed the \$1M agreement threshold up to the full \$5M. Phase I services have been negotiated at \$6.2M. Approval for an additional \$1.2M will allow David Evans & Associates to complete the Phase I work, which is necessary to begin promptly in order to complete field work before weather prohibits certain activities. The Phase II work will be negotiated toward the end of winter and a separate request to increase the agreement amount will be presented for the Board's consideration at that time.

The purpose of this board item is to request approval to exceed the existing amount of \$5M for a total of \$6.2M to complete the Phase I services. An offset of \$1.2M is available from another TECM project, I-84, South Jerome IC to Twin Falls IC widening project.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 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 08/31/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
60	17	7	3	1	1

ACTION

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

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

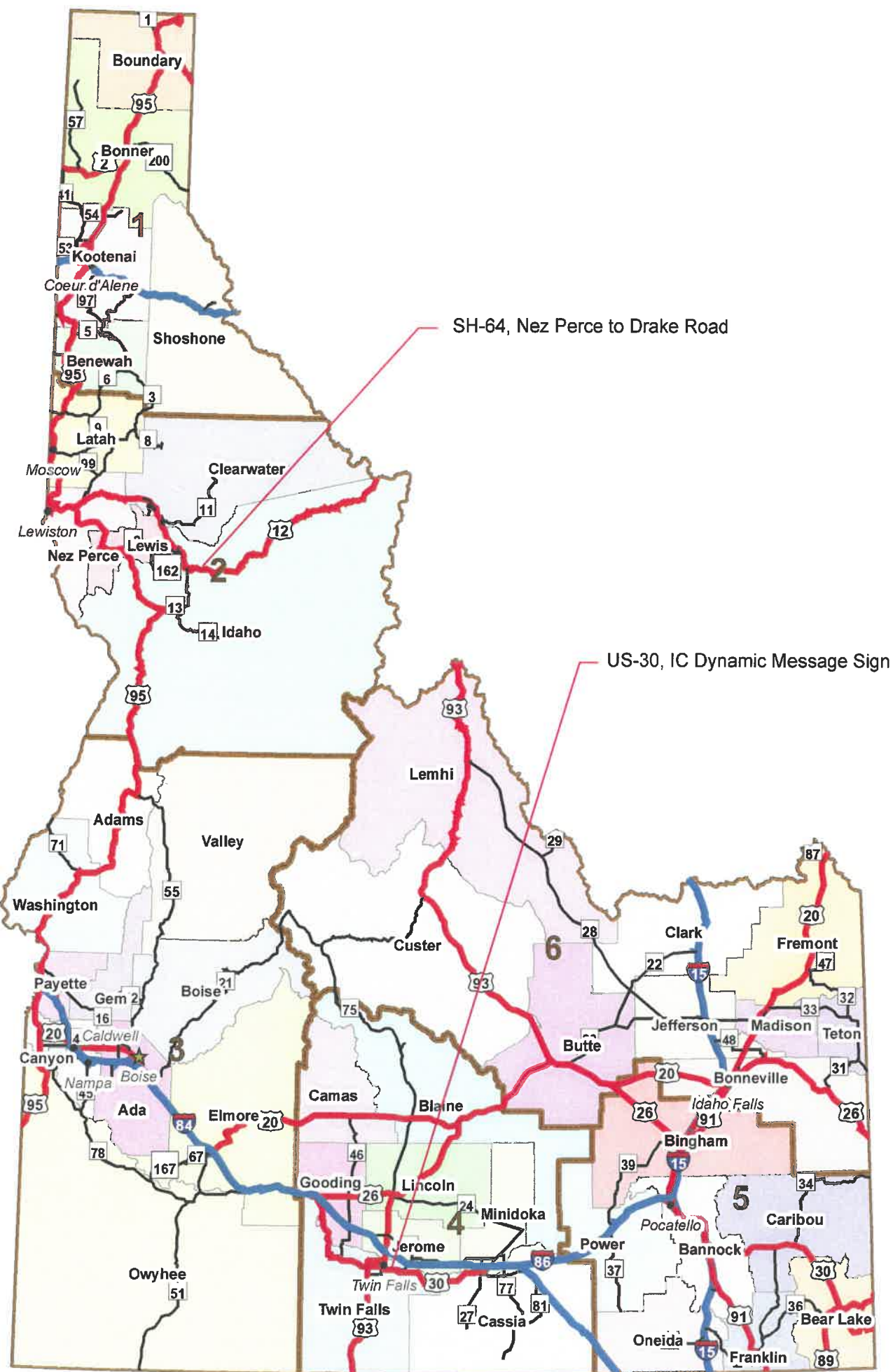
Contracts requiring Board Approval to Award -Justification received 08/01//21 to 08/31/21	
ITD	Local
2	0

Recommendations

In accordance with board policy 4001, the construction contracts 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 +/-
4	22472 SIA	US-30	8/24/2021	2	\$328,120.00	\$475,713.25	\$147,593.25
US-30, IC Dynamic Message Sign					State		150%
Contractor: Angle & Associates							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
2	22776 SIA	SH-64	8/24/2021	2	\$224,966.53	\$269,000.00	\$44,033.47
SH-64, Nez Perce to Drake Road					State		120%
Contractor: Knife River Corporation-Mountain West							

DATE OF BID OPENING – AUGUST 24, 2021

IDAHO STATE FINANCED PROJECT
US-30, IC Dynamic Message Sign
Twin Falls County
Key No. 22472

DESCRIPTION: The work on this project consists of Installing a Dynamic Message Sign on US-93 SB Traffic

BIDDERS:	Angle & Associates Pocatello Idaho	\$475,713.25
	Electric One West Inc., dba Balanced Rock Electric Twin Falls Idaho	\$633,679.00

2 BIDS ACCEPTED

BUDGET - \$328,120.00

NET +/- OF EE \$147,593.25

LOW BID – 150% Percent of the Budget

(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: 2021.08.27
14:00:33 -06'00'

Dana Dietz, P.E.
Contracts Engineer



DATE: 8.30.2021

Program Number(s)22472

TO: Dana Dietz
ITD Contracts Engineer

Key Number(s)22472

FROM: Jesse Barrus, PE
ITD District 4 Engineer

Digitally signed by
Jesse Barrus
Date: 2021.08.30
11:54:38 -06'00'

Program ID, County, Etc.
US-30 IC, Dynamic Message Sign
Twin Falls Co

RE: Justification for Award of Bid

Two bids were opened August 24, 2021 for the captioned project. Low bid was \$475,713.25, which exceeded the Engineer's Estimate by 45% (\$147,593.25) and was \$157,965.75 lower than the next lowest bidder.

A summary of the items that significantly caused the discrepancy in prices is below.

ITEMS OFF BY MORE THAN \$10,000				
Item #	Item Name	Engineer's Estimate	Low Bid	Difference
S944-05B	Dynamic Message Sign Structure Design and Installation	\$170,000.00	\$236,981.50	\$66,981.50
S944-05C	Dynamic Message Sign Foundation Design and Installation	\$20,000.00	\$83,768.75	\$63,768.75
405-425A	Superpave HMA Pav Incl Asph & Add CI SP-2	\$24,000.00	\$12,450.00	\$(11,550.00)
Z629-05A	Mobilization	\$29,920.00	\$50,000.00	\$20,080.00
TOTAL				\$139,280.25
% of Difference in Engineer's Estimate (\$147,593.25)				94.3%

It appears that S944-05B, DYNAMIC MESSAGE SIGN STRUCTURE DESIGN AND INSTALLATION and S944-05C, DYNAMIC MESSAGE SIGN FOUNDATION DESIGN AND INSTALLATION were both significantly higher than engineer's estimate and were the primary cause of the missed estimate. Mobilization was also significantly higher than engineer's estimate. Specifications for these items were drafted based on past practice and in consultation with experts from headquarters. Updating to the latest dynamic message sign color display specification and updating to a more restrictive foundation design specification appears to be responsible for nearly all of the increase; however, going with old, less expensive specifications for these items is not desirable due to risk factors including possible increased construction costs due to change orders and due to the lower quality sign display not being compatible with future models.

Therefore, it does not appear that re-advertisement will be beneficial or result in significant cost savings. Additional funds can be obtained from statewide balancing from prior year releases to update to the latest specifications and costs. The District recommends award of this contract.

DATE OF BID OPENING – AUGUST 24, 2021

IDAHO STATE FINANCED PROJECT
SH-64, Nez Perce to Drake Road
Lewis County
Key No. 22776

DESCRIPTION: The work on this project consists of repairing soft spots, cracks and sealing the roadway on SH-64 between MP 21.51 and 23.73

BIDDERS:	Knife River Corporation – Mountain West Boise Idaho	\$269,000.00
	Poe Asphalt Paving Inc Boise Idaho	\$436,560.30

2 BIDS ACCEPTED

BUDGET - \$224,966.53

NET +/- OF EE \$44,033.47

LOW BID - 120% Percent of the Budget

(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: 2021.09.02 10:43:52 -06'00'

Dana Dietz, P.E.
Contracts Engineer




DATE: August 31, 2021

Program Number(s)E212940

TO: Monica Crider, P.E.
Contracting Services

Key Number(s)22776

FROM: 
Doral J. Hoff, P.E.
District Engineer
District 2

Program ID, County, Etc.A022(776) SH-64,
NEZPERCE TO DRAKE RD, LEWIS CO

RE: Justification of Bid Award

On August 24, 2021, two bids were opened for the above-mentioned project and the low bidder for the project has a bid of \$269,000 that was 20% above the Engineer's Estimate of \$224,966.53. The low bidder is 62% lower than the second bidder, which isn't unexpected due to the small size and location of the project and the full construction schedules of the two bidders. District 2 reviewed the bids, believes the winning bid is responsive, and recommends awarding the bid to the lowest bidder.

This Supporting Infrastructure Asset (SIA) project on SH-64 between MP 21.510 and 23.730 is a small quantities project that was bid late in the construction season so accurately estimating the cost had its challenges.

After reviewing the tabulation of bids, 3 pay items account for the vast majority of difference between the Engineer's Estimate and the low bidder. The items are Chip Seal Warranty, Misc Temporary Traffic Control, and Mobilization. Although the District took into consideration the small quantities, the late bidding, and the estimated limited bidders the base costs still came in higher than what was anticipated.

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
403-300A	Chip Seal Warranty	33,686.4 SY	\$3.00	\$3.80	\$26,949.12
S904-05A	Misc Temp Traf Cont	1 LS	\$20,000.00	\$35,000.00	\$15,000.00
Z629-05A	Mobilization	1 LS	\$20,000.00	\$26,463.53	\$6,463.53
Total Difference from these Items					\$ 48,412.65
% of Difference in Engineer's Estimate (\$44,033.47)					110%

The source of the Engineer's Estimate is based on a combination of factors including our experience with similar projects, the average unit price report, and discussions with our technical experts within ITD.

District 2 recommends awarding the project to the low bidder, since the two bidders are believed to be competitive despite the 62% difference in the bids. The purpose of the SH-64 Nezperce to Drake Rd project is to repair soft spots in the pavement on a section of SH-64 to stop future deterioration in the coming winter. Due the small size of the project and limited number of available bidders, delaying the project could result in higher future bids. The source of the additional funding of \$44,033.47 will be covered from statewide balancing.

MC:DJH

cc: EM-1(Ops) EM-1(Traf/Mat) EM-2(Plan/Scope)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 2021Consent Item ☒Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Dave Kuisti, PE	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 Contract to Reject

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

Background Information

INFORMATION

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

Year to Date Bid Summary 10/01/20 to 08/31/2021					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
60	17	7	3	1	1

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 is recommended for rejection with board approval.

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

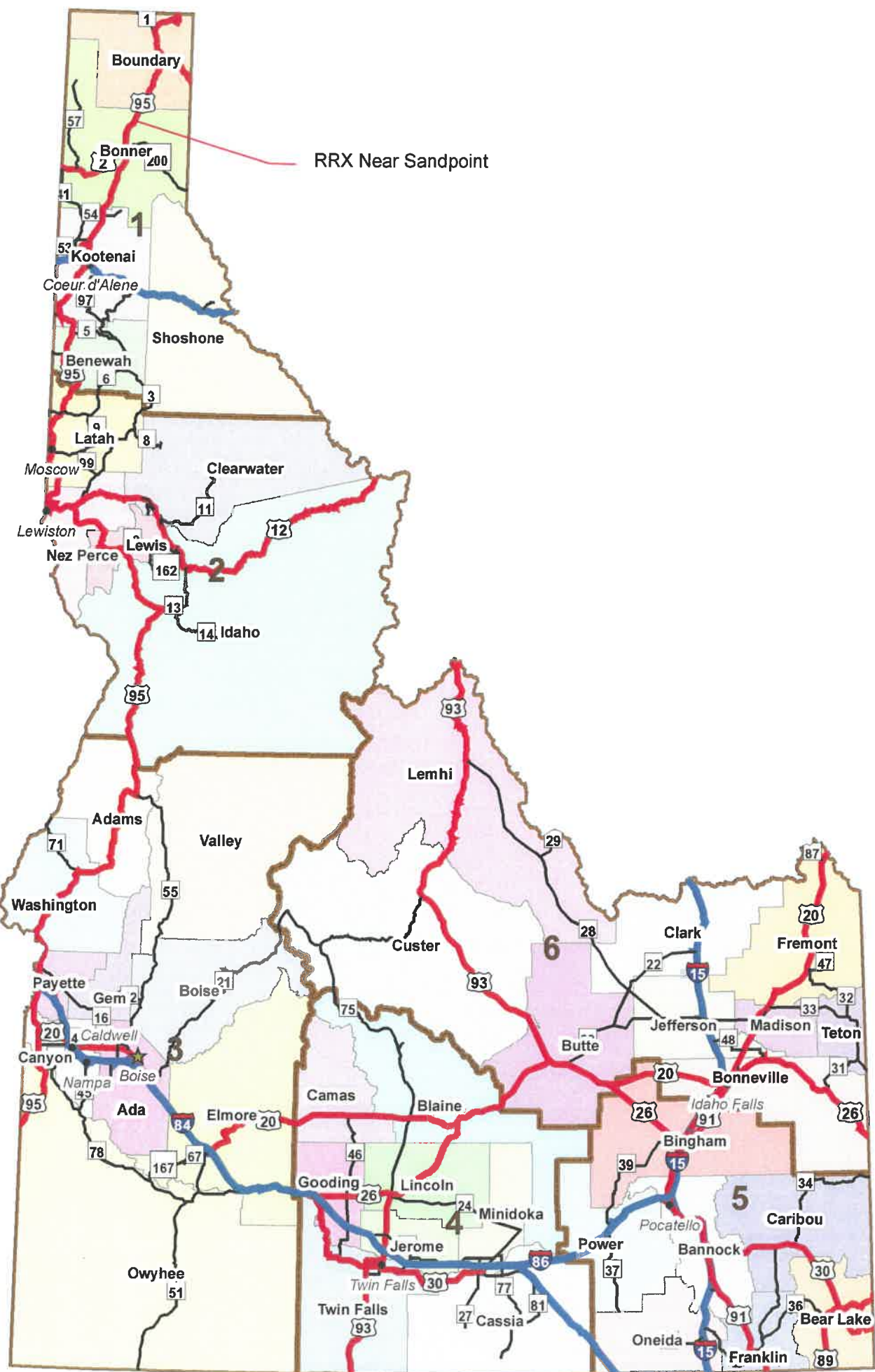
Contracts requiring Board Approval to Reject- Justification received 08/01/2021 to 08/31/2021	
ITD	Local
0	1

Recommendations

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

Board Action

☐ Approved ☐ Deferred _____☐ Other _____



Monthly Status Report to the Board

CONTRACT(S) FOR BOARD REJECTION

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
#LHTAC(1)	21990	OFF-SYS	8/24/2021	3	\$834,962.10	\$1,279,323.80	\$444,361.70
RRX Near Sandpoint					Federal		153%
Contractor: Razz Construction Inc							

DATE OF BID OPENING - AUGUST 24, 2021

IDAHO FEDERAL AID FINANCED PROJECT
RRX NEAR SANDPOINT
Bonner County
Key No. 21990

DESCRIPTION: The work on this project consists of improving railroad crossings in Bonner County with the construction of 100ft of pavement on each side of the tracks, installation of thermoplastic crossbucks, and the installation of LED Flashing RR Crossing warning signs.

BIDDERS:

RAZZ CONSTRUCTION INC BELLINGHAM, WA	\$1,279,323.80
---	----------------

MCMILLEN JACOBS ASSOCIATES BOISE, ID	\$1,394,896.30
---	----------------

NORTHWEST GRADING, INC HAUSER, ID	\$1,484,287.07
--------------------------------------	----------------

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$834,962.10

LOW BID - 153% Percent of the Engineer's Estimate

NET +/- OF EE \$444,361.70

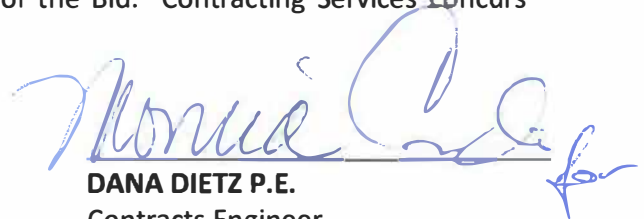
(AWARD)

(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 P.E.
Contracts Engineer

**Local Highway Technical
Assistance Council**

3330 Grace Street
Boise, Idaho 83703

Phone 208.344.0565
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www.lhtac.org



Robert (BJ) Berlin
Chairman

Neal Gier
Vice Chairman

Phil Lampert
Secretary/Treasurer

Laila Kral, P.E.
Administrator

Date: August 27, 2021

Project No: A021(990)

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

Key No: 21990

From: Laila Kral, PE
Administrator

Project Identifications, County
RRX Near Sandpoint, Bonner

RE: Rejection of Bid

Bids were opened for KN 21990 RRX Near Sandpoint, Bonner project on August 27, 2021. Three (3) bids were received and all were at least 50% more than the Engineer's Estimate (EE). The apparent low bidder is Razz Construction at \$1,279,323.80 which is \$444,361.70 (53%) over the EE.

Several bid items exceeded the EE by 100%. Excavation, ¾" Base, and SP-2 Asphalt account for most of the overage with all bidders compared to the EE. The bid prices likely reflect the dispersed nature of the project as well as the work window at the end of the busy 2021 construction season. The EE was based on the latest ITD bid tabulation data for districts 1, 2 and LHTAC along with local input from Bonner County.

Bonner County and LHTAC wish to reject all bids, revise the project scope and rebid the project for construction in the Spring of 2022. The scope of the project will be reduced to match the project budget using the rejected bid pricing. The number of bidders indicates sufficient interest in the project and that a rebid would likely be successful in getting the right-sized project awarded. Moving construction to the beginning of the 2022 season may allow more schedule flexibility for additional contractors to bid on the project.

It is recommended that all bids for the RRX Near Sandpoint, Bonner project be rejected. The project scope will be reduced to match available budget with construction moved to the Spring of 2022.

Sincerely,

Laila Kral, PE
Administrator

Cc: Matt Moulder, PE – Bonner County

Council Members

Association of Idaho Cities
Mayor Mac Pooler
City of Kellogg

Mayor Robert (BJ) Berlin
City of Roberts

Mayor Bruce Hossfeld
City of Paul

Idaho Association of Highway Districts
Commissioner Neal Gier
Buhl Highway District

Commissioner Kevin Renfrow
South Latah Highway District

Commissioner Gilbert Hofmeister
Power County Highway District

Idaho Association of Counties
Commissioner Phil Lampert
Benewah County

Commissioner Mark Rekow
Gem County

Commissioner Todd Smith
Madison County

Ex-Officio Members
Kelley Packer, Executive Director
Association of Idaho Cities

Nick Veldhouse, Executive Director
Idaho Association of Highway Districts

Seth Grigg, Executive Director
Idaho Association of Counties



BONNER COUNTY ROAD & BRIDGE

1500 Highway 2, Suite 101 • Sandpoint, ID 83864 • Phone: (208) 255-5681 – Fax: (208) 263-9084
E-mail: roads@bonnercountyid.gov

August 30, 2021

Monica Crider, PE
Contracting Services Manager
Idaho Transportation Department
3311 West State Street
PO Box 7129
Boise ID 83707

Re: Rejection of Bids
Project Identification: Bonner County RRX Paving LHSIP
Project No: A021(990) KN21990

This letter is to confirm that Bonner County concurs with LHTAC's recommendation to reject all bids for the above referenced project under the Local Highway Safety Improvement Program (LHSIP). We also concur that the project should be re-bid to allow for work to proceed in spring 2022, which will allow more local contractors to bid the work who were not able to fit this project into their busy 2021 schedule so late in the year.

