



A G E N D A

Regular Meeting of the
Idaho Transportation Board

October 20, 2021

Idaho Transportation Department
Auditorium
3311 West State Street
Boise, Idaho

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2451 058 8946
- b. meeting password: 1234

KEY:

ADM = Administration

CD = Chief Deputy

DIR = Director

OP = Operations

		Page #	Time*
Action Item	1. CALL MEETING TO ORDER		8:00
Information Item	2. SAFETY/SECURITY SHARE: Senior Transportation Technician Ruffing		
Action Item	3. BOARD MINUTES – September 22, 2021 4		8:05
	– October 1, 202114		
Action Item	4. 2021 BOARD MEETING DATES16		
	November 18 – Boise December 9 - Boise		
Action Item	5. CONSENT CALENDAR17		
OP	_____ Consultant agreements18		
OP	_____ Contracts for award20		

*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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Boise, Idaho

Page
#

Time

Information Items

6. INFORMATIONAL CALENDAR

OP	_____	Contract award information and current advertisements	25
OP	_____	Professional services agreements and term agreement work tasks report.....	32
OP	_____	80 MPH interstate speed zones 2021 update.....	37
OP	_____	Board Policy 4041 Sponsorship of Department Programs	38
ADM	_____	State FY22 financial statements	47
ADM	_____	Monthly report of federal formula program funding through September	67
ADM	_____	Non-construction professional services report	69

7. SUBCOMMITTEE ON POLICIES UPDATE

8:10

8. DIRECTOR'S MONTHLY REPORT ON ACTIVITIES

8:15

9. AGENDA ITEMS

Information Item

ADM	_____	FY23 Appropriation Request Revision #1	70	8:30
Bray				
DIR	_____	Idaho Transportation Department FY21 Annual Report	73A	8:35
Heuring				
OP	_____	Use of Amazon Transportation Mitigation Funds	74	8:40
Lakey/Points				
OP	_____	Motorcycle Interactive Training	78	8:55
Tomlinson/Beer/Teixeira				
OP	_____	Utility Accommodation Rulemaking Update	79	9:20
Beachler				

Action Item

OP	_____	Administrative Policy 5515, Disaster/Emergency Support and FHWA Relief (Resolution on page 81)	80	9:35
Kuisti				

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	<u>October 20, 2021</u> Boise, Idaho	Page #	Time
Information Item			
OP _____ McElhinney	FY21 State Highway System Projects End of Year Statement	81A	9:40
	10. EMPLOYEE NATIONAL TITLE RECOGNITION		9:45
	11. EXECUTIVE SESSION (Room 209) PERSONNEL ISSUES [SECTION 74-206(a), (b)] LEGAL ISSUES [SECTION 74-206(c), (d), (f)]		9:55
Action Item			
	12. AGENDA ITEMS, continued		
OP _____ Pond	Administrative settlement over \$200,000 (Resolution on page 83)	82	10:55
OP _____ Pond	Administrative settlement over \$200,000 (Resolution on page 85)	84	11:00
	13. ADJOURNMENT		11:05

*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.

REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

September 22, 2021

The Idaho Transportation Board met at 10:30 AM on Wednesday, September 22, 2021 in Boise, Idaho. The following principals were present:

Bill Moad, Chairman

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

Tim Thomas, Lead Deputy Attorney General

Dan McElhinney, Chief Operations Officer

Lorraine Dennis, Executive Assistant to the Board

Members Janice B. Vassar, Vice Chair – District 2 and James R. Thompson, Member – District 1 participated remotely.

Safety Share. Planning and Services Manager Ken Kanownik reported the department is updating its American's with Disabilities Act Transition Plan, Safety for Mobility Impaired Pedestrians. The update is out for public comment through October 18, 2021. Some of the improvements include color contrast low vision pedestrian ramps and reduced gutter counter slopes for wheelchair dependent pedestrians.

Chairman Moad thanked Planning and Services Manager Kanownik for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on August 17-18, 2021 as submitted. Member Horsch seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled, amending the October meeting to a one-day session:

October 20, 2021 – Boise

November 18, 2021 – Boise

December 9, 2021 - Boise

Consent Items. Member DeLorenzo made a motion and seconded by Member Hoff to approve the consent calendar resolution and it passed unanimously.

The motion to approve the following resolution passed unopposed:
RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB21-60 explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the 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.

1) Transportation Expansion and Congestion Mitigation Corridor Programming Adjustment. Staff requests 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 Preliminary Engineering/Preliminary Construction budget \$950,500 for state-forces to administer the TECM-funded design contract.

2) J-U-B Engineers Individual Task Agreement Extension. Staff requests approval to exceed the consultant agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for J-U-B Engineers on the Garden Creek Road, Project No. A018(933), Key No. 18933. Custer County is the local sponsor. 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. Staff requests approval up to \$635,000.

3) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #19338 - I-84, South Jerome Interchange, Jerome County, District 4, for design services of approximately \$2.76 million; and key #22293 - I-90, Washington State Line to Coeur d'Alene, Kootenai County, District 1, for design services of \$6.2 million.

4) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. On key #22472, US-30, dynamic message sign, the differences between the low bid and engineer's estimate were mainly in the Dynamic Message Sign Structure/Foundation Design and Installation, and Mobilization. On Key #22776, SH-64, Nez Perce to Drake Road, repairing soft spots, cracks and sealing the roadway, MP 21.51 and 23.73, the differences between low bid and engineer's estimate were mainly in Traffic Control and Mobilization. The engineer's estimate was developed using the average bid costs of previous projects in the area plus assumed price increases. The District does not believe re-advertising the projects would result in a lower bid, and recommends awarding the contracts. Low bidders, for key #22472: Angle and Associates - \$475,713.25, and key #22776: Knife River Corporation-Mountain West - \$269,000.

5) Approval of Contract for Rejection. The low bids on the following projects were more than ten percent over the engineer's estimate, and are recommended for rejection. Key #21990, railroad crossing near Sandpoint, Bonner County, for construction of 100-feet of pavement on

each side of the tracks, installation of thermoplastic crossbucks, and installation of LED flashing railroad crossing warning signs. Three 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. Bonner County and LHTAC wish to reject all bids, revise the project scope and rebid the project for construction in the Spring of 2022.

Information Items.

1) Contract Awards and Advertisements. Key #23120, US-95, Sagle Rd. to Long Bridge, phase 1, District 1. Low bidder: McMillen Jacobs Associates - \$724,664.63.

Key #22766, US-95, Byway Bridge approaches, District 1. Low bidder: Razz Construction Inc. – \$399,364.00.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From July 28 through September 2, 2021, 25 new professional services agreements and work tasks were processed, totaling \$3,456,845. Seven supplemental agreements to existing professional services agreements were processed during this period in the amount of \$2,752,146.

3) District 3 Speed Zone Modifications – SH-55 in Lake Fork. In response to a request from the Valley County Commissioners, District 3 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. The planned speed zone revision adds a 55 mph transition between the 45 mph and 65 mph speed zones approaching Lake Fork from the south. Changes will be made to the Minute Entries for Speed Control Zones on SH-55, MP 137.532 to MP 138.200, from 65 mph to 55 mph.

4) District One US-95, Garwood to Sagle, Parks Rd IC and Frontage Roads. The district requests this project be added into the FY22 Statewide Transportation Improvement Program as an Early Development project. And requests \$2.5 million for design engineering to develop the project including final plans prepared by end of 2024. The right-of-way and construction costs are estimated at approximately \$35 million; however, no construction funds are requested at this time. Board action regarding the request is included in the Recommended FY22-28 Idaho Transportation Investment Program item presented later in the meeting.

5) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 2.4% as of July 31. Receipts from the Highway Distribution Account were \$3.7 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 88%, or \$167,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$32,000 or 0.3% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$33.1 million during the month.

The balance of the long-term investments was \$112.3 million at the end of July. These funds are obligated against construction projects and encumbrances. The cash balance was \$160

million. Expenditures in the Strategic Initiatives Program Fund through July were \$0.3 million. Additional receipts include interest earned of \$16,000 based on the cash balance. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.4 million is the first month of the new 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund were \$0.6 million. The federal CARES Act provided \$27 million for public transportation. Expenditures for July totaled \$10,000.

6) Monthly Reporting of Federal Formula Program Funding through August. Idaho received obligation authority of \$381.9 million through September 30, 2021 via an Appropriations Act signed in December 2020 which includes \$30.7 million Redistribution of Obligation Authority Not Used By Other States received on August 30. This corresponds to \$413.2 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 \$5.3 million of FY21 Highway Infrastructure General Funds. An extension to the federal Fixing America's Surface Transportation Act was signed in October 2020. Idaho received apportionments of \$387.3 million. Obligation authority is currently 98.6% of apportionments. Of the \$413.2 million allotted, \$71.3 million remains as of August 31, 2021.

7) State Transportation Innovation Council Funding Allocation to Implement Idaho Career Opportunities Next In Construction. The Board will be informed of the receipt of a \$100,000 State Transportation Innovation Council award. The funding will increase the number of skilled workers on Idaho construction projects through the Office of Civil Rights' heavy equipment operating program in eastern Idaho. The five-week program is for residents to obtain education and experience in operating heavy equipment, concrete cement masonry work, welding, ironwork, rural first-aid and CPR, traffic control, flagging, and occupational safety.

Monthly Report on Department Activities. Director Ness reported on the Highway Safety Summit held August 23 – 25. The summit addressed strategies to reduce crashes and make roads safer. Director Ness also gave an update on the senate's \$1.5 trillion federal funding infrastructure bill that includes reauthorization for highways, rail, and non-highways and safety projects. Idaho could potentially receive an \$80 - \$100 million annual appropriation increase of 25%. The current federal appropriation is due to expire September 30. Congress can opt to pass a continuing resolution carrying funding through December 3rd or consider an extension. Director Ness reported the department's three goals in light of continued spikes in COVID-19 are: 1) continued customer service; 2) keeping staff and customers safe; and 3) maintaining flexibility.

Chief Engineer Rindlisbacher informed the Board about the POW/MIA US-20/26 highway dedication that will be held on October 6th in Carey, Idaho. Passed during the 2021 legislative session, House Bill 132 dedicates US-20/26 as POW/MIA memorial highway. The highway spans from the Oregon to Wyoming border. He showed one of the 10 signs that will be posted along the highway.

Chief Operation Officer (COO) McElhinney reported on the Western Association of State Highway Transportation Officials (WASHTO) Annual meeting held September 12 – 15 in Salt Lake City, UT. He and Idaho FHWA Pete Hartman updated USDOT FHWA Administrator

Stephanie Pollock on Idaho's readiness to deliver state and local projects when new federal funding legislation passes, and the unique LHTAC leadership success for Idaho teaming with ITD versus local delivery risks in other states. He also gave an update on the Transportation Expansion and Congestion Mitigation bonding program team's successful progress in just 3 months completing all 13 consultant contract selections to begin fall 2021 environmental or design delivery activities on the recently Board approved corridors. The selections share the work across many companies including 8 different primary engineering firms and 30 total firms that make up these teams. Environmental and other field work has begun in four of these corridors for project studies before the weather changes.

In addition, COO McElhinney also stated the new variable speed limits construction corridor implementation on the I-84 corridor in Nampa is going very well; the Eagle Road and SH-44 intersection project lane reconfiguration will be done on schedule in October; and each district office has a COVID-19 shed closure action plan in place if services need to be redirected. He acknowledged team members and partners including all our ITD maintenance foreman for encouraging COVID-19 safety best practices and the Associated General Contractors (AGC) and Idaho State Police for their teamwork on I-84 Work Zone Safety. He announced that later today the 2021 ITD/AGC Excellence in Construction Partnering Awards second annual call for state/local project nominations will be sent. He also thanked the numerous managers leading the way solving issues this summer including: Chad Clawson, Amy Schroeder, Monica Crider, Wendy Terlizzi, Kevin Sablan, Matt Farrar, Jason Brinkman, John Bilderback, Aubrie Spence, and our 6 statewide district engineers.

Chairman Moad thanked staff for the report.

Greater Idaho Falls Transit Pilot Project to the approved FY21 – 27 ITIP. Public Transportation Program Manager Ron Duran is requesting approval to add a \$4.2 million transit pilot project for Idaho Falls, to the approved FY21-27 Idaho Transportation Investment Program (ITIP). The Public Transportation Office has been collaborating with the Bonneville Metropolitan Planning Organization to re-establish transit service in the greater Idaho Falls area since the dissolution of the previous provider, Targhee Regional Public Transportation Authority. The City of Idaho Falls will have oversight and management of a two-year pilot project for micro-transit services. CARES Act apportionments will be used to fund the project in FY22 and FY23.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with programming
ITB21-61 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.

Chairman Moad thanked Public Transportation Program Manager Duran for the report.

Capital Facilities Program. Capital Facilities Manager Tony Pirc reported on the funding history of the Facility Management Program. The most recent funding increase was in 2014, seven years ago. With the market rate fluctuation, new construction cost per square foot has increased 200% in the last three years, and of the 670 buildings statewide, 27 are older than 60 years. The majority of budgets cost are going towards repairs instead of operations. Statewide operation needs are estimated at \$90.9 million which does not include Port of Entry or Rest Area building needs. Employee safety and experience is one of the top priorities.

Chairman Moad thanked Facilities Manager Pirc for the report.

Proposed FY23 Appropriation Request. Financial Planning and Analysis Manager Justin Collins presented the Department's proposed FY23 appropriation request change in capital facilities. The original request contained a one-time line item request of \$19 million, leaving the base untouched at \$3,615,000. The proposed request includes the \$19 million as ongoing, increasing the base for future years to \$22,615,000.

Member DeLorenzo pointed out, even with the ongoing request, it still does not fully address the growing deficit in facility needs.

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

RES. NO. WHEREAS, the FY2023 Department Budget Request will be prepared in
ITB21-62 accordance with instruction 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.

Chairman Moad thanked FP&A Manager Collins for the informative presentation.

Recommended FY 2022 - 2028 Idaho Transportation Investment Program (ITIP).

Financial Planning and Analysis Manager Justin Collins presented the department's recommended FY22-28 ITIP. The ITIP includes the Highways, Public Transportation, and Aeronautics Programs as of September 2021. The recommended ITIP indicates changes from the draft ITIP that was reviewed at the Board's June Workshop.

Senior Public Information Officer Aubrie Spence reviewed the ITIP public outreach process and comments received. New to the outreach effort are explainer You-Tube videos linked through the department's social media and website correspondence. The majority of public comments were received through social media – 286 out of the 335. Traffic control and congestion had the highest percentage of responses.

Transportation Program Manager Randy Gill reviewed program updates and the FY21 \$30.7 million redistribution of obligation authority for the state highway system. There is \$22.3 million remaining in the state highway system after redistribution with 98.6% of the federal appropriation obligated for projects.

Member DeLorenzo noted the Middleton City Council voted on October 15, 2021, to remove the Middleton Bypass from the city's comprehensive plan which will affect Corridor 44 in the ITIP. ITD, COMPASS and Canyon County Highway District staff members and Member DeLorenzo attended the council meeting and urged the Council to keep the Middleton Bypass in place.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB21-63 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.

Chairman Moad thanked staff for the presentation.

Board Policy 4051 and Administrative Policy 5051. Business and Support Manager Michelle Doane presented changes to Board Policy 4051, Use of Department Facilities and Equipment that adds reference to Idaho Code 40-505, and provides clarification on the buildings and locations covered in the policy. Administrative Policy 5051, Use of Department Facilities and Equipment had several changes. Language regarding security of department facilities from Administrative Policy A-06-16 will be incorporated into Administrative Policy 5051 changing the title to Use, Safety, and Security of Department Facilities and Equipment. Also, it includes reference to Idaho Code 40-505 and provides clarification to the buildings, locations and title of responsible parties.

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
ITB21-64 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.

Chairman Moad thanked Business and Support Manager Doane for the policy update.

Board Policy B-11-05 and Administrative Policy A-11-05 Deletion. Planning and Services Manager Ken Kanownik reviewed the recommended policy changes to delete Board Policy B-11-05 and corresponding Administrative Policy A-11-05 regarding the federal Congestion Mitigation and Air Quality (CMAQ) Program based on a review of the departmental practices, funding allocation and new state funded transportation programs. These findings include the department's practice of transferring CMAQ funds to other eligible federal programs, the creation of the Transportation Expansion and Congestion Mitigation Program, and air quality improvements throughout Idaho. 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.

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

RES. NO. WHEREAS, in April 2008 the Idaho Transportation Board passed a
ITB21-65 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 17, 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.

Chairman Moad thanked Planning and Services Manager Kanownik for the presentation.

Chairman Moad announced the last board agenda item regarding an administrative settlement is being removed from the agenda.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:00 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 Hoff seconded the motion and it passed 5-0 by individual roll call vote. Vice Chair Vassar exited the meeting prior to the motion to enter into executive session.

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

The Board came out of executive session at 1:13 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 1:14 PM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2021
_____, Idaho

SPECIAL SESSION OF THE IDAHO TRANSPORTATION BOARD

October 1, 2021

Idaho Transportation Board Chairman Bill Moad called a special session of the Idaho Transportation Board at 10:07 AM on Friday, October 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
Scott Stokes, Chief Deputy
Lorraine Dennis, Executive Assistant to the Board

The following participated remotely:

James R. Thompson, Member – District 1
Jim Kempton, Member – District 4
Dwight Horsch, Member – District 5
Bob Hoff, Member – District 6

Appointment of the Idaho Transportation Department Director. Chairman Moad opened the meeting and asked the board for a motion regarding the appointment of the ITD director.

