



A G E N D A

Regular Meeting of the
Idaho Transportation Board

November 18, 2021

Idaho Transportation Department
Auditorium
3311 West State Street
Boise, Idaho

To listen:

Dial 1-415-655-0003 US Toll

a. access code: 2462 435 2206

b. meeting password: 1234

KEY:

ADM = Administration DIR = Director HR = Human Resources

CD = Chief Deputy OP = Operations

		Page #	Time*
Action Item	1. CALL MEETING TO ORDER		10:30
Information Item	2. SAFETY/SECURITY SHARE: District 6 Engineer Jason Minzghor		
Action Item	3. BOARD MINUTES – October 20, 2021	4	10:35
Action Item	4. 2021 BOARD MEETING DATES	14	
	December 9, 2021 - Boise January 13, 2022 - Boise		
	February 17, 2022 - Boise		
Action Item	5. CONSENT CALENDAR	15	
ADM	_____ Certificate of receipts and disbursements FY21.....	16	
DIR	_____ Idaho Transportation Department Annual FY21 Annual Report.....	18	
OP	_____ Move US-95 Aht'Wy Interchange and Plaza project to FY22	23	
OP	_____ Modify Rail-Highway Crossing Program in the approved FY21-27 ITIP.....	24	
OP	_____ Consultant agreements	25	
OP	_____ Contracts for award	29	
OP	_____ Contracts for rejection	41	

*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	#	
Information Items				
	6. INFORMATIONAL CALENDAR			
OP	_____ Contract award information and current advertisements	46		
OP	_____ Professional services agreements and term agreement work tasks report.....	53		
OP	_____ Annual Rail-Highway Crossing Program Report 2021	58		
ADM	_____ State FY22 financial statements	69		
ADM	_____ Monthly report of federal formula program funding through October	89		
ADM	_____ FY23 Revision #1 appropriation request.....	91		
	7. DIRECTOR'S MONTHLY REPORT			10:40
	8. DISTRICT ENGINEER REPORT	94		10:55
	Jason Minzghor – DE6			
	9. AGENDA ITEMS			
Information Item				
ADM	_____ Innovate ITD! FY21 Best of the Best Recognition	110		11:05
McArthur				
Action Item				
DIR	_____ 2021-22 ITD Omnibus Pending Administrative Rulemakings	140		11:35
Hobdey-Sanchez	(Resolution on page 145)			
Information Items				
DIR	_____ Utility Accommodation Rulemaking Update	145a		11:40
Hobdey-Sanchez/Beachler				
	10. DIRECTOR'S MONTHLY REPORT (CONTINUED)			11:50
	TRIBUTE TO FORMER VICE CHAIR JANICE VASSAR			
	11. LUNCH: lunch with Trucking Advisory Council			12:05
	East Annex Conference Room			
	12. AGENDA ITEMS, continued			
CD	_____ Annual Trucking Advisory Council Report	146		1:30
Rodriguez/Pocock				
CD	_____ Dealer Advisory Board Annual Report	147		1:50
Duran/Petersen				

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Boise, Idaho

**Page
Time**

13. AGENDA ITEMS, continued

Action Items

OP _____ Administrative Policy A-38-02 Accident Cost Information156 **2:15**
Tomlinson (Resolution on page 158)

OP _____ Administrative Policy A-05-07 Allocation and Management of the Highway
Fernandez Maintenance Budget (Resolution on page 162)..... 159 **2:20**

Information Items

OP _____ Historical Transportation Document Preservation163 **2:30**
Kanownik/Dickinson

OP _____ State Planning and Research Program update164 **2:40**
Parrish

HR _____ Human Resources Annual Report189 **3:05**
Williams

Information Item

14. EXECUTIVE SESSION (Room 209) 3:45
PERSONNEL ISSUES [SECTION 74-206(a), (b)]
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

OP _____ Linder Village (Orchard Park) Sales Tax Anticipated Revenue Agreement 190 **4:15**
Lakey

15. ADJOURNMENT 4:30

REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

October 20, 2021

The Idaho Transportation Board met at 8:00 AM on Wednesday, October 20, 2021, in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
James R. Thompson, Member – District 1
Jim Kempton, Member – District 4
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

Due to the number of board member absentees, the chairman participated as a voting member.

Safety Share. Senior Transportation Technician Tyson Ruffing, District 2, presented on road work site safety. He discussed an accident on US-95 involving four vehicles because a driver failed to yield to slowed traffic which resulted in minor injuries to the driver. He also offered some solutions to help bring greater awareness; such as, innovation in public communication.

Chairman Moad thanked Sr. TT, Ruffing for the important message.

Board Minutes. Member Kempton made a motion to approve the minutes of the regular Board meeting held on September 22, 2021, as submitted. Member Thompson seconded the motion and it passed unanimously. Member Kempton also made a motion to approve the minutes of the special Board meeting held on October 1, 2021, as submitted. Member Hoff seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:
November 18, 2021 – Boise, HQ January 13, 2022 – Boise, HQ
December 9, 2021 – Boise, HQ February 17, 2022 – Boise, HQ

Consent Items. Member Kempton 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-
ITB21-67 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.

1) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #09294 – US-95, Thorn Creek to Moscow, Latah County, District 2, construction, engineering and inspection services of approximately \$3.0 million.

2) Contract for Award. The low bid on the following project was more than ten percent over the engineer's estimate, requiring justification. On key #19053, I-15, E. Alameda Road and Yellowstone Ave, District 5, the differences between the low bid and engineer's estimate were mainly in the Traffic Signal Installation – pole and signal cabinet. 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 project would result in a lower bid, and recommends awarding the contract. Low bidder, for key #19053: Angle and Associates - \$669,847.00.

Informational Items.

1) Contract Awards and Advertisements. Key #20514, SH-47, overlay, District 6. Low bidder: Sunroc Corporation - \$1,960,298.40.

Key #19849, I-15, Arimo Road IC#40, District 5. Low bidder: Cannon Builders Inc. – \$6,364,369.83.

Key #20669, SH-27, Burley CL to Jct. I-84, District 4. Low bidder: Staker & Parson DBA Idaho Materials Construction – \$2,661,096.00.

Key #23351, SH-97, MP 65 to Cemetery Hill, District 1. Low bidder: Poe Asphalt Paving Inc. – \$862,268.78.

Key #20455, SH-39, Sterling N. Road to RRX, District 5. Low bidder: H-K Contractors Inc. – \$4,894,676.00.

Key #23352, SH-3, pavement preservation, various counties, District 1. Low bidder: Knife River Corp. – Mountain West – \$3,890,000.00.

Key #20397, I-90, Wallace to Mullan IC 68, District 1. Low bidder: Interstate Concrete & Asphalt Co. – \$4,481,309.29.

Key #20131, SH-21, Elk Creek Bridge, District 4. Low bidder: Braun-Jensen Inc. – \$1,639,000.00.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From September 3 through September 29, 2021, 10 new professional services agreements and work tasks were processed, totaling \$2,207,574. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of \$276,192.

3) 80 MPH interstate speed zones 2021 update. In July 2014, the Idaho Transportation Department raised the speed limit on rural sections of Interstate Highways 15, 84, and 86 from 75 MPH to 80 MPH. The following observations have been made since the speed limits were changed: the 85th percentile speeds indicate a flat to slightly increasing trend with operational speeds now average around 83 MPH for I-84 and I-86 and 84 MPH for I-15; 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; fatal and serious injury crashes have remained relatively constant ranging between 1 and 6 per one hundred million vehicle-miles of travel; and compared to national rates, operations along these 80 MPH corridors are comparable if not slightly better. Staff recommends maintaining the designated 80 MPH speed zones.

4) Board Policy 4041 Sponsorship of Department Programs. In accordance with Board Policy 4041, staff reports there are no sponsorship agreements at this time.

5) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 20% as of August 31. Receipts from the Highway Distribution Account were \$8.5 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 114%, or \$377,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$581,000 or 2.8% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$88.1 million for July and August.

The balance of the long-term investments was \$112.4 million at the end of August. These funds are obligated against construction projects and encumbrances. The cash balance was \$150.9 million. Expenditures in the Strategic Initiatives Program Fund for August were \$0.5 million. Additional receipts include interest earned of \$33,000 based on the cash balance. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.1 million is the second month of the new 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund were \$4.7 million year to date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$281,000 year to date.

6) Monthly Reporting of Federal Formula Program Funding through September. Idaho received obligation authority of \$345.7 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 \$413.3 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, \$30.3 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 on October 9, 2020. Idaho received apportionments of \$351 million. Obligation authority is currently 98.5% of apportionments. Of the \$413.3 million allotted, all funds were expended as of September 30, 2021.

7) Non-construction professional services report. In accordance with Board Policy 4001, staff reports there were no professional service agreements executed in the previous month.

Subcommittee on Policies Update. Subcommittee Chairman Hoff, reported the subcommittee met yesterday and held a stakeholder Listening Workshop. The subcommittee will continue to gather information regarding the review of Board Policy 4028 that defines sharing of federal formula funds between the State and local highway entities. The subcommittee also concurred with staff's recommendations to rescind two administrative policies that will be brought to the Board next month.

Monthly Report on Department Activities. Director Ness acknowledged the Board's appointment of Chief Deputy Stokes as the new incoming director. He was unable to attend the board's special session when the announcement was made. He applauds the Board's decision and congratulated CD Stokes on the well-deserved appointment. He is confident in CD Stokes abilities as a leader and his commitment to the department and looks forward to working together with him over the next months to ensure a smooth transition in leadership.

Director Ness reported on the current Fixing America's Surface Transportation Act, which was set to expire on September 30, 2021. On October 2, President Biden signed a short-term measure into law to extend the funding until October 31, 2021, and the debt-ceiling limit was extended to December 3, 2021. In the event of a government shutdown, the department will continue its operations and construction program without disruption or slowdown.

Director Ness also acknowledged the four department employees who won the 2021 Western Snow & Ice conference national title that Chief Operations Officer Dan McElhinney will formally recognize later in the meeting. He extended his congratulations. Finally, he congratulated the employees who reached a service anniversary in 2020 and 2021. Milestones ranged from 5 years to 50 years of public service. For 2020, there were 390 years of service and 1,225 for 2021 totaling 1,615 years of service. He thanked employees for making a difference every day and being a highly valued member of our team.

Chairman Moad thanked Director Ness for the report.

FY23 Appropriations Request Revision #1. Financial Manager Chris Bray reviewed the FY23 appropriation request changes from the September original budget submission. The highlighted changes are: \$33.5 million base, with reductions in contract inflationary, due to a liability insurance formula change, (-\$42,800) and the Statewide Cost Allocation Plan (-\$1,056,200); Overall Line Item changes totaling \$139.6 million – with additions in capital facilities one-time changed to ongoing (\$19 million), projected unspent Transportation Expansion and Congestion Mitigation (TECM) cash above appropriation in FY22 and the request for spending authority in FY23 (\$15 million) as well as Bureau of Lands Management

Wildfire Mitigation District 3 federal spending authority (\$125,000). As a result, the FY23 base was adjusted to \$639,161,500 with a total FY23 program funding of \$859,335,000.

Chairman Moad thanked FM Chris Bray for the update.

Idaho Transportation Department FY21 Annual Report. Program Specialist Angie Heuring reported on ITD's FY21 Annual report. Idaho Code, Section 40-316, requires the Idaho Transportation Board to submit an annual report to the Governor on the financial condition and management of the department. She noted there would be an update in the annual report to align with the Governor's office branding change from Building Idaho's Future to Leading Idaho's Future.

The report focuses on four major areas:

- Leading 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.
- ITD's customer service focused accomplishments, outcome-based performance measures and employee-driven innovations.
- Financial information from FY18-21, including expenditures, strategic initiatives funds and the GARVEE program.
- 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.

Chairman Moad thanked PS Heuring for the report.

Use of Amazon Transportation Mitigation Funds. District 3 Engineer Caleb Lakey co-presented with Tom Points City of Nampa Public Works Director. DE Lakey reviewed the project timeline starting with initial negotiations with Amazon and completion of the traffic impact study in 2018, a memorandum of understanding (MOU) and construction started in 2019, Amazon opened in 2020, and this year the City of Nampa made its project recommendations for ITD Amazon in-lieu dollars. He also shared some facts about the new 61-acre, 650,000 square foot footprint building and highlighted the traffic impact study. Sixteen intersections were evaluated. During peak operation season, the development is expected to generate approximately 6,897 trips per day and \$14.2 million in off-site traffic improvements exaction is required.

Public Works Director Points thanked the Board for all they do and the great partnership they have with District 3 and Headquarters staff. The City of Nampa is projecting to collect \$46 million in impact fees over ten years, \$9 million of which is allocated to state highway partnership projects. He reported the \$14.2 million is the largest exaction for any Amazon facility – representing five projects. Amazon mitigated excessive delays by staggering shift changes, off-peak freight scheduling and improving signal timing – the 15 signals timed were

done in partnership with City of Nampa and ITD. In accordance with the MOU, the \$4.7 million ITD Amazon in-lieu dollars are dedicated to improve roadways and intersections in the area surrounding the project. Director Points reviewed the three projects recommended for allocation of the \$4.7 million Amazon in-lieu funding and the benefits: 1) Idaho SH-16: I-84 to Idaho SH-44, \$2.3 million; 2) Intelligent Transportation and Emergency Management System Phase I, \$1.2 million; and 3) Franklin Road widening and Idaho SH-16 connection, \$1.2 million. He also thanked the board for the eight projects in the Nampa area; such as, the Karcher overpass widening and SH-45 and Locust intersection.

In response to Chairman Moad's question regarding the roundabout to signalization replacement at Franklin and Star Road, PW Director Points explained the change was part of Amazon project. Roundabouts are based on a 10-year modeling plan and that one would have sustained had it not have been for the project. The city anticipates its continued use of roundabouts for safety and traffic volumes under 20,000.