Bonner County would like to implement an optional addition bid setup to potentially eliminate the cost of some crossings rather than a straight reduction of the scope based on the current bid prices. No local paving contractors bid the project, and it is our belief that the schedule changes allowing local contractors to bid will prove to be much more cost effective. Having some crossings as an optional addition rather than removed from the scope completely would give us the necessary flexibility to award the project after the next bid, without needlessly eliminating much of the work.

Bonner County acknowledges that ITD processes may require the scope be reduced using the current bid prices and we are committed to the project either way. If the scope must be reduced that far, we hope that crossings might be added back in once bids come in lower than the budgeted amount.

Bonner County very much appreciates all that LHTAC does for us!

Sincerely,

A handwritten signature in cursive script that reads "Matt Mulder".

Matt Mulder, PE
Staff Engineer
Bonner County Road & Bridge Department



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 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 08/31/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
60	17	7	3	1	1

RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 08/01/20 to 08/31/21	
ITD	Local
2	0

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

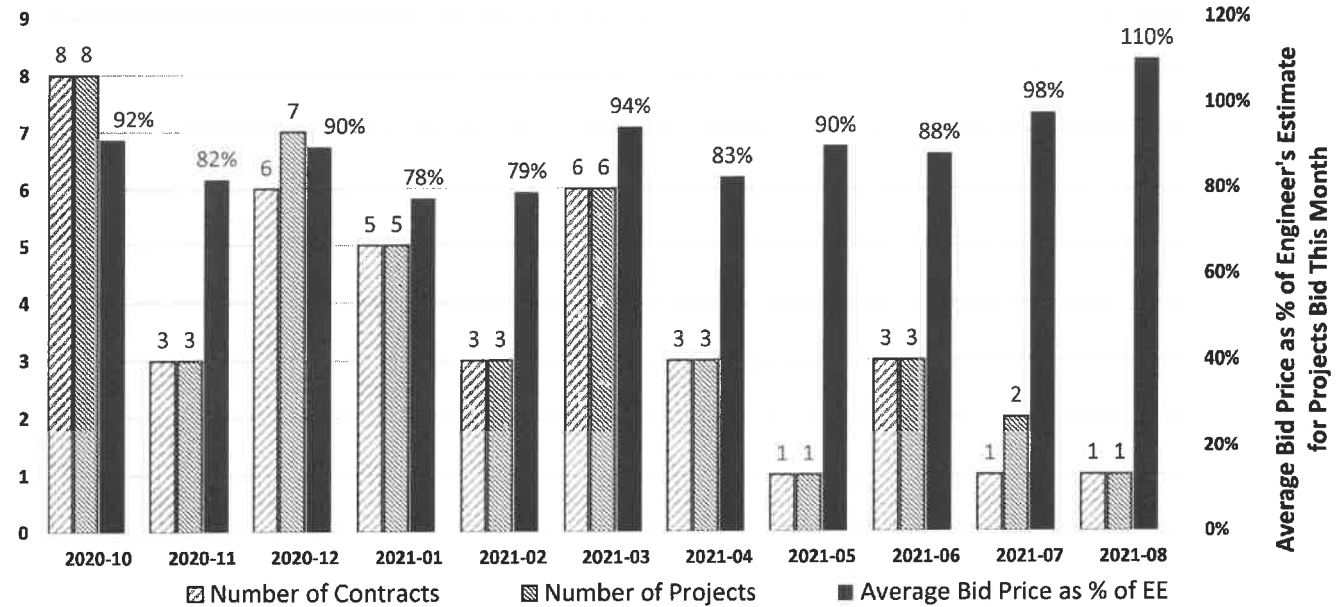
☐ Approved ☐ Deferred _____
☐ Other _____

FFY21 State Infrastructure Project Bid Results: YTD Summary By Cost

42 Projects YTD through August 31, 2021

YTD Total for all 42 projects:

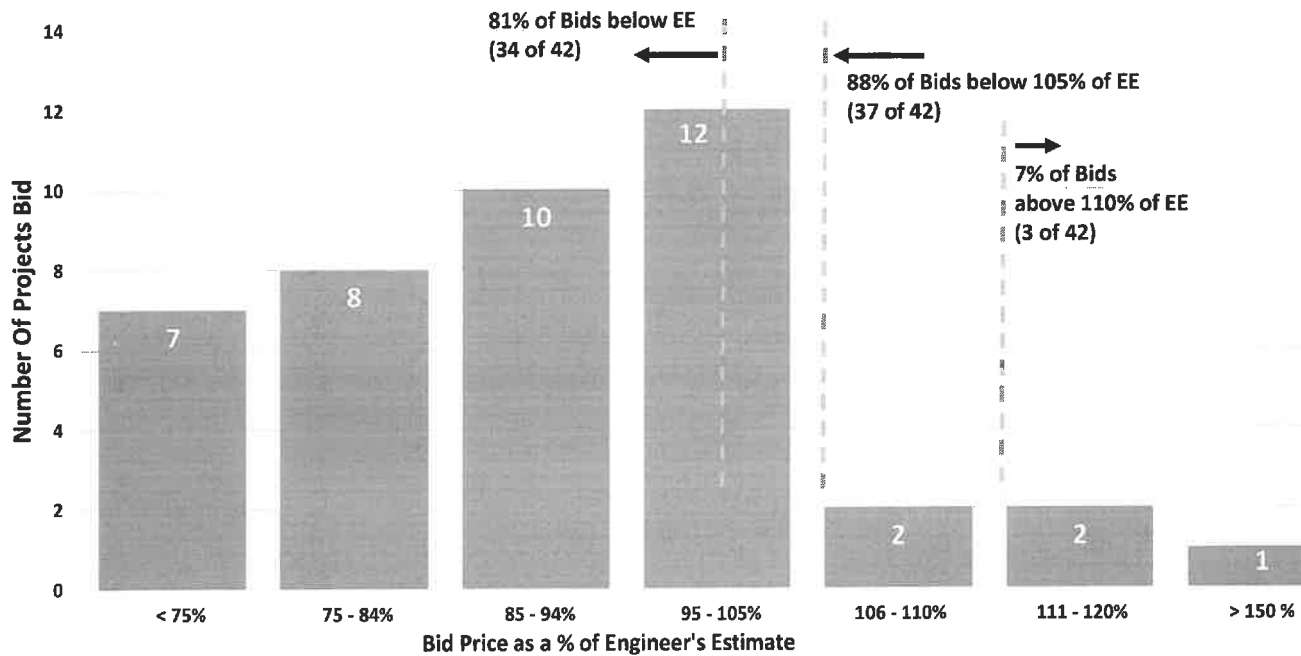
Ratio of Bid Costs / Engineer's Estimates = \$263.1 / \$298.2 M = 88.0%



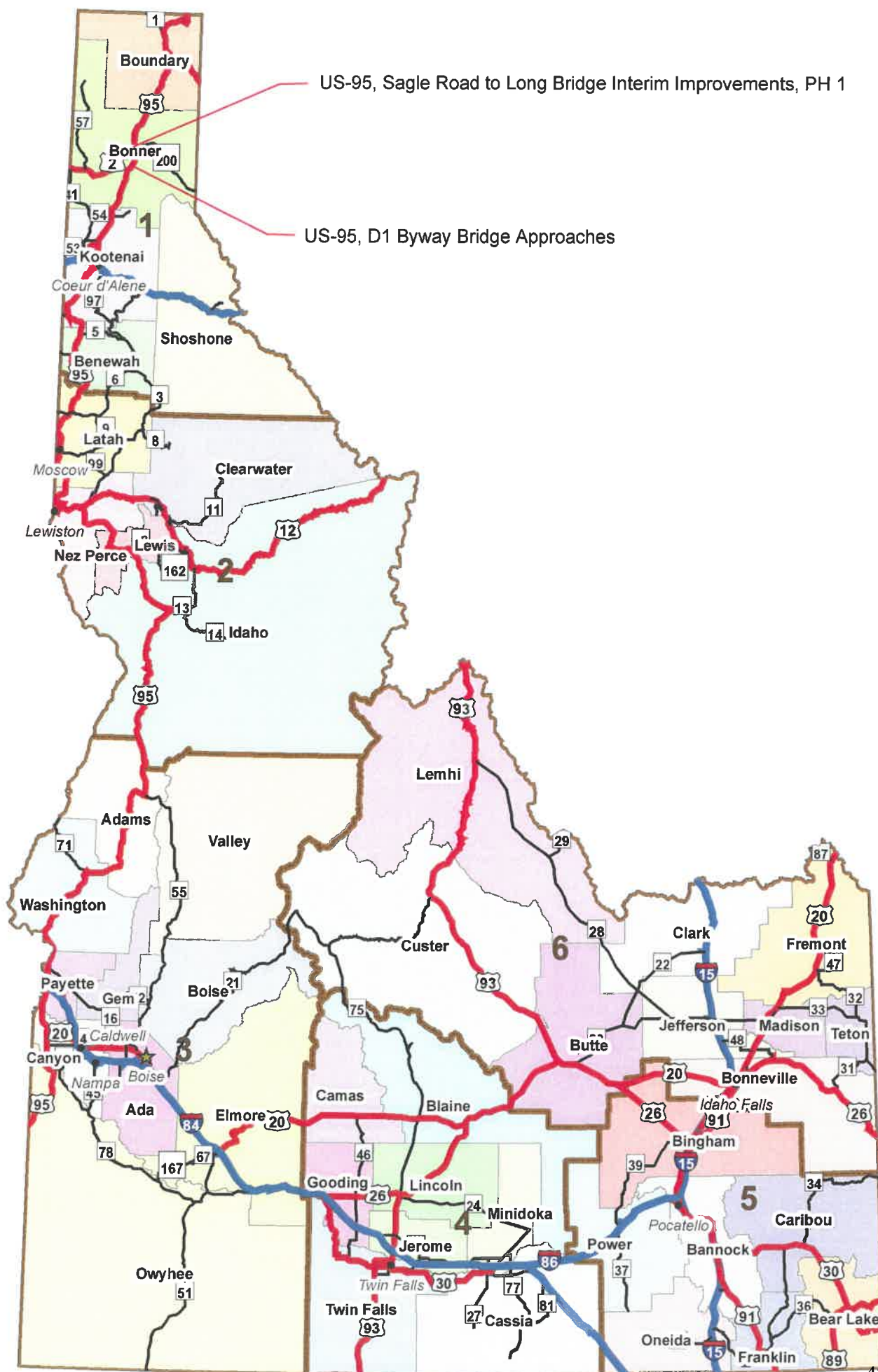
Notes: 1) Local and SIA Projects are not included 2) Contracts may have multiple Projects

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

42 Projects YTD through August 31, 2021



Note: Local and SIA Projects are not included



Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	23120	US-95	8/17/2021	2	\$658,120.91	\$724,664.63	\$66,543.72
US-95, Sagle RD to Long Bridge Interim Improvements PH 1							110%
Contractor: McMillen Jacobs Associates					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	22766 SIA	US-95	8/24/2021	2	\$473,858.00	\$399,364.00	(\$74,494.00)
US-95, D1 Byway Bridge Approaches							84%
Contractor: Razz Construction Inc					State		

Monthly Contract Advertisement As of 08-31-2021

District	Key No.	Route	Bid Opening Date
6	20514	SH-47	9/14/2021
SH-47, FY23 SH-47 Overlay \$1,000,000.00 to \$2,500,000.00			Federal

District	Key No.	Route	Bid Opening Date
5	19849	I-15	9/14/2021
I-15, arimo Road IC#40 \$5,000,000.00 to \$10,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
4	20669	SH-27	9/14/2021
SH-27, Burley CL to Jct I-84 \$2,500,000.00 to \$5,000,000.00			State

District	Key No.	Route	Bid Opening Date
1	23351	SH-97	9/14/2021
SH-97, MP 65 to Cemetary Hill \$500,000.00 to \$1,000,000.00			State

District	Key No.	Route	Bid Opening Date
5	20455	SH-39	9/21/2021
SH-39, Sterling N. Road to RRX \$5,000,000.00 to \$10,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
1	23352	SH-3 & SH-97	9/21/2021
SH-3, Pavement Preservation, Various Locations \$2,500,000.00 to \$5,000,000.00			State

District	Key No.	Route	Bid Opening Date
5	19053	I-15	9/21/2021
I-15, E. Alameda Road to Yellowstone Ave. \$500,000.00 to \$1,000,000.00			State

District	Key No.	Route	Bid Opening Date
4	20131	SH-21	9/28/2021
SH-21, Elk Creek Bridge \$1,000,000.00 to \$2,500,000.00			State

District	Key No.	Route	Bid Opening Date
3	20428	SH-21	9/28/2021
SH-21, Technology way to Surprise Way \$2,500,000.00 to \$5,000,000.00			State

District	Key No.	Route	Bid Opening Date
LHTAC(6)	19530	OFF SYS	10/5/2021
STC-6707, 97 South, Idaho Canal Bridge \$1,000,000.00 to \$2,500,000.00			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(5&6)	22431/22597/ 22598 /22599	OFF SYS	10/5/2021
S. Higbee Drive, Butte Arm Canal Bridge, Idaho Falls \$5,000,000.00 to \$10,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
ACHD (3)	20129	OFF SYS	10/5/2021
FY21 Capital Maintenance, Phase 2, ACHD \$2,500,000.00 to \$5,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
4	20564	SH-24, SH-25, US-26, SH-46 & SH-50	10/5/2021
SH-24, SH-25, US-26, SH-46 & SH-50, D4 #1 Non Com Seal Coats \$2,500,000.00 to \$5,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
4	20587	US-93	10/5/2021
US-93, Grandview to Blue Lakes Blvd. \$500,000.00 to \$1,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(6)	22006	OFF SYS	10/19/2021
Pedestrian Path Connection Plan, Idaho Falls \$250,000.00 to \$500,000.00			Federal

District	Key No.	Route	Bid Opening Date
4	20623	SH-46	10/19/2021
SH-46, Big Wood River Bridge \$1,000,000.00 to \$2,500,000.00			Federal

District	Key No.	Route	Bid Opening Date
6	20544	SH-31	POSTPONED
SH-31, Overlay and Guardrail Upgrade \$5,000,000.00 to \$10,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
1	20397	I-90	POSTPONED
I-90, Wallace to Mullan IC 68 \$2,500,000.00 to \$5,000,000.00			State



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 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
Preparer's Name Chaz Fredrickson	Preparer's Title Consultant Services Proj Manager	Initials CF	LSS

Subject

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

Background Information

For all of ITD:

Consultant Services processed twenty-five (25) new professional services agreements and work tasks totaling **\$3,456,845** and seven (7) supplemental agreements to existing professional services agreements totaling **\$2,752,146** from July 28, 2021 through September 2, 2021.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
Resources not Available									
Construction		1	1	1	1				4
Public Involvement			1						1
Design		1	1	2			1		5
Bridge							3		3
Survey				1		2			3
Planning				1					1
Environmental			1				1		2
Local Public Agency Projects	3	1	0	1	0	1	0		6
Total	3	3	4	6	1	3	5		25



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD Projects:

Nineteen (19) new professional services agreements and work tasks were processed during this period totaling **\$2,781,417**. Six (6) supplemental agreements totaling **\$2,742,902** were processed.

District 1

None for this month.

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Culdesac Canyon Passing Lane Phase 5, Nez Perce County	Resources not available: Design	Roadway Design, Phase 2: Preliminary Design Services	Individual Project Solicitation	Horrocks Engineers	Prev: \$2,929,534 This: \$587,492 Total: \$3,517,026 Board Approved \$4.45M during July 2021 Meeting
US 12, Greer Road to Kamiah, Rockfall Mitigation	Resources not available: Construction	Blasting Services	Direct from Term Agreement	Wallace Technical Blasting	\$27,700

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 16, I 84 to US 20/26 & SH 44 Interchange, Ada & Canyon Counties	Resources not available: Environmental	Complete Final Design Environmental Re-evaluation for Entire Corridor	Direct from Term Agreement	Bionomics Environmental	Prev: \$11,700 This: \$41,120 Total: \$52,820
I 84, Broadway to Mountain Home, Ada & Elmore Counties	Resources not available: Construction	Additional Inspection Services	Direct from Term Agreement	Strata	\$12,049
SH 44, Intersection SH 16 to Linder Road, Ada County	Resources not available:	Public Outreach Services	Direct from Term Agreement	Rosemary Brennan Curtin	\$95,653



Board Agenda Item

ITD 2210 (Rev. 10-13)

	Public Involvement				
SH 55, Eagle Road; I 84 to SH 44, Ada County	Resources not available: Design	Roadway Design Services	Individual Project Solicitation	H.W. Lochner	\$470,360

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 84, South Jerome Interchange, Jerome County	Resources not available: Survey	Potholing	Minor Agreement Procedures	Badger Daylighting Corp	\$49,995
I 84, Declo Port of Entry Eastbound, Cassia County	Resources not available: Design	Port of Entry Design, Phase 3: Update Plans & Specifications to Current Standards	Individual Project Solicitation	Stanley Consultants	Prev: \$841,500 This: \$108,756 Total: \$950,259
FY21 D4 Planning & Scoping	Resources not available: Planning	Traffic Operations & Safety Review	Direct from Term Agreement	WHPacific	\$58,435
SH 75 Cottonwood Creek to Timber Way; Cobblestone Lane to Cottonwood Creek, Blaine County	Resources not available: Construction	Construction Testing & Inspection Services	RFI from Term Agreement	Horrocks Engineers	Prev: \$261,219 This: \$137,784 Total: \$399,003
SH 46, Intersection East 2000 South, Gooding County	Resources not available: Design	Roadway Design: Final Design through PS&E	Direct from Term Agreement	Forsgren Associates	Prev: \$35,378 This: \$61,848 Total: \$97,226

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 34, Tincup Creek Bridge Restoration	Resources not available: Construction	Materials Testing During Construction	Direct from Term Agreement	Atlas Technical Consultants LLC	Prev: \$19,993 This: \$24,600 Total: \$44,593



Board Agenda Item

ITD 2210 (Rev. 10-13)

Milepost 106.8, Caribou County					
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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: Survey	Phase D - Survey, Right- of-Way Plans, Hydraulic Analysis	Individual Project Solicitation	WHPacific	Prev: \$1,647,566 This: \$813,033 Total: \$2,460,599 Board Approved \$2.47M during July 2021 Meeting
US 20, Intersection SH 47 Improvements, City of Ashton	Resources not available: Survey	Update Record of Survey	RFI from Term Agreement	David Evans and Associates	Prev: \$143,400 This: \$5,617 Total: \$149,017

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Statewide Technical Assistance Reviewing Production Records	Resources not available: Design	Technical Assistance Reviewing Production Records	Minor Agreement Procedure	Mike Robinson, LLC	\$25,000
FY21 Local/Off System Bridge Inspection	Resources not available: Bridge	Bridge Inspection & Load Rating	Direct from Term Agreement	Bridge Diagnostics	\$80,761
FY21 State Highway System Bridge Inspection	Resources not available: Bridge	Underwater Bridge Inspection	RFI from Term Agreement	Collins Engineers	\$104,725
FY21 Local/Off System Bridge Inspection	Resources not available: Bridge	Bridge Load Rating	RFI from Term Agreement	Parametrix	\$66,489
FY21 Biological & Environmental Services	Resources not available: Environmental	Re-write Effects Analysis Portion of Programmatic Biological Assessment	RFI from Term Agreement	Clay Fletcher Consulting	Prev: \$9,972 This: \$10,000 Total: \$19,972