Member DeLorenzo made a motion seconded by Member Horsch and it passed 5-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board has the statutory authority to
ITB21-66 appoint a Director of the Idaho Transportation Department per Idaho
Code section 40-503;

WHEREAS, Director Brian Ness has announced his retirement from the
Department effective May 28, 2022;

WHEREAS, the Board has identified, evaluated and confirmed the qualifications
of a replacement for Director Ness;

WHEREAS, the Board has determined to use its authority to appoint Deputy
Director L. Scott Stokes as the Director of the Idaho Transportation Department
to replace Director Ness upon his departure on May 28, 2022;

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board
hereby authorizes the Chairman of the Idaho Transportation Board to enter into an
employment contract appointing L. Scott Stokes to serve as the Idaho
Transportation Department's Director beginning May 29, 2022.

Chief Deputy Stokes thanked the Board and expressed his appreciation and gratitude for the Board's confidence, and the great work staff does in understanding the challenges and citizens of Idaho. He acknowledged Director Ness for his remarkable leadership and shared his commitment and dedication to the Board and ITD employees. He also thanked his family for their support.

WHEREUPON, the Idaho Transportation Board's special session adjourned at 10:13 AM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2021
_____, Idaho

BOARD MEETING DATES

2021

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

“X” = holiday

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

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 17 - 24

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB21-67 explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the consultant
agreement and contract for award.

Meeting Date October 20, 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

REQUEST TO APPROVE CONSULTANT AGREEMENTS		
Key Number Varies	District Varies	Route Number Varies

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 09294 – US 95, Thorn Creek to Moscow, Latah County (District 2) – for Construction, Engineering & Inspection Services of approximately \$3.0M

Board Action

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



DATE: September 30, 2021

Program Number(s)A09294

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)09294

FROM: Doral J. Hoff, PE
District 2 Engineer

Program ID, County, Etc.US-95 Thorn Creek
Road To Moscow

RE: Request to Exceed Professional Services Agreement Amount to Over \$1,000,000 for
Construction Engineering and Inspection (CE&I) Services

The purpose of this project is to improve safety and highway capacity by reconstruction of US-95 between mileposts 334.1 and 340.0 by replacing the existing two-lane highway with a four-lane divided highway. The project is a very large construction earthwork project over a three-year period.

The project's Environmental Reevaluation was approved July 23, 2021. The Conditional Right of Way Certificate was approved on August 17, 2021. The construction funding was obligated on September 9, 2021. We plan to put the project out for advertisement in the very near future.

We recently advertised the CE&I Request for Proposal (RFP) for consultant construction support to ITD construction staff. The RFP advertisement closed on September 24, 2021 and we are currently reviewing for selection the two consultant firms that submitted proposals.

The project currently has \$3,000,000 of obligated funds for construction consultant services.

After negotiations, we will likely request additional funding approval based on anticipated construction costs.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$3.0M to complete CE&I services.

Meeting Date October 20, 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 09/30/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
70	17	8	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 are recommended for award with board approval.

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

Contracts requiring Board Approval to Award -Justification received 09/01/21 to 09/30/21	
ITD	Local
1	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 +/-
5	19053	US-30	9/21/2021	1	\$534,296.40	\$669,847.00	\$135,550.60
I-15, E. Alameda Road and Yellowstone Ave.					State		125%
Contractor: Angle & Associates							

DATE OF BID OPENING - SEPTEMBER 21, 2021

IDAHO FINANCED PROJECT
I-15- E ALAMEDA RD and YELLOWSTONE AVE
Bannock County
Key No. 19053

DESCRIPTION: The work on this project consists of Safety and Traffic Improvements I-15B in Pocatello, Idaho. Installation of new signal pole, foundation, and radar detection systems

BIDDERS:

ANGLE & ASSOCIATES
POCATELLO, ID

\$669,847.00

1 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$534,296.40

LOW BID - 125% Percent of the Engineer's

Estimate NET +/- OF EE \$135,550.60

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Digitally signed by
Dana Dietz
Date: 2021.09.30
08:48:49 -06'00'

Dana Dietz

DANA DIETZ P.E.

Contracts Engineer



DATE: September 28, 2021

Program Number(s)E155850

TO: Monica Crider, PE
ITD Contracting Services

Key Number(s)19053

FROM: Todd Hubbard, PE
District Engineer
District 5

Program ID, County, Etc.I 15, B, E ALAMEDA
RD AND YELLOWSTONE AVE, BANNOCK CO

Todd Hubbard

Digitally signed by Todd
Hubbard
Date: 2021.09.28 09:36:33
-06'00'

RE: Justification of Bid Award

One bid was opened on September 21, 2021 for the subject project. The bid was \$669,847.00, which exceeded the Engineer's Estimate (\$534,296.40) by 25.37% (\$135,550.60).

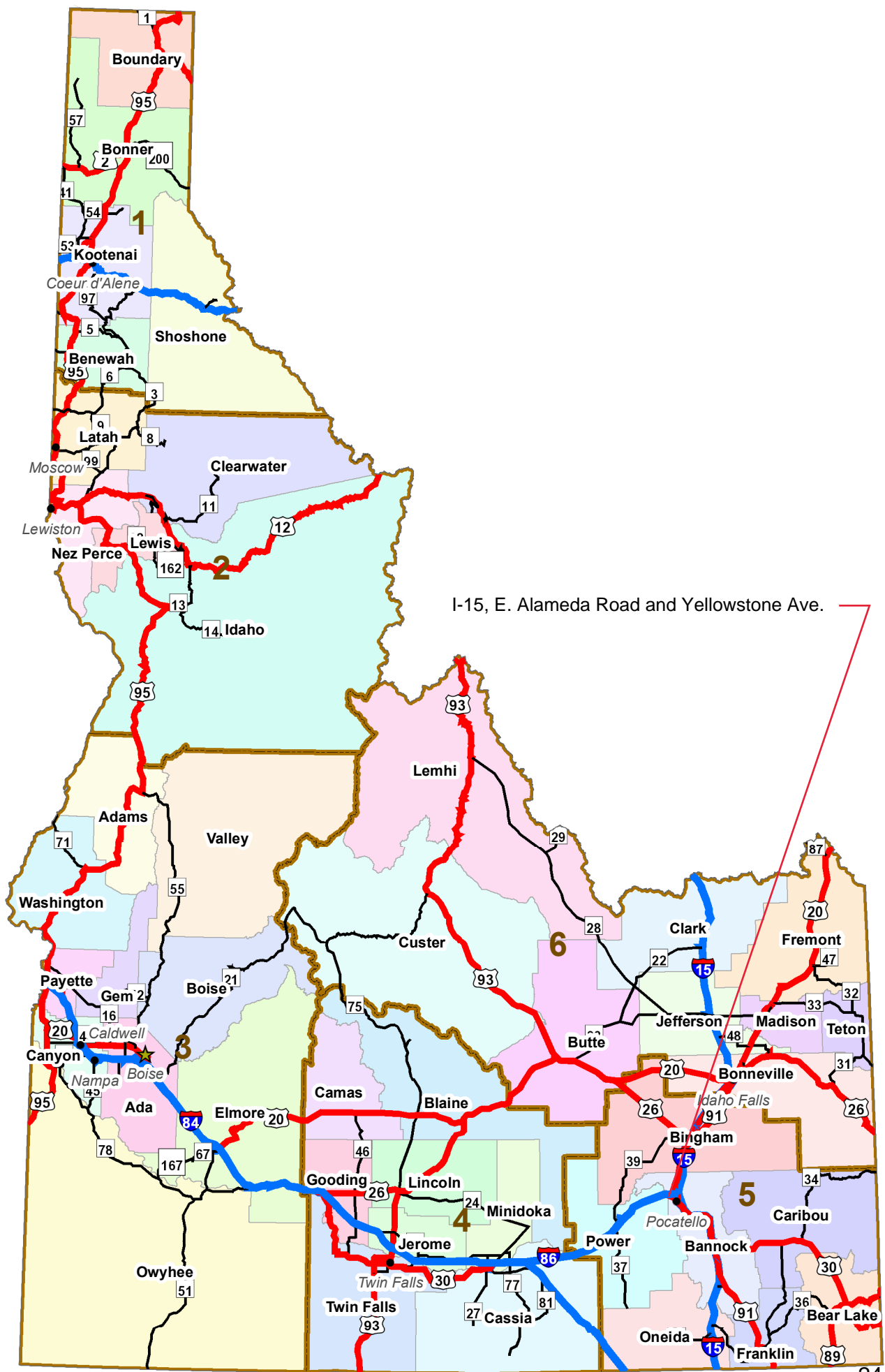
A summary of significantly different item prices is included below:

ITEM #	DESCRIPTION	ENGINEER'S ESTIMATE	CONTRACTOR BID	BID AS % OF EE	DIFFERENCE
656-005A	TRAF SIGNAL INSTALLATION 1 - 30' POLE W/35' MAST ARM AND 15' LUMINAIRE	\$ 150,000.00	\$ 188,612.00	126%	\$ 38,612.00
656-005B	TRAF SIGNAL INSTALLATION 1 SIGNAL CABINET	\$ 50,000.00	\$ 106,500.00	213%	\$ 56,500.00
TOTALS		\$ 200,000.00	\$ 295,112.00	148%	\$ 95,112.00

Each item contains multiple traffic signal components, including replacement of existing signal cabinets at two intersections. Part of the increased price for each item may be attributed to the shortage of computer chips/components. As a reference, District 5 Purchasing recently solicited bids to replace a signal cabinet elsewhere in the District. The anticipated price of the replacement signal cabinet was \$25,000, while the bid came in significantly higher at \$40,000. For 656-005A, an additional consideration may be that the escalating shortage of steel and aluminum has caused significantly increased prices, leading to the increased costs associated with the replacement traffic signal pole and the signal cabinets.

While there are multiple Contractors that perform this type of work in the District 5 area, there were only 2 Prime Contractors on the final plan-holders list. It is the District's opinion that re-advertisement of the project will not result in additional interested Contractors, thus re-advertisement would not be beneficial or result in significant cost savings. Additional funds will be obtained from statewide balancing.

District 5 recommends award of this contract.



Meeting Date October 20, 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 09/30/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
70	17	8	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 09/01/21 to 09/30/21	
ITD	Local
8	0

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

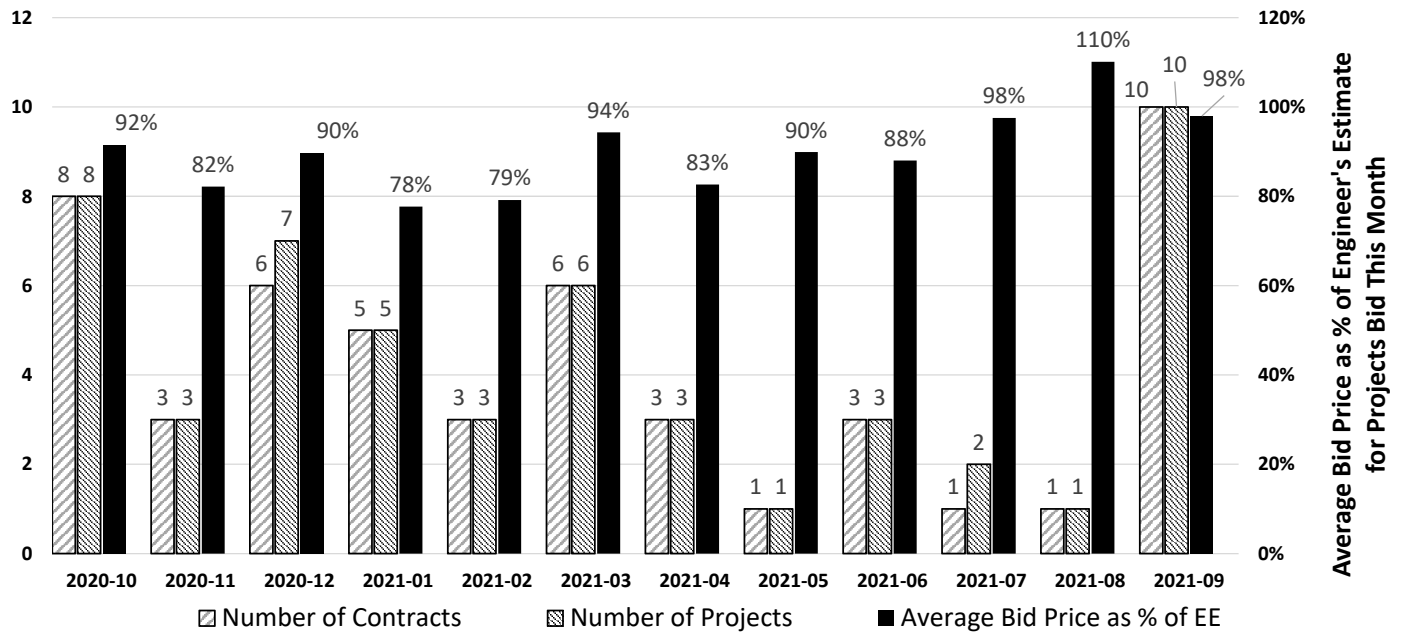
☐ Approved ☐ Deferred _____
☐ Other _____

FFY21 State Infrastructure Project Bid Results: YTD Summary By Cost

52 Projects YTD through September 30, 2021

YTD Total for all 52 projects:

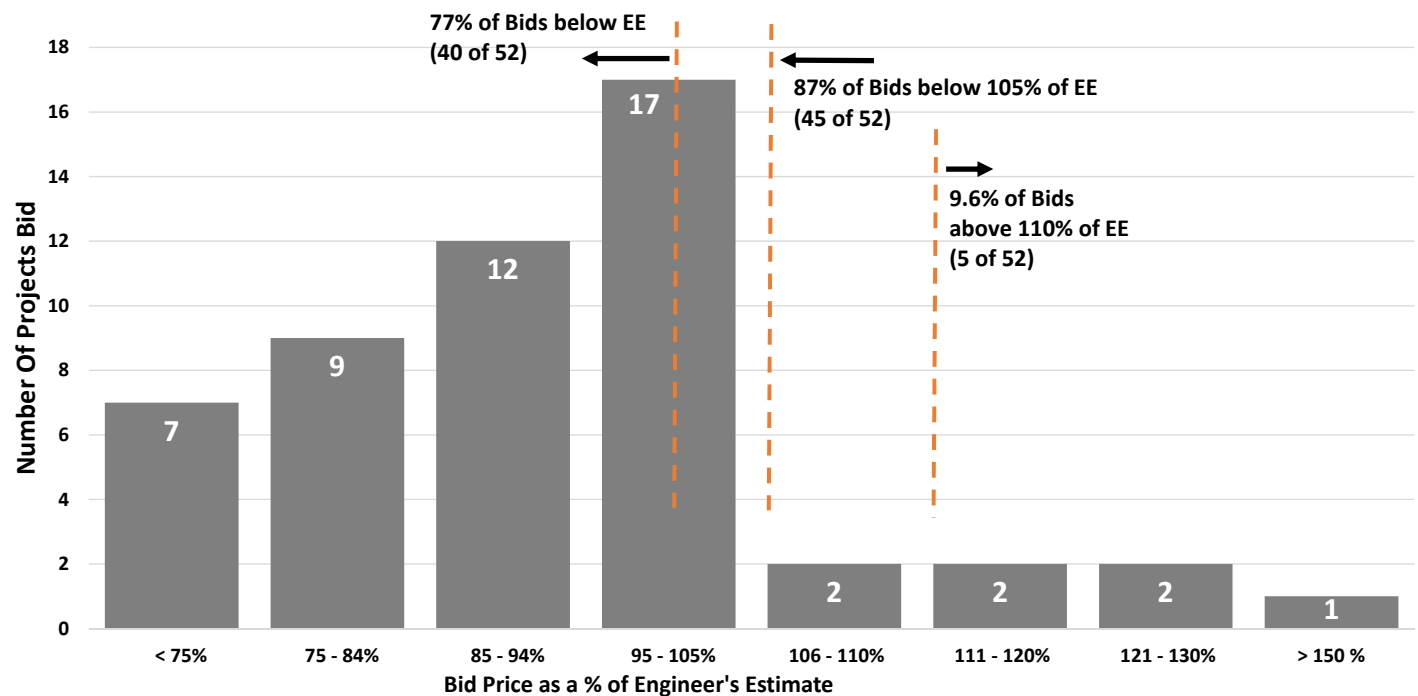
Ratio of Bid Costs / Engineer's Estimates = \$301.3 / \$337.2 M = 89.4%



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

52 Projects YTD through September 30, 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
6	20514	SH-47	9/14/2021	3	\$1,960,136.20	\$1,960,298.40	\$162.20
FY23 SH-47 Overlay							100%
Contractor: Sunroc Corporation					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	19849	I-15	9/14/2021	4	\$8,033,939.19	\$6,364,369.83	(\$1,669,569.36)
I-15, Arimo Road IC#40							79%
Contractor: Cannon Builders Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	20669	SH-27	9/14/2021	3	\$2,792,331.42	\$2,661,096.00	(\$131,235.42)
SH-27, Burley CL to Jct I-84							95%
Contractor: Staker & Parson DBA Idaho Materials Construction					State		