In respect to the Board's Subcommittee on Policies Listening Workshop yesterday regarding urban and rural funding, Member Kempton inquired about the funding restriction for use on capital projects. Chief Deputy Stokes explained the Surface Transportation Program (STP) funds are the most flexible with no restrictions and can be used for capital projects.

Chairman Moad also questioned the use of property taxes for transportation projects. PW Director Points stated not all property tax funds go to transportation. Some of the funds are used for non-federal aid route local road projects; such as, sealcoats and sidewalk improvements. However, there has been a decline in these projects due to use of these funds for federal-aid projects.

Chairman Moad thanked PW Director Points and DE-3 Lakey for the informative presentation.

Motorcycle Interactive Training. Highway Safety Manager John Tomlinson reported there were 29 motorcycle fatalities through September 2021, in comparison to 26 in 2020. Idaho Skills Training Advantage for Riders (STAR) Training Manager Carlos Teixeira presented on its motorcycle interactive training course. He provided a summary of what the training involves and the many ways they engage youth in the 90-minute Driver's Education safety outreach course. They collaborated with YouTube to include a variety of targeted messages, movie trailers, and incorporated various activities to illustrate distracted driving behavior. The topics included four factors on why motorcycles can be invisible - Saccades, selective attention, peripheral blindness and beam blindness. The Saccades refers to the rapid movement of the eye between fixation points where a driver can miss seeing a motorcycle, which underscore the importance of slowing down ones gaze and looking twice. Some additional highlights included safe versus legal rider and driver decisions, lane splitting, road rage, motorcycle group riding and protective clothing.

In response to Member Kempton's comments about federal guidelines and decisions made where helmet usage is not required, and the potential to incorporate messaging on head injuries into his presentation, STAR Training Manager Teixeira appreciated the feedback. He

stated he would include the suggestion into his training course. He also added that all driver's education students are required to wear helmets.

Chairman Moad thanked STAR Training Manager Teixeira for the presentation.

Utility Accommodation Rulemaking Update. Planning Services Program Manager Robert Beachler updated the Board on how ITD is supporting broadband in Idaho, the importance of dig once, potential solutions in the coordination and installation of broadband conduit, and a recent briefing to the Idaho Broadband Advisory Board. ITD owns and manages the right-of-way along the State highway system and wants to help expand broadband infrastructure throughout the State. The Broadband Task Force Plan calls for formalizing dig once and hang once policies as way to deploy broadband efficiency. The department is working on administrative rulemaking to update the Guide for Utility Management and Utility Accommodation policy; stakeholder outreach; proactively installing conduit during construction projects; and seeking federal and state grant opportunities. ITD is also interested in how it could participate in a future state conduit and fiber exchange registry recommended in the Broadband Task Force Plan. Staff briefed the Idaho Broadband Advisory Board on its efforts and asked for its input on the department's proposed utility accommodation rulemaking, and its consideration for additional conduit capacity installation with future broadband grants in support of dig once. Department staff will participate in the Broadband Advisory Board's Dig Once/Hang Once Subcommittee at its request to help develop policies.

Next steps in rulemaking is to continue work with the Broadband Advisory Board and stakeholders, engage in the development of the State Broadband Plan and pursue rulemaking efforts for small wireless facilities in the 2022 legislative session. For small wireless facilities (SWF), the division of highways and the wireless providers enter into a master license agreement. Subsequently, the permitting process is done at the district level. Staff recommends adoption of FCC 18-133 SWF fee structure and FCC permit review guidance.

In response to Member Hoff's inquiry, PM Beachler stated local and regional phone exchanges are typical stakeholders, and there has been coordination with neighboring states such as Utah. Many states are building capacity to the state line developing conduit infrastructure.

Chairman Moad thanked PM Beachler for the update.

Administrative Policy 5515, Disaster/Emergency Support and FHWA Relief. Highway Construction and Operations Administrator Dave Kuisti presented Administrative Policy 5515, Disaster/Emergency Support and FHWA Relief. 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 17, 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 can be initiated by executive order of the Governor.

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

RES. NO. WHEREAS, Board Policy 4067 authorizes the Idaho Transportation
ITB21-68 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.

Chairman Moad thanked Administrator Kuisti for the policy update.

FY21 State Highway System Projects End of Year Statement. Chief Operations Officer Dan McElhinney presented the end of year statement for the state highway system projects. He reported the department committed to delivering 54 projects ready for construction, with the good news, districts helped advance or add to the FY21 delivery, for 77 projects total. He thanked staff for their focus and hard work on getting the projects delivered. He meets monthly with the statewide district engineers to review project scope, cost and schedule commitments, and also thanked them for their leadership. He noted the \$66 million US-95 Thorn Creek Road to Moscow project is in pre-bid now with plans for construction next year. He also commented the department is ready and on schedule to deliver state and local bridge projects statewide for next year.

Chairman Moad thanked COO McElhinney for the presentation.

Employee National Title Recognition. COO McElhinney recognized district staff who won the Best Agency Team national title at the fall Western States 2021 Snow & Ice Conference Equipment Roadeo competition in Colorado. The districts hold local and statewide Equipment Rodeos annually to test skills with various course events such as backhoe, snowplow, loader and grader. The top four 2021 agency winners are: Brandon Steffens, District 5, Jed Henderson District 1, Stacey McCurdy, District 6, and Dakota Morgan, District 4. COO McElhinney acknowledged the winners for their skills in safety and excellence, which are key daily work zone safety benefits for our teams. The respective district engineers then presented each of them with an ITD safety coin. The Board watched a local news video clip showcasing the event and accomplishments.

District 4 Hailey Foreman Dakota Morgan, expressed his thanks to the Board and being able to represent the department. He commented on what a great opportunity it is for the public to see what they do.

Chairman Moad commended staff and shared he has received many comments from the public.

Executive Session on Legal and Personnel Issues. Member Kempton made a motion to meet in executive session at 9:55 AM to discuss personnel issues as authorized in Idaho Code Section 74-206 (b) and legal issues as authorized in Idaho Code Section 74-206 (f). Member Hoff seconded the motion and it passed unanimously.

The discussion on legal matters related to operations and personnel matters related to department organization.

The Board came out of executive session at 9:59 AM.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 20788 – SH-16, I-84 to US-20/26.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB21-69 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.

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

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB21-70 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.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 11:31 AM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2021
_____, Idaho

BOARD MEETING DATES

2021

December 9 – Boise

2022

January 13 – Boise

February 17 - Boise

2022																											
JANUARY							FEBRUARY							MARCH							APRIL						
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
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16	X	18	19	20	21	22	20	X	22	23	24	25	26	20	21	22	23	24	25	26	17	18	19	20	21	22	23
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30	31																										
MAY							JUNE							JULY							AUGUST						
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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11	12	13	14	15	16	17	9	X	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	X	25	26	18	19	20	21	22	23	24
25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30				25	X	27	28	29	30	31
							30	31																			

“X” = holiday

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

ARTBA southern regional meeting,

ARTBA western and central regional meeting

Action: Approve the Board meeting schedule.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages - 15 - 45

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB21-71

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 FY21 certificate of receipts and disbursements, FY21 Idaho Transportation Department Annual Report, delay US-95 Aht'Wy Interchange and Plaza project to FY22 of the approved FY21-27 ITIP, modify Rail-Highway Crossing Program in the approved FY21-27 ITIP, consultant agreements, contracts for award and contracts for rejection.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 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

Certification of Receipts and Disbursements FY 2021		
Key Number	District	Route Number

Background Information

The attached certification is submitted for Board approval in conformance with the requirements of Section 40-708, Idaho Code for Fiscal Year 2021. This section states:

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

Recommendations

Approve and sign for certification

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

**STATE OF IDAHO
IDAHO TRANSPORTATION DEPARTMENT
STATE HIGHWAY FUND
CERTIFICATION OF RECEIPTS AND DISBURSEMENTS CASH BASIS
JULY 1, 2020 - JUNE 30, 2021**

Cash Balance - July 1, 2020 \$93,433,800

Receipts

Transfer From Highway Distribution Account	\$ 233,959,300	
Miscellaneous Receipts	<u>\$ 119,083,000</u>	
Total State Receipts	\$ 353,042,300	
Federal Aid - Formula	\$ 398,455,300	
Transfers In - Ethanol Exemption Elimination	\$ 19,551,000	
Transfers In - Cigarette Tax	\$ -	
Transfers In - Direct Investment Pool	\$ -	
City & County Contributions	<u>\$ 8,527,700</u>	
Total Receipts		\$ 779,576,300

Disbursements

Expenditures - Fund 0260	\$ 658,863,100	
Transfers Out - To Long Term Investment Fund	\$ 1,072,600	
Transfers Out - To Local Highway Trust Fund	\$ -	
Transfers Out - To Local Highway Distribution Fund	\$ -	
Transfers Out - Garvee Capital Fund	\$ -	
Transfers Out - Garvee Debt Service Fund - Fed	\$ 58,257,500	
Transfers Out - Garvee Debt Service Fund - State	\$ 108,900	
Transfers Out - Department of Commerce	<u>\$ -</u>	
Total Disbursements		\$ 718,302,100
Net Change in Cash Balance		\$ 61,274,200

Cash Balance - June 30, 2021 \$ 154,708,000

Prepared By:

Certified:

David Tolman, Controller
Idaho Transportation Department

Bill Moad
Chairman, Idaho Transportation Board



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021

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

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

Subject

Idaho Transportation Department FY2021 Annual Report		
Key Number	District	Route Number

Background Information

<p>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.</p> <p>Attached is a copy of the Fiscal Year 2021 Annual Report. It has been updated from October 2021 board meeting version to reflect "Leading Idaho" brand name change from "Building Idaho's Future." We have also updated one metric in the Outcomes Based Performance Measures section on Page 2. Days to process vehicle titles in 2020 was updated from 3 days to 6 days. This change is due to late reporting. This is the final draft being submitted for Board Approval.</p> <p>The attached report is simplified into four pages:</p> <p>Page 1: Addresses the Leading Idaho 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.</p> <p>Page 2: Reports on ITD's customer service focused accomplishments, outcome-based performance measures and employee-driven innovations.</p> <p>Page 3: Details financial information from FY18-21, including expenditures, strategic initiatives funds and the GARVEE program.</p> <p>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.</p>
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Recommendations

Approve ITD FY21 Annual Report.

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

Leading Idaho

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 Leading Idaho 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.

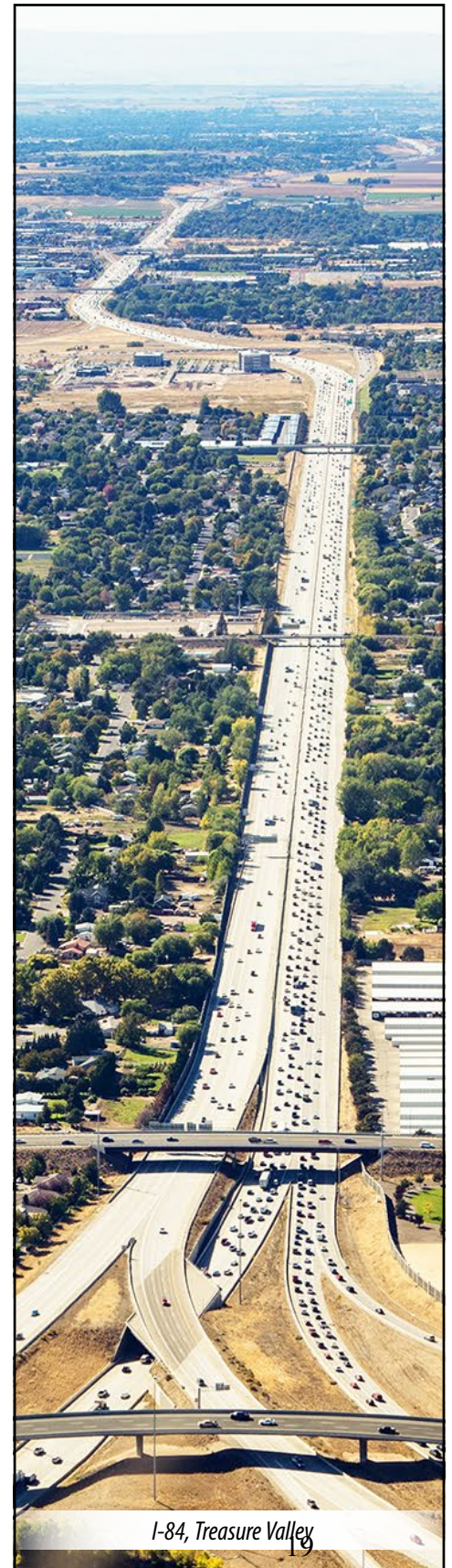


Economic Opportunity - ITD began the widening of State Highway 41, a major north-south corridor between Rathdrum and Post Falls, including the construction of one railroad overpass bridge. The expansion project will enhance regional north-south capacity for commerce and commuters.

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



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	6**
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 **Data reflects titles processed by counties as well

***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

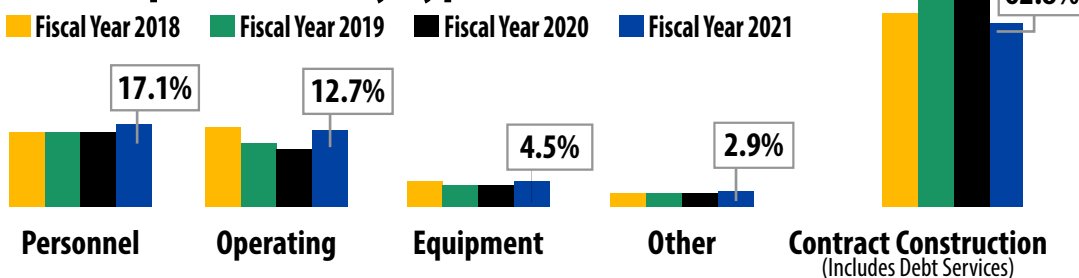
1) In FY20, ITD received third party reimbursements for STAR financed projects and a joint project with Washington on the State system.