Board Agenda Item

ITD 2210 (Rev. 10-13)

		(PBA) & Respond to Comments			
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Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	I 90, SH 41 Interchange, Kootenai County	David Evans and Associates	8/2019, Roadway Design, Phase 2: Preliminary & Final Design through PS&E	Intermediate Design Review, Independent Constructability, Schedule & Cost Review	Prev: \$6,362,216 This: \$1,662,468 Total: \$8,024,684 Board Approved \$8.7M during May 2021 Meeting
1	I 90, Coeur d'Alene River Bridge Eastbound & Westbound, Kootenai County	HDR Engineering	3/2021, Roadway/Bridge Design, Geotechnical & Survey Services	Geotechnical Explorations	Prev: \$602,374 This: \$341,376 Total: \$943,750
4	I 84, Kasota Interchange to Burley Interchange Westbound, Cassia County	Keller Associates	11/2017, Roadway Design through PS&E	Revise PS&E documents for concrete overlay Design	Prev: \$712,008 This: \$97,321 Total: \$809,329
4	I 84, Kasota Interchange to Burley Interchange Eastbound, Minidoka, County	Stanley Consultants	1/2019, Roadway Design, Phase 2: Preliminary Design through PS&E	Materials Report Revisions	Prev: \$622,853 This: \$33,876 Total: \$656,729
6	US 26, Railroad Crossing Underpass, City of Idaho Falls; US 20, I 15 Interim Ramp Modifications, City of Idaho Falls; US 20, Rigby Lighting;	Strata	4/2021, Materials Acceptance Testing	Materials Testing Services for Additional Projects	Prev: \$924,135 This: \$566,261 Total: \$1,490,396 Board Approved \$1.6M during June 2021 Meeting



Board Agenda Item

ITD 2210 (Rev. 10-13)

	SH 33, Mile Post 100 to Begin Realignment, Fremont County; FY22 D6 Bridge Repair; US 20, Divided Highway Railroad Crossing Eastern Idaho Railroad Closures; US 20, Sheep Falls to Pinehaven Overlay, Fremont County; I 15, Exit 113 Roundabout, Bonneville County; US 26, Junction SH 31 to Wyoming, Bonneville County				
6	US 26, Junction Hitt Road (25 th East), Bonneville County	Horrocks Engineers	1/2021, Provide Project Development Services	Conceptual Design & Noise Analysis	Prev: \$859,619 This: \$41,600 Total: \$901,219

For Local Public Agency Projects:

Six (6) new professional services agreements totaling **\$675,428** were processed during this period. One (1) supplemental agreements totaling **\$9,244** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Old Highway 95; Union Pacific Railroad Bridge Replacement, Lakes Highway District	Lakes Highway District	Bridge Design, Phase 1: Alternatives Analysis and Type, Size & Location Report	Individual Project Solicitation	David Evans and Associates	\$190,227



Board Agenda Item

ITD 2210 (Rev. 10-13)

Chase Road Burlington Northern & Santa Fe Railroad Crossing, City of Post Falls	City of Post Falls	Roadway Design Services	RFI from Term Agreement	Welch Comer and Associates	\$167,460
Railroad Crossing Near Sandpoint, Bonner County	Bonner County	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	J-U-B Engineers	Prev: \$157,965 This: \$153,474 Total: \$311,439
Public Ave Corridor Safety Improvements, City of Moscow	City of Moscow	Roadway Design Services	RFI from Term Agreement	HMH, LLC	\$96,078
Filer Ave Safety Audit, City of Twin Falls	City of Twin Falls	Road Safety Audit	Direct from Term Agreements	DKS Associates	\$40,093
Victor Elementary Bike/Pedestrian Path, City of Victor	City of Victor	Construction, Engineering, Inspection, Sampling & Testing Services	Direct from Term Agreements	Atlas Technical Consultants LLC	\$28,096

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	Slaughter House Bridge, Benewah County	T-O Engineers	9/2019, Bridge/Roadway Design, Phase 2: Preliminary Design through PS&E	Lead & Asbestos Testing	Prev: \$484,753 This: \$9,244 Total: \$493,997

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date Sept. 22, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed N.A.

Presenter's Name Kevin Sablan	Presenter's Title Design/Traffic Engineer	Initials ks	Reviewed By LSS
Preparer's Name Justin Price	Preparer's Title D3 Traffic Engineer	Initials JP	

Subject

D3 Speed Zone Modifications - SH55 in Lake Fork		
Key Number	District 3	Route Number SH55

Background Information

In accordance with Note*2 in Administrative Policy 5016, the following table is a listing of the planned changes to the Minute Entries for Speed Control Zones for September 2021.

Lake Fork

Route	Beg Milepost	End Milepost	Speed	
			Old	New
55	137.532	138.200	65	55

During the course of normal speed zone review and in response to a request from the Valley County Commissioners, D3 evaluated and developed proposed revisions to the speed zones through the community of Lake Fork in an effort to promote more uniform traffic flow through the use of appropriate transitions between speed zones. This planned speed zone revision adds a 55 mph transition between the 45 & 65 MPH speed zones approaching Lake Fork from the south.

Recommendations

Information item only.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



TRAFFIC REGULATION

Purpose

This policy implements Board policy 4016 requiring the Department to adopt a Manual on Uniform Traffic Control Devices for Streets and Highways and to install, operate, and maintain traffic control devices in conformance with the manual; record the final determination of any traffic regulations; and to establish cooperative agreements with local jurisdictions regarding the same.

Legal Authority

- Idaho Code 40-313(1) - The Board shall erect and maintain for public safety suitable signs and devices.
- Idaho Code 40-317 - The Board may enter into cooperative agreements with the federal government and with local governments.
- Idaho Code 49-201(3) - The Board shall adopt a manual and specifications for traffic control devices on state highways.
- Idaho Code 49-201(4) – The Board shall determine a reasonable and safe speed limit upon the state highway and interstate highway systems.
- Idaho Code 49-202(20) - The Department shall maintain traffic control devices on state highways.
- Idaho Code 49-202(28) - The Department shall place traffic control devices in cooperation with local highway authorities.
- Idaho Code 49-661 - Regulations in regard to parking on state highways.

Traffic control devices on the State Highway System are approved at the discretion of the Department.

When installation, operation, and maintenance costs of traffic control devices and lighting on the State Highway System costs are shared, participants shall execute a cooperative project agreement specifying each participant's share of the costs, requirements and responsibilities. Additional installation costs for variances from standard traffic control devices and lighting designs shall be paid by the entity requesting the variance. The following criteria shall be considered as a guide in assigning costs of traffic control devices and illumination fixtures.

Traffic Control Devices

- If new signalization is required at a public road approach that is not a state highway, the installation, operation, and maintenance costs shall be shared by the Department and the local jurisdiction in proportion to the number of approach lanes from the local jurisdiction and the number of new lanes on the state system.
- If new development necessitates installation of additional traffic control devices and/or roadway improvements, the developers or special use groups (industry, factory, warehouse, shopping center, etc.) shall pay all design and installation costs, including construction inspection. Signal installation shall not commence until approved by the Department.
- The cooperative agreement shall include a requirement that the developer dedicate to the local jurisdiction a minimum of 15 meters (50 feet) of right of way beyond the state right of way, within the driveway or the future public road approach. Proposed installations require the District Engineer's approval.

- School crossing signals may be installed and maintained by local jurisdictions at their expense, provided the signals meet signal warrants. Proposed installations require the District Engineer's approval.
- Costs for intersection control beacons (flashing beacons) at public road approaches and major private approaches are apportioned among the participants on the same basis as traffic signal costs. Proposed installations require the District Engineer's approval.

Lighting

- The AASHTO publication, *"An Informational Guide for Roadway Lighting"* shall be used to determine where and when lighting devices are located. Proposed lighting installations require the District Engineer's approval.
- Many rural interchanges with light traffic volumes are sufficiently delineated so as to not require roadway lighting at night. However, in some circumstances, partial interchange lighting or complete interchange lighting is the preferred treatment. All lighting costs at rural interchanges are paid by the Department.
- All costs for interstate highway lighting are paid by the Department.
- If a local jurisdiction requests additional lighting, all associated costs are paid by the local jurisdiction.

If other governmental agencies or private entities request special signal and/or lighting devices, all arrangements for installation, operation, and maintenance shall be specified in the written agreement and the Right of Way Use Permit.

Appeals

Appeals regarding the decisions of the Department shall follow the process described in IDAPA 39.03.42 Section 003 Administrative Appeal.

Traffic Minute Entries

Regulation of traffic on the State Highway System (see following table) shall be made by official entries in Department records or "Traffic Minute Entries." These Traffic Minute Entries shall be approved before the regulation is enforceable. Approval authority is delegated as shown in the following table.

Traffic Regulations	Code Reference	Area Of Application (TME = Traffic Minute Entry)	Approval Authority
<u>Speed Zones</u>			
a. Permanent limits	49-201 and 49-202	Entire State Highway System – TME	Board (*1) District Engineer (*2)
b. Temporary limits	49-201	Construction, maintenance speed zones and emergency situations	District Engineer (*3)
c. Bridge limits	49-202 (21)	Entire State Highway System – TME	District Engineer
<u>Parking Restriction</u>			
a. Rural Prohibition	49-202 (28) and 49-661(3)	Entire State Highway System – TME	District Engineer
b. Urban Angle Parking	49-202 (28) and 49-661 (3)	Urban highways – TME	District Engineer

(table continued)

Traffic Regulations	Code Reference	Area Of Application (TME = Traffic Minute Entry)	Approval Authority
<u>Traffic Control Signals</u>			
a. Signals/Intersection Flashing Beacons	49-202 (20)	TME required for locations where there is no cooperative agreement between the Idaho Transportation Department and local officials	District Engineer
b. Flashing Beacon with Warning Sign (school zones, etc.)	49-202 (20)	Entire State Highway System	District Engineer
<u>Railroad Grade Crossings</u>	49-202 (25)	TME required for non-signalized railroad crossings (to validate the reasons for not having a stop sign or signal).	District Engineer
<u>Selective Vehicle Exclusion</u>	49-202 (23)	Fully Controlled Access Highways – TME	District Engineer

- *1 Engineering and Traffic Studies to raise Interstate speeds to 80 mph and State Highway speeds to 70 mph are prepared by the Districts and provided to Design/Traffic Services Engineer for presentation to the Board for approval. Annually, Districts refresh the studies and provide them to Design/Traffic Service Engineer for presentation to the Board in the Consent Calendar.
- *2 Traffic Minute Entries (other than for speeds specified in note *1) that have been approved shall be submitted each month to the Board in the Information Calendar.
- *3 Regulation of temporary speeds shall be established and deleted by written approval of the appropriate District Engineer.

In consultation with local government agencies and law enforcement officials, the District Traffic Engineers shall monitor, prepare supporting documentation, and initiate requests for Traffic Minute Entries. Each request for a Traffic Minute Entry shall include an engineering study and traffic investigation in accordance with Section 103 of the Traffic Manual. This documentation shall be prepared and stamped with the seal of a professional engineer licensed in Idaho.

Each Traffic Minute Entry shall have a Public Outreach Plan. The Office of Communications shall review the plan.

A copy of the approved Traffic Minute Entries shall be provided to the Design/Traffic Services Engineer to make monthly reports to Board on the Consent Calendar of changes in speed zoning.

Highway signing shall not be altered until approved by the appropriate authority.

Unresolved differences between Department personnel, local officials and/or the public shall be documented by the District.



Brian W. Ness
Director

Date 1/11/2016



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

District One US-95, Garwood to Sagle, Parks Rd IC and Frontage Roads		
Key Number N/A	District 1	Route Number US 95

Background Information

As introduced at the August 2021 board meeting in District One, the district requests this project be added into the FY22 STIP as an Early Development project.

The US-95, Garwood to Sagle corridor is located in Kootenai and Bonner counties, between the Communities of Garwood and Sagle, Idaho. The project corridor begins at milepost (MP) 438.24 and ends at MP 469.75, approximately 31.5 miles. In March 2010 the Final Environmental Impact Statement FEIS was approved and since then, the Idaho Transportation Board and District One have been supporting design and construction with Grant Anticipation Revenue Vehicle (GARVEE) Bonds.

In the past eleven years the district has designed and constructed multiple projects along the US-95 corridor, the first being started at the southern termini of the corridor at Garwood Road (MP) 440 in 2012 and by the end of 2022 the district will have constructed US-95 to a 4 lane divided section including parallel frontage roads to Trails End Rd (MP) 454.51 in Bonner County. The northern most project currently under construction, aka Granite North, will be complete in 2022, (MP) 450.88 to (MP) 454.51.

Although the district had completed three interchanges along the US 95 corridor, Chilco Road, Silverwood/Bunco Rd and SH 54/Athol early in the GARVEE program; the district identified the need for additional system and service interchanges due to the growth in the county and the increase in highway users. Therefore more recently, the system interchange with supporting frontage roads was constructed at US-95/SH 53 in 2020 as well as a Grade Separation at Garwood Road, due to be completed in 2021, all of which were identified in the FEIS for ultimate build-out of the US-95 Garwood to Sagle Corridor.

The Local Highway District currently has a project in the Idaho Transportation Investment Program ITIP, Local Hwy Bridge Program. In FY23 Lakes Highway District will replace a structure over the Union Pacific Rail Road, the project is programmed for \$4.864 million. The structure in the program is on the post 1940 US-95 alignment now referenced as Old 95. Lakes Highway District has contributed \$2 million of their own funds to develop alternate locations for the new railroad structure as well as realignment of Old 95 and Parks Rd to better serve mobility of the local roadway network as shown in red in the attached exhibit.

In the FEIS ultimate build-out of U-95 corridor, Parks Road was identified to be modified from an at-grade intersection to a full service interchange. The district would like to take advantage of the work being performed by Lakes Highway District and partner with the local highway district to design the ultimate build out of the Parks Road Interchange. The design would include the Parks Road Interchange, design of 0.75 miles of frontage road on the southwest side of Parks Rd, and 2.5 miles of frontage road on the east side of the interchange completing the frontage road network from Silverwood Theme Park to Parks Road and continuing north to SH 53 and installing a signal controlled intersection at SH-54 and the



Board Agenda Item

ITD 2210 (Rev. 10-13)

new frontage road by slightly realigning E. Howard Rd for the final tie in of the frontage road network, as shown in the attached exhibit in black.

These needs are driven by the additional volumes at the intersection of the Parks Road at-grade intersection due to highway district's new bridge and Old highway realignment as well as the development and increasing growth the area is experiencing. These improvements would further the improvements to the highway system as well as the supporting frontage road system and would alleviate congestion at the Silverwood/Bunco Road Interchange by creating an alternative route for ingress/egress via the frontage road system. These improvements would also generate economic opportunity and land development opportunities to the east of US 95.

The property owners adjacent to the proposed east side frontage road have been in contact with the Local Highway District to discuss improvements and access for a future educational learning center as well as the possibility of relocating the Kootenai County fairgrounds education exhibit buildings to this location.

Funding

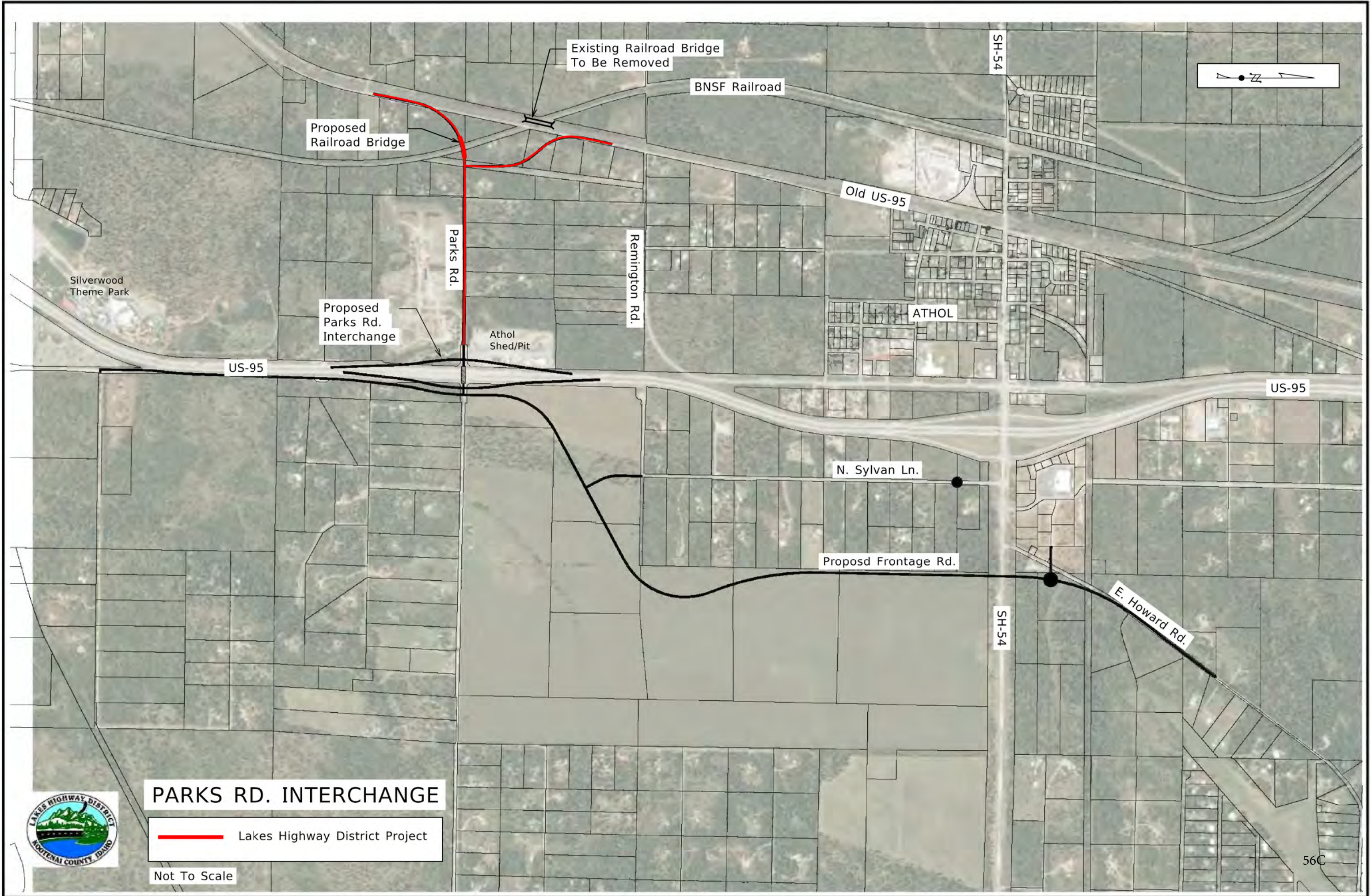
At this time the district request \$2.5m for design engineering to develop the project including final plans to be prepared by end of 2024. The right-of-way and construction costs for this project are estimated at approximately \$35m; however, no construction funds are requested at this time.

Recommendations


Information provided to satisfy Board Policy 4031, Early Development Program. Board action regarding this request is included in the Recommended FY 2022 – 2028 Idaho Transportation Investment Program item that will be presented to the Board later in the meeting. Part of that item will be to request approval to add this project to the FY22 STIP under the Early Development Program with approval for the district to develop final engineering plans with \$2.5m.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



PARKS RD. INTERCHANGE

 Lakes Highway District Project

Not To Scale



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date Sept. 22-23, 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 2022 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2021 thru July 31, 2021, Fiscal Year 2022 Financial Statements

The financial operations of the Department as of July 31, 2021 begin this fiscal year with revenue coming in ahead of forecast year-to-date for the State Highway Account and the Aeronautics Fund after one month and the expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 2.4%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$3.7M. State revenues to the State Aeronautics Fund are ahead of forecast by 88% or \$167,000. While only one month of the fiscal year has passed, the revenue picture looks very positive.
- Expenditures are within planned budgets YTD. The differences after one month are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$32,000 or just 0.3% is due to vacancies and timing between a position becoming vacant and filled. Management is working diligently to keep vacancies as low as possible.
- Contract construction cash expenditures in the State Highway Account for July of this year are \$33.1M. This is less than the amounts for the month of July of the previous 3 years as shown: FY21= \$51.5M; FY20= \$60.2; FY19= \$56.6M. Traditionally, August and September are ITD's highest construction payout months.