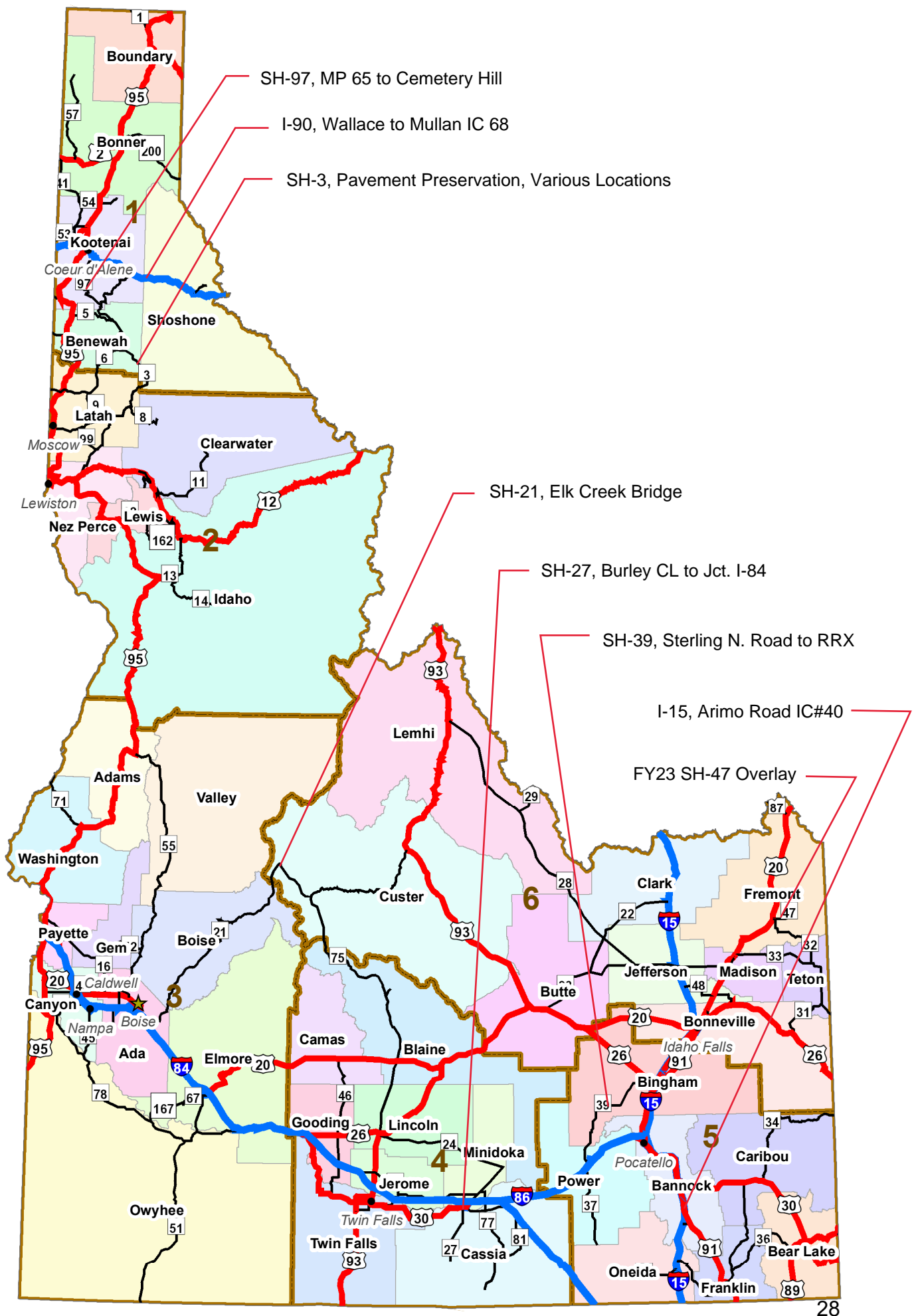
District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	23351	SH-97	9/14/2021	2	\$961,793.06	\$862,268.78	(\$99,524.28)
SH-97, MP 65 to Cemetary Hill							90%
Contractor: Poe Asphlat Paving Inc					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	20455	SH-39	9/21/2021	3	\$5,444,684.22	\$4,894,676.00	(\$550,008.22)
SH-39, Sterling N. Road to RRX							90%
Contractor: H-K Contractors Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	23352	SH-3	9/21/2021	3	\$4,065,890.32	\$3,890,000.00	(\$175,890.32)
SH-3, Pavement Preservation, Various Counties							96%
Contractor: Knife River Corporation-Mountain West					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	20397	I-90	9/21/2021	2	\$4,698,178.00	\$4,481,309.29	(\$216,868.71)
I-90, Wallace to Mullan IC 68							95%
Contractor: Interstate Concrete & Asphalt Co.					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	20131	SH-21	9/28/2021	2	\$1,619,651.20	\$1,639,000.00	\$19,348.80
SH-21, Elk Creek Bridge							101%
Contractor: Braun-Jensen Inc					State		



Monthly Contract Advertisement As of 09-30-2021

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
1	22888	SH-3	10/5/2021
SH-3, Goosehaven Road to Round Lake Road \$15,00,000.00 to \$25,000,000.00			State

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
3	21890	SH-78	10/19/2021
SH-78, Int. SH-167 Improvements \$500,000.00 to \$1,000,000.00			State

District	Key No.	Route	Bid Opening Date
4	20439	US-30	10/19/2021
FY22 D4 US-30 Over Snake River Bridge Repairs \$500,000.00 to \$1,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
1	19916	US-95	10/19/2021
US-95, Labrosse Hill Street to Alderson Lane, Bonners Ferry \$10,000,000.00 to \$15,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
1	20244 & 19948	I-90	10/19/2021
I-90, Division Street IC OPASS, Kellogg \$15,000,000.00 to \$25,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
6	20411 & 20379	US-26	10/26/2021
US-26, Antelope Flats Passing Lane \$5,000,000.00 to \$10,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
4	19960	US-93	10/26/2021
US-93, Blue Lakes Blvd; Poleline Road to Perrine Bridge \$1,000,000.00 to \$2,500,000.00			State

District	Key No.	Route	Bid Opening Date
2	20704	US-12	10/26/2021
US-12, Orofino to Greer \$5,000,000.00 to \$10,000,000.00			State

District	Key No.	Route	Bid Opening Date
LHTAC(1)	21991	OFF SYS	10/26/2021
SMA-7045, Int. Prairie Ave. & Idaho Road, Post Falls Highway District \$1,000,000.00 to \$2,500,000.00			Federal

District	Key No.	Route	Bid Opening Date
3	23064	SH-44, US-26 & US-20	10/26/2021
Recessed Pavement Marking Pilot \$250,000.00 to \$500,000.00			Federal

District	Key No.	Route	Bid Opening Date
3	20428	SH-21	10/26/2021
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(1)	13873	OFF SYS	11/2/2021
STC-1801, Railroad Ave. St. Maries \$1,000,000.00 to \$2,500,000.00			Federal

District	Key No.	Route	Bid Opening Date
1	20491	I-90	11/2/2021
I-90, FY22 D1 Bridge Repair \$1,000,000.00 to \$2,500,000.00			Federal

District	Key No.	Route	Bid Opening Date
1	20676	SH-200	11/2/2021
SH-200, Pack River to Trestle Cr \$1,000,000.00 to \$2,500,000.00			State

District	Key No.	Route	Bid Opening Date
1	20446	US-95	11/2/2021
US-95, Cocolalla Loop Road to Westmond Road \$1,000,000.00 to \$2,500,000.00			State

District	Key No.	Route	Bid Opening Date
4	19848	SH-24 & SH-25	11/2/2021
SH-24 & SH-25, City of Rupert \$2,500,000.00 to \$5,000,000.00			State

District	Key No.	Route	Bid Opening Date
LHTAC(2)	20109, 20486 & 2997	OFF SYS	11/9/2021
STC-766, 6th Street Pedestrian Improvements, Moscow \$1,000,000.00 to \$2,500,000.00			Federal

Meeting Date October 20, 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 ten (10) new professional services agreements and work tasks totaling **\$2,207,574** and four (4) supplemental agreements to existing professional services agreements totaling **\$276,192** from September 3, 2021 through September 29, 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									
Materials	1								1
Design						1			1
Bridge		1				1	1		3
Survey				1					1
Blasting		1							1
Environmental		1							1
Local Public Agency Projects	0	0	2	0	0	0	0		2
Total	1	3	2	1	0	2	1		10

For ITD Projects:

Eight (8) new professional services agreements and work tasks were processed during this period totaling **\$1,330,878**. Two (2) supplemental agreements totaling **\$159,057** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Sagle Road to Long Bridge Interim Improvements, Phase 1	Resources not available: Materials	Materials Sampling & Testing Services	RFI from Term Agreement	Strata	\$21,451

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Thorn Creek Road to Moscow, Phase 1	Resources not available: Environmental	Stormwater Pollution Prevention Plan (SWPPP) Compliance	RFI from Term Agreement	Resource Planning Unlimited	Prev: \$120,011 This: \$99,960 Total: \$219,971
US 95, Thorn Creek Road to Moscow, Phase 1	Resources not available: Blasting	Blasting Services	Direct from Term Agreement	Wallace Technical Blasting	\$99,830
US 12, Clearwater River Memorial Bridge, Nez Perce County	Resources not available: Bridge	National Register of Historic Places (NRHP) Registration for Two Bridges	Direct from Term Agreement	Gorman Preservation Associates	\$27,000

District 3

None for this month.

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY21 D4 Planning & Scoping	Resources not available: Survey	Transportation Asset Management (TAMS)/Geographic Information System (GIS) Data Integration Services	Direct from Term Agreement	J-U-B Engineers	\$48,841

District 5

None for this month.

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, Junction SH 87 to Montana State Line (Targhee Pass) Phase 1 & 2	Resources not available: Design	Final Design, Phase 1: Roadway Materials Report & Geotechnical Engineering Reports	Individual Project Solicitation	HDR Engineering	\$870,506
US 93, Kriley Gulch Bridge, Lemhi County	Resources not available: Bridge	Bridge Hydraulics Report & Bridge Type, Size & Location	Direct from Term Agreement	WHPacific	\$63,383

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY21 Local/Off System Bridge Inspection	Resources not available: Bridge	Tunnel Inspection Services	Direct from Term Agreement	Shannon & Wilson	\$99,907

Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
2	US 95, Washington & Idaho Railway (WIR) Bridge; Junction SH 6 Turnbay; Deep Creek Bridge, Latah County	HDR Engineering	7/2017, Bridge & Roadway Design Services	Prepare Condemnation Exhibits	Prev: \$1,221,773 This: \$11,767 Total: \$1,233,540 Board Approved \$1.3M during October 2020 Meeting
2	SH 126, Zenner Road to Nez Perce, Lewis County; SH 11, Grangemont Road to Headquarters, Clearwater County; FY21b D2 Bridge Repair; SH 13 Mount Idaho Road to Top of Harster Grade, Idaho County; US 95 Riverside Northbound Passing Lane, SH 3, Middle Fork Potlatch Creek Bridge, Latah County; US 95, Westlake Road to Culdesac, Lewis/Nez Perce County	HMH, LLC	3/2021, Construction, Engineering & Inspection Augmentation Services	Construction, Engineering & Inspection Augmentation Services	Prev: \$737,239 This: \$147,290 Total: \$884,529

For Local Public Agency Projects:

Two (2) new professional services agreements totaling **\$876,696** were processed during this period. Two (2) supplemental agreements totaling **\$117,135** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Cove Road Bridge, Washington County	Washington County	Historical Survey, Plan & Interpretive Signage	Direct from Term Agreements	J-U-B Engineers	\$59,864
Roadway & Americans with Disabilities Act (ADA) Improvements Part 1, Ada County Highway District	Ada County Highway District	Pavement Rehabilitation Design	Individual Project Solicitation	Six Mile Engineering	\$816,832

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>
4	North Road Phase 3, Jerome Highway District	Civil Science	1/2021, Construction, Engineering & Inspection Services	Additional Construction, Engineering & Inspection Services	Prev: \$173,440 This: \$67,675 Total: \$241,115
6	Garden Creek Road to Challis City Limits	J-U-B Engineers	12/2016, Roadway Design through PS&E	Design Tasks Necessary to Realign Designed Centerline at East End of Project	Prev: \$543,514 This: \$49,460 Total: \$592,974 Board Approved \$635K Term Extension during September 2021 Meeting

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Meeting Date October 19 & 20

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed N.A.

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

Subject

80 mph interstate speed zones (2021 update)		
Key Number	District	Route Number I-15, I-84, & I-86

Background Information

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

- During the period immediately following implementation of the 80 MPH speed limits, 85th percentile speeds increased to around 82.5 MPH, representing a 3 MPH rise from the 79.5 MPH conditions when posted at 75 MPH. Since that initial transition period, the observed 85th percentile speeds indicate a flat (I-86) to slightly increasing (I-15 & I-84) trend with operational speeds now averaging around 83 MPH for I-84 and I-86 and 84 MPH for I-15.
- The before and after differential speeds between light and heavy vehicles has remained relatively unchanged with a 11 MPH average under 80 MPH conditions as opposed to 10 MPH with the speed limit at 75 MPH.
- In the seven years since implementation of 80 MPH speeds, fatal and serious injury crash rates have remained relatively constant ranging between 1 and 6 fatal and serious injury crashes per one hundred million vehicle-miles of travel. Which matches the fatal and serious injury crash performance of the interstate prior to raising the speed limit from 75 to 80 MPH.
- Compared to national rates, operations along these 80 MPH corridors are comparable if not slightly better.

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

Recommendations

Maintain 80 MPH speed zones.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Meeting Date October 20, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed NA

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

Subject

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

Background Information

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

Recommendations

Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Meeting Date Oct. 19-20, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

State Fiscal Year 2022 Financial Statements		
Key Number	District	Route Number

Background Information

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

The financial operations of the Department as of August 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 20%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$8.5M. State revenues to the State Aeronautics Fund are ahead of forecast by 114% or \$377,000. While only two months of the fiscal year has passed, the revenue picture looks very positive.
- Expenditures are within planned budgets YTD. The differences after two months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$581,000 or 2.8% 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 expenditures in the State Highway Account for July and August of this year are \$88.1M. This is less than the amounts for the month of July and August of the previous 3 years as shown: FY21= \$107.8M; FY20= \$112.6; FY19= \$106.2M. Traditionally, August and September are ITD's highest construction payout months.

The balance of the long-term investments as of the end of August is \$112.4 Million. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$150.9M) totals \$263.3.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the month of August, were \$.5M. 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 \$33k based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.1M for August is the second month in excess of \$9M. These funds are from the 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 are \$4.7M year to date.

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27M. The activity year to date for this grant had expenses of \$281,000.

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

OCTOBER
ITD BOARD PACKET

AUGUST
FINANCIAL STATEMENTS

User ID: mmcbride
 Report ID: AD-FN-GL-010
 Run Date: 9 Sep 2021
 % of Time
 Remaining: 83.33

Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 8/31/2021
 (all amounts in '000)

Fiscal Year: 2022

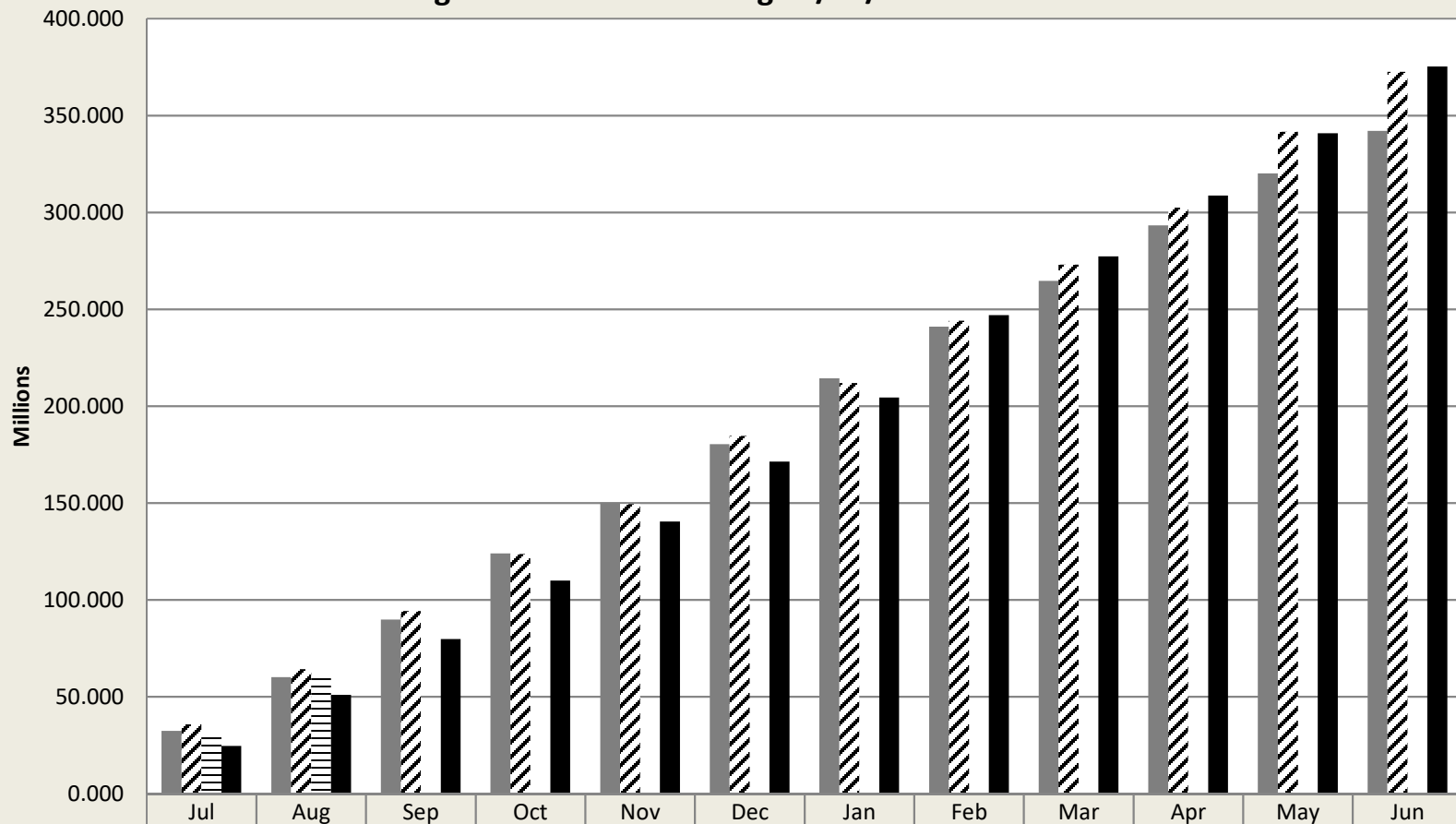
Funds Received					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Forecast YTD	FY22 to FY21 Actual	FY 22 to Forecast
State Highway Account					
Federal Reimbursements	72,379	64,905	73,624	-10.3%	-11.8%
State (Inc. H.D.A.)	64,171	61,151	50,744	-4.7%	20.5%
Local	1,129	1,885	1,000	66.9%	88.5%
Total State Highway Account:	137,680	127,942	125,368	-7.1%	2.1%
State Aeronautics Fund					
Federal Reimbursements	159	9	50	-94.3%	-81.8%
State	382	820	443	114.5%	85.2%
Total State Aeronautics Fund:	541	829	493	53.3%	68.3%
Total Fund Received:	138,221	128,771	125,860	-6.8%	2.3%
Disbursements (includes Encumbrances)					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Construction Payouts	110,179	88,966	90,773	-19.3%	-2.0%
Operations Expenses					
Highways	43,029	45,639	38,387	6.1%	18.9%
DMV	10,679	9,579	9,895	-10.3%	-3.2%
Administration	4,921	6,190	5,461	25.8%	13.4%
Facilities	773	4,490	5,645	480.7%	-20.5%
Aeronautics	729	461	1,264	-36.7%	-63.5%
Total Operations Expenses:	60,132	66,360	60,651	10.4%	9.4%
Transfers					
Debt Service	109	109	0	0.0%	0.0%
Total Transfers:	109	109	0	0.0%	0.0%
Total Disbursements:	170,420	155,435	151,424	-8.8%	2.6%
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Expenditures by Type					
Personnel	19,104	20,269	20,850	6.1%	-2.8%
Operating	28,281	24,627	29,651	-12.9%	-16.9%
Capital Outlay	10,354	18,001	6,649	73.9%	170.7%
Sub-Grantee	2,392	3,462	3,501	44.7%	-1.1%
Totals Operations Expenses:	60,132	66,360	60,651	10.4%	9.4%
Contract Construction	110,179	88,966	90,773	-19.3%	-2.0%
Totals (excluding Transfers):	170,311	155,326	151,424	-8.8%	2.6%