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

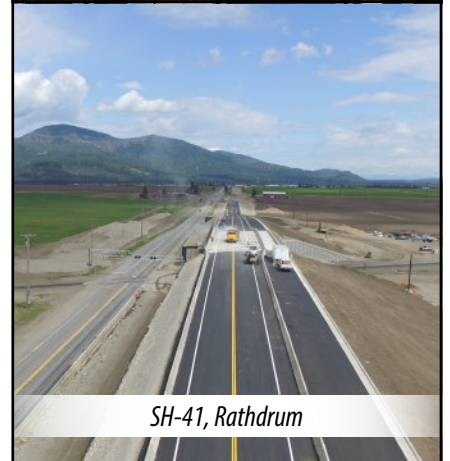
Transportation Expansion & Congestion Mitigation Fund				
	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Actual
Beginning Balance	\$ -	\$ 22.7	\$ 41.4	\$ 42.0
Receipts	\$ 22.7	\$ 19.8	\$ 22.4	\$ 24.4
Construction Payout	\$ -	\$ 1.1	\$ 21.8	\$ 36.0
Ending Balance	\$ 22.7	\$ 41.4	\$ 42.0	\$ 30.4



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%

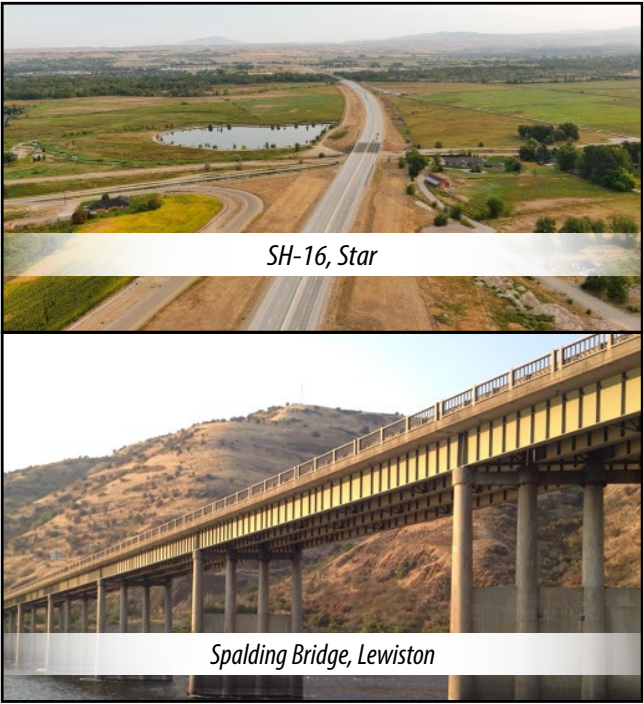
- Includes original \$857.6M and the additional \$300M authorized in 2017
- ITD and Idaho Housing and Finance Association issued \$158.4M in bonds in May 2021.

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



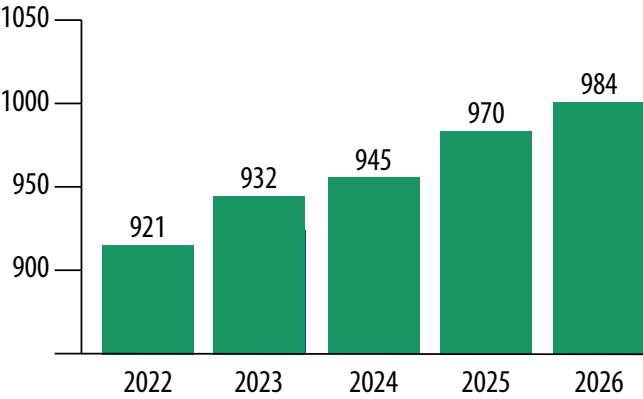
Infrastructure and Funding Needs

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





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021

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

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

Subject

Move the **Aht'Wy Interchange and Plaza** project to **FY 2022** of the approved FY 2021–2027 ITIP

Key Number	District	Route Number
New	2	US 95

Background Information

The Nez Perce Tribe received a BUILD (Better Utilizing Investments to Leverage Development) Transportation Discretionary Grant in September 2020. This project was placed in FY2021 of the FY2021-2027 ITIP. The grant is for \$19,134,710 and the total project cost is **\$20,141,800**. The sponsor, the Nez Perce tribe, will pay the match of \$1,007,090.

Development of this project has progressed very well. District 2 in conjunction with the Nez Perce Tribe is finalizing the plans in preparation for advertisement in January 2022. As per policy 5011 Idaho Transportation Investment Program, the purpose of this consent item is to request approval to move the project from FY2021 to FY2022 in order to preserve a place in the FY2022 of the FY2021-2027 ITIP.

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

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

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

Staff requests the move of this project from **FY 2021 to FY 2022** of the approved FY 2021–2027 ITIP.

Recommendations

Approve the move of the **US 95, Aht'Wy Interchange and Plaza** project at a total cost of **\$20,141,800** from **FY 2021 to FY 2022** of the approved FY 2021-2027 ITIP.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Date November 18, 2021

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

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

Subject

Modify the **RAIL-HIGHWAY CROSSING PROGRAM** in the approved FY 2021 – 2027 ITIP

Key Number 20621, 22035	District 1	Route Number Offsystem, STC-5815
----------------------------	---------------	-------------------------------------

Background Information

The purpose of this consent item is to request approval to delay two projects in the **Rail-Highway Crossing Program**, per policy 5011 *Idaho Transportation Investment Program* (ITIP) and Administrative Policy 5085 *Rail-Highway Crossing Program*.

District 1 requests the delay of two projects:

- Key Number 20621, Offsystem, Elmira Rd UPRR RRX, Bonner Co, (construction estimate \$300,000)
- Key Number 22035, STC-5815, Atlas Rd UPRR RRX, Near Hayden (construction estimate \$300,000).

Funding is available for both projects in FY 2028.

Staff requests that the project modifications be made to the **RAIL-HIGHWAY CROSSING PROGRAM** in the approved ITIP.

Recommendations

Approve the delay of the two District 1 projects from FY 2021 to FY 2027 in the **RAIL-HIGHWAY CROSSING PROGRAM** in the approved FY 2021 – 2027 ITIP.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name John Bilderback, P.E.	Presenter's Title Interim Contracting Services Eng.	Initials JB	Reviewed By JB
Preparer's Name Holly McClure	Preparer's Title Grants/Contracts Officer	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 13494 – Old Highway 30; West Plymouth Street Bridge, Canyon County (District 3) – for Design Services of approximately \$2.9M
- KN 23336 – I 84, Karcher Interchange, Canyon County (District 3) – for Design Services of approximately \$3.0M
- KN 21935 – I-90, Coeur d'Alene River Bridges (District 1) – for Design Services of approximately \$2.3M

Board Action

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



DATE: October 29, 2021

Program Number(s)A13494

TO: John Bilderback, P.E.
Interim Contracting Services Engineer

Key Number(s)13494

FROM: Laila Kral, P.E.
LHTAC Administrator

Program ID, County, Etc.Old Highway 30; West
Plymouth Street Bridge, Canyon County

RE: Request to Exceed Professional Services Agreement Amount to Over \$1,000,000 for
Design Services by Forsgren Associates

The purpose of this project is to improve safety and mobility by replacing the Plymouth Street Bridge (Old Highway 30) with a new two-lane structure. The existing bridge will be left in place to be used as a bicycle and pedestrian bridge.

In 2015, through Request for Proposal (RFP) Forsgren Associates was selected to provide design services. Phase 1 developed the project concept and included Environmental and Right of Way services to assist in identifying preferred location and alignment of the new bridge structure. This phase was completed September 2017 for the total of \$509,300.

In November 2017, the Board approved Phase 2 for the consultant to complete Preliminary and Final design services of the roadway, bridge and canal bridge. It included an Environmental Evaluation, Right of Way Plans and Plans, Specifications & Estimate (PS&E) delivery for \$1,427,600 bringing the total to \$1.9M.

In July 2019, the Board approved a supplemental to Phase 2 for the consultant to provide an ethnographic study per the request of the Shoshone-Bannock Tribes. The study includes an assessment of the project's impact to cultural resources and their recommendations for \$200,000 bringing the total to \$2.1M.

An additional \$744,000 is needed to design two additional canal bridges and two structural retaining walls. The need for this work was identified in Preliminary Design when the Riverside Canal Company requested the design to be modified due to safety concerns. The modifications will eliminate the proposed piping of the canal and for the utilization of bridges for crossing the Riverside Canal bringing the total to \$2.9M.

The project currently has \$2.9M of obligated funds for design consultant services.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$2.9M to complete design services.



DATE: October 26, 2021

Program Number(s)A021(935)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)21935

FROM: Damon Allen, PE
District 1 District Engineer

Program ID, County, Etc.I-90, CDA RV
BRIDGES, KOOTENAI CO

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

The purpose of this project is to replace the existing bridges spanning the Coeur d'Alene River west of Cataldo on I-90 that are nearing the end of their design life with bridges that meet current design specifications. The bridge replacements will improve safety and ensure the future mobility of the traveling public.

A Request for Proposal (RFP) for project design services was advertised for this project in November 2020. The project was scoped in two phases, with the first phase including preliminary environmental permitting, public involvement efforts and the bridge TS&L, to be performed by the consultant. ITD reserved the right to determine whether the second phase of design would be performed in-house or consulted out under the original RFP.

The original Phase I agreement had a value of \$602,374. In August 2021, a supplemental agreement was added that enabled geotechnical explorations to occur during fall 2021, keeping the project on schedule. The supplemental agreement had a value of \$342,376, bringing the total value of the RFP to \$943,750.

Given the complex environmental and hydraulic aspects of this project as well as current time constraints, the decision was made to engage a consultant for Phase II. This will necessitate an additional \$1,300,000 added to the original RFP. The additional funds needed are available from money now obligated to the project.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project up to 2.3M to complete design services.



DATE: October 28, 2021

Program Number(s) A023(336)

TO: John Bilderback, PE
Interim Contracting Services Engineer

Key Number(s) 23336

FROM: Erika Bowen, PE
Bonding Program Project Manager

Program ID, County, Etc. I-84, Karcher
Interchange, Canyon County

RE: Request to Exceed Professional Services Agreement to Over \$1,000,000 for Design
Services by Jacobs

This project is in an approved TECM corridor and is being programmed in order to improve safety and capacity on I-84 Karcher Interchange (Exit 33). The purpose of this project is to increase capacity by expanding the existing interchange by adding a free running right turn lane at the westbound to southbound off-ramp and continuing the additional lane across the I-84 and UPRR structures through the SH-55 / Caldwell Blvd intersection and terminating prior to Middleton Rd.

In May 2021, the Board approved to begin the acquisition of design for \$2M. In July 2021, the Board approved to exceed the \$1M agreement threshold to \$2M for design services. In August 2021, Jacobs was selected through a Request for Proposals (RFP) to provide preliminary and final design services as well as deliver a bid-ready package of Construction Contract Plans, Specifications, and Estimate (PS&E) submittal.

During scope of work negotiations, ITD added scope to extend the third westbound lane on SH-55 from terminating just west of Caldwell Blvd to a location closer to Middleton Road to provide operational and safety improvements. This segment of SH-55, Middleton Rd to Caldwell Blvd, was not included in the recent SH-55 Pear Lane to Middleton Rd corridor study. In addition, the project will also analyze pedestrian safety improvements at the Karcher IC eastbound on-ramp. Additional design services is worth approximately \$1M bringing the design services total to \$3M. This increase will allow Jacobs to successfully complete final design services and deliver a PS&E submittal within the next twelve months.

The project currently has \$2.3M of obligated funds for design consultant services. An offset of \$1M will be made from the I-84, Jerome IC to Twin Falls IC widening project, which is anticipated to come in under the amount that is currently programmed.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount on this project to \$3M to complete design.



Board Agenda Item

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Meeting Date November 18, 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 10/1/21 to 10/31/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
7	3	1	2	1	0

ACTION

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

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

Contracts requiring Board Approval to Award -Justification received 10/01/21 to 10/31/21	
ITD	Local
1	2

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 +/-
ACHD(3)	20129	OFF SYS	10/5/2021	4	\$2,653,299.00	\$2,961,975.25	\$308,676.25
FY21 Capital Maintenance, Phase 2, ACHD					Federal		112%
Contractor: Staker & Parson Companies DBA Idaho Materials Construction							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
4	20587	US-93	10/5/2021	4	\$929,467.37	\$1,593,102.22	\$663,634.85
US-93, Grandview to Blue Lakes Blvd.					Federal		171%
Contractor: Penhall Company							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
LHTAC(6)	22006	OFF SYS	10/19/2021	2	\$317,898.00	\$385,790.80	\$67,892.80
Pedestrian Path Connection Plan, Idaho Falls					Federal		121%
Contractor: JM Concrete Inc							

DATE OF BID OPENING - OCTOBER 5, 2021

IDAHO FEDERAL AID FINANCED PROJECT
FY21 CAPITAL MAINTENANCE, PHASE 2, ACHD
Ada County
Key No. 20129

DESCRIPTION: The work on this project consists of Pavement rehabilitation and upgrade of adjacent pedestrian ramps on Warm Springs Avenue, Starcrest Drive to Starview Drive; Warm Springs Avenue, Glacier Drive to Highway 21; and Edna Street, Five Mile Road to Patton Avenue

BIDDERS:

STAKER & PARSON COMPANIES dba IDAHO MATERIALS & CONSTRUCTION \$2,961,975.25
NAMPA, ID

KNIFE RIVER CORPORATION - MOUNTAIN WEST \$3,039,518.00
Boise, ID

2 BIDS ACCEPTED (2 Irregular – DBE)

ENGINEER'S ESTIMATE - \$2,653,299.00

LOW BID - 112% Percent of the Engineer's Estimate

NET +/- OF \$308,676.25

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

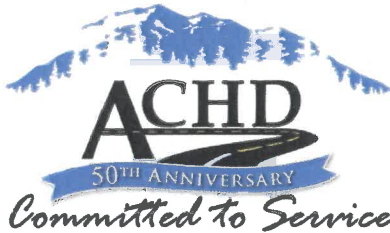
Approval to award or reject this project is based on Bid Review and Evaluation.