The balance of the long-term investments as of the end of July is \$112.3 Million. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$160M) totals \$272.3.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the month of July, were \$.3M. Projects obligated from these funds are now in the construction season and higher payouts will occur over the next few months. This is the fund where the Governor's "Building Idaho's Future" transfer of \$72.8M from the last Legislative session was deposited. There are no additional receipts other than interest earned of \$16k based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.4M is the first month of the new 4.5% of Sales Tax authorized during the last Legislative session and championed by Governor Little. The receipts into this fund for FY22 is committed to construction projects authorized by the Idaho Transportation Board for this program. Expenditures for selected projects were \$.6M.

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27M. The activity during July for this grant had expenses of \$10,000.

Recommendations



Board Agenda Item

ITD 2210 (Rev. 10-13)

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Board Action

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

**SEPTEMBER
ITD BOARD PACKET**

**JULY
FINANCIAL STATEMENTS**

User ID: mmcbride
 Report ID: AD-FN-GL-010
 Run Date: 6 Aug 2021
 % of Time
 Remaining: 91.67

Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 7/31/2021
 (all amounts in '000)

Fiscal Year: 2022

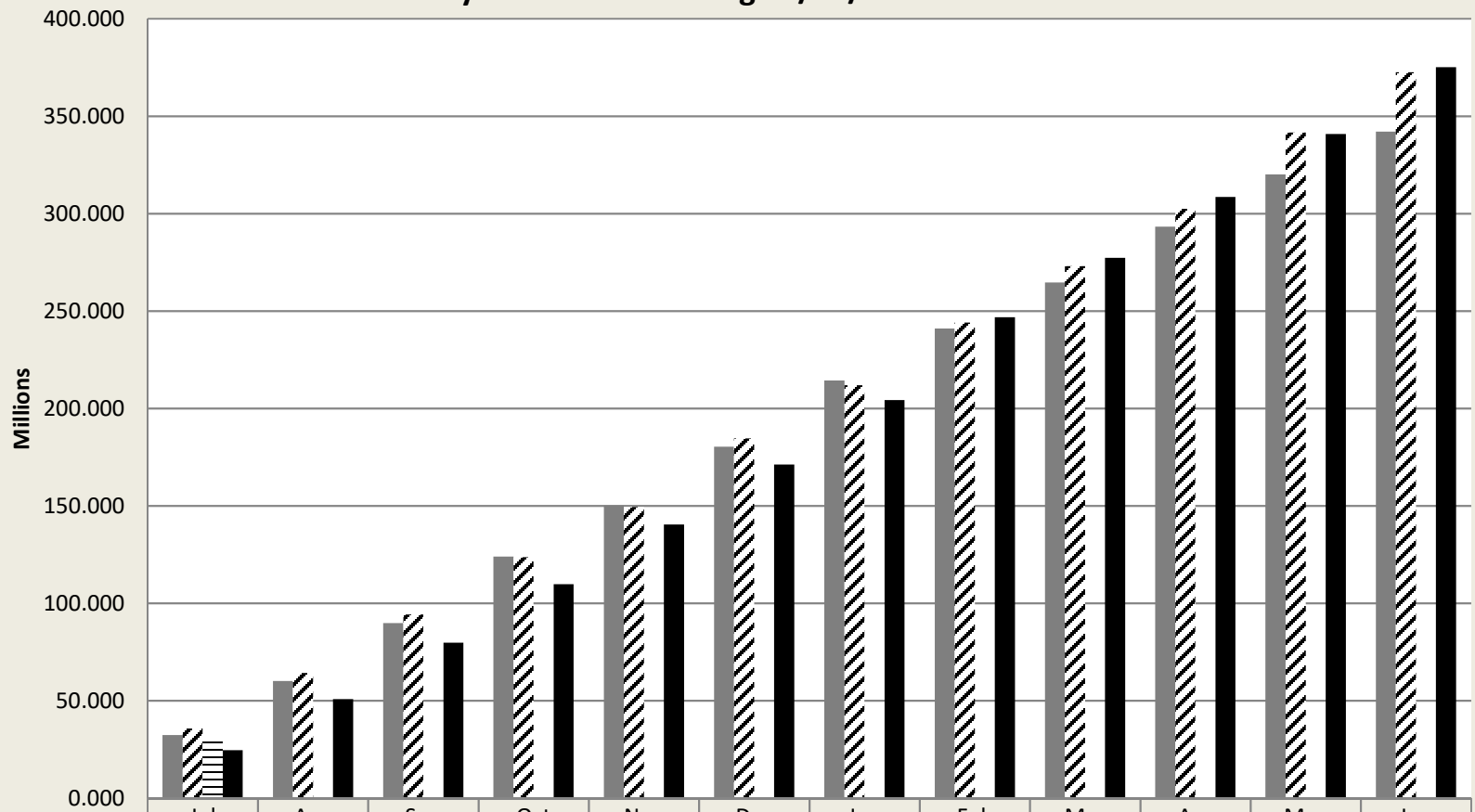
Funds Received					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Forecast YTD	FY22 to FY21 Actual	FY 22 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	37,362	29,129	30,100	-22.0%	-3.2%
State (Inc. H.D.A.)	35,679	29,335	28,642	-17.8%	2.4%
Local	(174)	636	700	-466.0%	-9.1%
Total State Highway Account:	72,868	59,100	59,442	-18.9%	-0.6%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	32	6	30	-81.0%	-79.9%
State	149	356	189	138.0%	87.9%
Total State Aeronautics Fund:	181	362	219	99.8%	65.1%
Total Fund Received:	73,049	59,462	59,661	-18.6%	-0.3%
Disbursements (includes Encumbrances)					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Construction Payouts	53,888	33,726	48,138	-37.4%	-29.9%
<u>Operations Expenses</u>					
Highways	18,610	30,570	20,857	64.3%	46.6%
DMV	2,137	5,199	3,588	143.3%	44.9%
Administration	2,740	3,112	3,073	13.6%	1.3%
Facilities	667	3,309	5,145	396.3%	-35.7%
Aeronautics	546	198	830	-63.8%	-76.2%
Total Operations Expenses:	24,699	42,388	33,493	71.6%	26.6%
<u>Transfers</u>					
Debt Service	109	109	0	0.0%	0.0%
Total Transfers:	109	109	0	0.0%	0.0%
Total Disbursements:	78,696	76,223	81,630	-3.1%	-6.6%
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
<u>Expenditures by Type</u>					
Personnel	9,591	10,372	10,404	8.1%	-0.3%
Operating	12,008	13,822	16,182	15.1%	-14.6%
Capital Outlay	2,092	15,813	5,359	656.0%	195.1%
Sub-Grantee	1,008	2,382	1,548	136.3%	53.9%
Totals Operations Expenses:	24,699	42,388	33,493	71.6%	26.6%
Contract Construction	53,888	33,726	48,138	-37.4%	-29.9%
Totals (excluding Transfers):	78,587	76,114	81,630	-3.1%	-6.8%

State Highway Fund 0260

Fiscal Year 2022

State Revenue Source Forecast vs Actual

July - For Period Ending 07/31/2021



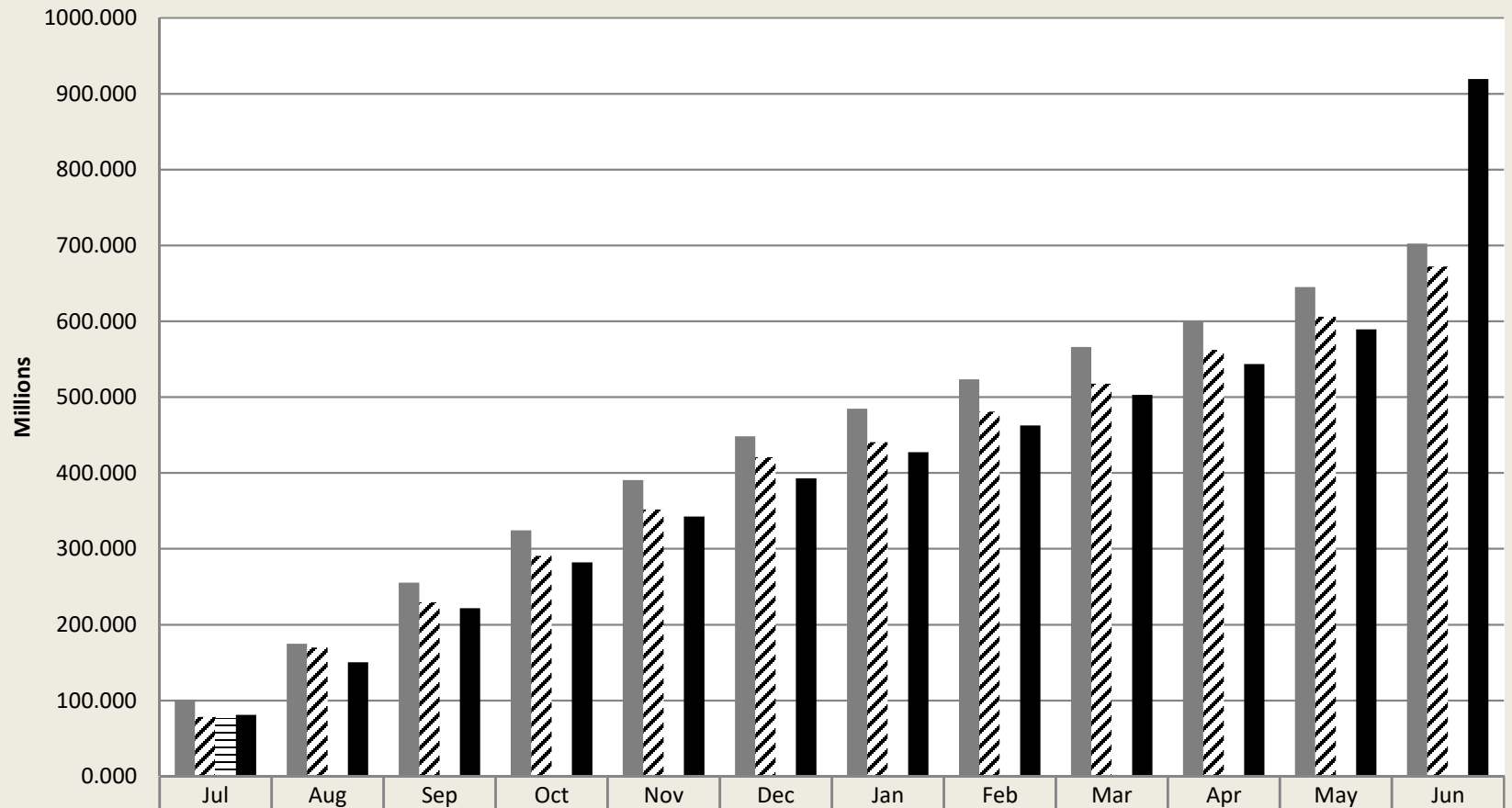
FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
FY21 Actual Revenue	35.679	64.171	94.151	123.596	149.350	184.635	211.939	244.099	272.992	302.353	341.648	372.590
FY22 Current	29.335											
FY22 Forecast	24.492	50.805	79.672	109.790	140.356	171.196	204.292	246.854	277.210	308.569	340.763	375.175

State Highway Fund 0260

Fiscal Year 2022

Expenditures

July - For Period Ending 07/31/2021



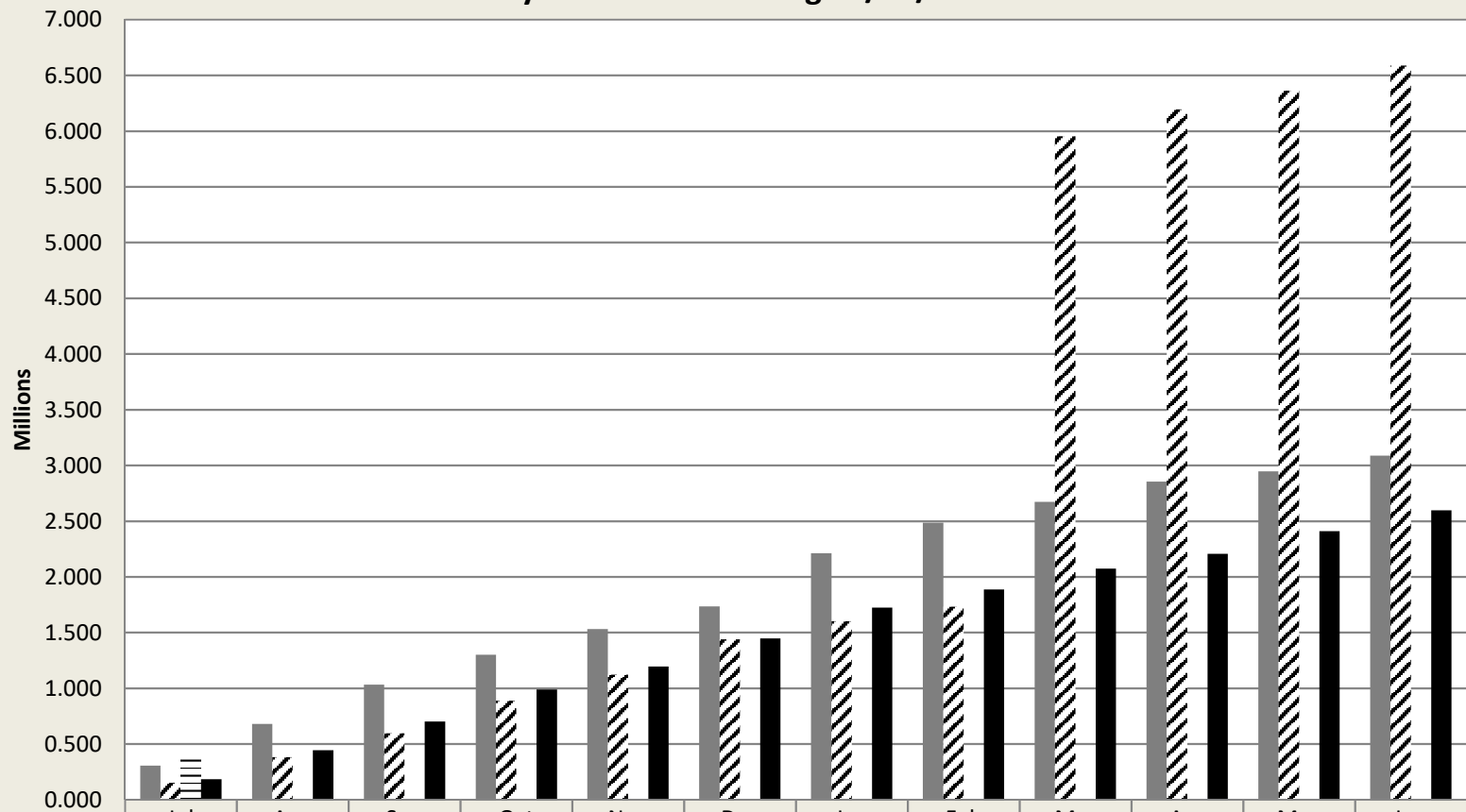
FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
FY21 Actual Expenditures	78.041	169.582	229.279	290.676	351.690	420.679	440.459	480.646	517.509	562.101	605.748	672.238
FY22 Current	75.916											
FY22 Forecast	80.800	150.099	221.439	281.808	342.436	392.871	427.133	462.620	502.670	543.416	589.265	919.369

Aeronautics Fund 0221

Fiscal Year 2022

State and Interagency Revenue Sources Forecast vs Actual

July - For Period Ending 07/31/2021



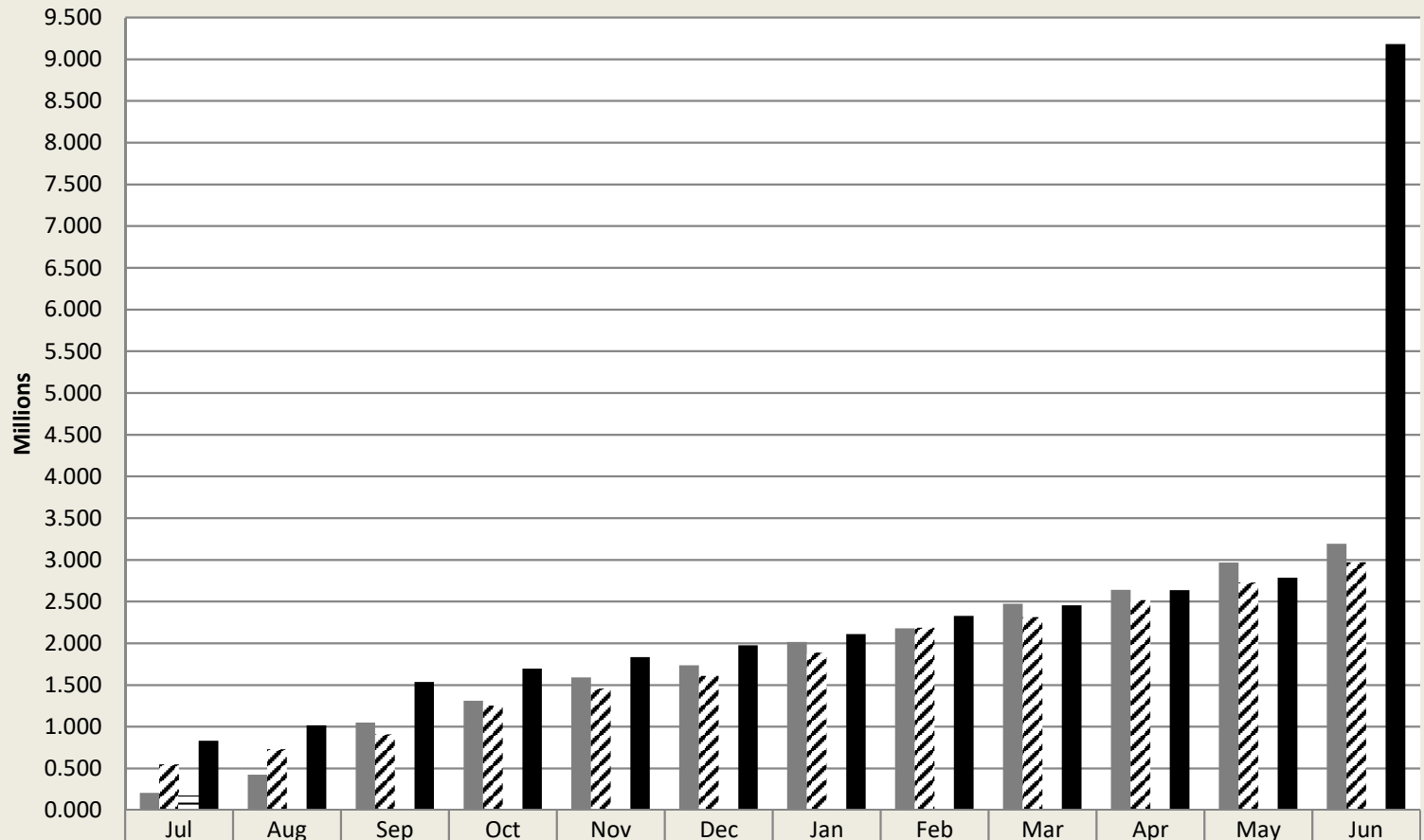
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
▨ FY21 Actual Revenue	0.149	0.382	0.596	0.888	1.121	1.438	1.602	1.732	5.952	6.193	6.361	6.588
□ FY22 Current	0.356											
■ FY22 Forecast	0.183	0.443	0.701	0.988	1.194	1.447	1.724	1.886	2.074	2.205	2.410	2.596