State Highway Fund 0260

Fiscal Year 2022

State Revenue Source Forecast vs Actual

August - For Period Ending 08/31/2021



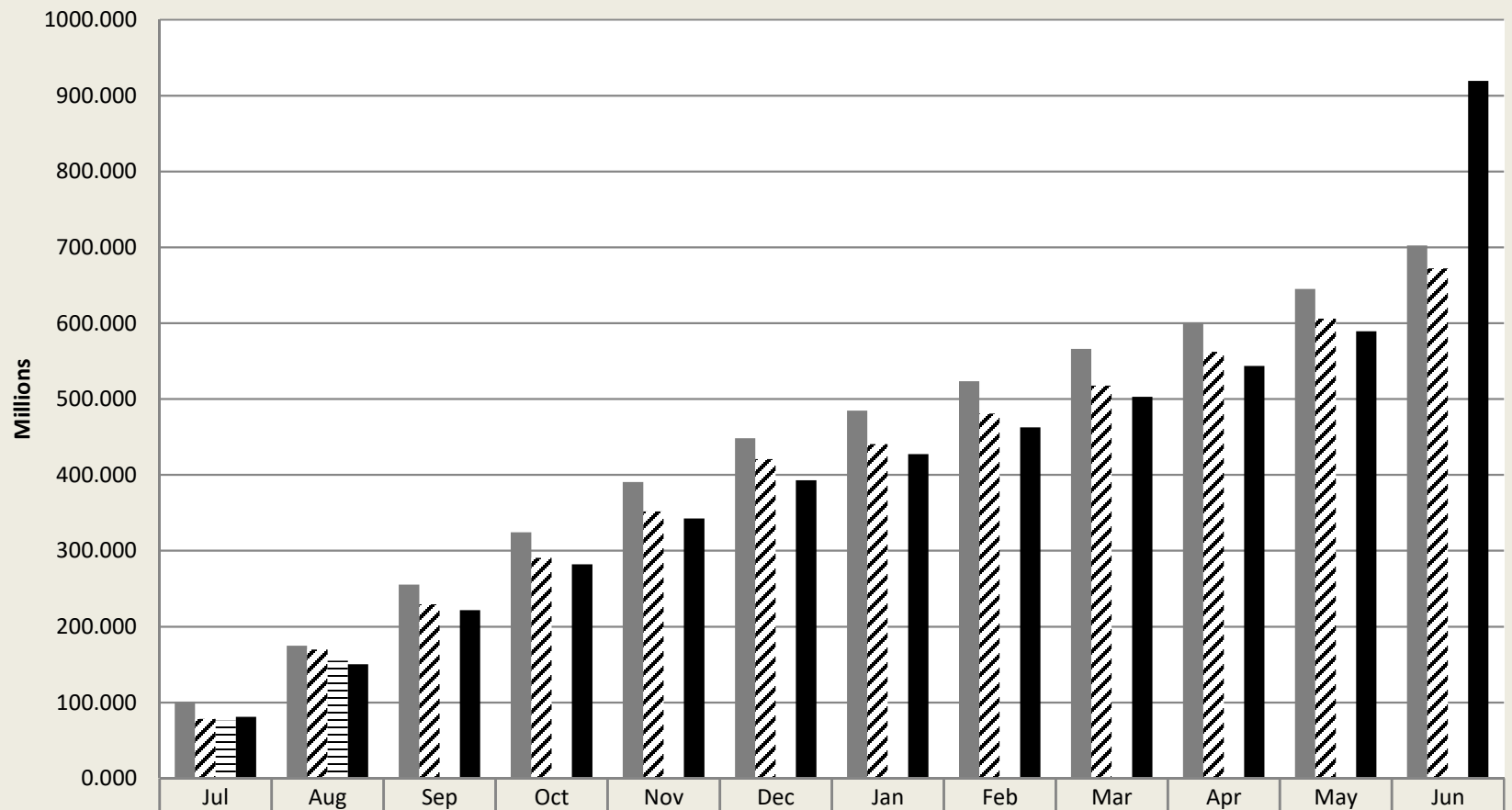
FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
FY21 Actual Revenue	35.679	64.171	94.151	123.596	149.350	184.635	211.939	244.099	272.992	302.353	341.648	372.590
FY22 Current	29.335	61.151										
FY22 Forecast	24.492	50.866	79.734	109.851	140.417	171.258	204.353	246.915	277.271	308.631	340.824	375.236

State Highway Fund 0260

Fiscal Year 2022

Expenditures

August - For Period Ending 08/31/2021



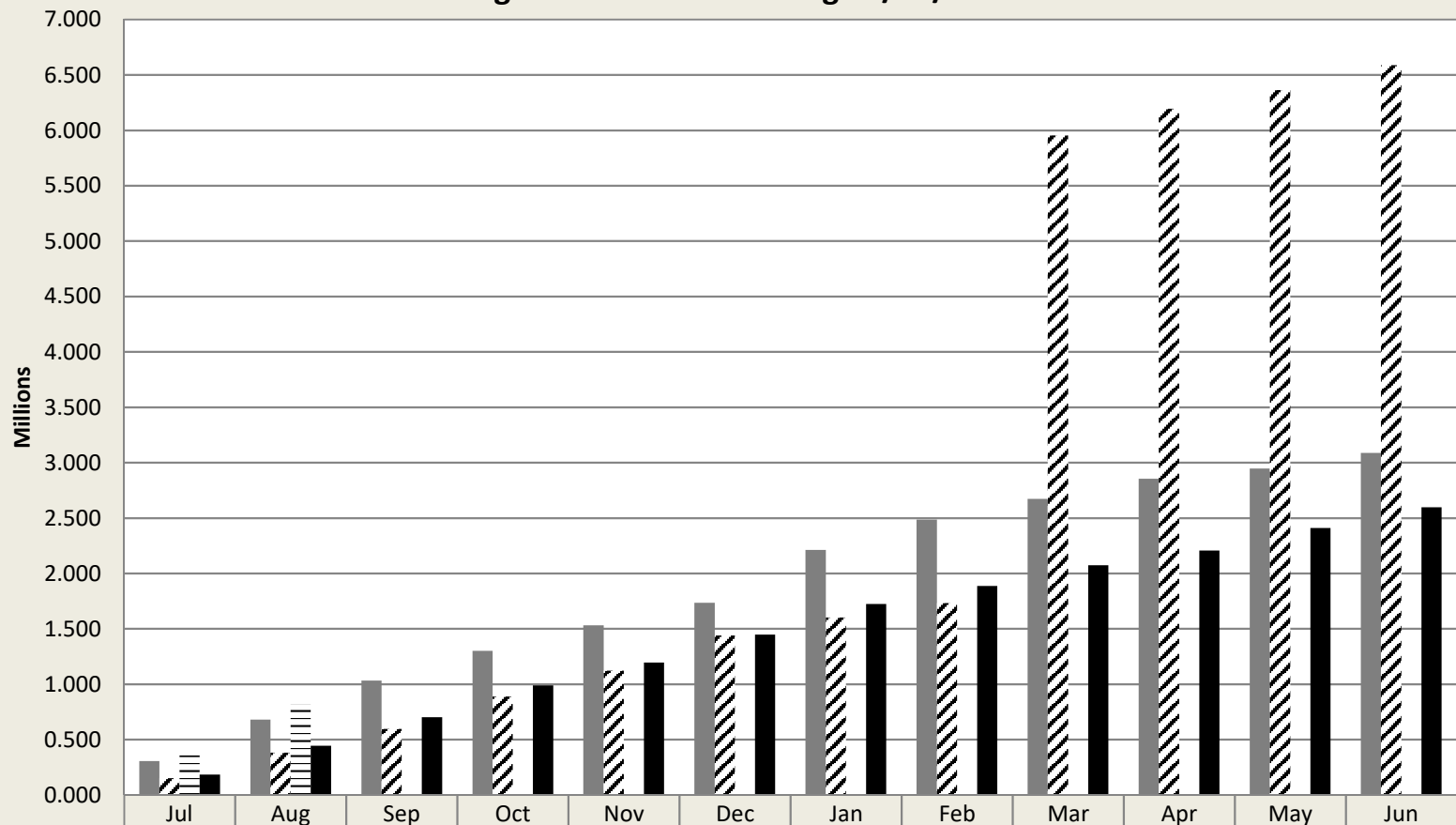
FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
FY21 Actual Expenditures	78.041	169.582	229.279	290.676	351.690	420.679	440.459	480.646	517.509	562.101	605.748	672.238
FY22 Current	75.916	154.865										
FY22 Forecast	80.808	150.282	221.501	281.871	342.490	392.927	427.193	462.679	502.732	543.481	589.331	919.430

Aeronautics Fund 0221

Fiscal Year 2022

State and Interagency Revenue Sources Forecast vs Actual

August - For Period Ending 08/31/2021



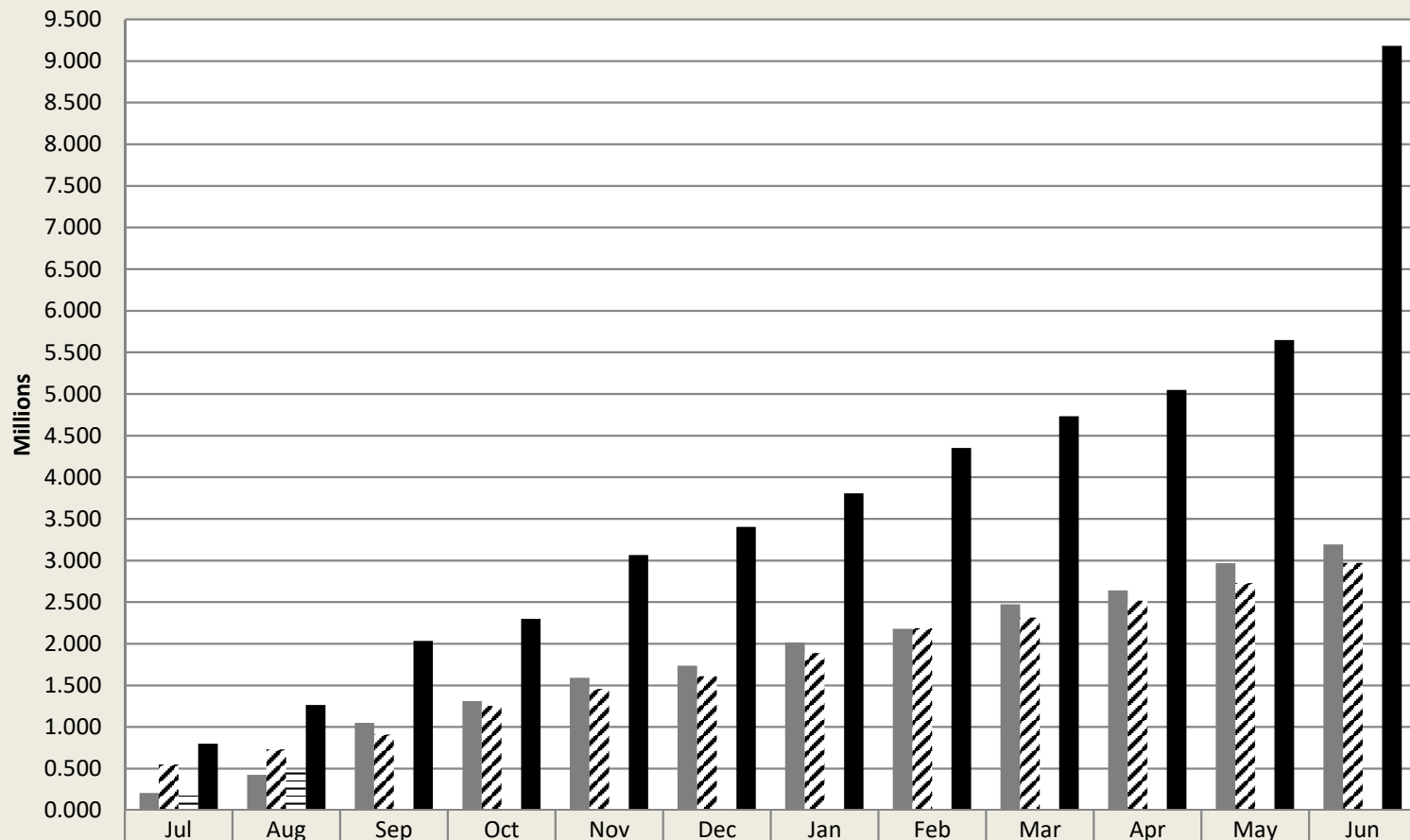
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
▨ FY21 Actual Revenue	0.149	0.382	0.596	0.888	1.121	1.438	1.602	1.732	5.952	6.193	6.361	6.588
□ FY22 Current	0.356	0.820										
■ FY22 Forecast	0.183	0.443	0.701	0.988	1.194	1.447	1.724	1.886	2.074	2.205	2.410	2.596

Aeronautics Fund 0221

Fiscal Year 2022

Expenditures

August - For Period Ending 08/31/2021



■ 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	0.461										
■ FY22 Forecast	0.799	1.264	2.031	2.300	3.066	3.402	3.805	4.351	4.731	5.049	5.646	9.182

UserID: mmcbride
 Report ID: AD-FN-GL-002
 Run Date: 09 Sep 2021

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 8/31/2021

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Jul-21	Aug-21	Jul-21	Aug-21	Jul-21	Aug-21
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	6,724,149	6,935,520	160,013,455	150,925,063	39,269,204	44,284,646
Investments (Long Term: STO - Diversified Bond Fund)	875,724	876,699	112,307,864	112,434,459	0	0
Total Cash & Investments	7,599,873	7,812,219	272,327,164	263,365,368	39,269,204	44,284,646
Receivables - Other	0	3,327	1,212,757	1,137,927	0	0
- Due From Locals (Project Overruns)	0	0	1,469,784	1,526,951	0	0
- Inter Agency	13,104	50,112	37,988	0	0	0
Total Receivables	13,104	53,439	2,720,529	2,664,878	0	0
Inventory on Hand	0	0	18,955,813	17,846,569	0	0
Total Assets:	7,612,977	7,865,659	294,003,506	283,876,815	39,269,204	44,284,646
LIABILITIES						
Vouchers Payable	0	0	1,193	681	0	0
Sales Tax Payable	0	0	8,622	45,150	0	0
Deferred Revenue (Local Projects Match)	0	0	25,979,252	26,450,958	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	240,153	245,277	0	0
Total Liabilities:	0	0	26,245,238	26,758,084	0	0
FUND BALANCE						
Reserve for Encumbrance	132,863	181,534	64,885,732	65,379,825	0	0
Fund Balance	7,480,114	7,684,125	202,872,535	191,738,906	39,269,204	44,284,646
Total Fund Balance:	7,612,977	7,865,659	267,758,268	257,118,730	39,269,204	44,284,646
Total Liabilities and Fund Balance	7,612,977	7,865,659	294,003,506	283,876,815	39,269,204	44,284,646

UserID: mmcbride
 Report ID: AD-FN-GL-002
 Run Date: 09 Sep 2021

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 8/31/2021

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Jul-21	Aug-21	Jul-21	Aug-21	Jul-21	Aug-21	Jul-21	Aug-21
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	76,002,899	75,482,802	2,001,623	2,002,058	78,004,522	77,484,861	(6)	(91,923)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	76,002,899	75,482,802	2,001,623	2,002,058	78,004,522	77,484,861	(6)	(91,923)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	76,002,899	75,482,802	2,001,623	2,002,058	78,004,522	77,484,861	(6)	(91,923)
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	76,002,899	75,482,802	2,001,623	2,002,058	78,004,522	77,484,861	0	0
Total Fund Balance:	76,002,899	75,482,802	2,001,623	2,002,058	78,004,516	77,484,861	(6)	(91,923)
Total Liabilities and Fund Balance	76,002,899	75,482,802	2,001,623	2,002,058	78,004,516	77,484,861	(6)	56(91,923)