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

Dana Dietz

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Dana Dietz
Date: 2021.10.12
13:09:45 -06'00'


DANA DIETZ P.E.
Contracts Engineer



Kent Goldthorpe, President
Dave McKinney, Vice-President
Jim D. Hansen, Commissioner
Mary May, Commissioner
Alexis Pickering, Commissioner

DATE: October 27, 2021 Planning and Project Management

TO: Dana Dietz, Idaho Transportation Department
Contracts Engineer, Engineering Manager

FROM: Justin Lucas, ACHD 
Deputy Director, Planning and Project Management

SUBJECT: Justification for Bid Award – FY21 Capital Maintenance, Phase 2, ACHD
ITD Project # A020(129), ITD Key # 20129, ACHD Project # 719036

On October 5, 2021, 4 bids were opened for the above referenced project. The low bid of \$2,961,975.25 is 11.6% higher than the Engineer's Estimate (EE) of \$2,653,299.00. The two highest bids are irregular. The second lowest bid is within 113% of the low bid.

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

<u>Bid Item</u>	<u>Description</u>	<u>Quantity</u>	<u>EE Unit Price</u>	<u>Low Bid Unit Price</u>	<u>Difference from EE</u>
Z629-05A	Mobilization	1 LS	\$150,200.00	\$249,850.00	\$99,650.00
203-070A	Removal of Curb & Gutter	1,582 FT	\$10.00	\$55.10	\$71,348.20
405-435A	Superpave HMA SP-3	12,300 TON	\$70.00	\$75.70	\$70,110.00
605-025A	12" Storm Sewer Pipe (C900 PVC)	213 FT	\$90.00	\$270.50	\$38,446.50
Total Difference from these Items					\$315,171.90
% of Difference from EE (\$308,676.25)					90.6%

The EE bid prices were based on bids for similar projects awarded within the past three years. Prices were adjusted for inflation and other considerations.

The EE Mobilization price was calculated at 6% of all other items combined, which was done on a recent similar project where the low bid was 96% of the EE. A more standard percentage to use for this is 10%. The low bid Mobilization amount is 9.2% of all other items combined. The increase in Mobilization percentage could be due to many factors, including fuel prices and profit margin, as many variables can be included in this item, and this will be considered on upcoming EEs. After reevaluation, the typical estimate of 10% should have been used instead of 6%.

The bid amount for *Removal of Curb & Gutter* is the same as the second lowest bid, and the low bid amount for *Superpave HMA SP-3* is 100.7% of the second lowest bid, meaning both are reasonable based on the current climate. The *Removal of Curb & Gutter* bid amounts are surprisingly high, and we expect this is due to increased fuel prices, and possibly haul length and disposal cost. The low bid amount for *Superpave HMA SP-3* is 108% of the EE. This difference is likely due to rising fuel prices. All of this information will be taken into account on upcoming EEs.

Federal aid maintenance projects such as this are a critical part of the ACHD overall maintenance strategy, and it would be best to award this contract to keep this strategy on schedule. ACHD staff does not believe that re-advertisement will result in lower bids.

ACHD will take responsibility for the additional funding needed to accept the bid, utilizing ACHD funds if needed. ACHD is coordinating with COMPASS to obligate additional federal funds.

After careful consideration, ACHD staff recommends that the ITD Board approve award of this contract.

DATE OF BID OPENING - OCTOBER 5, 2021

IDAHO FEDERAL AID FINANCED PROJECT
US-93, GRANDVIEW to BLUE LAKES BLVD
Twin Falls County
Key No. 20587

DESCRIPTION: The work on this project consists of pavement preservation on US-93

BIDDERS:

PENHALL COMPANY IRVING, TX	\$1,593,102.22
ACME CONCRETE PAVING, INC. SPOKANE, WA	\$1,599,999.00
INTERSTATE IMPROVEMENT INC. FARIBAULT, MN	\$1,902,139.30

3 BIDS ACCEPTED (1 Irregular – DBE)

ENGINEER'S ESTIMATE - \$929,467.37

LOW BID - 171% Percent of the Engineer's Estimate

NET +/- OF EE \$663,634.85

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Dana Dietz

Digitally signed by
Dana Dietz
Date: 2021.10.13
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DANA DIETZ P.E.
Contracts Engineer



DATE: 10/12/2021

Program Number(s) A020(587)

TO: Dana Dietz, PE
Contracts Engineer

Key Number(s) 20587

FROM: Jesse Barrus
D4 District Engineer

Digitally signed by Jesse Barrus
Date: 2021.10.14 10:44:18
+06'00'

Program ID, County, Etc.
US 93, GRANDVIEW TO BLUE LAKES BLVD
Twin Falls

RE: Justification For Award

On October 5, 2021, 4 bids were opened for the above referenced project. The low bid of \$1,593,102.22 was 71% higher than the Engineers estimate of \$929,467.37. All 4 bids were within 9% of each other.

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

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
420-020A	Resealing Joints	110,000 FT	\$ 1.20	\$3.60	\$264,000.00
420-040A	Repairing Pavement Cracks	10,000 FT	\$2.60	\$8.75	\$61,500.00
420-045A	Repairing Spalls	750 SF	\$74.00	\$194.00	\$61,500.00
S904-05A	SP Temporary Traffic Control	1 LS	\$77,000.00	\$160,000.00	\$90,000.00
Z629-05A	Mobilization	1 LS	\$44,498.45	\$165,000.00	\$120,501.55
Total Difference from these items					\$619,001.55
% of Difference in Engineers Estimate (\$663,634.90)					93%

The Engineers Estimate was based on the average unit price index for similar projects. Very little data was available for this type of project and the quantities were much lower than this project requires. This project is more specialized which requires contractors with these type of capabilities to come from further distances than our local area. Due to material shortages, labor, fuel, and material costs which have drastically increased this past year these items have fluctuated greatly. Had we known we would have adjusted the unit price of each of the above items appropriately, which should have brought the Engineer's Estimate to within 110% of the low bid.

This project addresses significant maintenance issues that must be performed to increase and maintain the safety of the public. This project needs to be awarded for the 2022 construction season.

No additional funding will be required for this project as current funding programmed is sufficient for completion. The district does not believe that re-advertisement will result in a lower estimate. The district recommends award of this contract.

DATE OF BID OPENING - OCTOBER 19, 2021

IDAHO FEDERAL AID FINANCED PROJECT
PEDESTRIAN PATH CONNECTION PLAN, IDAHO FALLS
Bonneville County
Key No. 22006

DESCRIPTION: The work on this project consists of constructing improved pedestrian accommodations and ADA access connectivity along sections of Capital and Short Street

BIDDERS:

JM CONCRETE INCORPORATED IDAHO FALLS, ID	\$385,790.80
SUNROC CORPORATION IDAHO FALLS, ID	\$425,625.88

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$317,898.00

LOW BID - 121% Percent of the Engineer's Estimate

NET +/- OF EE \$67,892.80

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Dana
Dietz

Digitally signed
by Dana Dietz
Date: 2021.10.22
11:49:47 -06'00'

DANA DIETZ P.E.
Contracts Engineer

**Local Highway Technical
Assistance Council**

3330 Grace Street
Boise, Idaho 83703

Phone 208.344.0565
Fax 208.344.0789

www.lhtac.org



Robert (BJ) Berlin
Chairman

Neal Gier
Vice Chairman

Phil Lampert
Secretary/Treasurer

Laila Kral, P.E.
Administrator

Date: October 28, 2021

Project No: A022(006)

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

Key No: 22006

From: Laila Kral, PE
Administrator

Project Identifications, County
Pedestrian Path Connection Plan, Bonneville

RE: Justification of Bid for Award

Two (2) bids were opened for the KN 22006 Pedestrian Path Connection Plan, City of Idaho Falls on October 19, 2021. The apparent low bid submitted by JM Concrete, Inc. exceeds the Engineer's Estimate (EE) by \$67,892.80 (21%). The apparent low bid is within 10% (variance) from the 2nd bidder.

The majority of the bid overage comes from two (2) bid items, as shown in the table below:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
405-425A	SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-2	88.00 TON	\$ 100.00	\$ 250.00	\$ 13,200.00
Z629-05A	MOBILIZATION	1.00 LS	\$ 28,700.00	\$ 77,000.00	\$ 48,300.00
Total Difference from these Items					\$ 61,500.00
% of Difference in Engineer's Estimate (\$ 67,892.80)					90.6%

Analysis

The unit prices for the EE were based on average bid costs for similar projects along with assumed price increases. Small quantities of asphalt trend toward a higher unit price and the bid prices likely reflect 2022 construction window along with higher oil prices. Mobilization on similar projects trends toward 10% of the construction cost and we did not anticipate the greater percentage of construction on this project. This is likely a reflection escalating bid climate and long lead time to construction starting in 2022.

Recommend for Award

Due to the current bidding climate, it is unlikely that alterations to the plans or specifications would provide any savings to the project. This project was chosen by the Local Highway Safety Improvement Program (LHSIP)

Council Members

Association of Idaho Cities
Mayor Mac Pooler
City of Kellogg

Mayor Robert (BJ) Berlin
City of Roberts

Mayor Bruce Hossfeld
City of Paul

Idaho Association of Highway Districts
Commissioner Neal Gier
Buhl Highway District

Commissioner Kevin Renfrow
South Latah Highway District

Commissioner Gilbert Hofmeister
Power County Highway District

Idaho Association of Counties
Commissioner Phil Lampert
Benewah County

Commissioner Mark Rekow
Gem County

Commissioner Todd Smith
Madison County

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

Nick Veldhouse, Executive Director
Idaho Association of Highway Districts

Seth Grigg, Executive Director
Idaho Association of Counties

to address Class A – Serious Injury crash at the selected location. Considerable time and resources were used obtaining the necessary environmental clearance and coordinating with multiple property owners.

LHTAC and the City of Idaho Falls recommend that the contract be awarded to the low bidder, JM Concrete, Inc. Funds to cover the additional cost have been designated.



October 26, 2021

Monica Crider, P.E.
Contracting Service Manager
Idaho Transportation Department
PO BOX 7129
Boise, ID 83707

RE: Project #A220(006), Key # 22006

Dear Ms. Crider:

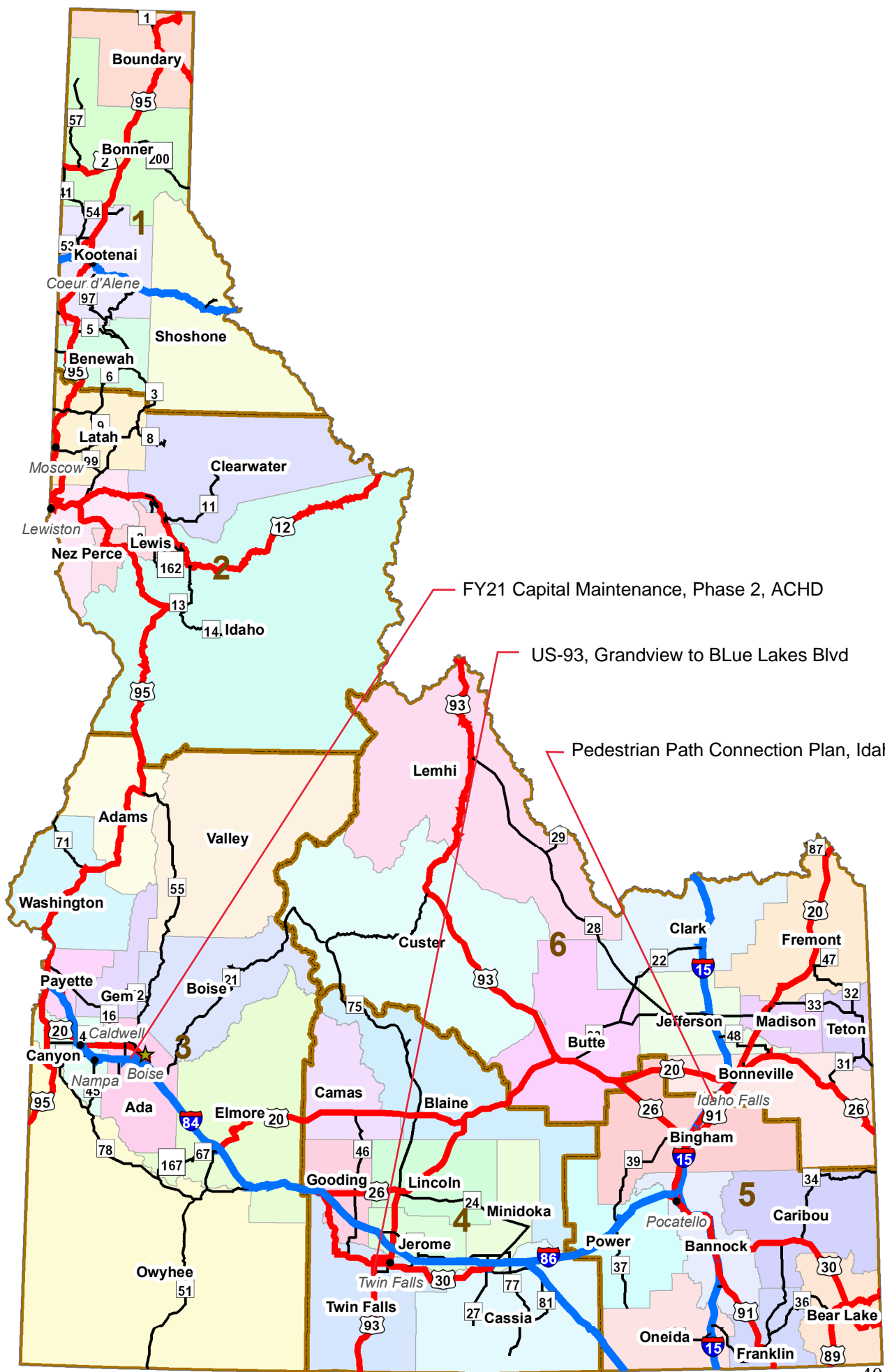
The City of Idaho Falls agrees with awarding project # A220(006), Key # 22006, Path Connection Plan. We have reviewed the bid amounts and concur with LHTAC's assessment that the variation in cost is likely a reflection of the competitive construction environment. Proceeding toward construction will be in the best interest of the travelling public.