Aeronautics Fund 0221

Fiscal Year 2022

Expenditures

July - For Period Ending 07/31/2021



■ 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 Actual Expenditures	0.546	0.729	0.906	1.253	1.455	1.609	1.888	2.187	2.312	2.515	2.728	2.970
= FY22 Current	0.198											
■ FY22 Forecast	0.830	1.018	1.536	1.695	1.833	1.975	2.110	2.327	2.454	2.636	2.786	9.182

UserID: mmcbride
 Report ID: AD-FN-GL-002
 Run Date: 06 Aug 2021

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 7/31/2021

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Jun-21	Jul-21	Jun-21	Jul-21	Jun-21	Jul-21
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	6,574,713	6,724,149	154,708,001	160,013,455	30,463,446	39,269,204
Investments (Long Term: STO - Diversified Bond Fund)	874,791	875,724	112,186,812	112,307,864	0	0
Total Cash & Investments	7,449,504	7,599,873	266,900,659	272,327,164	30,463,446	39,269,204
Receivables - Other	0	0	1,149,055	1,212,757	0	0
- Due From Locals (Project Overruns)	0	0	1,458,591	1,469,784	0	0
- Inter Agency	0	13,104	0	37,988	0	0
Total Receivables	0	13,104	2,607,646	2,720,529	0	0
Inventory on Hand	0	0	17,603,995	18,955,813	0	0
Total Assets:	7,449,504	7,612,977	287,112,299	294,003,506	30,463,446	39,269,204
LIABILITIES						
Vouchers Payable	0	0	0	1,193	0	0
Sales Tax Payable	0	0	35,455	8,622	0	0
Deferred Revenue (Local Projects Match)	0	0	24,492,738	25,979,252	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	237,990	240,153	0	0
Total Liabilities:	0	0	24,782,201	26,245,238	0	0
FUND BALANCE						
Reserve for Encumbrance	133,195	132,863	43,908,749	64,885,732	0	0
Fund Balance	7,316,309	7,480,114	218,421,350	202,872,535	30,463,446	39,269,204
Total Fund Balance:	7,449,504	7,612,977	262,330,098	267,758,268	30,463,446	39,269,204
Total Liabilities and Fund Balance	7,449,504	7,612,977	287,112,299	294,003,506	30,463,446	39,269,204

UserID: mmcbride
 Report ID: AD-FN-GL-002
 Run Date: 06 Aug 2021

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 7/31/2021

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Jun-21	Jul-21	Jun-21	Jul-21	Jun-21	Jul-21	Jun-21	Jul-21
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	76,281,934	76,002,899	2,001,184	2,001,623	78,283,117	78,004,522	(14)	(6)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	76,281,934	76,002,899	2,001,184	2,001,623	78,283,117	78,004,522	(14)	(6)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	8	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	8	0
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	76,281,934	76,002,899	2,001,184	2,001,623	78,283,117	78,004,522	(6)	(6)
LIABILITIES								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0	0	0
FUND BALANCE								
Reserve for Encumbrance	0	0	0	0	0	0	0	0
Fund Balance	76,281,934	76,002,899	2,001,184	2,001,623	78,283,117	78,004,522	0	0
Total Fund Balance:	76,281,934	76,002,899	2,001,184	2,001,623	78,283,112	78,004,522	(6)	(6)
Total Liabilities and Fund Balance	76,281,934	76,002,899	2,001,184	2,001,623	78,283,112	78,004,522	(6)	66 (6)

User ID: mmebride
 Report ID: AD-FN-GL-003
 Run Date: 06 Aug 2021
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2022
 Budget Fiscal Year: 2022
 REVENUES

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Federal Sources									
FHWA - Highway	21,525,800	25,466,398	25,466,398	0	3,940,598	18.31 %	334,731,100	309,264,702	92.39 %
FHWA - COVID Relief	5,000,000	(334)	(334)	0	(5,000,334)	-100.01%	67,451,700	67,452,034	100.00 %
FHWA - Indirect Cost	2,223,700	2,160,208	2,160,208	0	(63,492)	-2.86%	25,000,000	22,839,792	91.36 %
Federal Transit Authority	900,000	505,937	505,937	0	(394,063)	-43.78%	15,512,600	15,006,663	96.74 %
NHTSA - Highway Safety	350,000	954,783	954,783	0	604,783	172.80 %	4,642,800	3,688,018	79.44 %
Other Federal Aid	100,000	41,639	41,639	0	(58,361)	-58.36%	4,225,000	4,183,361	99.01 %
Total Federal Sources:	30,099,500	29,128,630	29,128,630	0	(970,869)	-3.23%	451,563,200	422,434,570	93.55 %
State Sources									
Equipment Buy Back	0	0	0	0	0	0.00 %	10,194,200	10,194,200	100.00 %
Miscellaneous Revenues	2,688,778	3,414,600	3,414,600	0	725,822	26.99 %	27,713,847	24,299,247	87.68 %
Total State Sources:	2,688,778	3,414,600	3,414,600	0	725,822	26.99 %	37,908,047	34,493,447	90.99 %
Local Sources									
Match For Local Projects	700,000	628,536	628,536	0	(71,464)	-10.21%	7,347,200	6,718,664	91.45 %
Other Local Sources	0	7,500	7,500	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	700,000	636,036	636,036	0	(63,964)	-9.14%	7,347,200	6,711,164	91.34 %
TOTAL REVENUES:	33,488,278	33,179,266	33,179,266	0	(309,011)	-0.92%	496,818,447	463,639,181	93.32 %
TRANSFERS-IN									
Highway Distribution Account	14,535,800	18,250,586	18,250,586	0	3,714,786	25.56 %	243,010,000	224,759,414	92.49 %
Fuel/Registration Direct	6,156,144	6,072,764	6,072,764	0	(83,380)	-1.35%	74,056,800	67,984,036	91.80 %
Ethanol Fuels Tax	1,111,000	1,597,273	1,597,273	0	486,273	43.77 %	20,200,000	18,602,727	92.09 %
TOTAL TRANSFERS-IN:	21,802,944	25,920,622	25,920,622	0	4,117,679	18.89 %	337,266,800	311,346,177	92.31 %
TOTAL REV AND TRANSFERS-IN:	55,291,222	59,099,888	59,099,888	0	3,808,668	6.89 %	834,085,247	774,985,358	92.91 %

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 06 Aug 2021
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2022
 Budget Fiscal Year: 2022
 EXPENDITURES

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Operations Expense									
Permanent Staff Salaries	6,924,275	6,900,388	6,900,388	0	23,887	0.34 %	93,646,074	86,745,687	92.63 %
Board, Hourly, OT, Shift Diff	100,501	89,170	89,170	0	11,331	11.27 %	2,379,432	2,290,262	96.25 %
Fringe Benefits	3,268,574	3,272,664	3,272,664	0	(4,090)	-0.13 %	42,112,894	38,840,230	92.23 %
In State Travel Expense	159,107	106,103	106,103	0	53,004	33.31 %	1,799,969	1,693,866	94.11 %
Out of State Travel Expense	28,564	7,148	7,148	0	21,416	74.98 %	434,428	427,280	98.35 %
Operating Expense	12,232,090	1,859,501	1,859,501	5,645,897	4,726,691	38.64 %	71,087,149	63,581,750	89.44 %
Technology Operating Expense	3,050,846	497,047	497,047	5,671,902	(3,118,103)	-102.20 %	21,587,679	15,418,731	71.42 %
Capital Equipment Expense	105,200	927	927	12,379,867	(12,275,594)	-11668.82 %	23,588,700	11,207,906	47.51 %
Technology Equipment Expense	254,200	0	0	297,233	(43,033)	-16.93 %	4,225,700	3,928,468	92.97 %
Capital Facilities Expense	4,990,883	1,041,782	1,041,782	2,090,210	1,858,891	37.25 %	7,255,883	4,123,891	56.84 %
Capital Projects	0	0	0	2,500	(2,500)	0.00 %	0	(2,500)	0.00 %
Trustee & Benefit Payments	1,548,255	2,327,938	2,327,938	0	(779,683)	-50.36 %	20,574,900	18,246,962	88.69 %
Total Operations Expense:	32,662,494	16,102,669	16,102,669	26,087,608	(9,527,783)	-29.17 %	288,692,808	246,502,533	85.39 %
Contract Construction									
Operating Expense	1,301,000	50,889	50,889	241,216	1,008,894	77.55 %	10,600,000	10,307,894	97.24 %
Technology Operating Expense	0	181,888	181,888	328,500	(510,388)	0.00 %	0	(510,388)	0.00 %
Capital Projects	46,734,500	32,825,951	32,825,951	43,360	13,865,189	29.67 %	616,575,918	583,706,607	94.67 %
Trustee & Benefit Payments	102,000	53,796	53,796	0	48,204	47.26 %	3,499,800	3,446,004	98.46 %
Total Contract Construction:	48,137,500	33,112,525	33,112,525	613,077	14,411,899	29.94 %	630,675,718	596,950,117	94.65 %
TOTAL EXPENDITURES:	80,799,994	49,215,194	49,215,194	26,700,685	4,884,116	6.04 %	919,368,526	843,452,650	91.74 %
TRANSFERS OUT									
Statutory	0	108,900	108,900	0	(108,900)	0.00 %	0	(108,900)	0.00 %
Operating	0	0	0	0	0	0.00 %	60,832,732	60,832,732	100.00 %
TOTAL TRANSFERS OUT:	0	108,900	108,900	0	(108,900)	0.00 %	60,832,732	60,723,832	99.82 %
TOTAL EXPD AND TRANSFERS OUT:	80,799,994	49,324,094	49,324,094	26,700,685	4,775,216	5.91 %	980,201,258	904,176,482	92.24 %
Net for Fiscal Year 2022:	(25,508,772)	9,775,795	9,775,795		8,583,884		(146,116,011)	(129,191,124)	

User ID: mmcbride
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 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2021

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022										
Budget Fiscal Year: 2022										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	100,000	15,922	15,922	43,349	40,730	40.73 %	2,500,000	2,440,730	97.63 %
Operating Expenditures	Federal	1,200,000	216,853	216,853	526,368	456,779	38.06 %	8,000,000	7,256,779	90.71 %
Operating Expenditures	Local	1,000	3	3	0	997	99.73 %	100,000	99,997	100.00 %
Total Operating Expenditures		1,301,000	232,778	232,778	569,716	498,506	38.32 %	10,600,000	9,797,506	92.43 %
Capital Outlay										
Capital Outlay	Dedicated	13,525,800	5,966,327	5,966,327	12,613	7,546,860	55.80 %	242,609,889	236,630,950	97.54 %
Capital Outlay	Federal	27,855,700	22,983,616	22,983,616	4,633	4,867,451	17.47 %	275,709,029	252,720,780	91.66 %
Capital Outlay	FICR	4,847,100	2,568,655	2,568,655	26,114	2,252,331	46.47 %	25,000,000	22,405,231	89.62 %
Capital Outlay	Local	505,900	1,307,354	1,307,354	0	(801,454)	-158.42%	5,805,300	4,497,946	77.48 %
Capital Outlay	COVID Relief	0	0	0	0	0	0.00 %	67,451,700	67,451,700	100.00 %
Total Capital Outlay		46,734,500	32,825,951	32,825,951	43,360	13,865,189	29.67 %	616,575,918	583,706,607	94.67 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	1,000	13,229	13,229	0	(12,229)	-1222.90%	500,000	486,771	97.35 %
Trustee & Benefit Payments	Federal	100,000	40,567	40,567	0	59,433	59.43 %	2,899,800	2,859,233	98.60 %
Trustee & Benefit Payments	Local	1,000	0	0	0	1,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		102,000	53,796	53,796	0	48,204	47.26 %	3,499,800	3,446,004	98.46 %
Total Contract Construction:		48,137,500	33,112,525	33,112,525	613,077	14,411,898	29.94 %	630,675,718	596,950,116	94.65 %

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 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2021

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
Miscellaneous Revenues	55,000	6,128	6,128	0	(48,872)	-88.86%	670,000	663,872	99.09 %
TOTAL REVENUES:	55,000	6,128	6,128	0	(48,872)	-88.86%	670,000	663,872	99.09 %
TRANSFERS-IN									
Sales Tax	1,450,000	9,381,240	9,381,240	0	7,931,240	546.98 %	80,000,000	70,618,760	88.27 %
TOTAL TRANSFERS-IN:	1,450,000	9,381,240	9,381,240	0	7,931,240	546.98 %	80,000,000	70,618,760	88.27 %
TOTAL REV AND TRANSFERS-IN:	1,505,000	9,387,368	9,387,368	0	7,882,368	523.75 %	80,670,000	71,282,632	88.36 %
EXPENDITURES									
Contract Construction - Capital Projects	1,000,000	581,610	581,610	0	418,390	41.84 %	94,145,045	93,563,435	99.38 %
TOTAL EXPENDITURES:	1,000,000	581,610	581,610	0	418,390	41.84 %	94,145,045	93,563,435	99.38 %
TOTAL EXPD AND TRANSFERS OUT:	1,000,000	581,610	581,610	0	418,390	41.84 %	94,145,045	93,563,435	99.38 %
Net for Fiscal Year 2022:	505,000	8,805,758	8,805,758		8,300,758		(13,475,045)	(22,280,803)	

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 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2021

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: 2022	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	22,154	16,742	16,742	0	(5,412)	-24.43%	259,000	242,258	93.54 %
TOTAL REVENUES:	22,154	16,742	16,742	0	(5,412)	-24.43%	259,000	242,258	93.54 %
TOTAL REV AND TRANSFERS-IN:	22,154	16,742	16,742	0	(5,412)	-24.43%	259,000	242,258	93.54 %
EXPENDITURES									
Contract Construction - Capital Projects	500,000	295,777	295,777	0	204,223	40.84 %	77,354,956	77,059,179	99.62 %
TOTAL EXPENDITURES:	500,000	295,777	295,777	0	204,223	40.84 %	77,354,956	77,059,179	99.62 %
TOTAL EXPD AND TRANSFERS OUT:	500,000	295,777	295,777	0	204,223	40.84 %	77,354,956	77,059,179	99.62 %
Net for Fiscal Year 2022:	(477,846)	(279,035)	(279,035)		198,811		(77,095,956)	(76,816,921)	

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 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2021

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)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	0	439	439	0	439	0.00 %	0	(439)	0.00 %
TOTAL REVENUES:	0	439	439	0	439	0.00 %	0	(439)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	439	439	0	439	0.00 %	0	(439)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	2,000,781	0	0	0	2,000,781	100.00 %	2,000,781	2,000,781	100.00 %
TOTAL EXPENDITURES:	2,000,781	0	0	0	2,000,781	100.00 %	2,000,781	2,000,781	100.00 %
TOTAL EXPD AND TRANSFERS OUT:	2,000,781	0	0	0	2,000,781	100.00 %	2,000,781	2,000,781	100.00 %
Net for Fiscal Year 2022:	(2,000,781)	439	439		2,001,220		(2,000,781)	(2,001,220)	

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 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2021

Fund: 0345 CARES Act Covid-19

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
Federal Sources - Federal Transit Authority	15,000	10,227	10,227	0	(4,773)	-31.82%	9,000,000	8,989,773	99.89 %
TOTAL REVENUES:	15,000	10,227	10,227	0	(4,773)	-31.82%	9,000,000	8,989,773	99.89 %
TOTAL REV AND TRANSFERS-IN:	15,000	10,227	10,227	0	(4,773)	-31.82%	9,000,000	8,989,773	99.89 %
EXPENDITURES									
Trustee & Benefit Payments	749,997	10,227	10,227	0	739,770	98.64 %	9,000,000	8,989,773	99.89 %
TOTAL EXPENDITURES:	749,997	10,227	10,227	0	739,770	98.64 %	9,000,000	8,989,773	99.89 %
TOTAL EXPD AND TRANSFERS OUT:	749,997	10,227	10,227	0	739,770	98.64 %	9,000,000	8,989,773	99.89 %
Net for Fiscal Year 2022:	(734,997)	0	0		734,997		0	0	

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 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2021

Fund: 0374 GARVEE Capital Project Fund

Fiscal Year:	2022	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:	2022	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		0	7,424,832	7,424,832	0	7,424,832	0.00 %	0	(7,424,832)	0.00 %
TOTAL REVENUES:		0	7,424,832	7,424,832	0	7,424,832	0.00 %	0	(7,424,832)	0.00 %
TOTAL REV AND TRANSFERS-IN:		0	7,424,832	7,424,832	0	7,424,832	0.00 %	0	(7,424,832)	0.00 %
EXPENDITURES										
Operating Expenditures		0	118,524	118,524	0	(118,524)	0.00 %	0	(118,524)	0.00 %
Capital Projects		0	9,431,603	9,431,603	0	(9,431,603)	0.00 %	0	(9,431,603)	0.00 %
TOTAL EXPENDITURES:		0	9,550,127	9,550,127	0	(9,550,127)	0.00 %	0	(9,550,127)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		0	9,550,127	9,550,127	0	(9,550,127)	0.00 %	0	(9,550,127)	0.00 %
Net for Fiscal Year 2022:		0	(2,125,295)	(2,125,295)		(2,125,295)		0	2,125,295	

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 06 Aug 2021
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2021

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	0	3,166	3,166	0	3,166	0.00 %	0	(3,166)	0.00 %
TOTAL REVENUES:	0	3,166	3,166	0	3,166	0.00 %	0	(3,166)	0.00 %
TRANSFERS-IN									
Operating	0	1,378,215	1,378,215	0	1,378,215	0.00 %	0	(1,378,215)	0.00 %
TOTAL TRANSFERS-IN:	0	1,378,215	1,378,215	0	1,378,215	0.00 %	0	(1,378,215)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	1,381,380	1,381,380	0	1,381,381	0.00 %	0	(1,381,381)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	46,564,739	46,564,739	0	(46,564,739)	0.00 %	0	(46,564,739)	0.00 %
TOTAL EXPENDITURES:	0	46,564,739	46,564,739	0	(46,564,739)	0.00 %	0	(46,564,739)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	46,564,739	46,564,739	0	(46,564,739)	0.00 %	0	(46,564,739)	0.00 %
Net for Fiscal Year 2022:	0	(45,183,359)	(45,183,359)		(45,183,358)		0	45,183,358	

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 06 Aug 2021
 % of Time
 Remaining: 91.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2021

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2022	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: 2022	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
Federal Sources - FAA	29,800	5,992	5,992	0	(23,808)	-79.89%	668,500	662,508	99.10 %
State Sources - Miscellaneous	8,467	8,139	8,139	0	(328)	-3.87%	341,000	332,861	97.61 %
Interagency Sources -	21,900	19,578	19,578	0	(2,322)	-10.60%	254,900	235,322	92.32 %
TOTAL REVENUES:	60,167	33,709	33,709	0	(26,458)	-43.97%	1,264,400	1,230,691	97.33 %
TRANSFERS-IN									
Operating	152,471	328,013	328,013	0	175,542	115.13 %	2,000,000	1,671,987	83.60 %
TOTAL TRANSFERS-IN:	152,471	328,013	328,013	0	175,542	115.13 %	2,000,000	1,671,987	83.60 %
TOTAL REV AND TRANSFERS-IN:	212,638	361,722	361,722	0	149,084	70.11 %	3,264,400	2,902,678	88.92 %
EXPENDITURES									
Permanent Staff Salaries	67,181	64,017	64,017	0	3,164	4.71 %	873,369	809,352	92.67 %
Board, Hourly, OT, Shift Diff	12,200	14,602	14,602	0	(2,402)	-19.69%	71,000	56,398	79.43 %
Fringe Benefits	30,922	30,944	30,944	0	(22)	-0.07%	377,031	346,087	91.79 %
In State Travel Expense	10,646	2,193	2,193	0	8,453	79.40 %	61,537	59,344	96.44 %
Out of State Travel Expense	1,090	33	33	0	1,057	96.97 %	20,526	20,493	99.84 %
Technology Operating Expense	2,538	1,000	1,000	0	1,538	60.60 %	34,617	33,617	97.11 %
Operating Expense	696,807	30,672	30,672	118	666,017	95.58 %	1,086,220	1,055,430	97.17 %
Technology Equipment Expense	0	0	0	0	0	0.00 %	6,400	6,400	100.00 %
Capital Equipment Expense	0	0	0	0	0	0.00 %	103,000	103,000	100.00 %
Capital Facilities Expense	8,682	0	0	0	8,682	100.00 %	58,682	58,682	100.00 %
Trustee & Benefit Payments	0	54,338	54,338	0	(54,338)	0.00 %	6,489,453	6,435,115	99.16 %
TOTAL EXPENDITURES:	830,066	197,799	197,799	118	632,149	76.16 %	9,181,835	8,983,918	97.84 %
TOTAL EXPD AND TRANSFERS OUT:	830,066	197,799	197,799	118	632,149	76.16 %	9,181,835	8,983,918	97.84 %
Net for Fiscal Year 2022:	(617,428)	163,923	163,923		781,233		(5,917,435)	(6,081,240)	



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 2021Consent 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 Colleen Wonacott	Preparer's Title Sr. Planner - Programming	Initials cw	

Subject

Monthly Reporting of Federal Formula Program Funding Through August		
Key Number N/A	District N/A	Route Number N/A

Background Information

Idaho received obligation authority through September 30th via an Appropriations Act signed on December 27, 2020. Obligation authority through September 30th (365/365^{ths}) is \$381.9 million after receipt of \$30.7 million *Redistribution of Obligation Authority Not Used By Other States* on August 30th. This includes \$425,527 of *Highway Infrastructure General Funds* carried over from last year in the Transportation Management Area, \$66.7 million *COVID Relief*, and \$5.3 million of FY21 *Highway Infrastructure General Funds*. The COVID Relief and general funds are also included in the apportionments detailed below.