User ID: mmebride
 Report ID: AD-FN-GL-003
 Run Date: 09 Sep 2021
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2022
 Budget Fiscal Year: 2022
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Federal Sources									
FHWA - Highway	55,729,800	55,985,231	30,518,833	0	255,431	0.46 %	377,547,420	321,562,189	85.17 %
FHWA - COVID Relief	10,000,000	(334)	0	0	(10,000,334)	-100.00%	67,451,700	67,452,034	100.00 %
FHWA - Indirect Cost	5,143,900	4,795,976	2,635,768	0	(347,924)	-6.76%	25,000,000	20,204,024	80.82 %
Federal Transit Authority	1,900,000	2,924,798	2,418,861	0	1,024,798	53.94 %	15,512,600	12,587,802	81.15 %
NHTSA - Highway Safety	650,000	1,157,527	202,745	0	507,527	78.08 %	4,642,800	3,485,273	75.07 %
Other Federal Aid	200,000	41,639	0	0	(158,361)	-79.18%	4,225,000	4,183,361	99.01 %
Total Federal Sources:	73,623,700	64,904,837	35,776,206	0	(8,718,863)	-11.84%	494,379,520	429,474,683	86.87 %
State Sources									
Equipment Buy Back	0	0	0	0	0	0.00 %	10,194,200	10,194,200	100.00 %
Miscellaneous Revenues	5,041,667	6,357,940	2,943,340	0	1,316,274	26.11 %	27,775,246	21,417,305	77.11 %
Total State Sources:	5,041,667	6,357,940	2,943,340	0	1,316,274	26.11 %	37,969,446	31,611,505	83.26 %
Local Sources									
Match For Local Projects	1,000,000	1,877,903	1,249,367	0	877,903	87.79 %	7,347,200	5,469,297	74.44 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	1,000,000	1,885,403	1,249,367	0	885,403	88.54 %	7,347,200	5,461,797	74.34 %
TOTAL REVENUES:	79,665,367	73,148,180	39,968,914	0	(6,517,186)	-8.18%	539,696,166	466,547,985	86.45 %
TRANSFERS-IN									
Highway Distribution Account	30,391,500	38,916,794	20,666,207	0	8,525,294	28.05 %	243,010,000	204,093,206	83.99 %
Fuel/Registration Direct	13,037,069	12,505,870	6,433,107	0	(531,199)	-4.07%	74,056,800	61,550,930	83.11 %
Ethanol Fuels Tax	2,395,700	3,370,865	1,773,593	0	975,165	40.70 %	20,200,000	16,829,135	83.31 %
TOTAL TRANSFERS-IN:	45,824,269	54,793,529	28,872,907	0	8,969,260	19.57 %	337,266,800	282,473,271	83.75 %
TOTAL REV AND TRANSFERS-IN:	125,489,636	127,941,709	68,841,821	0	2,452,074	1.95 %	876,962,966	749,021,256	85.41 %

User ID: mmebride
 Report ID: AD-FN-GL-003
 Run Date: 09 Sep 2021
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2021

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	13,848,549	13,609,629	6,709,242	0	238,920	1.73 %	93,646,074	80,036,445	85.47 %
Board, Hourly, OT, Shift Diff	244,413	149,909	60,739	0	94,504	38.67 %	2,379,432	2,229,523	93.70 %
Fringe Benefits	6,537,148	6,300,546	3,027,881	0	236,602	3.62 %	42,112,894	35,812,348	85.04 %
In State Travel Expense	323,270	286,132	180,030	0	37,138	11.49 %	1,814,994	1,528,862	84.24 %
Out of State Travel Expense	51,278	16,824	9,676	0	34,454	67.19 %	437,453	420,629	96.15 %
Operating Expense	21,300,783	6,664,051	4,804,549	8,530,100	6,106,633	28.67 %	71,158,313	55,964,163	78.65 %
Technology Operating Expense	7,281,885	2,197,671	1,700,625	6,800,414	(1,716,201)	-23.57%	21,934,169	12,936,083	58.98 %
Capital Equipment Expense	610,595	14,169	13,242	12,881,083	(12,284,657)	-2011.92%	23,664,395	10,769,143	45.51 %
Technology Equipment Expense	614,670	202,075	202,075	545,180	(132,585)	-21.57%	4,225,700	3,478,445	82.32 %
Capital Facilities Expense	5,490,883	1,446,609	404,827	2,855,975	1,188,299	21.64 %	7,255,883	2,953,299	40.70 %
Trustee & Benefit Payments	3,205,601	3,398,189	1,070,251	0	(192,588)	-6.01%	20,124,900	16,726,711	83.11 %
Total Operations Expense:	59,509,075	34,285,803	18,183,135	31,612,753	(6,389,481)	-10.74%	288,754,206	222,855,651	77.18 %
Contract Construction									
Operating Expense	1,622,000	248,531	197,642	476,240	897,229	55.32 %	10,600,000	9,875,229	93.16 %
Technology Operating Expense	0	615,812	433,923	406,027	(1,021,838)	0.00 %	0	(1,021,838)	0.00 %
Capital Facilities Expense	0	14,023	14,023	0	(14,023)	0.00 %	0	(14,023)	0.00 %
Capital Projects	88,979,500	87,117,398	54,291,447	30,139	1,831,963	2.06 %	616,575,918	529,428,381	85.87 %
Trustee & Benefit Payments	171,000	58,154	4,358	0	112,846	65.99 %	3,499,800	3,441,646	98.34 %
Total Contract Construction:	90,772,500	88,053,919	54,941,394	912,405	1,806,177	1.99 %	630,675,718	541,709,395	85.89 %
TOTAL EXPENDITURES:	150,281,575	122,339,722	73,124,528	32,525,158	(4,583,304)	-3.05%	919,429,925	764,565,046	83.16 %
TRANSFERS OUT									
Statutory	0	108,900	0	0	(108,900)	0.00 %	0	(108,900)	0.00 %
Operating	0	0	0	0	0	0.00 %	60,832,732	60,832,732	100.00 %
TOTAL TRANSFERS OUT:	0	108,900	0	0	(108,900)	0.00 %	60,832,732	60,723,832	99.82 %
TOTAL EXPD AND TRANSFERS OUT:	150,281,575	122,448,622	73,124,528	32,525,158	(4,692,204)	-3.12%	980,262,657	825,288,878	84.19 %
Net for Fiscal Year 2022:	(24,791,939)	5,493,087	(4,282,707)		(2,240,130)		(103,299,691)	(76,267,622)	

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 09 Sep 2021
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2021

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	120,000	198,057	182,135	66,292	(144,349)	-120.29%	2,500,000	2,235,651	89.43 %
Operating Expenditures	Federal	1,500,000	665,813	448,960	815,975	18,212	1.21 %	8,000,000	6,518,212	81.48 %
Operating Expenditures	Local	2,000	473	470	0	1,527	76.34 %	100,000	99,527	99.53 %
Total Operating Expenditures		1,622,000	864,343	631,565	882,267	(124,610)	-7.68%	10,600,000	8,853,390	83.52 %
Capital Outlay										
Capital Outlay	Dedicated	26,997,900	19,927,318	13,960,991	12,797	7,057,785	26.14 %	242,609,889	222,669,775	91.78 %
Capital Outlay	Federal	52,061,700	55,403,330	32,419,714	6,950	(3,348,579)	-6.43%	275,709,029	220,298,750	79.90 %
Capital Outlay	FICR	8,938,600	9,084,587	6,515,932	10,393	(156,380)	-1.75%	25,000,000	15,905,020	63.62 %
Capital Outlay	Local	981,300	2,702,163	1,394,809	0	(1,720,863)	-175.37%	5,805,300	3,103,137	53.45 %
Capital Outlay	COVID Relief	0	0	0	0	0	0.00 %	67,451,700	67,451,700	100.00 %
Total Capital Outlay		88,979,500	87,117,398	54,291,447	30,139	1,831,963	2.06 %	616,575,918	529,428,381	85.87 %
Capital Facilities Expense										
Capital Facilities Expense	Dedicated	0	14,023	14,023	0	(14,023)	0.00 %	0	(14,023)	0.00 %
Total Capital Facilities Expense		0	14,023	14,023	0	(14,023)	0.00 %	0	(14,023)	0.00 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	2,000	13,229	0	0	(11,229)	-561.45%	500,000	486,771	97.35 %
Trustee & Benefit Payments	Federal	167,000	44,925	4,358	0	122,075	73.10 %	2,899,800	2,854,875	98.45 %
Trustee & Benefit Payments	Local	2,000	0	0	0	2,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		171,000	58,154	4,358	0	112,846	65.99 %	3,499,800	3,441,646	98.34 %
Total Contract Construction:		90,772,500	88,053,919	54,941,394	912,405	1,806,176	1.99 %	630,675,718	541,709,394	85.89 %

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 09 Sep 2021
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2021

Fund: 0269 Transportation Expansion and Congestion Mitigation 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									
Miscellaneous Revenues	110,000	12,806	6,678	0	(97,194)	-88.36%	670,000	657,194	98.09 %
TOTAL REVENUES:	110,000	12,806	6,678	0	(97,194)	-88.36%	670,000	657,194	98.09 %
TRANSFERS-IN									
Sales Tax	2,900,000	18,535,900	9,154,660	0	15,635,900	539.17 %	80,000,000	61,464,100	76.83 %
TOTAL TRANSFERS-IN:	2,900,000	18,535,900	9,154,660	0	15,635,900	539.17 %	80,000,000	61,464,100	76.83 %
TOTAL REV AND TRANSFERS-IN:	3,010,000	18,548,706	9,161,338	0	15,538,706	516.24 %	80,670,000	62,121,294	77.01 %
EXPENDITURES									
Contract Construction - Capital Projects	2,500,000	4,727,506	4,145,896	0	(2,227,506)	-89.10%	94,145,045	89,417,540	94.98 %
TOTAL EXPENDITURES:	2,500,000	4,727,506	4,145,896	0	(2,227,506)	-89.10%	94,145,045	89,417,540	94.98 %
TOTAL EXPD AND TRANSFERS OUT:	2,500,000	4,727,506	4,145,896	0	(2,227,506)	-89.10%	94,145,045	89,417,540	94.98 %
Net for Fiscal Year 2022:	510,000	13,821,200	5,015,442		13,311,200		(13,475,045)	(27,296,246)	

User ID: mmcbride
 Report ID: AD-FN-GL-003
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 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2021

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
	(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	44,308	33,335	16,593	0	(10,973)	-24.77%	259,000	225,665	87.13 %
TOTAL REVENUES:	44,308	33,335	16,593	0	(10,973)	-24.77%	259,000	225,665	87.13 %
TOTAL REV AND TRANSFERS-IN:	44,308	33,335	16,593	0	(10,973)	-24.77%	259,000	225,665	87.13 %
EXPENDITURES									
Contract Construction - Capital Projects	1,000,000	832,467	536,690	0	167,533	16.75 %	77,354,956	76,522,489	98.92 %
TOTAL EXPENDITURES:	1,000,000	832,467	536,690	0	167,533	16.75 %	77,354,956	76,522,489	98.92 %
TOTAL EXPD AND TRANSFERS OUT:	1,000,000	832,467	536,690	0	167,533	16.75 %	77,354,956	76,522,489	98.92 %
Net for Fiscal Year 2022:	(955,692)	(799,132)	(520,097)		156,560		(77,095,956)	(76,296,824)	

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 09 Sep 2021
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2021

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	875	436	0	875	0.00 %	0	(875)	0.00 %
TOTAL REVENUES:	0	875	436	0	875	0.00 %	0	(875)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	875	436	0	875	0.00 %	0	(875)	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)	875	436		2,001,656		(2,000,781)	(2,001,656)	

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 Report ID: AD-FN-GL-003
 Run Date: 09 Sep 2021
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2021

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	30,000	189,263	179,036	0	159,263	530.88 %	9,000,000	8,810,737	97.90 %
TOTAL REVENUES:	30,000	189,263	179,036	0	159,263	530.88 %	9,000,000	8,810,737	97.90 %
TOTAL REV AND TRANSFERS-IN:	30,000	189,263	179,036	0	159,263	530.88 %	9,000,000	8,810,737	97.90 %
EXPENDITURES									
Operating Expenditures	90,907	0	0	0	90,907	100.00 %	1,000,000	1,000,000	100.00 %
Trustee & Benefit Payments	1,409,086	281,180	270,953	0	1,127,906	80.05 %	8,000,000	7,718,820	96.49 %
TOTAL EXPENDITURES:	1,499,993	281,180	270,953	0	1,218,813	81.25 %	9,000,000	8,718,820	96.88 %
TOTAL EXPD AND TRANSFERS OUT:	1,499,993	281,180	270,953	0	1,218,813	81.25 %	9,000,000	8,718,820	96.88 %
Net for Fiscal Year 2022:	(1,469,993)	(91,917)	(91,917)		1,378,076		0	91,917	

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 09 Sep 2021
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2021

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 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	0	17,838,894	10,414,063	0	17,838,894	0.00 %	0	(17,838,894)	0.00 %
TOTAL REVENUES:	0	17,838,894	10,414,063	0	17,838,894	0.00 %	0	(17,838,894)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	17,838,894	10,414,063	0	17,838,894	0.00 %	0	(17,838,894)	0.00 %
EXPENDITURES									
Operating Expenditures	0	170,255	51,731	0	(170,255)	0.00 %	0	(170,255)	0.00 %
Capital Projects	0	22,096,822	12,665,219	0	(22,096,822)	0.00 %	0	(22,096,822)	0.00 %
TOTAL EXPENDITURES:	0	22,267,076	12,716,950	0	(22,267,077)	0.00 %	0	(22,267,077)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	22,267,076	12,716,950	0	(22,267,077)	0.00 %	0	(22,267,077)	0.00 %
Net for Fiscal Year 2022:	0	(4,428,182)	(2,302,887)		(4,428,183)		0	4,428,183	

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 09 Sep 2021
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2021

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	5,171	2,005	0	5,171	0.00 %	0	(5,171)	0.00 %
TOTAL REVENUES:	0	5,171	2,005	0	5,171	0.00 %	0	(5,171)	0.00 %
TRANSFERS-IN									
Operating	0	2,546,654	1,168,439	0	2,546,654	0.00 %	0	(2,546,654)	0.00 %
TOTAL TRANSFERS-IN:	0	2,546,654	1,168,439	0	2,546,654	0.00 %	0	(2,546,654)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	2,551,825	1,170,445	0	2,551,825	0.00 %	0	(2,551,825)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	46,988,642	423,903	0	(46,988,642)	0.00 %	0	(46,988,642)	0.00 %
TOTAL EXPENDITURES:	0	46,988,642	423,903	0	(46,988,642)	0.00 %	0	(46,988,642)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	46,988,642	423,903	0	(46,988,642)	0.00 %	0	(46,988,642)	0.00 %
Net for Fiscal Year 2022:	0	(44,436,816)	746,542		(44,436,817)		0	44,436,817	

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 09 Sep 2021
 % of Time
 Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2021

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	49,800	9,043	3,051	0	(40,757)	-81.84%	668,500	659,457	98.65 %
State Sources - Miscellaneous	18,957	22,153	14,014	0	3,196	16.86 %	341,000	318,847	93.50 %
Interagency Sources -	71,900	122,244	102,666	0	50,344	70.02 %	254,900	132,656	52.04 %
TOTAL REVENUES:	140,657	153,440	119,732	0	12,783	9.09 %	1,264,400	1,110,960	87.86 %
TRANSFERS-IN									
Operating	351,864	675,691	347,678	0	323,827	92.03 %	2,000,000	1,324,309	66.22 %
TOTAL TRANSFERS-IN:	351,864	675,691	347,678	0	323,827	92.03 %	2,000,000	1,324,309	66.22 %
TOTAL REV AND TRANSFERS-IN:	492,521	829,132	467,410	0	336,610	68.34 %	3,264,400	2,435,269	74.60 %
EXPENDITURES									
Permanent Staff Salaries	134,362	124,906	60,890	0	9,455	7.04 %	873,369	748,462	85.70 %
Board, Hourly, OT, Shift Diff	23,700	26,638	12,036	0	(2,938)	-12.40%	71,000	44,362	62.48 %
Fringe Benefits	61,544	57,505	26,561	0	4,039	6.56 %	377,031	319,526	84.75 %
In State Travel Expense	18,543	14,881	12,688	0	3,662	19.75 %	61,537	46,656	75.82 %
Out of State Travel Expense	1,090	743	710	0	347	31.83 %	20,526	19,783	96.38 %
Technology Operating Expense	4,741	5,393	4,393	0	(652)	-13.75%	34,617	29,224	84.42 %
Operating Expense	715,673	106,153	75,481	4,950	604,570	84.48 %	1,086,220	975,117	89.77 %
Technology Equipment Expense	0	0	0	0	0	0.00 %	6,400	6,400	100.00 %
Capital Equipment Expense	0	0	0	55,962	(55,962)	0.00 %	103,000	47,038	45.67 %
Capital Facilities Expense	8,682	0	0	0	8,682	100.00 %	58,682	58,682	100.00 %
Trustee & Benefit Payments	295,465	64,184	9,846	0	231,281	78.28 %	6,489,453	6,425,269	99.01 %
TOTAL EXPENDITURES:	1,263,800	400,403	202,604	60,912	802,484	63.50 %	9,181,835	8,720,519	94.98 %
TOTAL EXPD AND TRANSFERS OUT:	1,263,800	400,403	202,604	60,912	802,484	63.50 %	9,181,835	8,720,519	94.98 %
Net for Fiscal Year 2022:	(771,279)	428,728	264,805		1,139,094		(5,917,435)	(6,285,250)	

Meeting Date October 20, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

Monthly Reporting of Federal Formula Program Funding Through September		
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 \$345.7 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, \$30.3 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 \$351 million. Currently, obligation authority is 98.5% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through September 30, 2021.