Please let me know if you have any further questions. The City of Idaho Falls greatly appreciates ITD's and LHTAC's partnership toward improving safety enhancement projects such as these for our citizens.

Sincerely,

Chris Canfield, P.E.

Assistant Public Works Director, City of Idaho Falls





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021Consent 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 Rejection

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 10/1/21 to 10/31/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
7	3	1	2	1	0

ACTION

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

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

Contracts requiring Board Approval to Rejection -Justification received 10/01/21 to 10/31/21	
ITD	Local
1	0

Recommendations

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

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Monthly Status Report to the Board

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD REJECTION							
District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
6	20544	SH-31	9/21/2021	3	\$8,880,399.93	\$10,792,500.00	\$1,912,100.07
SH-31, Overlay and Guardrail Upgrade					Federal		122%
Contractor: Knife River Corporation-Mountain West							

DATE OF BID OPENING - [SEPTEMBER 21, 2021](#)

IDAHO FEDERAL AID FINANCED PROJECT
SH-31, OVERLAY AND GUARDRAIL UPGRADE
Bonneville & Teton County
Key No. 20544

DESCRIPTION: The work on this project consists of [placing a plant mix overlay and replacing guardrail on SH-31 from MP 0 to MP 20.89](#). This work will also include soft spot repair at three locations along the route

BIDDERS:

KNIFE RIVER CORPORATION - MOUNTAIN WEST Boise, ID	\$10,792,500.00
WESTERN CONSTRUCTION, INC. BOISE, ID	\$11,998,435.07
H-K CONTRACTORS, INC. IDAHO FALLS, ID	\$12,450,500.00

[3](#) BIDS ACCEPTED

ENGINEER'S ESTIMATE - [\\$8,880,399.93](#)

LOW BID - [122%](#) Percent of the Engineer's Estimate

NET +/- OF EE [\\$1,912,100.07](#)

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Dana
Dietz

Digitally signed by
Dana Dietz
Date: 2021.10.28
14:48:39 -06'00'

DANA DIETZ P.E.
Contracts Engineer



Department Memorandum

Idaho Transportation Department

DATE: October 20, 2021

Program Number(s)A020(544)

TO: Dana Dietz, PE
Contracts Engineer

Key Number(s)20544

FROM: Jason Minzghor
District 6 Engineer

Program ID, County, Etc.SH-31, Bonneville and Teton Counties

RE: Justification for Rejection of Bid

On September 21, 2021, 3 bids were opened for the above referenced project. The low bid of \$10,792,500.00 was 21.65% higher than the Engineer's Estimate of \$8,871,399.93. All three bids provided were within 15.36% of each other, but had a spread of almost \$2 Million, indicating inconsistent pricing proposals.

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

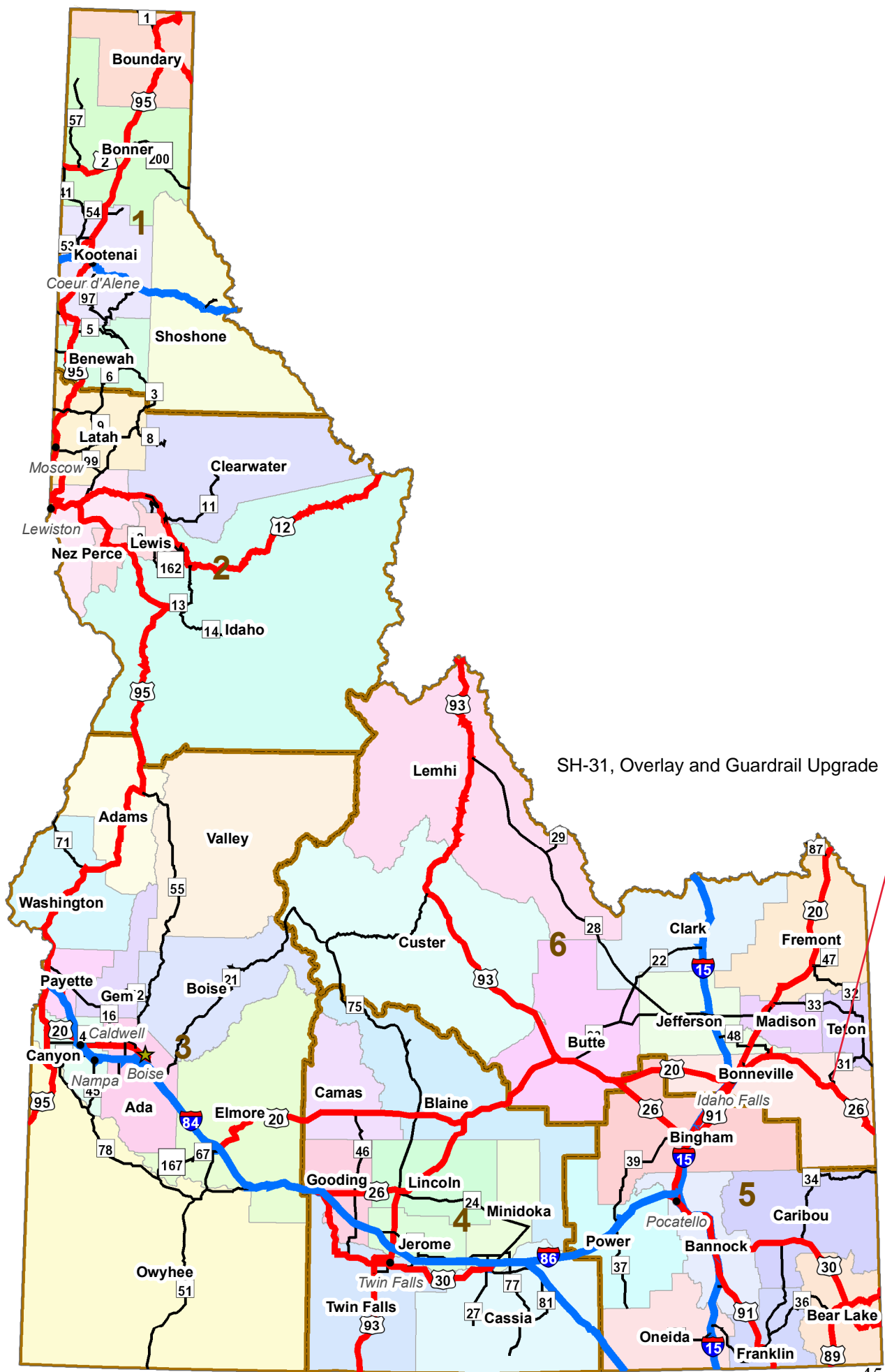
Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
205-005A	Excavation	19,908 CY	\$10.50	\$19.00	\$169,218.00
205-040A	Granular Borrow	10,279 CY	\$14.25	\$21.00	\$69,383.25
405-435A	Superpave HMA CI SP-3	41,327 Ton	\$72.00	\$88.00	\$661,232.00
405-436A	Leveling Course Pavement CI SP-3	30,245 Ton	\$72.00	\$85.00	\$393,185.00
612-005D	W-Beam Guardrail	14,954 FT	\$22.00	\$36.00	\$209,356.00
S911-05B	18" Down Drain	385 FT	\$130.00	\$350.00	\$84,700.00
S913-05A	Volcanic Cinder Embankment	4,217 CY	\$36.00	\$75.00	\$164,463.00
Z629-05A	Mobilization	1 LS	\$805,000.00	\$951,562.38	\$146,562.38
Total Difference from these Items					\$1,898,099.63
% of Difference from Engineer's Estimate (\$1,921,100.07)					98.80%

The Engineer's Estimate was constructed using the Department's Average Unit Price Report, comparing to similar projects in the area, and receiving multiple opinions of cost from subject matter experts. The variation in unit prices among bidders seems to reveal inconsistent patterns.

The District would like to explore opportunities for adjusting the specifications to address perceived risk pertaining to restrictive schedule, remote location, and geotechnical conditions.

Increasing bid item prices notwithstanding, the District believes these changes may result in lower bids by allowing greater Contractor flexibility and innovation, in addition to reducing perceived risk. The Engineer's Estimate will likely increase to reflect current market conditions to account for rising material costs. The District intends to fund these increases by adjusting its Program Schedule and shifting funds from lower priority projects to this priority project. The District is prioritizing this project due to the deterioration of the existing roadway surface. This condition is exacerbated in some soft spot areas, which are active landslide zones. The District intends to make these changes and re-bid the project to begin construction in 2022.

The District's concluding recommendation is for the Board to reject the bid for this project.





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021Consent 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 10/01/21 to 10/31/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
7	3	1	2	1	0

RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 10/01/21 to 10/31/21	
ITD	Local
6	1

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

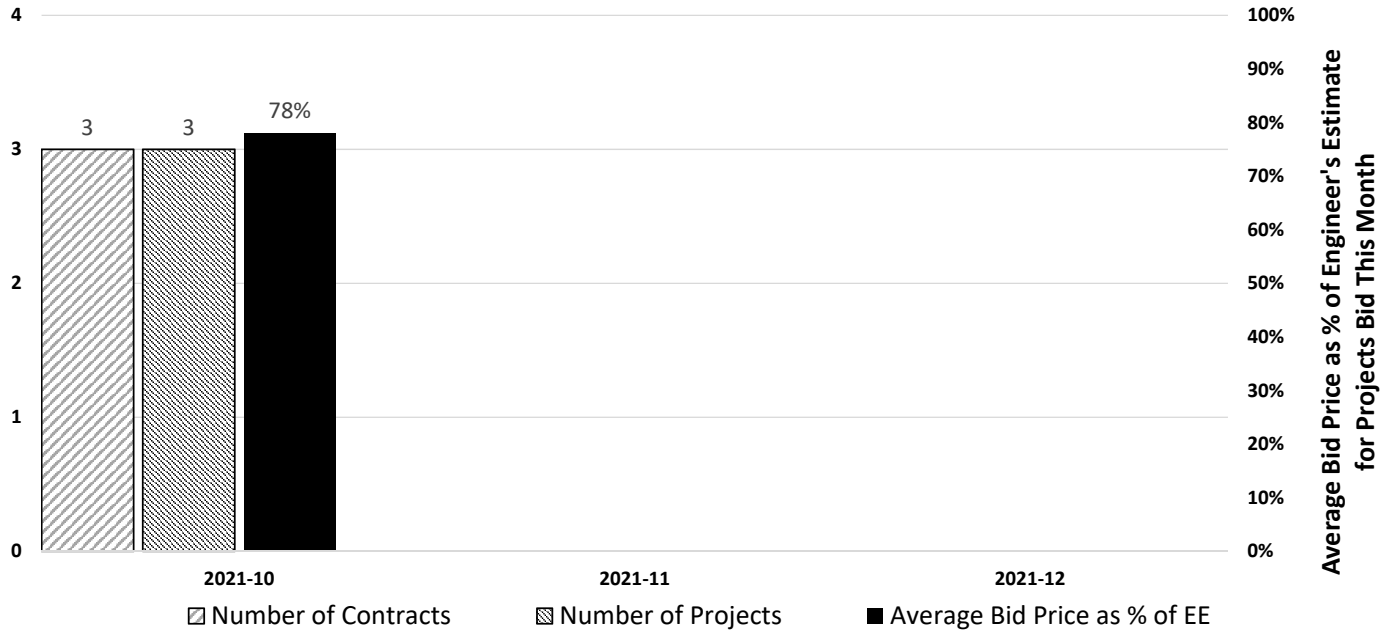
☐ Approved ☐ Deferred _____
☐ Other _____

FFY22 State Infrastructure Project Bid Results: YTD Summary By Cost

3 Projects YTD through October 31, 2021

YTD Total for all 3 projects:

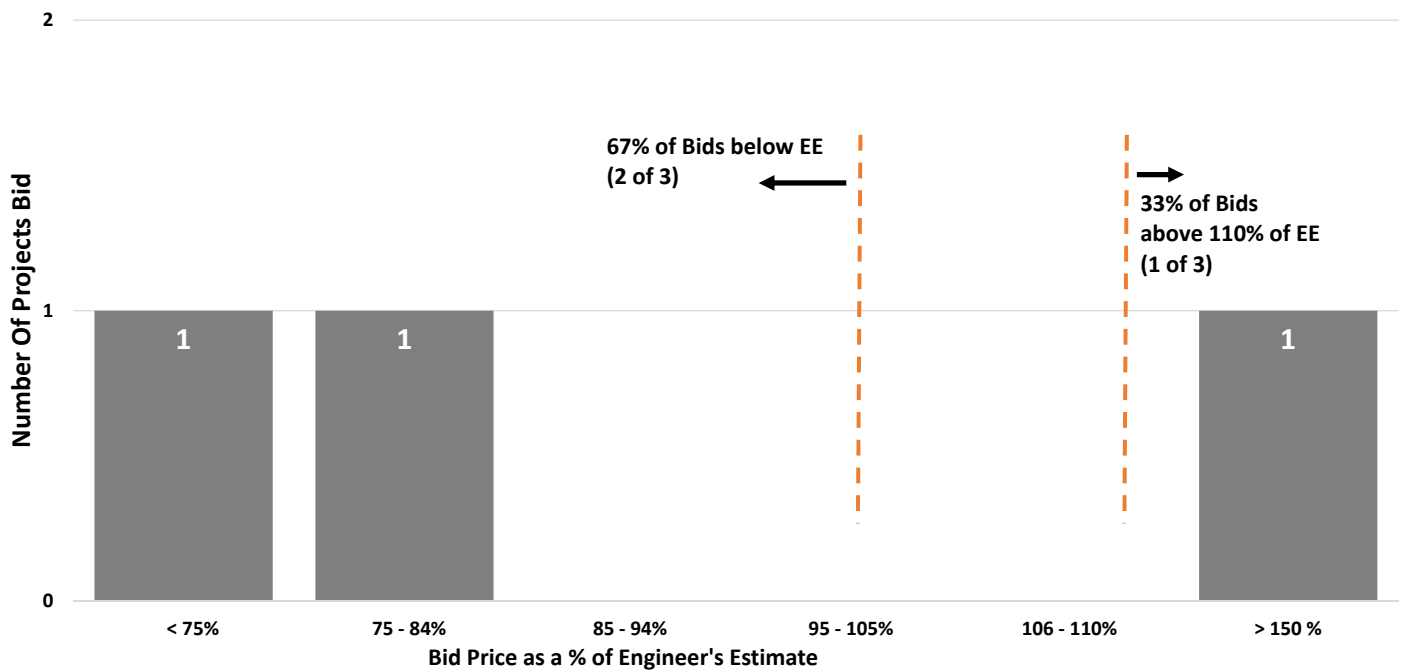
Ratio of Bid Costs / Engineer's Estimates = \$17.56 / \$22.49 M = 78.1%