An extension to the Fixing America's Surface Transportation (FAST) Act was signed on October 9, 2020. Additional apportionments were received via the Appropriations Act. Idaho has received apportionments of \$387.3 million. Currently, obligation authority is 98.6% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through August 31, 2021.

Recommendations

For Information

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2021

Per FAST Extension FY2021 – Total Year	
Federal Aid Only	\$314,941
Including Match	\$340,956
Per Apportionments + COVID + Hwy Infra.	
Federal Aid Only	\$387,310
Including Match	\$419,303
Obligation Limits through 9/30/2021	
Federal Aid Only	\$381,942
Including Match	\$413,239

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the 8/2/2021 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 08/31/2021

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

Program	Allotted Program Funding through 9/30/2021	Program Funding Remaining as of 8/31/2021
All Other SHS Program	\$266,847	\$61,632
GARVEE Formula Debt Service*	\$63,025	\$0
State Planning and Research*	\$7,138	\$183
Metropolitan Planning*	\$2,409	\$0
Railroad Crossings	\$2,124	\$505
Transportation Alternatives (Urban/Rural)	\$3,755	\$465
Recreational Trails	\$1,681	\$1,911
STBG - Local Urban+	\$12,776	\$1,040
STBG - Transportation Mgt. Area	\$11,689	\$1,111
Transportation Alternatives (TMA)	\$471	\$49
STBG – Local Rural	\$19,033	\$12,522
Local Bridge+	\$9,503	\$349
Off System Bridge	\$4,013	(\$9,806)
Local Safety	\$8,755	\$1,931
Total (excluding indirect costs)	\$413,239	\$71,892

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the 8/2/2021 Highway Funding Plan.
 3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
 4. Data reflects both obligation and de-obligation activity through August 31st.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 09/22/2021Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name Jessica Phillips	Presenter's Title Contract Compliance Officer	Initials JP	Reviewed By LSS
Preparer's Name Jessica Phillips	Preparer's Title Contract Compliance Officer	Initials JP	

Subject

ISTIC Funding Allocation to Implement Idaho Career Opportunities Next In Construction (ICONIC)		
Key Number	District HQ	Route Number

Background Information

The Idaho State Transportation Innovation Council (STIC) offers technical assistance and funds—up to \$100,000 per STIC per year—to support the costs of standardizing innovative practices in a state transportation agency or other public sector STIC stakeholder. The council approached the ITD Office of Civil Rights to put together a one-page proposal for \$100,000 in funding that would increase the number of skilled workers on Idaho Construction projects. The Office of Civil Rights proposed to host a heavy equipment-operating program in eastern Idaho that would coincide with two other state wide planned programs. The program is a five-week long program where local Idaho resident would obtain education and experience in heavy equipment operating, concrete cement masonry work, welding, ironwork, rural first-aid and CPR traffic control flagging, and occupational safety. The Office of Civil Rights hopes to place students on a hiring list to provide to local contractors seeking apprentices with the incentive to reimbursement contractors at \$5 an hours vs the federal standard of \$0.80 per hour.

The project has been added to the approved FY21-FY27 State Transportation Investment program for FY21. The grant total is \$100,000 with ITD matching \$25,000 for a program total of \$125,000.

Recommendations

For information purposes; available for questions or feedback if the board has any.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10

Presenter's Name Ron Duran	Presenter's Title Public Transportation Program Manager	Initials RD	Reviewed By
Preparer's Name Ron Duran	Preparer's Title Public Transportation Program Manager	Initials RD	

Subject

Add **Greater Idaho Falls Transit Pilot Project** to the approved FY 2021 – 2027 ITIP

Key Number New	District 6	Route Number Transit
-------------------	---------------	-------------------------

Background Information

The **Greater Idaho Falls Transit Project** is the re-implementation of public transit services in the Idaho Falls urbanized area in the absence of TRPTA (Targhee Regional Public Transportation Authority). This project will utilize the section 5307 CARES Act apportionment for the Idaho Falls urbanized area to fund a two (2) year pilot project. A contract for micro-transit services will be entered by the City of Idaho Falls and the responsive third-party. ITD will remain the direct recipient of the Federal Transit Administration funds and will enter into a funding agreement with the City of Idaho Falls to execute the direct oversight and management of the transit service contract. The total cost of the project will be **\$4,200,000 (\$2,100,000 for FY 2022 and \$2,100,000 for FY 2023)** The funds being used for this project are awarded at a 100% federal rate, requiring no local match.

Per Board Policy 5011, the Public Transportation Office is requesting approval to add the Greater Idaho Falls Transit project to FY 2022 and FY 2023 at the request of the Bonneville Metropolitan Planning Organization and the sponsor ITD.

Recommendations

Approve the addition of transit project to the approved FY 2021 – 2027 ITIP.

The **Greater Idaho Falls Transit Pilot Project** at a cost of \$2,100,000 for FY 2022 and \$2,100,000 for FY 2023. Resolution on page 81.

Board Action

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

WHEREAS, the Public Transportation Office is charged with programming public transportation projects in the small urban area of Idaho Falls, Idaho; and

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

WHEREAS, the funding source for the proposed Greater Idaho Falls Transit Pilot Project is FTA 5307 CARES grant; and

WHEREAS, the Public Transportation Office has reviewed and collaborated with the Bonneville Metropolitan Planning Organization on the proposed project.

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the project proposed and approves the small urban funding amount of \$4,200,000, for submittal to the FTA for final approval; and

BE IT FURTHER RESOLVED, that this project is submitted for inclusion in the FY21-27 Statewide Transportation Investment Program and programmed \$2,100,000 in FY22 and \$2,100,000 in FY23.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 minutes

Presenter's Name Tony Pirc	Presenter's Title Capital Facilities Manager	Initials ALP	Reviewed By
Preparer's Name Tony Pirc	Preparer's Title Capital Facilities Manager	Initials ALP	

Subject

Capital Facilities Program		
Key Number	District	Route Number

Background Information

The Department, through the Division of Highways, owns and operates approximately 670 buildings, which includes Administration Buildings, Aeronautics Buildings, Buildings on the Highway, and Operational Buildings (maintenance buildings, material sheds, loader/equipment sheds, mechanic shops, supply buildings, employee housing, and various other buildings). These buildings are the facilities that are addressed in the capital facilities program.

This program provides for expansion, reconstruction, modification, and roof deterioration replacement of existing facilities to meet the department's operational function and needs. This program also provides for minor remodeling, increasing energy conservation, code upgrade, and equipment associated with the building to reduce the number of possible emergency repairs.

Recommendations

For Information.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

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

Subject

September Proposed FY2023 Appropriation Request

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

Background Information

FY2023 Revision #1 budget requests are due by October 22, 2021 this year. Justin Collins will review the department's proposed FY2023 Appropriation request change in Capital Facilities

Attached information:

- * FY23 Capital Facilities Base Change

In accordance with Board Policy 4003 and pursuant Board review of the attached information and approval of the Proposed FY2023 Budget Request Capital Facilities Changes and Resolution, the fully detailed FY2023 Revision #1 Budget Request will be finalized and submitted to the Division of Financial Management and Legislative Services Office. Copies of the submitted request will be available upon request after October 22, 2021.

Recommendations

Approve the accompanying Board Resolution, page 85.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Capital Facilities

Fiscal Year 2022 Appropriation

Base	\$ 3,615,000
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Fiscal Year 2023 Appropriation Request

Line Item Request	OG	\$ 19,000,000
-------------------	----	---------------

Fiscal 2023+ Appropriation

Ongoing Base	\$ 22,615,000
--------------	---------------

* Original request contained a one-time line item request of \$19,000,000, leaving the base untouched at \$3,615,000. The proposed request includes the \$19,000,000 as ongoing, increasing the base for future years to \$22,615,000.

RES. NO.

WHEREAS, the FY2023 Department Budget Request will be prepared in accordance with instructions in the Division of Financial Management's Budget Development Manual; and

WHEREAS, the Board has reviewed and approved the Proposed FY2023 Budget Request Summary, which listed Capital Facilities Line Item Request as one-time for \$19,000,000.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has reviewed the budget request change to Capital Facilities from a one-time request to an ongoing request and authorizes the change to the FY2023 budget request submitted to the Division of Financial Management and Legislative Services Office.

Board Agenda Item

Meeting Date September 22, 2021Amount of Time Needed for Presentation 30 minutes

Presenter's Name Justin Collins	Presenter's Title Financial Mgr. – FP&A	Initials JC	Reviewed By LSS
Preparer's Name Colleen Wonacott	Preparer's Title Sr. Planner – Programming	Initials CW	

Subject

Recommended FY 2022 - 2028 Idaho Transportation Investment Program		
Route Number Various	Project Number Various	Key Number Various
District Various	Location Various	

Background Information

The Recommended FY 2022 - 2028 Idaho Transportation Investment Program (ITIP) is provided for the Board's review and approval. The Recommended ITIP includes the Highways, Public Transportation, and Aeronautics Programs as of September 2021. The Recommended ITIP is provided under separate cover and indicates changes between the draft ITIP as reviewed at the Board's June Workshop and this Recommended ITIP. The Recommended ITIP includes summarized preliminary engineering, right-of-way acquisition, and construction costs for each project.

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

Additional information to be provided:

- A. Results of Public Comment from July – presented by Aubrie Spence and Margaret Havey
- B. Updates Made to the Program Including Re-Distribution – presented by Randy Gill
- C. Approval Request – presented by Justin Collins

(continued on the next page)

Recommendations

Approval of the attached resolution, page 87.

Board Action

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

FY21 TOTAL REDISTRIBUTION OA received = \$30,745,345 (90.78% to 98.63%)

FY 2021 SHS OBLIGATION PLAN AFTER REDISTRIBUTION

\$22,390,497 = SHS REMAINING FORMULA AFTER REDISTRIBUTION

\$ in 1000	KN	DIST	LOCATION	FY	PHASE	NOTES
190	20662	1	US 95, MCARTHUR LAKE, BOUNDARY CO	2023	PE/PC	FY21 SC/Unoblig NEED
202	20691	2	US 12, SNAKE RV BR WA LN, NEZ PERCE CO	2023	PE/PC	FY21 SC/Unoblig NEED
220	22269	3	STATE, FY26 D3 BRIDGE REPAIR	2026	PE/PC	FY21 SC/Unoblig NEED
500	22692	5	US-26 IC NBL & SBL, BLACKFOOT	2027	PE/PC	scheduled (PE/PC)
500	22693	5	I 15, UPRR BRIDGE ST NBL & SBL, BLACKFOOT	2027	PE/PC	scheduled (PE/PC)
390	21798	6	SH 33, JCT US 20 (IC 333), REXBURG	2024	RW/LP	scheduled RW/LP
385	21799	6	JCT UNIVERSITY BLVD (IC 332), REXBURG	2023	RW/LP	scheduled (RW/LP)
379	23064	STATE	STATE, RECESSED PAVEMENT MARKING PILOT	2021	CE/CN	FY21 SC/Unoblig NEED and Added CN
90	19859	STATE	FY21 TRAFFIC MONITORING WEIGH-IN MOTION MTCE	2021	CN	FY21 SC/Unoblig NEED
310	19883	1	US 95, N CORRIDOR ACCESS IMPROVEMENTS, CDA	2019	LP	Additional LP needed
3,230	20139	3	I 84, COLD SPRINGS IC TO GLENNS FERRY IC, ELMORE CO	2020	CN	Pending CO Request from Aaron on 7/29
9,000	9294	2	US 95, THORN CR RD TO MOSCOW, PH 1	2021	CN	CN UNFUNDED
1,000	23080	3 G	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2021	INDIR CN	INDIRECT COSTS
847	INDIR \$	STATE	Indirect Costs for Above Projects except CN not at Award (9294)	2021	INDIR CN	INDIRECT COSTS
5,148	19248	1	US 95, SANDPOINT LONG BR OVER PEND O'REILLE	2021	CN	D1 Unfunded to FY 21 Br Rest CN. Partial funds in FY22.

22,391

FY 22-28 PERFORMANCE PROGRAMS SUMMARY

SUMMARY JUNE BOARD MEETING

Fiscal Year	2022	2023	2024	2025	2026	2027	2028
Available - Performance Programs	316,024	309,110	302,657	297,424	294,006	291,317	290,333
Programmed	339,827	331,041	335,920	280,293	296,637	278,437	283,863
New Balance	(23,803)	(21,931)	(33,263)	17,131	(2,631)	12,880	6,470
Percent	108%	107%	111%	94%	101%	96%	98%
				(61,866)			(45,147)
4-Yr STIP				105%			
7-Yr ITIP							102%

SUMMARY SEPTEMBER BOARD MEETING

	2022	2023	2024	2025	2026	2027	2028
New Available	392,796	344,005	317,836	305,785	299,874	284,971	271,871
Program	414,546	339,404	319,882	295,305	297,643	304,014	268,978
New Balance	(21,750)	4,601	(2,046)	10,480	2,231	(19,043)	2,893
New %	106%	99%	101%	97%	99%	107%	99%
				(8,715)			(22,634)
4-Yr STIP				101%			
7-Yr ITIP							101%

CHANGES to SHS DRAFT PROGRAM SINCE JUNE BOARD ITEM

Fiscal Year	2022	2023	2024	2025	2026	2027	2028
NEW - Disparity Study System Support D9 PC	500						
19376 - US 91, SHELLEY NCL TO YORK RD, PH2	4,000						
21860 - US 91, PARK LAWN TO SIPHON RD, CHUBBUCK	2,000						
20539 - US 26, ALTERNATIVE INTERSECTIONS, IDAHO FALLS	730						
19973-I 84, DECLO POE EB, CASSIA CO	1,500						
7827-SH 44, CORRIDOR STUDY, JCT I 84 TO EAGLE	960						
NEW - US 95, GARWOOD to SAGLE PARKS ROAD IC PE/PC	2,500						
19248 - US 95, SANDPOINT LONG BR OVER PEND O'REILLE	1,142						
20788 - SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS RW/LP		7,500					
22320, 22321, 22322, 22725, ORN 23143- CORPS OF ENGINEERS ENV SVCS (increase existing)	200	200	200	200	200		
22308, 22309, 22310, 22724, ORN23144 - BIOLOGICAL & ENV SVCS (increase existing)	475	475	475	475	475		
NEW - Highway Data System Support		150	300	300	300	300	300
9294 - US 95, THORN CR RD TO MOSCOW, PH 1 Unfunded to 22/23	18,075						
20675-I 84, KIMBERLY IC (SH 50), JEROME CO		5,000					
20513-US 12, CLEARWATER RV MEMORIAL BR, NEZ PERCE CO		5,000					
19134 - US 93, 100 SOUTH RD, JEROME CO		5,000					
20589 - STATE, I-86/I-15 SYSTEM IC, POCA TELLO			(10,700)	10,700			
20608 - DIVIDED HWY RRX EIRR CLOSURES	(1,020)						
20053 - US 20, CHESTER TO ASHTON , FREMONT CO	1,020						
20114 - US 20, EXPRESSWAY MEDIAN CABLE BARRIER, BONNEVILLE CO				4,000			
20367 - US20, PHYLLIS CANAL BR TO SH-16, ADA CO		1,500					
20227 - US20, PHYLLIS CANAL BR, NR MERIDIAN		1,500					
6 Projects revised PE/PC Changes to have all phase in one year	1,893	(1,880)	(13)	-			
21867- SH 55, KARCHER RD, MIDDLETON TO INDIANA	(1,179)	(12,353)		(3,437)			
23335 - SH 55, PEAR TO FARMWAY, DESIGN				5,000	10,000		
22715 - SH 55, KARCHER, MIDDLETON TO INDIANA						(20,806)	
21938 - US 95, IRONWOOD TO SH53 SIGNAL UPGRADES, KOOTENAI CO	2,450						
20032 - US 95, CULDESAC CANYON PASSING LN, PH 3, NEZ PERCE CO	14,500						
19973, I 84 - DECLO POE EB CASSIA CO	13,724						
21831 - SH 34, SODA SPRINGS TO CONDA, CARIBOU CO	2,289						
20608 - US 20, DIVIDED HWY RRX EIRR CLOSURES	1,855						
20735 - US 20B, YELLOWSTONE HWY & HOLMES MICROSEAL, IDAHO FALLS	1,836						
ORN23184 - SH 55, 10TH TO MIDDLETON, CONSTRUCTION	(928)	(666)	(6,302)			38,500	(15,243)
22715 SH 55, FARMWAY TO MIDDLETON, DESIGN (TECM Project)	11,000	15,500	15,500				
23336 I 84, KARCHER IC, CANYON CO (TECM Project)	2,250	1,100					
23337 US 20, MIDDLETON RD TO STAR RD, ADA/CANYON CO (TECM Project)	7,774	33,500	12,726				

Board Agenda Item



RESOLUTION

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

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

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

WHEREAS, Highways, Public Transit, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2022 - 2028 ITIP; and

WHEREAS, the Recommended FY 2022 – 2028 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2022 - 2028 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained Program; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2022 - 2028 Idaho Transportation Investment Program (ITIP).

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5

Presenter's Name Michelle Doane	Presenter's Title Business and Support Manager	Initials MD	Reviewed By LSS
Preparer's Name Michelle Doane	Preparer's Title Business and Support Manager	Initials MD	

Subject

Board Policy 4051 and Administrative Policy 5051		
Key Number	District	Route Number

Background Information

The changes proposed for these policies are noted below:

Board Policy 4051, Use of Department Facilities and Equipment, updated to add reference to Idaho Code 40-505 - Subject to Board oversight, the Director has supervision and control of all activities, functions and employees of the Department, and shall exercise all necessary incidental powers. And to add clarity to the buildings and locations covered in the policy.

Administrative Policy 5051, Use of Department Facilities and Equipment, has several changes. First it is proposed that Administrative Policy A-06-16 which discusses the security of department facilities be eliminated. The reason for this is the subject of building safety and security ties in with the use of department facilities and there was not board policy to accompany A-06-16. The second change is to modify Admin Policy 5051 to include the above code reference for 4051 and to provide clarity to the buildings, locations and title of responsible parties.

Recommendations

Approve resolution, page 101.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



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BOARD POLICY 4051

Page 1 of 1

USE OF DEPARTMENT FACILITIES AND EQUIPMENT

Purpose

The Director shall establish requirements setting forth that Department facilities and equipment can be used only for transportation and public purposes and cannot be used for private or personal purposes.