Recommendations

For Information

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

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	\$351,019
Including Match	\$378,824
Obligation Limits through 9/30/2021	
Federal Aid Only	\$345,651
Including Match	\$413,315

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the Sept. 2021 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 09/30/2021

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 9/30/2021
All Other SHS Program	\$266,847	(\$507)
GARVEE Formula Debt Service*	\$63,025	\$0
State Planning and Research*	\$7,138	\$91
Metropolitan Planning*	\$2,409	\$0
Railroad Crossings	\$2,124	\$190
Transportation Alternatives (Urban/Rural)	\$3,755	\$0
Recreational Trails	\$1,681	\$207
STBG - Local Urban+	\$12,776	\$0
STBG - Transportation Mgt. Area	\$11,689	\$19
Transportation Alternatives (TMA)	\$471	\$0
STBG – Local Rural	\$19,033	\$9,381
Local Bridge+	\$9,579	\$425
Off System Bridge	\$4,013	(\$9,806)
Local Safety	\$8,755	\$0
Total (excluding indirect costs)	\$413,316	\$0

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the Sept. 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 September 30th.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.

Meeting Date October 20, 2021

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

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

Subject

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

Background Information

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

Recommendations

Information only.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Meeting Date October 20, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 Minutes

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

Subject

FY2023 Revision #1 Appropriation Request		
Key Number	District	Route Number

Background Information

The department's Fiscal Year Appropriation Request Revision #1 will be delivered to the Division of Financial Management and the Legislative Services Office on October 22, 2021. The following anticipated changes from the September Original Budget Submission will be present in Revision #1:

The FY2023 Revision #1 Submission includes these changes from the Original Budget Submission:

FTP's	Spending Authority	
1,648.0	\$764,772,400	FY23 Original Submission (9-1-21)
	(42,800)	ETS CGI Advantage Cost Inflationary Adjustment
	(1,056,200)	Statewide Cost Allocation Program (SWCAP)
	125,000	Bureau of Lands Management Wildfire Mitigation D3 Federal Spending Authority
	15,000,000	Estimated Unused TECM Debt Service in FY22
0.0	\$14,026,000	Net Change
1,648.0	\$778,798,400	FY23 Revision #1 Appropriation (10-22-21)

Summary of values carried in the FY23 Revision #1 Appropriation Request

\$ 605,694,300 FY Base

33,467,200 Base Adjustments

\$ 639,161,500 Adjusted FY23 Base

139,636,900 Line Items

\$ 778,798,400 Total FY23 Spending Authority

80,537,000 Debt Service

\$ 859,335,000 FY23 Total Program Funding

Exhibits

-Comparison: FY23 Revision #1 (10-22-21) to Original Budget Request (9-1-21)

-Appropriation Request Summary

Recommendations

Information Item for the Board.

Board Action

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

IDAHO TRANSPORTATION DEPARTMENT
Revision #1 Submission FY23 - October 2021 Board
Meeting as of: 10-7-21
(\$ in millions, rounded)

		Original Budget Submission Sept 1, 2021	October Board Meeting		Description of Change from Original Budget Submission 9/1/21 to Proposed Submission 10/22/21
			Proposed Rev 1 Oct 22, 2021	\$ Change	
1	CASH, Beginning	37.2	37.2	-	
2	Revenue			-	
3	Federal	343.7	343.9	0.1	+ \$125,000 Bureau of Lands Management Wildfire Mitigation D3 Federal Spending Authority
4	Fed - Obligated Unspent	-	-	-	
5	State	469.8	469.8	-	
6	Interagency	0.3	0.3	-	
7	Local	5.7	5.7	-	
8	TECM	-	15.0	15.0	+\$15,000,000 Estimated Unused TECM Debt Service in FY22
9	SIPF	-	-	-	
10	Total Revenue	819.5	834.6	15.1	Total Increase in Revenue
11	Expenditures			-	
12	Personnel	140.4	140.4	-	
13	Operating	98.0	97.0	(1.0)	- \$1,056,200 Statewide Cost Allocation Plan Reduction + \$125,000 Bureau of Lands Management Wildfire Mitigation D3 Federal Spending Authority - \$42,800 ETS CGI Advantage Cost Inflationary Adjustment
14	Capital Facilities	22.7	22.7	-	
15	Equipment	36.5	36.5	-	
16	Trustee & Benefits	27.5	27.5	-	
17	Contract Construction	439.7	454.7	15.0	+ \$15,000,000 TECM Line Item
18	Total Expenditures	764.8	778.8	14.0	Total Increase in Expenditure
19	Anticipated Holdback	-		-	
20	Debt Service	80.5	80.5	-	
21	Total Program Funding	845.3	859.3	14.0	Total Increase in Program Funding
22	CASH, Ending	11.4	12.5	1.1	Total Increase in Cash

IDAHO TRANSPORTATION DEPARTMENT

October 2021 Board Meeting

Revision #1 Submission FY23 Appropriation

	<u>Funding</u>	<u>FTE's</u>
FY23 BASE	605,694,300	1,648.0
Adjustments		
Change in Employee Compensation (1.0%)	\$1,118,900	
Replacement Equipment	\$33,512,200	
Statewide Cost Allocation Program (SWCAP)	(\$1,056,200)	
ETS CGI Advantage Cost Inflationary Increase	\$55,500	
Internet/Network Security	\$26,500	
Variable Benefits	(\$189,700)	
	<hr/> \$33,467,200	
FY23 ADJUSTED BASE	639,161,500	1,648.0
Line Items (Grouped by Division)		
Administration: LUMA Development	\$560,000	
Administration: OTIS Replacement	\$1,000,000	
Aeronautics: Aero Operation Base Increase and Equipment	\$381,000	
Capital Facilities: Aeronautics Capital Base Increase	\$50,000	
Capital Facilities::basesincreasese	\$19,000,000	
Highway Operations: Additional Equipment	\$2,418,800	
Highway Operations: Federal Spending Authority (OHS, D3 & D4)	\$10,325,000	
Contract Construction & Right of Way: Construction	\$105,902,100	
	<hr/> \$139,636,900	
FY23 TOTAL APPROPRIATION (Spending Authority)	778,798,400	1,648.0
GARVEE Bond Debt Service	\$64,867,000	
TECM Bond Debt Service	\$15,670,000	
FY23 TOTAL PROGRAM FUNDING (Rounded)	859,335,000	1,648.0



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name Angie Heuring	Presenter's Title Program Specialist	Initials AH	Reviewed By LSS
Preparer's Name Angie Heuring	Preparer's Title Program Specialist	Initials AH	

Subject

Idaho Transportation Department FY2021 Annual Report		
Key Number	District	Route Number

Background Information

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

Attached is a copy of the Fiscal Year 2021 Annual Report. Staff will solicit your feedback during this meeting (October 20, 2021) and present a final draft for Board Approval at the November 2021 meeting.

The attached report is simplified into four pages:

Page 1: Addresses the Building Idaho's Future revenue package and surplus funding, highlights ITD's commitment to delivering on our mission of safety, mobility, and economic opportunity and provides a five-year comparison of Idaho growth rates.

Page 2: Reports on ITD's customer service focused accomplishments, outcome-based performance measures and employee-driven innovations.

Page 3: Details financial information from FY18-21, including expenditures, strategic initiatives funds and the GARVEE program.

Page 4: Provides an outlook on what ITD is focusing on for the next five years (2022–2026), by addressing Idaho's rapid growth through the planning and development of new corridors across the state, aging infrastructure, and funding needs.

Recommendations

For information only..

Board Action

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



Your Safety • Your Mobility Your Economic Opportunity

FISCAL YEAR 2021 ANNUAL REPORT

Building Idaho's Future

In order to address Idaho's rapid growth, the Idaho Legislature passed a historic transportation revenue package in May 2021. House Bill 362 raised the percentage of sales tax going towards transportation from 1% to 4.5%, with a guaranteed \$80 million per year dedicated to ITD to address safety and capacity needs across the state.

At current interest rates, this will allow for bonding as much as \$1.6 billion over a 20-25 year period. ITD quickly initiated the design and development of important corridors statewide for the readiness of this funding as well as any future funding opportunities.

Additionally, Governor Little and the legislature dedicated \$126 million from Idaho's budget surplus to invest one-time funds into transportation infrastructure projects. The Building Idaho's Future funds dedicated \$4 million to restore community airports, \$2 million to advance railroad safety, and \$2 million to improve child pedestrian safety in Idaho communities. The remaining balance was split 60/40 between ITD and local jurisdictions. ITD's portion of \$71 million is being invested in accelerating projects that replace bridges, restore pavements, and improve mobility.

Delivering On Our Mission



Safety - ITD began important safety improvements on 43 miles of US-20 through Island Park to the state line by installing centerline safety rumble strip along with several signing enhancements. ITD is delivering a new traffic signal at the US-20 and SH-47 intersection by 2023 and advancing studies to widen the entire corridor to four lanes to improve safety.







Mobility - ITD replaced the interchange at Northside Boulevard on I-84 in Nampa with a high-volume single-point-urban-interchange (SPUI). The SPUI introduces a single centralized traffic signal that allows opposite left turns to proceed together, clearing the intersection quickly and reducing delays.

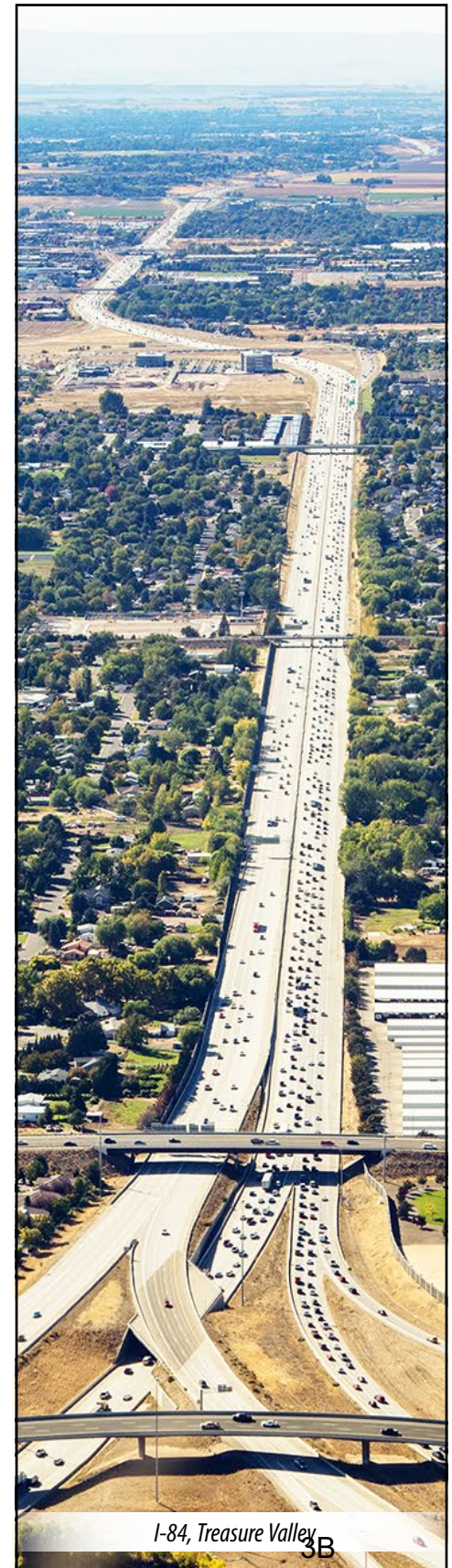


Economic Opportunity - ITD began the widening of State Highway 41, a major north-south corridor between Rathdrum and Post Falls, including the construction of one railroad overpass bridge. The expansion project will enhance regional north-south capacity for commerce and commuters.

Five-Year Idaho Growth Rates

	 Idaho Population 6.4%	 Licensed Drivers 19.6%	 Vehicle Registrations 8.2%	 Annual Miles Driven 1.2%
2021	1.83 Million	1.34 Million	1.84 Million	17.36 Billion*
2017	1.72 Million	1.12 Million	1.70 Million	17.15 Billion*

*Traffic is calculated on the calendar year, reflecting prior year traffic volumes (Example: 2021 reflects 2020 traffic volumes)



I-84, Treasure Valley 3B



US-95 Rockslide, Riggins



Smiley Creek, Ketchum



Northside Interchange, Nampa



Blade Jack Innovation, District 4

Customer Service Accomplishments

36k
Cubic Yards

A large rockslide on US-95 near Riggins disrupted communities and slowed the free movement of many services across Idaho. In just two months, ITD detoured traffic, blasted the overhanging outcrop, and removed 36,000 cubic yards of rock to clear the way and help prevent potential future slides.



47
Percent

ITD added new features in DMV services and increased the number of transactions processed online by 47% year over year. The new online system benefits customers by providing faster turnaround times, increased accuracy, greater security, and reducing trips to a county office.

7
Airports

ITD awarded \$4 million in grants to seven community airports across the state to make necessary improvements like restoring pavement on runways and taxiways that act as crucial access points for economic development and emergency response services in Idaho's rural communities.

Outcome Based Performance Measures

Calendar Year Ending Dec. 31	2017	2018	2019	2020
 Five-Year Fatality Rate (per 100 million vehicle miles driven)	1.34	1.33	1.35	1.34*
 Five-Year Average Fatalities	223	227	234	234
SHIFT GOAL: Zero Deaths				
Days to Process Vehicle Titles	4	4	3	3
GOAL: 4 Days				
DMV Transactions Processed Online (in thousands)	287.5	305.5	582.4	860.2
GOAL: 600,000				
Percent of Bridges in Good Condition	74%	75%	75%	77%
GOAL: 80%				
Percent of Pavement in Good/Fair Condition	88%	91%	92%	87%**
GOAL: 80%				

*2020 values are estimates and subject to change

**Projects focused on maintaining and restoring bridges

Fiscal Year Ending June 30	2017	2018	2019	2020	2021
Percent of Time Highways Clear of Snow/Ice During Winter Storms	74%	85%	86%	85%	84%
GOAL: 73%					

Innovate ITD! Employee-Driven Innovation

Innovate ITD! is an employee-driven innovation program that has generated more than 1,755 innovative ideas that save time, money, and improve customer service. Since 2014, ITD's innovations have saved more than 500,000 hours and nearly \$35 million that has been invested back into Idaho roads, bridges and customer service improvements.

For example, an ITD employee who wanted to improve winter maintenance efforts had the idea to ease the burden for himself and fellow teammates by creating a system that safely removes and replaces snowplow blades. The "Blade Jack" saves more than 100 hours of manpower a year, in addition to improving safety for snowplow operators.

A group of DMV and IT employees collaborated on an idea to include a QR code on the vehicle registration renewal form for Idaho's three most populated counties – Ada, Canyon, and Kootenai. Customers can now use the QR code to quickly and securely renew their registrations from their mobile device, without going into an office or logging onto a computer.

Financial Information

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

Funds Received	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Actual
Federal Reimbursements	\$ 333.8	\$ 355.0	\$ 397.1	\$ 399.1
State	\$ 347.9	\$ 352.7	\$ 350.0	\$ 383.9
Local	\$ 4.0	\$ 10.4	\$ 22.3 ¹	\$ 8.5
Total Funds Received:	\$ 685.7	\$ 718.1	\$ 769.4	\$ 791.5

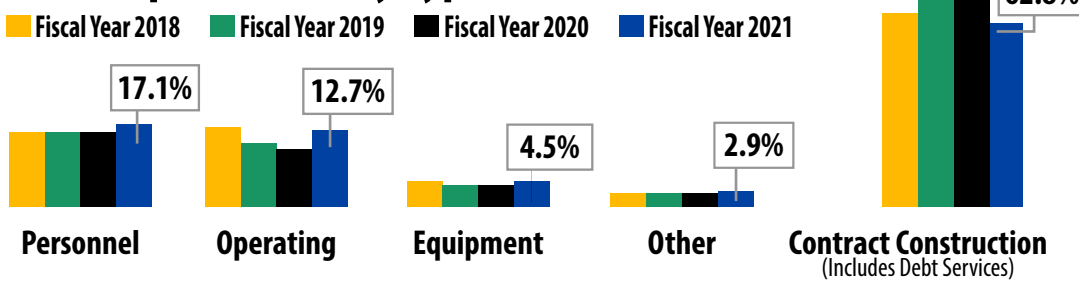
1) In FY20, ITD received third party reimbursements for STAR financed projects and a joint project with Washington on the State system.

Expenditures	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Actual
Construction Payouts	\$ 410.9	\$ 452.1	\$ 451.8	\$ 401.5 ²
Operations Expenses				
Highways	\$ 189.7	\$ 186.4	\$ 189.0	\$ 211.2 ³
DMV	\$ 35.6	\$ 32.1	\$ 29.9	\$ 30.2
Administration	\$ 25.8	\$ 27.4	\$ 28.4	\$ 26.8
Facilities	\$ 7.2	\$ 3.5	\$ 3.2	\$ 2.5
Aeronautics	\$ 3.2	\$ 5.0	\$ 3.3	\$ 3.0
Total Operations Expenses:	\$ 261.5	\$ 254.4	\$ 253.8	\$ 273.7
Total Const. & Oper. Exp.:	\$ 672.4	\$ 706.5	\$ 705.6	\$ 675.2
GARVEE Debt Service				
Federal	\$ 51.6	\$ 52.6	\$ 56.6	\$ 57.6
State	\$ 4.2	\$ 4.2	\$ 4.0	\$ 4.0
Total Debt Service:	\$ 55.8	\$ 56.8	\$ 60.6	\$ 61.6
Total Expenditures:	\$ 728.2	\$ 763.3	\$ 766.2	\$ 736.8

2) Construction payouts were impacted by COVID that caused shortages in materials, skilled labor, and contractor availability.