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

FFY22 State Infrastructure Project Bid Results: YTD Summary By Project Count

3 Projects YTD through October 31, 2021



Note: Local and SIA Projects are not included

Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(6)	19530	OFF SYS	10/5/2021	4	\$1,104,185.45	\$973,854.24	(\$130,331.21)
STC-6707, 97 South, Idaho Canal Bridge							88%
Contractor: Cannon Builders					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	20564	SH-24, SH-25, US-26, SH-46 & SH-50	10/5/2021	6	\$3,579,975.21	\$3,009,796.68	(\$570,178.53)
SH-24, SH-25, US-26, SH-46 & SH-50 D4 #1 Non Com Seal Coats							84%
Contractor: Geneva Rock Products Inc					Federal		

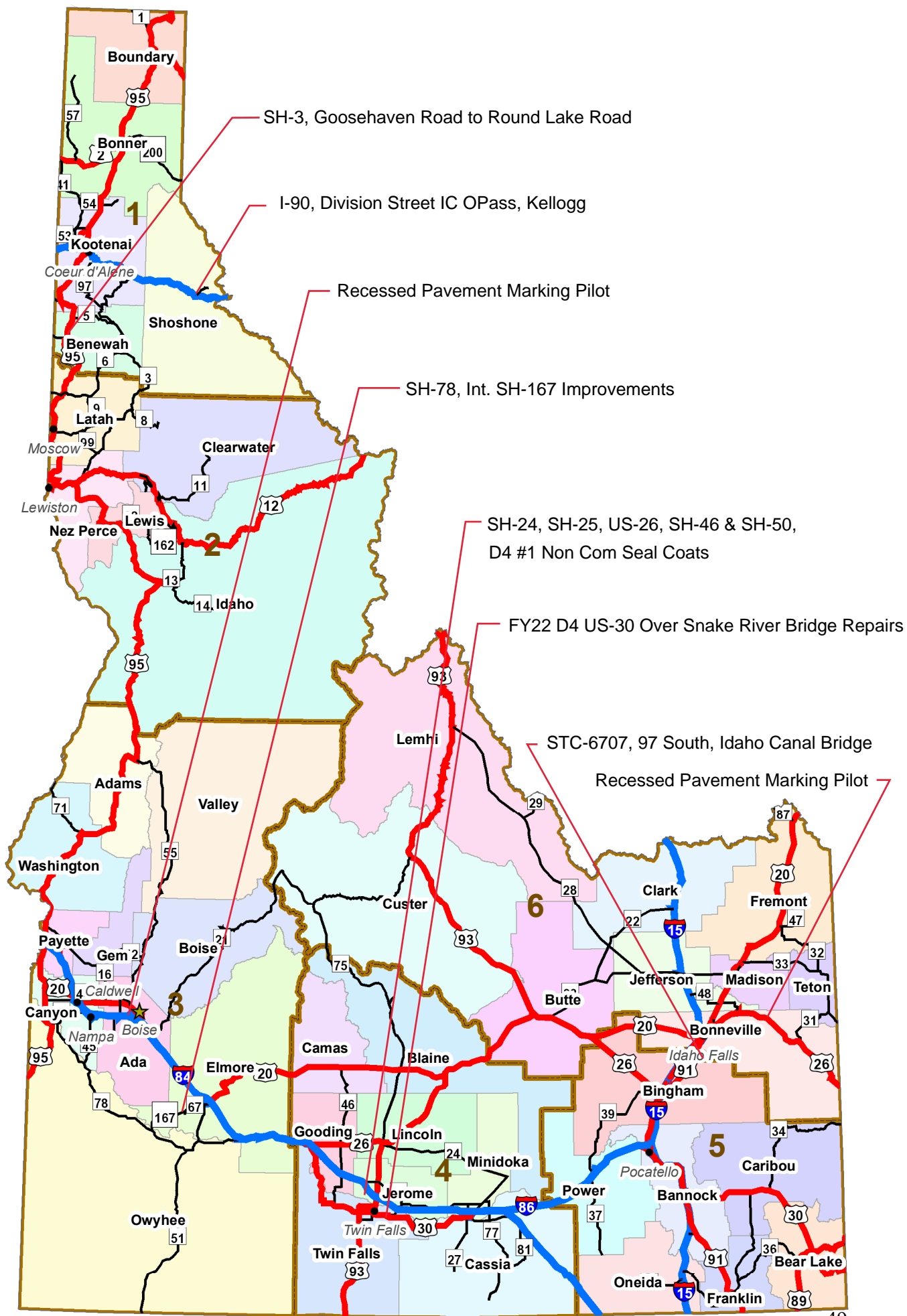
District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	22888	SH-3	10/5/2021	5	\$17,982,066.19	\$12,961,000.00	(\$5,021,066.19)
SH-3, Goosehaven Road to Round Lake Road							72%
Contractor: Knife River Corporation-Mountain West					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	21890	SH-78	10/19/2021	2	\$529,955.55	\$540,670.00	\$10,714.45
SH-78, Int. SH-167 Improvements							102%
Contractor: Staker & Parson Companies Idaho Materials Construction					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	20439	US-30	10/19/2021	5	\$766,617.67	\$736,261.20	(\$30,356.47)
FY22 D4 US-30 Over Snake River Bridge Repairs							96%
Contractor: Cannon Builders Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	20244/19948	I-90	10/19/2021	7	\$18,140,579.52	\$17,371,443.49	(\$769,136.03)
I-90, Division Street IC Opass, Kellogg							96%
Contractor: Concrete Placing Company Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3(HQ)	23064	SH-44,US-20,US-26	10/26/2021	2	\$356,332.63	\$289,605.41	(\$66,727.22)
Recessed Pavement Marking Pilot							81%
Contractor: Apply-A-Line LLC					Federal		



Monthly Contract Advertisement As of 10-31-2021

District	Key No.	Route	Bid Opening Date
6	20411/20379	US-26	POSTPONED
US-26, Antelope Flats Passing Lane \$15,000,000.00 to \$10,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(1)	13873	OFF SYS	11/2/2021
STC-1801, Railroad Avenue, 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 Circle \$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
LHTAC(1)	21991	OFF SYS	11/2/2021
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
4	19960	US-93	11/2/2021
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
LHTAC(2)	20109/20483/ 21997	OFF SYS	11/9/2021
STC-7664, 6th Street Pedestrian Improvements, Moscow \$1,000,000.00 to \$2,500,000.00			Federal

District	Key No.	Route	Bid Opening Date
2	09294	US-95	11/9/2021
US-95, Thorn Creek Road to Moscow, Phase 1 \$25,000,000.00 or greater			Federal

District	Key No.	Route	Bid Opening Date
1	23350	I-90	11/9/2021
I-90, Mullan to Montana State Line \$1,000,000.00 to \$2,500,000.00			State

District	Key No.	Route	Bid Opening Date
1	22260 SIA	US-2 & SH-200	11/9/2021
FY21 D1 Rockfall Mitigation \$500,000.00 to \$1,000,000.00			State

District	Key No.	Route	Bid Opening Date
2	19526/19653/ 19195	US-95, SH-6 & SH-167	11/16/2021
US-95, Jct. SH-6 Turnbay, WM&I RR Bridge, Deep Creek Bridge SH-167 Improvements \$10,000,000.00 to \$15,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
3	20428	SH-21	11/16/2021
SH-21, Technology Way to Surprise Way \$2,500,000.00 to \$5,000,000.00			State

District	Key No.	Route	Bid Opening Date
1	19916	US-95	11/16/2021
US-95, Labrosse Hill Street to Alderson Lane, Bonners Ferry \$10,000,000.00 to \$15,000,000.00			State

District	Key No.	Route	Bid Opening Date
4	19848	SH-24 & SH-25	11/16/2021
SH-24 & SH-25, City of Rupert \$2,500,000.00 to \$5,000,000.00			State

District	Key No.	Route	Bid Opening Date
2	20032	US-95	11/23/2021
US-95, CulDeSac Canyon Passing Lane, Phase 3 \$10,000,000.00 to \$15,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(5&6)	22431, 22597, 22598 & 22599	OFF SYS	11/23/2021
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
LHTAC(2)	13014	OFF SYS	12/7/2021
SMA-7674, Mountain View Road, Moscow \$1,000,000.00 to \$2,500,000.00			Federal

District	Key No.	Route	Bid Opening Date
4	19973	I-84	12/7/2021
I-84, Declo POE EB \$10,000,000.00 to \$15,000,000.00			Federal



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021

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

Presenter's Name John Bilderback, P.E.	Presenter's Title Acting Contracting Services Engineer	Initials JB	Reviewed By JB LSS
Preparer's Name Holly McClure	Preparer's Title Grants/Contracts Officer	Initials HM	

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 sixteen (16) new professional services agreements and work tasks totaling **\$43,761,380** and three (3) supplemental agreements to existing professional services agreements totaling **\$91,922** from September 30, 2021 through October 25, 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				3					3
Geotechnical		1							1
Roadway Design	1		3	1					5
Bridge Design	1		1	1					3
Right-of-Way	1								1
Public Involvement			1						1
Local Public Agency Projects	1					1			2
Total	4	1	5	5		1			16



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD Projects:

Fourteen (14) new professional services agreements and work tasks were processed during this period totaling **\$43,573,354**. Two (2) supplemental agreements totaling **\$52,607** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-90, Washington State Line to Coeur d'Alene, Kootenai County	Resources not available: Roadway Design	Roadway Design, Phase 1: Planning Study, Conceptual Design, Environmental Evaluation	Individual Project Solicitation	David Evans & Associates	\$5,843,874 Board Approved \$6.2M during September 2021 Meeting
I-90, Golconda Access Road Interchange, West Bound Lane	Resources not available: Bridge Design	Design of Pier Cap Strengthening Repairs/Retrofit	Direct from Term Agreement	WHPacific	\$15,785
SH-3, Soldier Creek Bridge, Benewah County	Resources not available: Right-of-Way	Right-of-Way Services	RFI from Term Agreement	T-O Engineers	\$17,067

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: Geotechnical	Geotechnical Services	Direct from Term Agreement	McMillen Jacobs Associates	\$99,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-16, I 84 to US 20/26 & SH44 Interchange	Resources not available: Bridge Design	Preliminary and Final Design of Bridges on the Corridor	Individual Project Solicitation	Parametrix	\$14,966,213 Board Approved \$15M during May 2021 Meeting
I 84, Centennial Interchange to Franklin Interchange	Resources not available: Roadway Design	Roadway Design Services	Individual Project Solicitation	Horrocks Engineers	\$7,443,535 Board Approved \$8M during July 2021 Meeting
I 84, Middleton Interchange to Centennial Way Interchange	Resources not available: Roadway Design	Roadway Design Services	Individual Project Solicitation	Horrocks Engineers	\$1,351,015 Board Approved \$2M during July 2021 Meeting
SH-55, Round Valley to Clear Creek, Valley County	Resources not available: Public Outreach	Public Outreach Services	Direct from Term Agreement	Atlas Strategic Communications	\$10,259
US-20, Phyllis Canal Bridge to SH-16	Resources not available: Roadway Design	Signal Design Services	Direct from Term Agreement	Precision Engineering	\$69,504

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 84, Heyburn Interchange and Burley Interchange	Resources not available: Bridge Design	Bridge and Roadway Design through PS&E	Individual Project Solicitation	HDR Engineering	\$11,023,024 Board Approved \$16M during July 2021 Meeting



Board Agenda Item

ITD 2210 (Rev. 10-13)

SH-27, Burley City Limits to Junction I-84, Minidoka County	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Horrocks Engineers	\$243,222
SH-24 & SH-25, City of Rupert	Resources not available: Construction	Inspection and Materials Testing Services	Individual Project Solicitation	Horrocks Engineers	\$299,000
I 84, South Jerome Interchange to Twin Falls Interchange	Resources not available: Roadway Design	Roadway Design Services	Individual Project Solicitation	WHPacific	\$2,122,986 Board Approved \$10M during July 2021 Meeting
US-93, Shoshone to Marley Road, Lincoln County	Resources not available: Construction	Materials Testing Services	RFI from Term Agreement	Horrocks Engineers	Prev: \$149,730 This: \$68,870 Total: \$218,600

District 5

None for this month.

District 6

None for this month.

Headquarters

None for this month.