Legal Authority

Idaho State Constitution Article VII, Section 10 – Making profit from public money prohibited

Idaho State Constitution Article VII, Section 17 – Gasoline taxes and motor vehicle registration fees to be expended on highways

Idaho Code 21-211 - All Aeronautic funds must be used for State aeronautic purposes, and may not be used for private or personal purposes

Idaho Code 40-311(4) - The Board shall sell, exchange, or convey real property under their jurisdiction

Idaho Code 40-505 - Subject to Board oversight, the Director has supervision and control of all activities, functions and employees of the Department and shall exercise all necessary incidental powers.

Idaho Code 40-707 - State highway funds are appropriated only for specific Idaho Transportation Department (ITD) functions related to state highway purposes, and are not appropriated for private or personal activities

Idaho Code 67-5309(m)(7) – Property, equipment, and funds of the State can only be used for state business, and cannot be used for private or personal reasons

Use of Department Facilities and Equipment

Each request for use of Department facilities shall be examined to determine whether the proposed use compromises the integrity of the highway users and aeronautics users trust funds. The Headquarters' auditorium, conference rooms and similar facilities in the Headquarters complex and the conference rooms in the Aeronautics and District offices and Division of Aeronautics may be used by State agencies and other organizations that have affiliate interests with the Idaho Transportation Department. Department work-related activities have first priority.

The same limitations apply to the use of Department-owned equipment.

The Director shall establish requirements for the use of these facilities and rental fees when appropriate.

Approved by the Board on:



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44 _____
45 Bill Moad
46 Board Chairman
47

Date 3-18-2021



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BOARD POLICY 4051

Page 1 of 1

USE OF DEPARTMENT FACILITIES AND EQUIPMENT

Purpose

The Director shall establish requirements setting forth that Department facilities and equipment can be used only for transportation and public purposes and cannot be used for private or personal purposes.

Legal Authority

Idaho State Constitution Article VII, Section 10 – Making profit from public money prohibited

Idaho State Constitution Article VII, Section 17 – Gasoline taxes and motor vehicle registration fees to be expended on highways

Idaho Code 21-211 - All Aeronautic funds must be used for State aeronautic purposes, and may not be used for private or personal purposes

Idaho Code 40-311(4) - The Board shall sell, exchange, or convey real property under their jurisdiction

Idaho Code 40-505 - Subject to Board oversight, the Director has supervision and control of all activities, functions and employees of the Department, and shall exercise all necessary incidental powers.

Idaho Code 40-707 - State highway funds are appropriated only for specific Idaho Transportation Department (ITD) functions related to state highway purposes, and are not appropriated for private or personal activities

Idaho Code 67-5309(m)(7) – Property, equipment, and funds of the State can only be used for state business, and cannot be used for private or personal reasons

Use of Department Facilities and Equipment

Each request for use of Department facilities shall be examined to determine whether the proposed use compromises the integrity of the highway users and aeronautics users trust funds. The Headquarters' auditorium, conference rooms and similar facilities and the conference rooms in the District offices and Division of Aeronautics may be used by State agencies and other organizations that have affiliate interests with the Idaho Transportation Department. Department work-related activities have first priority.

The same limitations apply to the use of Department-owned equipment.

The Director shall establish requirements for the use of these facilities and rental fees when appropriate.



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Approved by the Board on:

Bill Moad
Board Chairman

Date _____



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ADMINISTRATIVE POLICY 5051

Page 1 of 3

**USE, SAFETY, AND SECURITY OF DEPARTMENT FACILITIES AND EQUIPMENT USE
OF DEPARTMENT FACILITIES AND EQUIPMENT**

Purpose

The purpose of this policy is to implement Board policy 4051 and requires the Director to establish requirements for the use of Department facilities and equipment.

Legal Authority

Idaho State Constitution Article VII, Section 10 – Making profit from public money prohibited.

Idaho State Constitution Article VII, Section 17 – Gasoline taxes and motor vehicle registration fees to be expended on highways.

Idaho Code 21-211 - All Aeronautic funds must be used for State aeronautic purposes, and may not be used for private or personal purposes.

Idaho Code 40-311(4) - The Board shall sell, exchange, or convey real property under their jurisdiction.

Idaho Code 40-505 - Subject to Board oversight, the Director has supervision and control of all activities, functions and employees of the Department, and shall exercise all necessary incidental powers.

Idaho Code 40-707 - State highway funds are appropriated only for specific Idaho Transportation Department (ITD) functions related to state highway purposes, and are not appropriated for private or personal activities.

Idaho Code 67-5309(m)(7) – Property, equipment, and funds of the State can only be used for state business, and cannot be used for private or personal reasons.

Use of Department Facilities and Equipment

The facilities and equipment of the Idaho Transportation Department are public property, paid for and maintained by highway user funds or aeronautics user funds. Department shops, equipment, or materials are not to be used for repairs or maintenance of private vehicles or property. No personal property (all property belonging to the state of Idaho other than real property), regardless of value, may be taken, salvaged or used by Department employees for personal purposes.

Office and engineering equipment and supplies may not be taken from the Department premises for personal purposes. Equipment may be taken home to complete official work assignments, but only with the permission of the supervisor. Miscellaneous office supplies and other materials are distributed for Department work only. Section Managers can approve a system of recycling supplies

that would otherwise be considered waste, i.e. scrap labels, computer paper, etc., to donate to charitable organizations, agencies or schools.

The Chief Administrative Officer (CAO) or a delegate has responsibility for approval screening and scheduling of the use of the Headquarters' auditorium, conference rooms, and similar facilities. In the District offices and Division of Aeronautics, these activities will be under the supervision of the District Engineer (DE) or Aeronautic Division Administrator (DA), respectively.

The following guidelines shall be used when scheduling Department facilities when approved by the respective location responsible party as noted above:

- Each request shall be evaluated to ensure that Department facilities, built with funds designated specifically for highway and aeronautic purposes, are not used by groups whose affiliation could be questioned.
- Department work-related activities have first priority. Employee organizations can use the facilities ~~when approved by the CAO~~. The facilities may also be scheduled for tax-supported agencies and non-profit groups when the activity relates to a function of the Department.
- Department facilities and resources may be used for department or state endorsed activities such as discussions of fringe benefit packages, Red Cross blood drive, United Way campaign, etc.
- In special or unusual circumstances, other non-profit organizations may use Department facilities ~~at the discretion of the CAO~~.
- Salespeople offering personal products or services to individual employees cannot use Department facilities or infringe on employees' normal work hours without approval ~~of the CAO or delegate~~.
 - ITD supervisors may, at their discretion, allow the posting of notices of commercial sales activities on appropriate department bulletin boards. However, these notices must inform employees that the product or service is not state or department endorsed. Notices must also inform employees to use their break time, lunch time, or periods before or after work for obtaining services or making inquiries. Business cards or other small posters from sales representatives may be posted on designated ITD bulletin boards with reasonable time limits set for their removal.
- In election years, the facilities shall be available on Election Day to election officials to facilitate polling.

For large accommodations or events, market rates shall be determined or negotiated through contracts prior to approval. ~~by the CAO.~~

Security and Protection of Department Building and Facilities

The CAO is responsible for developing written security and protection guidelines for Department buildings and facilities and shall periodically monitor the application of these guidelines.

Implementation authority of security and protection guidelines for the various geographic areas of the Department is delegated as follows:

LOCATION	RESPONSIBLE OFFICIAL
<u>Statewide Security System Complex</u>	<u>Capital Facilities Manager</u>
<u>Headquarters</u>	<u>Business and Support Management Manager</u>
<u>Headquarters Computer Facilities</u>	<u>Chief Information Officer</u>
<u>Aeronautics Headquarters and State-owned airport facilities</u>	<u>Aeronautics Division Administrator</u>
<u>District offices and adjacent buildings</u>	<u>District Engineers</u>
<u>Outlying District facilities such as resident engineers' offices, ports of entry, maintenance buildings, rest areas, etc.</u>	<u>The Senior Supervisor for each facility</u>

Personal injuries, fatalities, or damages shall be reported in accordance with policy 5056.
Hazardous materials contamination or other environmental endangering incidents shall be reported in accordance with policy 5056.

Signed _____
 Brian W. Ness
 Director

Date: March 23, 2021



SECURITY OF DEPARTMENT FACILITIES

The security and protection of Department buildings and facilities from vandalism, theft or sabotage is charged to the Administrative Services Division Administrator.

The ASDA is responsible for developing written security and protection guidelines and shall periodically monitor the application of these guidelines.

Jurisdictional authority for the various geographic areas of the Department is delegated as follows:

LOCATION	RESPONSIBLE OFFICIAL
Statewide Security System Complex	Facilities Manager
Headquarters	Facilities Services Manager
Headquarters Computer Facilities	IS Manager
Aeronautics Headquarters and State-owned airport facilities	Aeronautics Division Administrator
District offices and adjacent buildings	District Engineers
Outlying District facilities such as resident engineers' offices, ports of entry, maintenance buildings, rest areas, etc.	The Senior Supervisor for each facility

In case of an illegal entry to Department property, local law enforcement officials shall be notified immediately, followed by an immediate verbal report and a follow-up written report to the appropriate District Engineer, Division Administrator, or higher authority. A written report must be submitted to the Employee Safety and Risk Manager within 30 days to file insurance claims.

Personal injuries, fatalities, spills of products that may contaminate the environment or damages in excess of \$2,000 shall be reported to Employee Safety & Risk Management in accordance with Administrative Policy A-06-17.

Purchases for repairs or cleanups are governed by Section 29-220 of the Supply Services procedure manual.

~~JIMMY D. ROSS~~ _____ Date: 1/13/03~~JIMMY D. ROSS~~ _____~~Acting Director~~

This policy based on:

- ~~Section 67-5711, Idaho Code~~
- ~~Decision by the Director~~

Department-wide supervision and coordination assigned to:

- ~~Administrative Services Division Administrator~~

Direction of activity and results delegated to:

- ~~Facilities Manager, Facilities Services Manager, IS Manager, Division Administrator, District Engineers, Section Supervisors, Employee Safety and Risk Manager~~

Department procedures contained in:

- ~~Administration Manual, Section 153~~
- ~~Supply Services Manual, Section 29-220, Purchasing for ITD Buildings~~
- ~~Supply Services Manual, Section 29-801, Security and Safeguards for ITD personal property~~

Former dates of A-06-16:

~~2/21/91 and 7/1/94~~

Cross-reference to related Administrative Policies:

- ~~A-03-11, DEPARTMENT OWNED PROPERTY~~
- ~~A-05-27, VOLUNTEER ACTIVITIES~~
- ~~A-06-01, IDENTIFICATION OF ITD PROPERTY AND PUBLICATIONS~~
- ~~A-06-08, PROFESSIONAL SERVICES AGREEMENTS~~
- ~~A-06-13, DEPARTMENT FACILITIES AND EQUIPMENT~~
- ~~A-06-17, REPORTING LOSSES TO HEADQUARTERS~~
- ~~A-23-01, EMPLOYEE SAFETY AND RISK MANAGEMENT~~
- ~~A-15-01, DAMAGED STRUCTURES~~
- ~~A-22-09, SECURITY POLICY FOR INFORMATION RESOURCES~~
- ~~HWY-20, SECURITY OF ITD FACILITIES~~



ADMINISTRATIVE POLICY 5051

Page 1 of 3

USE, SAFETY, AND SECURITY OF DEPARTMENT FACILITIES AND EQUIPMENT

Purpose

The purpose of this policy is to implement Board policy 4051 and requires the Director to establish requirements for the use of Department facilities and equipment.

Legal Authority

Idaho State Constitution Article VII, Section 10 – Making profit from public money prohibited.

Idaho State Constitution Article VII, Section 17 – Gasoline taxes and motor vehicle registration fees to be expended on highways.

Idaho Code 21-211 - All Aeronautic funds must be used for State aeronautic purposes and may not be used for private or personal purposes.

Idaho Code 40-311(4) - The Board shall sell, exchange, or convey real property under their jurisdiction.

Idaho Code 40-505 - Subject to Board oversight, the Director has supervision and control of all activities, functions and employees of the Department, and shall exercise all necessary incidental powers.

Idaho Code 40-707 - State highway funds are appropriated only for specific Idaho Transportation Department (ITD) functions related to state highway purposes and are not appropriated for private or personal activities.

Idaho Code 67-5309(m)(7) – Property, equipment, and funds of the State can only be used for state business and cannot be used for private or personal reasons.

Use of Department Facilities and Equipment

The facilities and equipment of the Idaho Transportation Department are public property, paid for and maintained by highway user funds or aeronautics user funds. Department shops, equipment, or materials are not to be used for repairs or maintenance of private vehicles or property. No personal property (all property belonging to the state of Idaho other than real property), regardless of value, may be taken, salvaged or used by Department employees for personal purposes.

Office and engineering equipment and supplies may not be taken from the Department premises for personal purposes. Equipment may be taken home to complete official work assignments, but only with the permission of the supervisor. Miscellaneous office supplies and other materials are distributed for Department work only. Section Managers can approve a system of recycling supplies that would otherwise be considered waste, i.e. scrap labels, computer paper, etc., to donate to charitable organizations, agencies or schools.

The Chief Administrative Officer (CAO) or a delegate has responsibility for approval of the use of the Headquarters' auditorium, conference rooms, and similar facilities. In the District offices and Division of Aeronautics, these activities will be under the supervision of the District Engineer (DE) or Aeronautic Division Administrator (DA), respectively.

The following guidelines shall be used when scheduling Department facilities when approved by the respective location responsible party as noted above:

- Each request shall be evaluated to ensure that Department facilities, built with funds designated specifically for highway and aeronautic purposes, are not used by groups whose affiliation could be questioned.
- Department work-related activities have first priority. Employee organizations can use the facilities. The facilities may also be scheduled for tax-supported agencies and non-profit groups when the activity relates to a function of the Department.
- Department facilities and resources may be used for department or state endorsed activities such as discussions of fringe benefit packages, Red Cross blood drive, United Way campaign, etc.
- In special or unusual circumstances, other non-profit organizations may use Department facilities.
- Salespeople offering personal products or services to individual employees cannot use Department facilities or infringe on employees' normal work hours without approval.
 - ITD supervisors may, at their discretion, allow the posting of notices of commercial sales activities on appropriate department bulletin boards. However, these notices must inform employees that the product or service is not state or department endorsed. Notices must also inform employees to use their break time, lunch time, or periods before or after work for obtaining services or making inquiries. Business cards or other small posters from sales representatives may be posted on designated ITD bulletin boards with reasonable time limits set for their removal.
- In election years, the facilities shall be available on Election Day to election officials to facilitate polling.

For large accommodations or events, market rates shall be determined or negotiated through contracts prior to approval.

Security and Protection of Department Building and Facilities

The CAO is responsible for developing written security and protection guidelines for Department buildings and facilities and shall periodically monitor the application of these guidelines.

Implementation authority of security and protection guidelines for the various geographic areas of the Department is delegated as follows:

LOCATION	RESPONSIBLE OFFICIAL
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District offices and adjacent buildings	District Engineers
Outlying District facilities such as resident engineers' offices, ports of entry, maintenance buildings, rest areas, etc.	The Senior Supervisor for each facility

Personal injuries, fatalities, or damages shall be reported in accordance with policy 5056. Hazardous materials contamination or other environmental endangering incidents shall be reported in accordance with policy 5056.

Brian W. Ness
Director

Date: _____

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

WHEREAS, Board Policy 4051 Use of Department Facilities and Equipment was developed to provide guidance and procedures for the use of Department facilities and equipment: and

WHEREAS, Board Policy 4051 Use of Department Facilities and Equipment is in need of an update: and

WHEREAS, Administrative Policy 5051 Use of Department Facilities and Equipment is being modified to include a portion of Administrative Policy A-06-16, Security of Department Facilities, which is being deleted.

NOW THEREFORE BE IT RESOLVED, that the Board approves the revisions to Board Policy 4051 Use of Department Facilities and Equipment, and concurs with the changes to Administrative Policy 5051 Use, Safety, and Security of Department Facilities and Equipment and the deletion of A-06-16, Security of Department Facilities.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 9/23/2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

Presenter's Name Ken Kanownik	Presenter's Title PSM	Initials KJK	Reviewed By LSS
Preparer's Name Ken Kanownik	Preparer's Title PSM	Initials KJK	

Subject

Board Policy B-11-05 and Administrative Policy A-11-05 Deletion

Key Number	District	Route Number
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Background Information

Staff recommends deletion of Board policy B-11-05 and A-11-05 regarding the federal Congestion Mitigation and Air Quality (CMAQ) Program based on a review of departmental practices, funding allocations and new state funded transportation programs. These findings include the department's practice of transferring CMAQ funds to other eligible federal program, the Idaho Legislature creating the Transportation Expansion and Congestion Mitigation Program, air quality improvements throughout Idaho and the department's Administrative policy 5011.

Administrative policy 5011 states:

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.

Any future guidance for CMAQ will be included in the annual Program Update Manual if the program has any non-transferable federally authorized funding in the future.

Recommendations

Approve the resolution on page 115.

Board Action

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

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM

The Idaho Transportation Department shall administer and distribute Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds allocated under the Transportation Equity Act for the 21st Century (TEA 21). The primary purpose of Idaho's CMAQ Program is to fund projects, planning, and programs in air quality nonattainment and maintenance areas, as well as areas of concern for ozone (O₃), carbon monoxide (CO), and particulate matter (PM) which reduce transportation-related emissions. Geographic areas of concern will be identified in cooperation with the Idaho Division of Environmental Quality (IDEQ) as having measured air quality problems or the potential for air quality problems.

Program Objectives And Applicability

Idaho's CMAQ Program objectives shall be to implement cost-effective activities, plans, and projects that are mutually beneficial to transportation and air quality. CMAQ projects that are implemented should demonstrate the highest potential for preventing or relieving a community's particular air quality problem. Planning activities, for the purpose of developing a strategic plan to reduce a community's transportation-related air quality problems, can also be funded under Idaho's CMAQ Program.

CMAQ funding shall be available to all areas (identified in cooperation with IDEQ) which are currently designated as nonattainment for any criteria pollutant or have the potential to be an air quality problem area in the near future.

CMAQ Technical Review Committee

A CMAQ Technical Review Committee shall review the CMAQ Program applications and recommend projects to the Idaho Transportation Board. Membership shall represent appropriate interested parties and expertise to balance local, regional, and statewide priorities.

The CMAQ Technical Review Committee membership shall be as follows.