3) Increased payouts for new Public Transportation grants, updated road equipment, and road maintenance repair material.

Total Expenditures by Type



Strategic Initiatives Program Fund				
	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Actual
Beginning Balance	\$ 19.6	\$ 25.0	\$ 44.6	\$ 19.9
Receipts	\$ 16.9	\$ 37.3	\$ 0.7	\$ 73.1
Construction Payout	\$ 11.5	\$ 17.7	\$ 25.4	\$ 16.7
Ending Balance	\$ 25.0	\$ 44.6	\$ 19.9	\$ 76.2

Excludes Local share of this fund

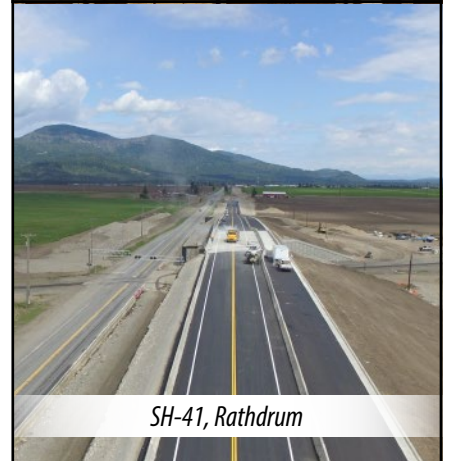
Transportation Expansion & Congestion Mitigation Fund				
	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Actual
Beginning Balance	\$ -	\$ 22.7	\$ 41.4	\$ 42.0
Receipts	\$ 22.7	\$ 19.8	\$ 22.4	\$ 24.4
Construction Payout	\$ -	\$ 1.1	\$ 21.8	\$ 36.0
Ending Balance	\$ 22.7	\$ 41.4	\$ 42.0	\$ 30.4



SH-21



I-84, Blacks Creek Interchange



SH-41, Rathdrum

GARVEE Program

(In millions as of June 30, 2021)

Total Authorized	\$ 1,157.60
Total Bonded	\$ 1,157.60
Total Expended	\$ 929.38
Debt Service Ratio Limit	30%
Debt Service Ratio on Full Bonding	20%

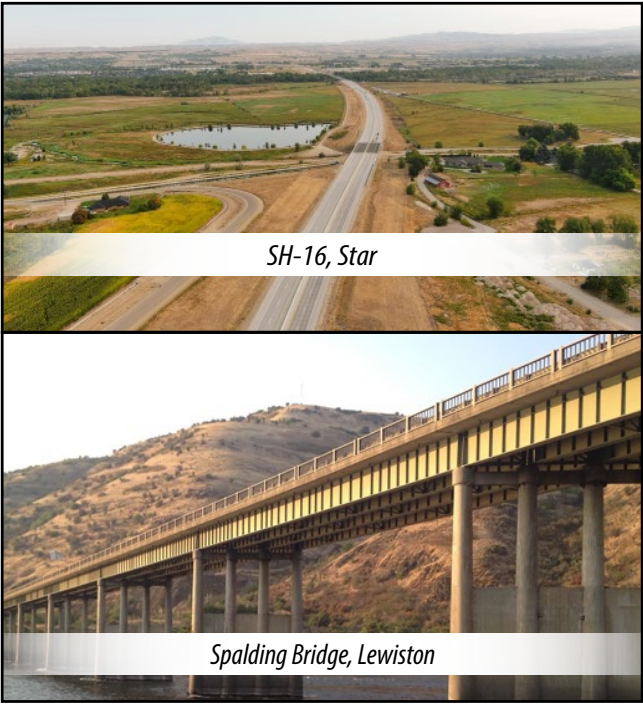
- Includes original \$857.6M and the additional \$300M authorized in 2017
- ITD and Idaho Housing and Finance Association issued \$158.4M in bonds in May 2021.

Moving Forward: 2022 to 2026

Addressing Growth

In an effort to address growth and mobility, ITD has advanced early development and planning as well as design and right-of-way acquisition of several major projects and corridors statewide (see table below). As funds become available in the Transportation Expansion and Congestion Mitigation (TECM) fund or through future state or federal funding, portions of these prioritized corridors will be moved forward to construction.

District	Corridors Approved to Date
1	US-95, Garwood to Sagle
1	I-90, Washington State Line to Coeur d'Alene
1	US-95 Alternate Route (Huetter Bypass)
2	US-95 & US-12 Clearwater River Crossings
2	US-95, Moscow Alternate Route & Moscow North
2	SH-8, Moscow to Troy
3	SH-16, I-84 to SH-44
3	I-84, Ada & Canyon Counties
3	US-20/26, I-84 to SH-16
3	SH-55, Sunnyslope to Nampa
3	SH-44, I-84 to Star
4	SH-75, Timmerman Junction to Ketchum
4	I-84, Jerome to Twin Falls
4	I-84, Burley to Heyburn Interchanges (MP 208 to 211)
4	SNAKE RIVER CANYON CROSSING (Twin Falls area)
5	I-15, Pocatello to Idaho Falls
6	US-20, Idaho Falls to Montana State Line



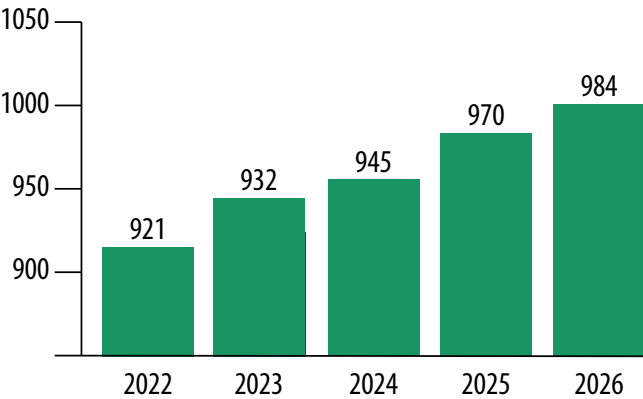
Infrastructure and Funding Needs

The combination of aging infrastructure and rapid population growth have put increased demands on our transportation system. Beginning in 2022, more than half of ITD's 1,834 bridges will be more than 50 years old. Even as we expand our transportation system, ITD will need to maintain and preserve our existing infrastructure.

Governor's Task Force Findings Annual Ongoing State/Local Revenue Shortfall (In millions - FY22 Forecast)			
	Preservation & Restoration	Safety & Capacity	Total
2010 Task Force Finding	\$ 262.0	\$ 281.0	\$ 543.0
2014 Cigarette Tax*	-	\$ 4.7	\$ 4.7
2015 Revenue Increase	\$ 123.4	-	\$ 123.4
2017 Congestion Mitigation**	-	\$ 20.8	\$ 20.8
2021 Congestion Mitigation***	-	\$ 72.8	\$ 72.8
Total Ongoing Revenue Authorized	\$ 123.4	\$ 98.3	\$ 221.7
Remaining Annual Shortfall	\$ 138.6	\$ 182.7	\$ 321.3

*To assist with state-match requirement for GARVEE debt service
 ** 1% of sales tax after local revenue sharing and last step of cigarette tax distribution
 *** 3.5% of sales tax after local revenue sharing due to passage of HB362

State-System Bridges
50 Years and Older
(2022 Forecast)



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



Meeting Date October 20, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 min

Presenter's Name Caleb Lakey / Tom Points	Presenter's Title District 3 / City of Nampa	Initials JCL	Reviewed By LSS
Preparer's Name Caleb Lakey	Preparer's Title District 3 Administrator	Initials JCL	

Subject

Use of Amazon Transportation Mitigation Funds		
Key Number na	District 3	Route Number na

Background Information

As part of the development agreement with Amazon, the City of Nampa secured \$4.7M for use by ITD D3 to mitigate traffic impacts from the development. The City has proposed, and ITD D3 has agreed to partner on three projects, using these funds, that would improve traffic in and around the Amazon development.

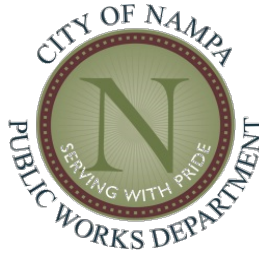
ITD D3 will jointly present with the City of Nampa to the board, explaining the proposal as well as standing for any questions.

Recommendations

Informational item.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



July 21, 2021

Caleb Lakey, P.E.
District 3 Engineer
Idaho Transportation Department
P.O. Box 8028
Boise, ID 83707

RE: Proposed City of Nampa Projects from ITD/Amazon In Lieu Funds

Dear Mr. Lakey,

The City of Nampa (City) would like to thank the Idaho Transportation Department (ITD) for the partnership efforts throughout the Project Bronco/Amazon development process. The Amazon Fulfillment Center opened in the fall of 2020 and is currently running at full capacity.

The City and Amazon entered into a memorandum of understanding (MOU) on February 19, 2019, requiring Amazon to mitigate for its proportional share of traffic impacts as identified in a traffic impact study (TIS) prepared by Thompson Engineers dated January 25, 2019. Per the MOU, the developer provided an in lieu payment of \$4.7 million to ITD designated to *“improve roadways and intersections in the area surrounding the project.”* The City understands ITD has not yet confirmed a project or projects that meet the intent of the MOU and associated in lieu funds. In light of this the City has researched applicable projects and recommends the following three for consideration by ITD:

1. Idaho SH 16: I-84 to Idaho SH 44 Project (\$2.3M of \$ 4.7M Requested)

City is requesting half of the \$4.7 million (\$2.3 million) go toward ITD’s first phase of construction for the Idaho SH 16 Extension. ITD’s diligence in planning and moving this project forward is greatly appreciated. The City desires to assist in any way possible and will also contribute an additional \$200,000 in impact fees.

2. Intelligent Transportation and Emergency Management System Phase I (ITS) (\$1.2M of \$4.7M Requested)

City is requesting one-quarter of the \$4.7 million (\$1.2 million) go toward the launch of the ITS to improve signal coordination, public safety and operational efficiency along Garrity Boulevard and Idaho Center Boulevard near Amazon. Most of the corridor signals are owned by ITD and maintained by the City. The ITS will provide the ability to monitor, control and time these signals remotely using a central software. The system will be housed at a new traffic and incident management center at the City’s Hugh Nichols Public Safety Building . ITD will have remote access to the ITS system.

This modernization project is a partnership between the City’s Public Works and Nampa Police Departments, and ITD. The system would upgrade approximately 30 signalized intersections on I-84B from downtown Nampa to the Amazon and Ford Idaho Center areas. The City is contributing \$1.75 million in local funds to this project.

3. Franklin Road Widening and Idaho SH 16 Connection (\$1.2M of \$4.7M Requested)

City is requesting one-quarter of the \$4.7 million (\$1.2 million) go toward the widening of Franklin Road, from Star Road to the western termini of the future SH 16 connection. The project includes right-of-way acquisition, full widening to five lanes, bike and pedestrian enhancements, intersection improvements at Franklin Road and connection to the SH 16 project. The City allocated \$250,000 toward design which is currently underway. Amazon in lieu funding will go toward future construction. City construction funding is not currently available.

Request Summary:

#	Requested Project	Proposed ITD/Amazon In Lieu Contribution	City Contribution
1	Idaho SH 16: I-84 to Idaho SH 44	\$2,300,000.00	\$ 200,000.00
2	Intelligent Transportation and Emergency Management System Phase 1 (ITS)	\$1,200,000.00	\$1,750,000.00
3	Franklin Road Widening and Idaho SH 16 Connection*	\$1,200,000.00	\$ 250,000.00
	Total	\$4,700,000.00	\$2,200,000.00

*City construction funding not currently available.

The City is committed to partnering with ITD on the projects mentioned above and many others. The Nampa Impact Fee Capital Improvement Program (CIP) was updated in 2019 and included several ITD projects within city limits. In total, the City committed \$9M in local impact fees toward ITD partnership projects over the next 20 years.

Thank you for your continued partnership and consideration of the City's proposal. Please let us know if you have questions or need additional information.

Sincerely,



Tom Points, P.E.
Public Works Director

cc: Mayor Debbie Kling, City of Nampa
Jeff Barnes, City of Nampa
Daniel Badger, City of Nampa
Clair Bowman, City of Nampa



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

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

September 10, 2021

Tom Points, Public Works Director
City of Nampa Public Works Department
411 Third Street South
Nampa, Idaho 83651

Subject: Proposed City of Nampa Projects from ITD/Amazon In Lieu Funds

Dear Mr. Points,

I sincerely appreciate our partnership with the City of Nampa (City). The \$4.7M cash in lieu payment from Amazon for transportation impacts is evidence of our partnership and unified focus on transportation needs in your community and along the state maintained highway system. Your proposal (dated July 21, 2021) to partner on three, mutually beneficial, key projects resonates with my objectives to use the funds in a timely and tangible manner for the traveling public. Additionally, your commitment of \$2.2M of City funds towards the projects is commendable and truly speaks to our partnership.

Because of the high visibility of the Amazon development and its associated transportation improvements, I would like to present this proposal to the Idaho Transportation Board at their October 20th meeting in Boise. I think it would be best received as a joint presentation. Would you and/or your staff be willing to join me that day (exact time yet to be determined) as co-presenters? Please let me know and thanks again for your time and efforts on this topic.

Regards,

J. Caleb Lakey, P.E.
ITD District 3 Administrator
208.334.8301

CC: Mayor Debbie Kling, City of Nampa
Jeff Barnes, City of Nampa
Daniel Badger, City of Nampa
Clair Bowman, City of Nampa
Julie DeLorenzo, Idaho Transportation Board Member
Dan McElhinney, Chief Operations Officer, ITD
Lorraine Dennis, Executive Assistant to the Idaho Transportation Board

Meeting Date October 20, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 25 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
John T./Sunshine Beer/Carlos Teixeira	STAR Director/STAR Training Mgr.	SB/CT	LSS
Preparer's Name	Preparer's Title	Initials	
John T./Sunshine Beer/Carlos Teixeira	STAR Director/STAR Training Mgr.	SB/CT	

Subject

Motorcycle Interactive Training		
Key Number	District	Route Number

Background Information

The Idaho Skills Training Advantage for Riders (STAR) program is charged with providing training courses for every current and future motorcycle rider in Idaho. As part of Idaho STAR's mission to "share knowledge and skills to make motorcycling safer" and reach the non-riding public with motorcycle safety strategies, they have developed a robust and interactive training presentation for driver's education. Although designed with youth drivers in mind, this presentation has brought both general traffic and motorcycle safety messages to a broad audience and has received overwhelmingly positive feedback from teens and adults across the state. Idaho STAR Director Sunshine Beer and Training Manager Carlos Teixeira will provide a summary of what the training involves, and the many ways they get the youth engaged in the course.

In 2020, there were a total of 470 motorcycle crashes, with 27 motorcyclists being killed.

Recommendations

For information only.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Meeting Date October 20, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 mins.

Presenter's Name Robert Beachler	Presenter's Title Planning Services PM	Initials RB	Reviewed By LSS
Preparer's Name Robert Beachler	Preparer's Title Planning Services PM	Initials RB	

Subject

Utility Accommodation Rulemaking Update		
Key Number	District	Route Number

Background Information

Negotiated Rulemaking and Stakeholder Outreach Update

As the Department continues its efforts to address utility accommodation of broadband facilities seeking access to the state's ROW, 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. This presentation serves to brief the Board regarding these ongoing developments.

The Idaho Transportation Department *incorporates by reference* the July 2003 Edition of "Utility Accommodation Policy" in IDAPA Title 39: [39.03.43 – Rules Governing Utilities on State Highway Right-of-Way](#).

ITD staff has held three public meetings with stakeholders via the negotiated rulemaking process. On September 23, 2021 staff also had the opportunity to present ITD's Utility Accommodation Rulemaking efforts to the state's Broadband Advisory Board, and request its input. The Broadband Advisory Board has formed Subcommittees to research objectives of the State Broadband Plan to determine priorities for investment, improve broadband communication to underserved Idaho, and create Dig Once and Hang Once Policies. Staff will participate in the Dig Once and Hang Once Subcommittee as requested in support of ITD's utility accommodation rulemaking stakeholder engagement efforts.

Recommendations

Informational Item - no action required.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 mins

Presenter's Name David Kuisti, P.E.	Presenter's Title Hwy Constr. & Operations Admin.	Initials DK	Reviewed By
Preparer's Name David Kuisti, P.E.	Preparer's Title Hwy Constr. & Operations Admin.	Initials DK	

Subject

Administrative Policy 5515 Disaster/Emergency Support and FHWA Emergency Relief		
Key Number	District	Route Number

Background Information

Administrative Policy 5515 is a new policy combining Administrative Policies, A-05-38 Disaster/Emergency Support and A-01-26 FHWA Emergency Relief.

These two Administrative policies will be combined under the new format and the content updated to reflect operational and organizational changes that have occurred at the Department. Both policies pertain to Emergency Response, so combining them to form one new policy consolidates the subject matter and reduces the total number of policies.

Since the Board's Subcommittee on Policies review on August 17th, language was added to clarify the department's response to emergency plans and procedures for facilities outside of ITD's ownership. Emergency response under those circumstances will be initiated by executive order of the Governor.

Recommendations

Staff recommends the changes to Administrative Policy 5515 and deletion of A-05-38 and A-01-26.

Approve resolution, page 81.

Board Action

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



ADMINISTRATIVE POLICY 5515

Page 1 of 2

DISASTER/EMERGENCY SUPPORT AND FHWA EMERGENCY RELIEF

Purpose

This policy delegates responsibilities and procedures in the event of a disaster or emergency where the Federal-aid System (State and/or Local Highway Systems) sustains damage requiring Idaho Transportation Department (ITD) support and that allows ITD to apply for Federal Highway Administration (FHWA) Emergency Relief (ER) funds.