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	SH 11, Grangemont Road to Headquarters	HMH, LLC	3/2021, Construction, Engineering & Inspection Augmentation Services	Construction, Engineering & Inspection Augmentation Services	Prev: \$271,366 This: \$41,852 Total: \$313,218



Board Agenda Item

ITD 2210 (Rev. 10-13)

4	I 84, South Jerome Interchange	J-U-B Engineers, Inc.	5/2021, Project Development Services	Geotechnical Engineering for foundation of sign structures	Prev: \$2,752,384 This: \$10,755 Total: \$2,763,139 Board Approved \$2.764M during September 2021 Meeting
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For Local Public Agency Projects:

Two (2) new professional services agreements totaling **\$188,026** were processed during this period. One (1) supplemental agreement totaling **\$39,315** was processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Lakeshore Connection Planning, Ponderay	City of Ponderay	Roadway Design, Phase 1: Surveying	Individual project Solicitation	Welch Comer and Associates	\$87,200
Transportation Plan, Bonneville County	Bonneville County	Transportation Planning	RFI from Term Agreement	Keller Associates	\$100,826

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>
3	Intersection Lone Star and Middleton Road	HDR Engineering	10/2020, Construction, Engineering & Inspection Services	Additional Construction, Engineering & Inspection Services	Prev: \$265,682 This: \$39,315 Total: \$304,997

Recommendations

For Information Only

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

Annual Report, Rail-Highway Crossing Program 2021		
Key Number n/a	District n/a	Route Number n/a

Background Information

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

Additional information is available in the attached Highway Safety Improvement Program – IDAHO RAILWAY-HIGHWAY CROSSING PROGRAM, 2021 ANNUAL REPORT.

Recommendations

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Board Action

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



IDAHO

RAILWAY-HIGHWAY 2021 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

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

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

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

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

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

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

Introduction

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

Program Structure

Reporting period for railway-highway crossing program funding.

Federal Fiscal Year

Describe how funds are distributed and administered in the State.

Describe how funds are distributed and administered in the State.

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

Describe the method(s) used for project selection.

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

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

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

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

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

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

2021 Idaho Railway-Highway Crossing Program

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

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

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

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

CROSSING TYPE	NUMBER OF CROSSINGS
At-Grade Active Warning Devices	366
At-Grade Passive Warning Devices	861
Grade-Separated RR Under Road	88
Grade-Separated RR Over Road	153
Non-Motorized Active Warning Devices	n/a
Non-Motorized Passive Warning Devices	n/a

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

Current proposed projects have an emphasis on improving safety at higher priority rail-highway crossings, with the majority of those projects located on off-system/local roads.

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

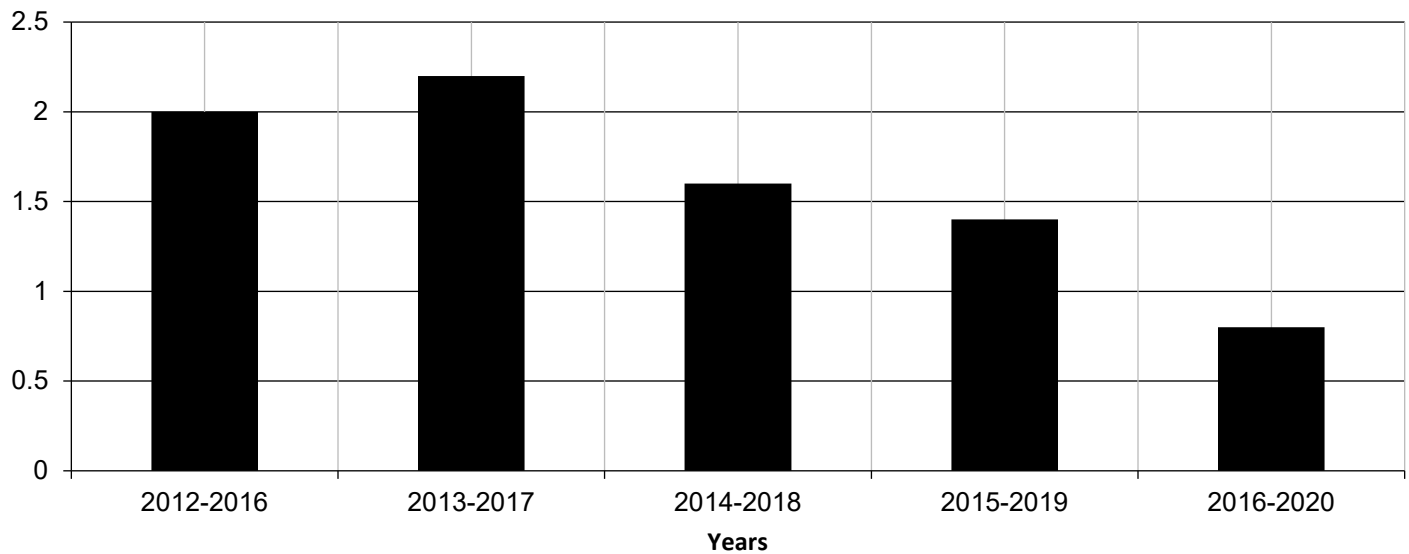
Closing public passive crossing where nearby alternative crossings exist has been a focus the last few years. However, rural communities don't consider the Federally stipulated crossing closure incentive of \$7,500 as substantial encouragement. Increasing the \$7,500 closure incentive would likely encourage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

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

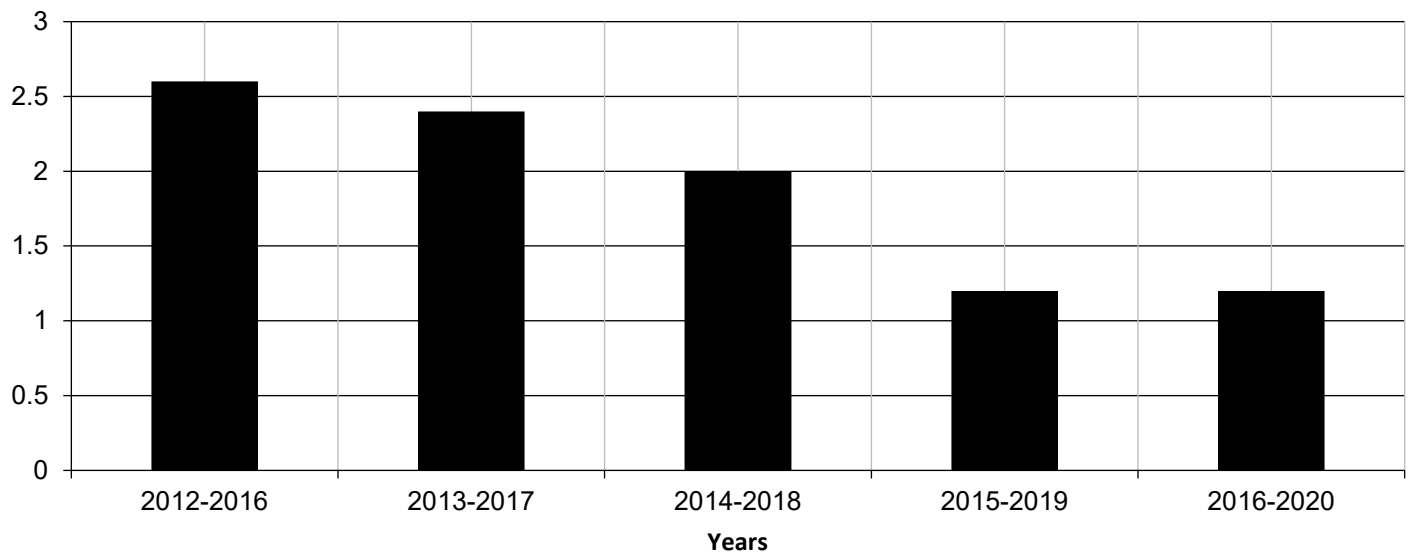
Input data on a variety of performance measures.

PERFORMANCE MEASURE	2012-2016 (5-yr avg)	2013-2017 (5-yr avg)	2014-2018 (5-yr avg)	2015-2019 (5-yr avg)	2016-2020 (5-yr avg)
Fatalities	2.00	2.20	1.60	1.40	0.80
Serious Injuries	2.60	2.40	2.00	1.20	1.20

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



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



Project Metrics

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

Project Number	Location	USDOT Crossing Number	Land Use/Area Type	Functional Class	Project Type	Crossing Type	Section 130 Funds (\$)	Non-Section 130 Funding Type	Total Project Cost (\$)
A018(986)	SMA-7150, Moody Road EIRR RRX, Rexburg	812014B	Multiple/Varies	Major Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	450,000	State	500,000
A020(728)	Offsystem, E 200 S EIRR RRX, Jerome	818928V	Rural	Minor Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	360,000	State	400,000
A018(755)	STC-5762, Ramsey Rd UPRR Upgrade	662631D	Multiple/Varies	Principal Arterial-Other	Grade Crossing Elimination	At-Grade Passive Warning Devices	450,000	State	500,000
A020(709)	Statewide, Idaho State Action Plan	N/A	N/A	N/A	Federally Mandated Report		135,000	State	150,000
A020(608)	US-20, Divided Highway RRX Closure	914248M	Multiple/Varies	Principal Arterial-Other	Grade Crossing Elimination	At-Grade Active Warning Devices	315,000	State	350,000

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

PROJECT NUMBER	LOCATION	USDOT CROSSING NUMBER	LAND USE/AR EATYPE	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	NON-SECTION 130 FUNDING TYPE	TOTAL PROJECT COST (\$)	BEFORE CRASH DATA (YEARS)	FATAL INJURY [K] (BEFORE)	SUSPECTED SERIOUS INJURY [A] (BEFORE)	ALL INJURY CRASHES [K + A + B + C] (BEFORE)	NO APPARENT INJURY [O] (BEFORE)	TOTAL ALL CRASHES [K + A + B + C + O + U] (BEFORE)	AFTER CRASH DATA (YEARS)	FATAL INJURY [K] (AFTER)	SUSPECTED SERIOUS INJURY [A] (AFTER)	ALL INJURY CRASHES [K + A + B + C] (AFTER)	NO APPARENT INJURY [O] (AFTER)	TOTAL ALL CRASHES [K + A + B + C + O + U] (AFTER)
14372	Elmira Road RRX, BNSF, Bonner County	058708A	Rural	Minor Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	450000	State	500000	4	2	0	2	6	3	4	0	0	0	0	0
18751	Offsys, Trailer Haven RRX, MRL, Bonner County	091183U	Rural	Minor Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	243000	State	270000	4	0	0	0	0	0	4	0	0	0	0	0
18780	Offsys, Cocolalla Loop Rd RRX, BNSF, Bonner County	058838W	Rural	Minor Arterial	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	414000	State	460000	4	0	0	0	0	0	4	0	0	0	0	0
19569	Offsys, Pennsylvania Ave RRX, INPR, Fruitland	819919A	Urban	Minor Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	486000	State	540000	4	0	0	0	0	0	4	0	0	0	0	0
13580	STC-6803, South Yellowstone, Fremont County	812337W	Rural	Minor Arterial	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	331200	State	368000	4	0	0	0	2	1	4	0	0	0	0	0
198817	SH-52, Washington Ave RRX, INPR, Emmett	818725R	Urban	Principal Arterial-Other	Crossing Approach Improvements	At-Grade Active Warning Devices	45000	State	50000	4	0	0	1	27	1	4	0	0	0	0	0

The crash for project number 198817 involved a bus with 29 people on it. There were 2 suspected minor injuries.

Optional Attachments

Glossary

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

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

HMVMT: means hundred million vehicle miles traveled.

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

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021

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

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

Subject

State Fiscal Year 2022 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2021 thru September 30, 2021, Fiscal Year 2022 Financial Statements

The financial operations of the Department as of September 30, 2021 continues this fiscal year with revenue coming in ahead of forecast year-to-date for the State Highway Account and the Aeronautics Fund, and the expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 21.8%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$13.4M. State revenues to the State Aeronautics Fund are ahead of forecast by 72% or \$506,000. While only three months of the fiscal year has passed, the revenue picture looks very positive.
- Expenditures are within planned budgets YTD. The differences after three months are timing between planned and actual expenditures plus encumbrances. Personnel costs are ahead of last year by \$1.3M or 4.6% and is due to less vacancies and pay increases appropriated by the Legislature. Management is working diligently to keep vacancies as low as possible.
- Contract construction expenditures in the State Highway Account for July through September of this year are \$131.1M. This is less than the amounts for the first quarter of the previous 3 years as shown: FY21= \$148.7M; FY20= \$174.9M; FY19= \$159.8M. Traditionally, August and September are ITD's highest construction payout months.

The balance of the long-term investments as of the end of September is \$112.5 Million. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$157.4M) totals \$269.9M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the end of September, were \$.8M. 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 "Leading Idaho" transfer of \$72.8M from the last Legislative session was deposited. There are no additional receipts other than interest earned of \$49k YTD based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.1M for September is the third 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 \$5.7M 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 \$293,000.