- ITD Senior Transportation Planner acting as CMAQ Program Coordinator/Liaison to IDEQ;
- IDEQ Statewide Air Quality Analyst acting as the transportation planning liaison;
- ITD Senior Transportation Planner representing Public Transportation;

- ~~ITD Environmental Manager representing environmental interests;~~
- ~~Local Highway Technical Advisory Council Administrator;~~
- ~~A knowledgeable citizen-at-large representing citizen involvement;~~
- ~~A rotating local/regional representative who has received CMAQ Program funds in the past, but is not an applicant in the current solicitation timeframe; and~~
- ~~A rotating IDEQ Regional Office Air Quality staff person for regional air quality interests.~~

~~Committee members whose membership rotates will be replaced every two years. The Director will recommend rotating members to the Board for approval.~~

~~The following parties shall serve as ex-officio members. Additional ex-officio members with particular expertise may be asked to participate at the discretion of the Director.~~

- ~~ITD Maintenance Engineer representing the Division of Highways' maintenance activities;~~
- ~~ITD Senior Transportation Planner from Highway Programming; and~~
- ~~CMAQ Program Coordinator from the Federal Highway Administration, Division office.~~

~~The ITD CMAQ Program Coordinator shall facilitate the annual project application, review, and recommendation process. Highway Programming staff will lend direct assistance and support to assure submission of program and project information for inclusion in the Highway Development Program consistent with Board policy B-11-02, Highway Development Program. Specific tasks of the CMAQ Technical Review Committee shall include:~~

- ~~1. Development and release of the annual CMAQ Program Request for Proposals (RFP).~~
- ~~2. Evaluation of the projects submitted for cost effectiveness and air quality improvement.~~
- ~~3. Annual submittal of a recommended list of projects to the Board based on available CMAQ funding.~~
- ~~4. Annual evaluation of CMAQ project and program effectiveness.~~

~~As part of the CMAQ Program RFP development process, specific criteria for project analysis format, technical presentation, and emissions reduction calculation procedures will be developed. To assure consistency with local, regional, and statewide air quality planning, all RFP procedures and requirements shall be reproducible and in accordance with all relevant United States Environmental Protection Agency and/or IDEQ guidance, policies, rules and regulations.~~

Project Award

~~Project award will be based on both cost effectiveness and the potential air quality benefits of a project. In the case of planning projects, projects will be awarded based on their ability to develop a plan with specific activities and projects that would facilitate increased air quality benefits.~~

~~Funding award priority will be given to measures, plans, and programs which either are or have been developed as part of the *Plan for the Control of Air Pollution in the State of Idaho*.~~

Funding Distribution And Limitations

~~The CMAQ Program shall be funded annually within the range of \$2,000,000 to \$4,000,000 in federal apportionment and obligation authority prior to matching requirements. Any remaining annual Federal CMAQ apportionments and obligational authority will be used as Surface Transportation Program Funds. The CMAQ Program is designed to be a statewide air quality improvement program, and project selection will reflect distribution of funds according to community need and demonstrable air quality benefit.~~

~~All CMAQ Program project applications are encouraged to be under \$1,000,000 in federal funding per year. Larger projects and programs should be phased over time to assure the statewide funding availability.~~

~~All CMAQ projects will require the minimum match determined by federal law. (Currently, the minimum local match required by federal law is 7.34%.) Additional local match above the minimum required is encouraged, and will be considered favorably in the project selection process.~~

Interruption And Deferral

~~Once a CMAQ project or equipment is in the Highway Development Program's contract or development schedule, and commitment and progress has been noted, the project may not be interrupted or deferred, unless federally mandated. However, projects that are not ready or cannot be obligated in their contract year will be delayed. The Department will advance other projects to use the obligational authority associated with the unutilized CMAQ funds with an emphasis on CMAQ projects where possible. No unutilized CMAQ funds will be carried over into the next fiscal year.~~

~~If the U.S. Environmental Protection Agency designates an area in Idaho as a "classified nonattainment area" for carbon monoxide or ozone, all CMAQ funds that have not been obligated shall be dedicated, as much as practical, to the problem area. Other CMAQ projects may be interrupted, deferred, or delayed in preliminary development while these funds are dedicated for the "classified nonattainment area."~~

Effective Date

~~Project applications received after the approval date of this policy will be processed using the requirements of this Board policy. All projects in the FY 1999-2003 Highway Development Program, as of the approval date of this policy, will continue to be programmed and managed under the previous policy (Board Policy B-09-13, Congestion Mitigation and Air Quality (CMAQ) Program) until completion of the project.~~

Approved by the Board on:

Charles L. Winder

Date: 8/22/03

CHARLES L. WINDER
Board Chairman

This policy based on:

- ~~Transportation Equity Act for the 21st Century (TEA 21)~~
- ~~Recommendations of the Idaho Transportation Board CMAQ Program Subcommittee~~

Former Dates of B-11-05:

3-18-99

(policy moved and revised from B-09-13, Congestion Mitigation and Air Quality (CMAQ) Program, dated 1/21/94)

Cross reference to related Board Policies:

- ~~B-09-04, CORRIDOR PLANNING FOR IDAHO TRANSPORTATION SYSTEMS~~
- ~~B-09-08, BICYCLE/PEDESTRIAN FACILITIES~~
- ~~B-11-01, STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM~~
- ~~B-11-02, HIGHWAY DEVELOPMENT PROGRAM~~
- ~~B-11-03, TRANSPORTATION ENHANCEMENT PROGRAM~~
- ~~B-11-04, ALLOCATION OF SURFACE TRANSPORTATION PROGRAM
APPORTIONMENTS TO LOCAL PUBLIC AGENCIES~~
- ~~B-28-02, PUBLIC TRANSPORTATION ADVISORY COUNCIL (PTAC) AND
REGIONAL PUBLIC TRANSPORTATION ADVISORY COMMITTEES (RPTAC)~~



CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a planned commitment of Idaho's transportation resources to develop projects and obligate funds for transportation-related air quality projects in a given fiscal period. The following project types and programming categories will be used for the CMAQ program:

CMAQ Project Types	STIP Programming Categories
Road Surfacing and Construction (unpaved, graveled and paved)	Base and Resurfacing
Dust Control and Prevention	Misc. Improvement
Transit Capital Equipment Purchases	Transit
Transit Start Up & Operation	Transit Operations
Intelligent Transportation Systems Planning and Projects	Traffic Signal/ITS
Bicycle and Pedestrian Route Construction	Bicycle/Pedestrian Trail
Special Studies, Strategic Planning, and Air Quality Monitoring	Air Quality Study
Alternative Transportation Education/Promotion/Outreach	Transit Operations

Project Evaluation Criteria

CMAQ projects shall be evaluated and ranked using air quality and specific project criteria. The following information details the air quality criteria, and then goes into the specific project criteria.

Air Quality Evaluation Criteria/Areas Which Have the Potential to be an Air Quality Problem Area (ranked in order of importance)

1. Areas that are currently designated and/or were previously proposed or designated nonattainment for any criteria pollutant (i.e., Silver Valley, Pinehurst, Sandpoint, Lewiston, Kootenai County, Ada County, Pocatello, and Soda Springs).
2. Areas with ambient monitoring data for any criteria pollutant which have exceeded seventy-five percent (75%) of the applicable National Ambient Air Quality Standards on greater than twenty-five percent (25%) of monitored days annually, based on air quality monitoring for the past three (3) years or at a minimum, one (1) year.
3. An area where air quality monitoring data indicates the likelihood of an air quality problem for new and revised criteria pollutants.
4. Areas that have received multiple formal citizen complaints related to a transportation emissions source, according to IDEQ records or those of other public agencies.
5. Areas where the professional judgment, analysis, and experience of the Idaho Transportation Department (ITD) District staff or IDEQ air quality staff indicate a transportation-related air quality problem exists. In the case of tribal jurisdictions, the judgement, analysis and experience of tribal environmental staff and/or U.S. Environmental Protection Agency staff will be utilized.

Board Policy B-11-05, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, requires uniform statewide comparison of projects for air quality benefit and cost-effectiveness. Cost-effectiveness will be determined by applicants using the following equation to compute cost compared to emissions reductions:

Cost-Effectiveness equation = Annualized Cost divided by kilograms of emissions reductions per year

Specific Project Evaluation Criteria

Additionally, CMAQ projects will be evaluated according to the specific type criteria to assure that real, quantifiable emission reductions are occurring within both regulatory and voluntary frameworks. Other evaluation criteria developed by the U.S. DOT as CMAQ program guidance may also be used to evaluate projects. These criteria shall serve to blend transportation and air quality priorities by addressing critical issues and nexus points. In general, projects should not cause any negative environmental effects.

Road Surfacing Projects Evaluation Criteria

- Target appropriate season and location of problem;
- Preventative in nature;
- Part of a capital improvement plan for the local jurisdiction;
- Provide long-term solutions;
- Result in reduced maintenance;
- Increase safety;
- Efficient and flexible; and
- Consider benefit/cost and value engineering/project life in choice of surfaces.

Dust Control and Prevention Projects Evaluation Criteria

- Serve as seed money or pilot projects as part of a long-term implementation plan;
- Purchase additional equipment, as opposed to replacement;
- Meet ITD/IDEQ specifications for such equipment;
- Used in nonattainment and/or problem areas; and
- Coordinate use of equipment to problem relationship for time/frequency/location.

Transit Capital Equipment Purchase Projects Evaluation Criteria

- Follow all Federal Transit Administration grant requirements;
- Preferably use alternative and clean fuels;
- Demonstrate administrative capacity for operation and maintenance;
- Demonstrate need for purchase (waiting list, ridership trends, planned outreach strategies, etc.);
- Result in intermodal connectivity;
- Decrease VMT (vehicle miles of travel) and congestion (result in mode shift); and
- Flexible use of equipment.

~~Transit Start-Up and Operation Evaluation Criteria~~

- ~~• Address an air quality issue which can be aided by new public transit;~~
- ~~• Occur where public transit service is limited or nonexistent;~~
- ~~• Coordinate with all existing public transit service providers in the area;~~
- ~~• Serve as new service provision, not as replacement of existing service;~~
- ~~• Coordinate with ITD Division of Public Transportation; and~~
- ~~• Short term duration, with provisions for local long-term operation and maintenance.~~

~~Intelligent Transportation Systems Planning and Projects Evaluation Criteria~~

- ~~• Focus on location to address an identified air quality problem (e.g., corridor, intersection, etc.);~~
- ~~• Cost efficient;~~
- ~~• Offer safety improvements and efficient traffic flow;~~
- ~~• Address system wide coordination requirements;~~
- ~~• Focus on Carbon Monoxide nonattainment and problem areas;~~
- ~~• Apply signal warrant requirements; and~~
- ~~• Result in a system wide benefit.~~

~~Bicycle and Pedestrian Projects Evaluation Criteria~~

- ~~• Serve a transportation purpose;~~
- ~~• Link to a community or regional transportation system;~~
- ~~• Operate within three relational aspects of intermodal transportation system (in rank order) through:~~
 - ~~1. *Impact* designed to reduce the number of vehicles on existing corridors during peak travel volumes;~~
 - ~~2. *Proximity* serves the same people within the same travel corridor as existing systems and modes; and~~
 - ~~3. *Function* creates or improves existing system to provide safe and convenient route from origin to destination.~~
- ~~• Be part of a long range transportation plan at local, district, or state levels;~~
- ~~• Meet design standards specified by the ITD Bicycle and Pedestrian Coordinator, the ITD Design Manual, and/or AASHTO standards (paths, ways, walks, trails, routes, and lanes);~~
- ~~• Document information using acceptable VMT, pedestrian traffic models, actual local studies, links to promotional effort; and~~
- ~~• Designate maintenance responsibilities as noted in A-09-08, Bicycle/Pedestrian Facilities.~~

~~Special Studies, Strategic Planning, and Air Quality Monitoring Projects Evaluation Criteria~~

- ~~Specific as to their relationship to transportation;~~
- ~~Focus on direct air quality improvement projects and programs;~~
- ~~Maintain a defined schedule and set of deliverables;~~
- ~~Assure scientific/statistical procedures are followed;~~
- ~~Improve local information and data sources;~~
- ~~Result in better decision making;~~
- ~~Eliminate unwarranted future projects; and~~
- ~~Limit need for future studies.~~

~~Alternative Transportation Education/Promotion/Outreach Projects Evaluation Criteria~~

- ~~Specific as to their relationship to transportation;~~
- ~~Maintain a defined schedule and set of deliverables;~~
- ~~Available as reference information (formal report or summary) for other jurisdictions;~~
- ~~Improve local information and data sources; and~~
- ~~Focus on direct air quality improvement projects and programs.~~

~~Program Application Requirements~~

~~For projects to be considered in the CMAQ program the following requirements and procedures must be completed.~~

~~Air Quality Analysis Requirements~~

~~Air quality analysis is required for each CMAQ project submittal (one page limit):~~

- ~~1. Project Name, Location, Purpose, and Summary.~~
- ~~2. An explanation of the transportation/air quality problem, including affected population.~~
- ~~3. Project purpose and its connection to local or regional transportation and/or air quality plans.~~
- ~~4. A statement regarding why the project is eligible under Idaho Transportation Board Policy B-11-05, Congestion Mitigation and Air Quality Improvement Program.~~
- ~~5. Future implications for the area if this project is not funded.~~

~~Projects that claim specific emissions reductions should also summarize specific reductions (in kilograms/year) and the project's cost-effectiveness (combined one page limit). Procedures for documenting emissions reductions are included in the application package, and will be posted on ITD and IDEQ websites.~~

Construction Project Requirements

The following CMAQ projects include construction and so must complete construction project requirements:

- Road surfacing and construction
- Bicycle and pedestrian route construction
- Some Intelligent Transportation System (ITS) projects
- Intermodal facilities requiring construction

A State and Local Agreement shall be used as a formal commitment between the state and local agencies to ensure accountability. Additionally:

1. An ITD-2435, Local Federal Aid Project Request, an ITD-1150, Project Cost Summary Sheet, and an ITD-654, Preliminary Environmental Evaluation;
2. Detailed field review of mile by mile costs and needs (i.e., culverts, drainage, R/W, cuts/fills, transmission lines, etc.) to aid in a more accurate preliminary budget analysis and timeframe expectations;
3. Detailed project schedule with appropriate milestones, and
4. Line item budget,
5. Air Quality Analysis.

The field review can be performed in house or may be contracted out. The reviewer must be someone with appropriate expertise and will be responsible for preparing the cost estimate used in the application. The project's sponsor must certify that a detailed field review has been completed on the construction project application.

Project costs for right of way, utility relocation, and project development costs that follow project approval in the program are reimbursable. ITD specifications will govern engineering requirements and specifications. Materials reports will be required as part of construction projects.

To address resource shortages within ITD and potential project delays for construction projects, local public agencies can contract out to private "ITD-certified" firms for design review and approval (concept and intermediate design).

Non-Construction Project Requirements

The following CMAQ projects must complete non-construction project requirements:

- Transit Capital Purchases
- Transit Start-Up and Operation
- ITS Planning
- Dust Control and Prevention
- Special Studies, Strategic Planning and Air Quality Monitoring
- Alternative Transportation Education/Promotion/Outreach

~~A State and Local Agreement shall be used as a formal commitment between the state and local agencies to ensure accountability. Additionally:~~

- ~~1. An ITD-2883, Non-Construction Request/Application;~~
- ~~2. Project schedule with appropriate milestones, and~~
- ~~3. Line item budget.~~
- ~~4. Air Quality Analysis.~~

~~For public transportation projects, the Division of Public Transportation shall:~~

- ~~1. Work with applicants to ensure vehicle purchases meet all ITD and federal requirements, including, but not limited to:

 - ~~• Procurement and bid processes;~~
 - ~~• Americans with Disabilities Act accessibility requirements;~~
 - ~~• Buy America requirements;~~
 - ~~• Pre-award and post-delivery reviews; and~~
 - ~~• New model bus testing.~~~~
- ~~2. Ensure that ITD is the lienholder on any vehicles purchased by the CMAQ Program for the vehicle's useful life, as required by Idaho Code, 40-514. These vehicles shall be inspected every other year to assure adequate maintenance and service provisions.~~
- ~~3. Limit expenditures of CMAQ funds to transit vehicle capital purchases and ridership enhancement infrastructure and equipment.~~
- ~~4. Assure that operations and maintenance expenditures are not included in capital purchase projects.~~

Funding Distribution and Limitations

~~Preference in funding will be given to CMAQ projects that:~~

- ~~• Are measures, plans, and programs which either are, or have been developed as part of the *Plan for the Control of Air Pollution in the State of Idaho*; and~~
- ~~• Are designed for areas that are nonattainment for any criteria air quality pollutant or have the potential to be an air quality problem area in the near future (and as further defined above).~~

~~A statewide limitation of \$2,000,000 per year for all CMAQ projects in *out years* will be applied to long range, multi year construction projects. (*Out years* are those years beyond the funding timeframe currently under consideration.) This limitation will allow complex construction projects to be added in *out years* while maintaining funding for short term, streamlined projects. Phasing of projects, consistent with Board Policy, B-11-05, is highly encouraged for the same reason.~~

~~Increases in project costs are the responsibility of the project applicant.~~

Program Outreach Component

~~A program outreach component will begin in fiscal year 2000. The effort will include:~~

- ~~• Local Highway Technical Assistance Council (LHTAC), Metropolitan Planning Organizations (MPOs), and IDEQ, working with ITD to coordinate a CMAQ Workshop component within annual Local Public Agency Meetings at each of the Districts.~~
- ~~• The use of a letter of interest from potential applicants to request an application.~~
- ~~• The appointment of a formal District contact, either the Local Roads Coordinator or the District Planner by the District Engineer. This contact shall be trained in the CMAQ program process and serve as a mentor through the project application process.~~
- ~~• Monthly newsletters from LHTAC to the local highway organizations to inform locals agencies of upcoming meetings and program solicitations.~~

CMAQ Technical Review Committee

~~A Technical Review Committee shall be selected from across the state to access unique input and abilities of a variety of individuals. Members of the Technical Review Committee who must travel from outside of the Treasure Valley to attend committee meetings will be reimbursed in accordance with State of Idaho per diem and travel policies.~~

Program Award Process

~~The CMAQ Program is based on local and regional applications, processed through each District (and prioritized by metropolitan planning organizations, as available), for presentation and evaluation by the Technical Review Committee. The Technical Review Committee makes the final recommendations to the Idaho Transportation Board regarding funding priorities that are based on air quality benefit and cost-effectiveness and specific project criteria.~~

~~Once the project is approved by the Board, the ITD District Contact negotiates a mutually acceptable timeline with the applicant to define reasonable review and submittal timeframes and a critical path schedule as part of the State and Local Agreement.~~

Project Close-Out Documentation

~~A formal feedback process shall be included in the project's closeout documentation to ensure continued improvements and a long-term quality focus. The following steps are included:~~

- ~~1. Survey applicants.~~
- ~~2. Determine the projected and actual line item costs, as available.~~
- ~~3. Determine if original and actual schedule milestones were changed.~~
- ~~4. Follow-up by telephone sample of less successful projects (Applicants and District Contacts).~~
- ~~5. Identify "what went well" or recommend "mid-course corrections."~~
- ~~6. Follow up with potential applicants, who formally requested an application packet, but did not apply. Determine reasons why and consider input for following application cycle.~~

Signed _____ Date: 6-1-99
DWIGHT M. BOWER
Director

This policy is based on:

- ~~Federal Regulations, Idaho Code, AASHTO standards, and other national organization standards that address transportation related congestion mitigation and air quality improvement~~
- ~~Board Policy, B-11-05, Congestion Mitigation and Air Quality Improvement (CMAQ) Program~~
- ~~Decision by the Director~~

Department wide supervision and coordination assigned to:

- ~~Chief Engineer, Public Transportation Administrator, and Transportation Planning Administrator~~

Direction for activity and results delegated to:

- ~~District Engineers, Section Managers, and other personnel as assigned~~

Department procedures contained in:

- ~~This policy~~

Former dates of A-11-05:

~~0~~

Cross reference to related Administrative Policies:

- ~~A-09-04, CORRIDOR PLANNING FOR IDAHO TRANSPORTATION SYSTEMS~~
- ~~A-09-08, BICYCLE/PEDESTRIAN FACILITIES~~
- ~~A-11-01, STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM~~
- ~~A-11-02, HIGHWAY DEVELOPMENT PROGRAM~~
- ~~A-11-03, TRANSPORTATION ENHANCEMENT PROGRAM~~

Idaho Transportation Board Policy B-11-05;
Idaho Transportation Department Administrative Policy A-11-05;
Congestion Mitigation and Air Quality Program Policy Deletion

WHEREAS, In April 2008 the Idaho Transportation Board passed a resolution transferring funding from the Congestion Mitigation and Air Quality Program to eligible federal programs; and

WHEREAS, beginning in fiscal year 2018, a state funded program, the Transportation Expansion and Congestion Mitigation (TECM) program was created; and

WHEREAS, Idaho Transportation Department Administrative Policy 5011 directs staff to utilize annual guidance on program update in lieu of publishing individual policies for each program; and

WHEREAS, the Idaho Transportation Board Subcommittee on Policies reviewed staff's proposal to delete Idaho Transportation Board Policy B-11-05 and Idaho Transportation Department Administrative Policy A-11-05 on August 17th, 2021;

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board deletes Idaho Transportation Board Policy B-11-05 and Idaho Transportation Department Administrative Policy A-11-05.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date September 22, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 min.

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

Administrative Settlement over \$200,000.00

Key Number 20594	District 3	Route Number US 20/26; Linder to Locust Grove
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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 20594 – US 20/26 Linder to Locust Grove, Ada County - for administrative settlement in the amount of \$385,463.00. Resolution on page 117.

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(594); and

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

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement in the amount of \$385,463.00