Legal Authority

- Idaho Code 40-310(4) - The Board shall construct, repair and maintain state highways and statewide transportation systems.
- Idaho Code 40-310(6) - The Board shall cause to be made and kept studies and plans for the repair and maintenance of state highways, as so far as practical, of all highways in the state.
- Idaho Code 40-708(1) – In the event of an emergency, two or more units of government may share jointly the costs of highways and bridges.
- 23 United States Code Section 125 – Emergency Relief.
- Idaho Code Title 46, Chapter 10 – State Disaster Preparedness Act.
- Executive Order 2019-15 – Governor directing state agencies to establish emergency/disaster plans.

Support

ITD shall support the disaster/emergency services of state and/or local agencies. The Emergency Management Planner (EMP) shall be responsible for overall coordination of ITD emergency planning, training, exercises, response, damage estimation, mitigation and claims.

The EMP will assist in the coordination of funding requests for repairs to local routes as applicable under the FHWA ER process.

When emergencies or other unusual circumstances overwhelm the capabilities of state or local agencies, ITD can be requested to respond with disaster/emergency support. The Department shall notify the EMP to make notifications to the Idaho Office of Emergency Management (IOEM) and/or FHWA, as appropriate. Notification to IOEM can also be made by the IOEM Area Field Officer. **Response to emergency plans and procedures outside of ITD facilities can be activated by Executive Order of the Governor. Upon issuance of an Executive Order by the Governor that involves disaster/emergency support:**

- The District Engineers shall provide the response staff and assistance as requested by an IOEM “Mission Assignment” prior to, during, and after a natural or human-caused disaster, or terrorist attack. Disaster/emergency support includes life-saving assistance, traffic control, or operational work that directly affects the State Highway System.



ADMINISTRATIVE POLICY 5515

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- The Division of Motor Vehicles Administrator may authorize the issuance of disaster relief waivers, as needed, in accordance with Board Policy 4074, Suspension of Motor Vehicle Procedures during Disaster Relief Operations.
- The Division of Aeronautics Administrator shall coordinate airspace restrictions or control; aerial transportation of material or personnel in state-owned aircraft; aerial communications relay services; and activation and coordination of air search and rescue operations.

In the event the Federal Aid System (state and/or local highway systems) sustains damage that allows ITD to apply for FHWA ER funds, the following responsibilities and procedures shall be in effect:

Following a disaster, the EMP shall:

- Function as ITD's primary Headquarters contact for emergency coordination;
- Act as the liaison with the FHWA division office for securing emergency repair funds;
- Collect the Detailed Damage Inspection Reports from the affected district(s); and
- Collect and document Disaster Costs in equipment, materials and manpower for possible reimbursement.

Following a disaster, the ITD **Chief Operations Officer (COO) and team** shall:

- Coordinate with FHWA for completion of permanent repairs;
- Obtain permanent repair work authorizations;
- **Assist district scoping and funding needs assessments to expedite repair completion;**
- Prepare the obligated authority requests and project programming for submittal to the FHWA, and;
- **Communicate with federal, state, and local agency partners to ensure effective district emergency response and recovery.**

Following a disaster, the District Engineers shall:

- Confirm the initial emergency repair and debris clearance project limits;
- Assist FHWA in conducting and completing the Detailed Damage Inspection Reports;
- Administer permanent and initial emergency repair projects; and
- Provide detailed information to the EMP for documentation purposes.

Date _____

Brian W. Ness
Director



ADMINISTRATIVE POLICY 5515

Page 1 of 2

DISASTER/EMERGENCY SUPPORT AND FHWA EMERGENCY RELIEF

Purpose

This policy delegates responsibilities and procedures in the event of a disaster or emergency where the Federal-aid System (State and/or Local Highway Systems) sustains damage requiring Idaho Transportation Department (ITD) support and that allows ITD to apply for Federal Highway Administration (FHWA) Emergency Relief (ER) funds.

Legal Authority

- Idaho Code 40-310(4) - The Board shall construct, repair and maintain state highways and statewide transportation systems.
- Idaho Code 40-310(6) - The Board shall cause to be made and kept studies and plans for the repair and maintenance of state highways, as so far as practical, of all highways in the state.
- Idaho Code 40-708(1) – In the event of an emergency, two or more units of government may share jointly the costs of highways and bridges.
- 23 United States Code Section 125 – Emergency Relief.
- Idaho Code Title 46, Chapter 10 – State Disaster Preparedness Act.
- Executive Order 2019-15 – Governor directing state agencies to establish emergency/disaster plans.

Support

ITD shall support the disaster/emergency services of state and/or local agencies. The Emergency Management Planner (EMP) shall be responsible for overall coordination of ITD emergency planning, training, exercises, response, damage estimation, mitigation and claims.

The EMP will assist in the coordination of funding requests for repairs to local routes as applicable under the FHWA ER process.

When emergencies or other unusual circumstances overwhelm the capabilities of state or local agencies, ITD can be requested to respond with disaster/emergency support. The Department shall notify the EMP to make notifications to the Idaho Office of Emergency Management (IOEM) and/or FHWA, as appropriate.

Notification to IOEM can also be made by the IOEM Area Field Officer. Response to emergency plans and procedures outside of ITD facilities can be activated by Executive Order of the Governor. Upon issuance of an Executive Order by the Governor that involves disaster/emergency support:

- The District Engineers shall provide the response staff and assistance as requested by an IOEM “Mission Assignment” prior to, during, and after a natural or human-caused disaster, or terrorist attack. Disaster/emergency support includes life-saving assistance, traffic control, or operational work that directly affects the State Highway System.



ADMINISTRATIVE POLICY 5515

Page 2 of 2

- The Division of Motor Vehicles Administrator may authorize the issuance of disaster relief waivers, as needed, in accordance with Board Policy 4074, Suspension of Motor Vehicle Procedures during Disaster Relief Operations.
- The Division of Aeronautics Administrator shall coordinate airspace restrictions or control; aerial transportation of material or personnel in state-owned aircraft; aerial communications relay services; and activation and coordination of air search and rescue operations.

In the event the Federal Aid System (state and/or local highway systems) sustains damage that allows ITD to apply for FHWA ER funds, the following responsibilities and procedures shall be in effect:

Following a disaster, the EMP shall:

- Function as ITD's primary Headquarters contact for emergency coordination;
- Act as the liaison with the FHWA division office for securing emergency repair funds;
- Collect the Detailed Damage Inspection Reports from the affected district(s); and
- Collect and document Disaster Costs in equipment, materials and manpower for possible reimbursement.

Following a disaster, the ITD Chief Operations Officer (COO) and team shall:

- Coordinate with FHWA for completion of permanent repairs;
- Obtain permanent repair work authorizations;
- Assist district scoping and funding needs assessments to expedite repair completion;
- Prepare the obligated authority requests and project programming for submittal to the FHWA, and;
- Communicate with federal, state, and local agency partners to ensure effective district emergency response and recovery.

Following a disaster, the District Engineers shall:

- Confirm the initial emergency repair and debris clearance project limits;
- Assist FHWA in conducting and completing the Detailed Damage Inspection Reports;
- Administer permanent and initial emergency repair projects; and
- Provide detailed information to the EMP for documentation purposes.

Date _____

Brian W. Ness
Director



DISASTER/EMERGENCY SUPPORT

Executive Order No. 2000-04 from the Office of the Governor and the Idaho Emergency Plan, Parts I, II, and III, mandate that the Idaho Transportation Department (ITD) shall support the disaster/emergency services of state and/or local agencies. The Maintenance Engineer shall be responsible for overall coordination of ITD planning, training, exercises, response, damage estimation/mitigation, and claims. Appropriate training of coordinators and key state members is encouraged.

When emergencies or other unusual circumstances overwhelm the capabilities of state or local agencies and ITD is requested to respond with disaster/emergency support, the department shall notify the Bureau of Disaster Services (BDS). Response to emergency plans and procedures outside of ITD facilities can only be activated by Executive Order of the Governor. Upon issuance of an Executive Order by the Governor that involves disaster/emergency support:

- The District Engineers shall provide the response staff and assistance as requested by a BDS "Mission Request" prior to, during, and after a natural/man-made disaster, or enemy attack. Disaster/emergency support includes life saving assistance, traffic control, or operational work that directly affects the State Highway System.
- The Division of Motor Vehicles Administrator shall authorize the issuance of disaster relief waivers, as needed, in accordance with Board Policy B-32-03, Suspension of Motor Vehicle Procedures during Disaster Relief Operations.
- The Division of Aeronautics Administrator shall provide, as needed, liaison with the Federal Aviation Administration regarding airspace restrictions or control; aerial transportation of materiel or personnel in state-owned aircraft; aerial communications relay services; or activation and coordination of search and rescue services.

_____ signed _____ Date: _____ Feb. 16, 2001 _____
DWIGHT M. BOWER
Director

This policy based on:

- Idaho Code, 40-708
- Executive Order No. 2000-04, Assignments of All Hazard Mitigation, Preparedness, Response, and Recovery Functions to State Agencies in Support of Local and State Government Prior to and during Emergencies and Disasters
- Decision by the Director

Department-wide supervision and coordination assigned to:

- Maintenance Engineer

Direction for activity and results delegated to:

- District Engineers, Divisions of Motor Vehicles and Aeronautics Administrators

Department procedures contained in:

- ~~Idaho Emergency Plan, Parts I, II, and III~~
- ~~Maintenance Manual, sections 5-10, 5-52, and 5-322~~
- ~~Board Policy B-32-03, SUSPENSION OF MOTOR VEHICLE PROCEDURES DURING DISASTER RELIEF OPERATIONS~~

Former dates on A-05-38:

~~8/27/92 (formerly Division Directive DH 05-38, dated 5/19/89), 1/12/00, and 8/28/00~~

Cross reference to related Administrative Policies:

- ~~A-05-34, CLOSURES OR RESTRICTED USE OF STATE HIGHWAYS~~
- ~~A-20-01, RELEASE OF DEPARTMENT INFORMATION TO MEDIA~~



FHWA EMERGENCY RELIEF

In the event the Federal Aid System (State and/or Local Highway Systems) sustains damage that allows the Idaho Transportation Department to apply for FHWA Emergency Relief (ER) Programs, the following responsibilities and procedures shall be in effect.

Following a disaster, the Maintenance Engineer shall:

- Act as the department Emergency Management Coordinator;
- Act as the liaison with the FHWA Division office for emergency repairs;
- Collect the Detailed Damage Inspection Reports from the affected District(s);
- Establish the initial emergency repair and debris clearance project limits;
- Obtain emergency work authorizations; and
- Coordinate emergency relief efforts between the Districts.

Following a disaster, the Roadway Design Engineer shall:

- Act as liaison with the FHWA Division office for permanent repairs;
- Obtain permanent repair work authorizations, and
- Process the obligated authority requests and project programming that are submitted to FHWA under the Chief Engineer's signature.

_____ signed _____ Date: 6/29/00
DWIGHT M. BOWER
Director

This policy based on:

- Title 23, United States Code, Sections 125 and 120
- 23 CFR Part 668A
- FHWA Emergency Relief manual
- Idaho Executive Order 96-01
- Decision by the Director

Department wide supervision and coordination assigned to:

- Chief Engineer

Direction for activity and results delegated to:

- Maintenance Engineer, Roadway Design Engineer, District Engineers

Department procedures contained in:

- This policy

Former dates of A-01-26:

- 0 (formerly Division of Highways Memorandum No. 4, FHWA EMERGENCY RELIEF PROCEDURES, dated 2/27/97)

Cross reference to related Administrative Policies:

- [A-05-34, CLOSURES OR RESTRICTED USE OF STATE HIGHWAYS](#)
- [A-05-38, DISASTER/EMERGENCY SUPPORT](#)
- [A-11-02, HIGHWAY DEVELOPMENT PROGRAM](#)
- [A-20-01, RELEASE OF DEPARTMENT INFORMATION TO THE MEDIA](#)

RES. NO. WHEREAS, Board Policy 4067 authorizes the Idaho Transportation
ITB Board to set policies for the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5515 Disaster/Emergency Support
and FHWA Emergency Relief was developed to delegate responsibilities
and procedures in the event of a disaster or emergency; and

WHEREAS, the Idaho Transportation Department may apply for Federal
Highway Administration (FHWA) Emergency Relief funds in the event
the Federal-aid system (state and/or local highway systems) sustains
damage; and

WHEREAS, Administrative Policy 5515 combines Administrative
Policies, A-05-38 Disaster/Emergency Support and A-01-26 FHWA
Emergency Relief.

NOW THEREFORE BE IT RESOLVED, that the Board concurs with the
revisions to Administrative Policy 5515 and the subsequent deletion of A-
05-38 and A-01-26.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 5 Minutes

Presenter's Name Dan McElhinney	Presenter's Title COO	Initials	Reviewed By
Preparer's Name Brad Wolfinger	Preparer's Title PMO - Project Manager	Initials	

Subject

FY2021 State Highway System Projects End of Year Statement		
Key Number	District	Route Number

Background Information

End of Year Statement for State Highway System Projects

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

FY2021 Federal Aid and State Funds made available for use on State Highway System Projects were Obligated.

\$306,129,200 Federal Funds were obligated, of which \$58,200,000 was GARVEE Debt Service.

\$147,365,736 State Funds were obligated.

These funds were obligated under the following programs:

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

54 programmed State Infrastructure construction projects were delivered. In addition, 24 projects were added to or advanced to FY21.

Of the 54 programmed projects, 53 are under contract, 1 is currently advertised.

Of the 24 added/advanced projects, 9 are pending advertisement, 2 are currently advertised, 12 are under contract, and 1 was delayed.

In addition to construction contracts, FY2021 funds were obligated on:



Board Agenda Item

ITD 2210 (Rev. 10-13)

Supporting Infrastructure Asset projects
Agreements

Project Development: Preliminary Engineering by ITD (PE) & Preliminary Engineering by Consultant (PC)
Right of Way Acquisition & Purchase (RW & LP)
Utilities Relocation Work (UT)

The following Bridge, Pavement, Safety and Capacity Program projects were advanced or added throughout FY2021 raising the total to 78 projects including those advanced/added to the 54 planned.

Project Advances & Additions

8 projects were advanced from within the approved ITIP to FY2021 and delivered:

District	Key No	Location
1	21938	US-95, IRONWOOD TO SH53 SIG. UPGRADES, KOOTENAI CO
1	20032	CULDESAC CANYON PASSING LN, PH 3, NEZ PERCE CO
4	22706	COBBLESTONE LN TO COTTONWOOD CR, BLAINE CO
4	22722	COTTONWOOD CR TO TIMBER WAY, BLAINE CO
5	20455	STERLING N RD TO RRX, BINGHAM CO
5	19849	ARIMO RD IC #40, BANNOCK CO
6	20735	US 20B, YELLOWSTONE HWY & HOLMES RD MICROSEAL
6	20544	SH31 OVERLAY & GUARDRAIL, BONNEVILLE CO

10 projects were added to the approved ITIP in FY2021 and delivered:

District	Key No	Location
1	23120	SAGLE RD TO LONG BRIDGE INTERIM IMPRV, PH 1
1	23350	MULLAN TO MONTANA ST LN, SHOSHONE CO
1	23351	MP 65 TO CEMETARY HILL, KOOTENAI CO
1	23352	PAVEMENT PRESERVATION, VARIOUS LOCATIONS
1	22888	GOOSEHAVEN RD TO ROUND LAKE RD, BENEWAH CO
2	23078	MP 188 ROCK SLIDE MITIGATION, NR RIGGINS
3	21890	INT SH-167 IMPROVEMENTS
4	23141	HAILEY TO OHIO GULCH INTERSECTION
5	23076	LAVA HOT SPRINGS ROCKFALL MITIGATION
6	23117	CANYON CREEK BRIDGE REPAIRS

Project Delays or Undelivered Projects

5 projects were added or advanced and obligated using ST funds in FY2021 but are not yet delivered:

District	Key No	Location
1	23121	SAGLE RD TO LONG BRIDGE INTERIM IMPRV. PHS II
2	23355	CRAIGMONT BUSINESS LOOP, LEWIS CO
4	19973	I84 – DECLO POE EB, CASSIA CO
5	21831	SODA SPRINGS TO CONDA, CARIBOU CO
5	23332	WEST SIDE RD TO WAYAN LOOP RD, CARIBOU CO

1 project was advanced but then delayed from the approved ITIP in FY2021:

District	Key No	Location
6	20114	US-20 EXPRESSWAY MEDIAN CABLE BARRIER



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

For Information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Meeting Date October 20, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 110 min.

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

Subject

Administrative Settlement over \$200,000.00		
Key Number 20788	District 3	Route Number SH-16, I-84 to US-20/26

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.

Recommendations

Approve:
KN 20788 – SH-16, I-84 to US-20/26 - for administrative settlement in the amount of \$442,500.00. Resolution on page 83.

Board Action

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

RES. NO.
ITB _____

WHEREAS, the Idaho Transportation Department is acquiring right-of-way along SH-16, I-84 to US-20/26 for Project No. A020(788); 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 \$442,500.00

Meeting Date October 20, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 min.

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

Subject

Administrative Settlement over \$200,000.00		
Key Number	District	Route Number
22165	3	US 20/26; I-84 to Middleton Rd.

Background Information

As per Board Policy 4005, the Director or a delegate may authorize an administrative settlement for up to \$200,000 over the reviewed fair market value of properties appraised up to \$1,000,000. Proposed settlements exceeding \$200,000 shall come before the Board for approval. An administrative settlement is a settlement, authorized by the responsible official, in excess of the approved just compensation. Under appropriate circumstances, an administrative settlement may be made to motivate amicable settlement with an owner and thus avoid recourse to legal proceedings.

Recommendations

Approve:

KN 22165 – US 20/26 I-84 to Middleton Rd., Canyon County - for administrative settlement in the amount of \$687,910.00. Resolution on a 85.

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. 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;

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement in the amount of \$687,910.00.