Recommendations



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

**NOVEMBER
ITD BOARD PACKET**

**SEPTEMBER
FINANCIAL STATEMENTS**

User ID: mmcbride
 Report ID: AD-FN-GL-010
 Run Date: 7 Oct 2021
 % of Time
 Remaining: 75

Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 9/30/2021
 (all amounts in '000)

Fiscal Year: 2022

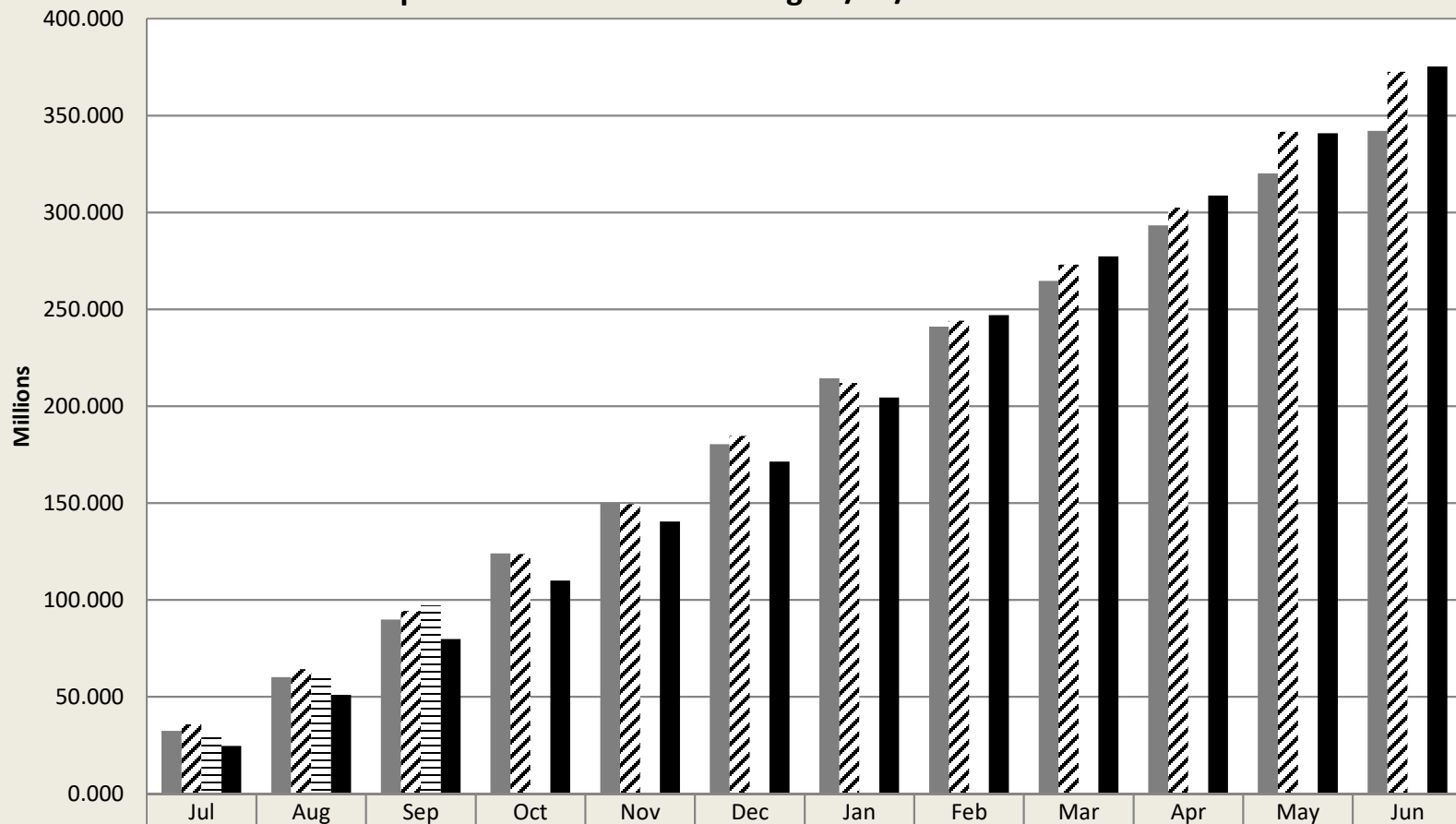
Funds Received					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Forecast YTD	FY22 to FY21 Actual	FY 22 to Forecast
State Highway Account					
Federal Reimbursements	100,838	97,775	109,047	-3.0%	-10.3%
State (Inc. H.D.A.)	94,151	97,126	79,745	3.2%	21.8%
Local	1,864	3,252	1,500	74.4%	116.8%
Total State Highway Account:	196,853	198,153	190,292	0.7%	4.1%
State Aeronautics Fund					
Federal Reimbursements	210	13	70	-94.0%	-82.0%
State	596	1,207	701	102.6%	72.1%
Total State Aeronautics Fund:	805	1,219	771	51.4%	58.1%
Total Fund Received:	197,658	199,372	191,063	0.9%	4.3%
Disbursements (includes Encumbrances)					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Construction Payouts	150,855	131,860	141,807	-12.6%	-7.0%
Operations Expenses					
Highways	56,883	62,645	72,135	10.1%	-13.2%
DMV	12,956	12,189	12,501	-5.9%	-2.5%
Administration	7,532	8,494	8,624	12.8%	-1.5%
Facilities	1,053	4,671	6,280	343.5%	-25.6%
Aeronautics	906	932	1,515	2.9%	-38.5%
Total Operations Expenses:	79,331	88,931	101,055	12.1%	-12.0%
Transfers					
Debt Service	109	109	0	0.0%	0.0%
Total Transfers:	109	109	0	0.0%	0.0%
Total Disbursements:	230,295	220,900	242,863	-4.1%	-9.0%
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Expenditures by Type					
Personnel	28,884	30,207	34,700	4.6%	-12.9%
Operating	34,934	33,610	38,705	-3.8%	-13.2%
Capital Outlay	11,550	20,623	22,032	78.6%	-6.4%
Sub-Grantee	3,964	4,490	5,619	13.3%	-20.1%
Totals Operations Expenses:	79,331	88,931	101,055	12.1%	-12.0%
Contract Construction	150,855	131,860	141,807	-12.6%	-7.0%
Totals (excluding Transfers):	230,186	220,791	242,863	-4.1%	-9.1%

State Highway Fund 0260

Fiscal Year 2022

State Revenue Source Forecast vs Actual

September - For Period Ending 09/30/2021



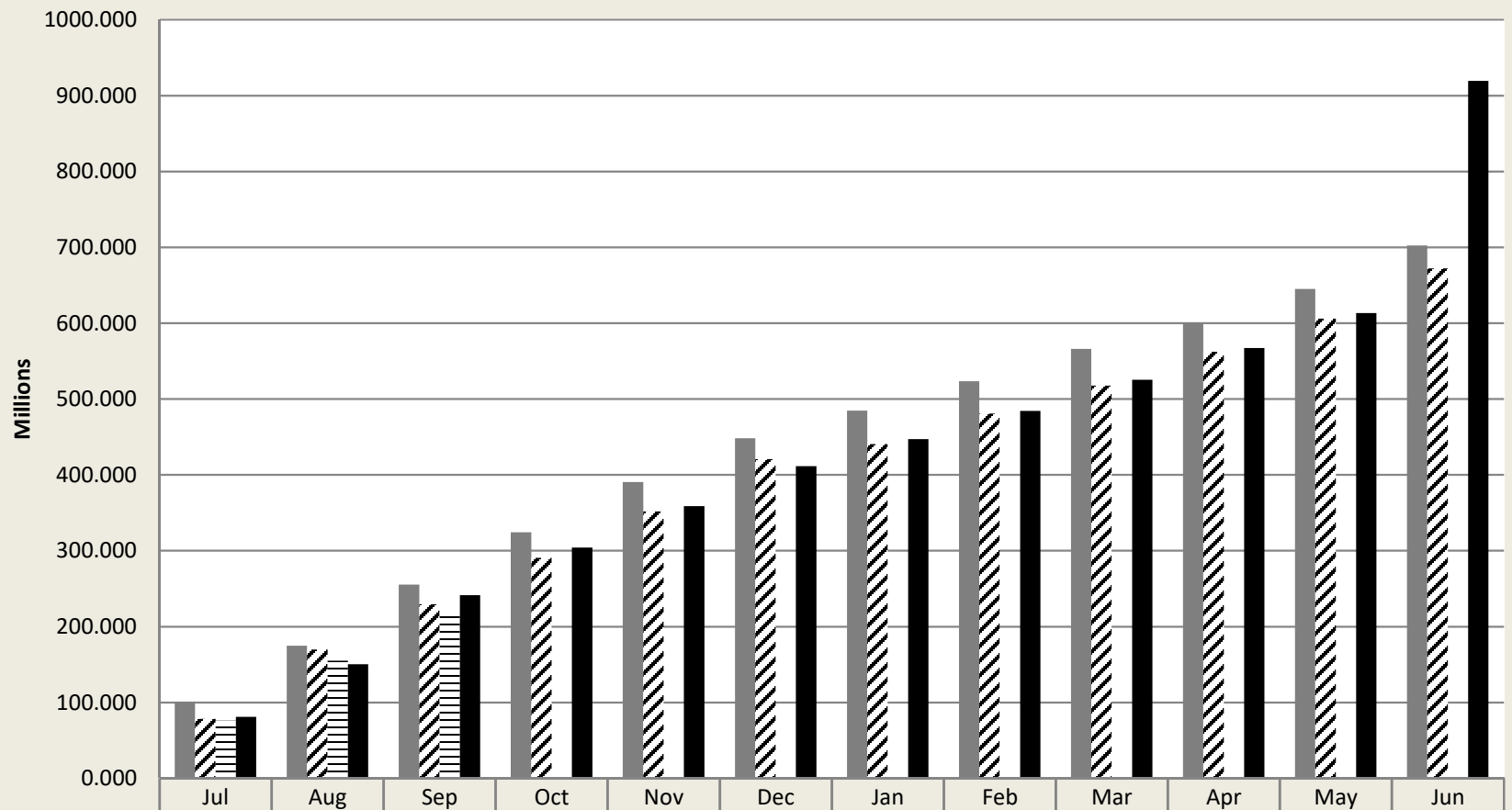
FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
FY21 Actual Revenue	35.679	64.171	94.151	123.596	149.350	184.635	211.939	244.099	272.992	302.353	341.648	372.590
FY22 Current	29.335	61.151	97.126									
FY22 Forecast	24.492	50.866	79.745	109.862	140.428	171.268	204.364	246.926	277.282	308.642	340.835	375.247

State Highway Fund 0260

Fiscal Year 2022

Expenditures

September - For Period Ending 09/30/2021



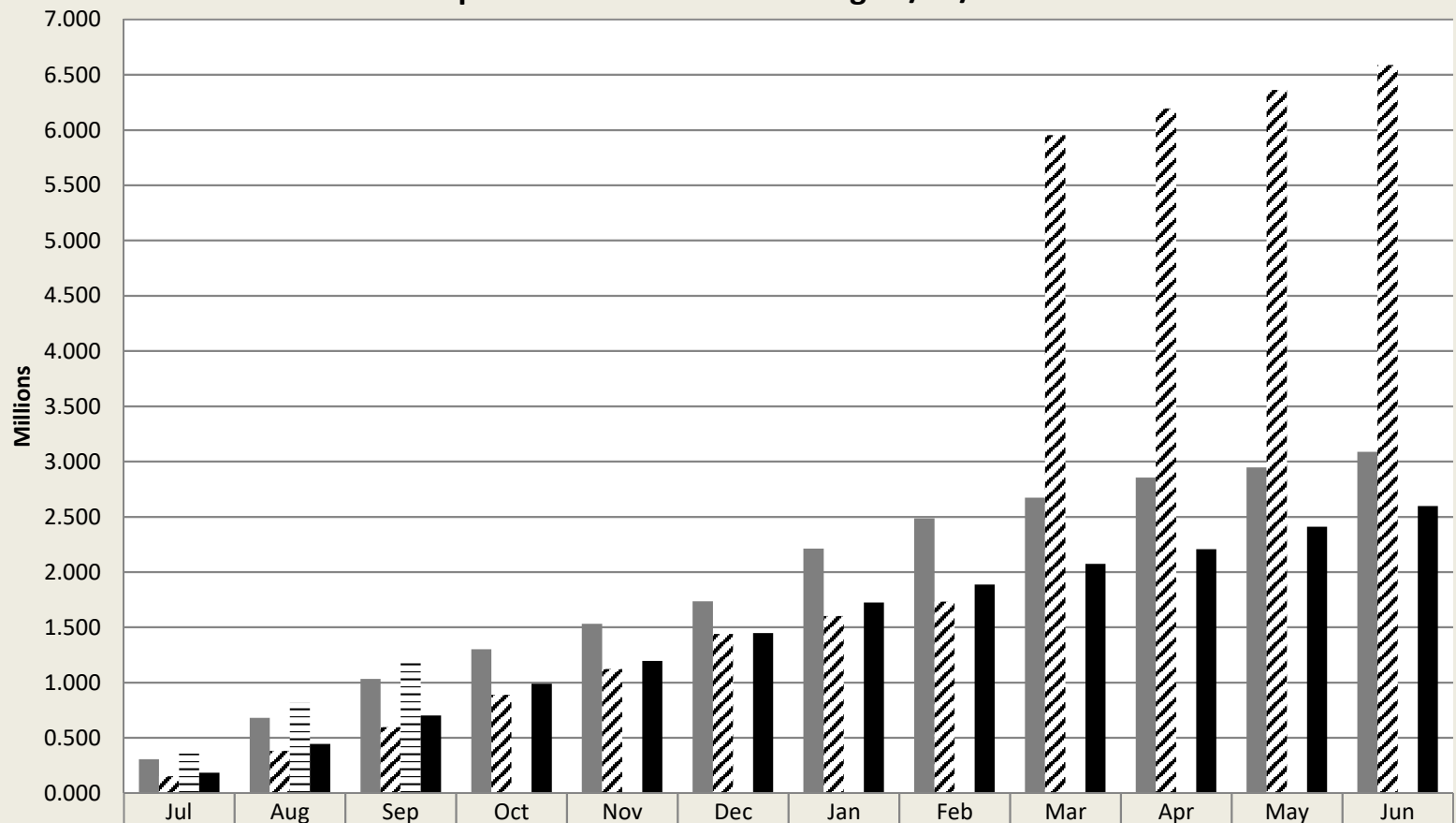
FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
FY21 Actual Expenditures	78.041	169.582	229.279	290.676	351.690	420.679	440.459	480.646	517.509	562.101	605.748	672.238
FY22 Current	75.916	154.865	219.859									
FY22 Forecast	80.808	150.282	241.347	304.026	358.729	411.234	447.068	484.223	525.445	567.247	613.371	919.441

Aeronautics Fund 0221

Fiscal Year 2022

State and Interagency Revenue Sources Forecast vs Actual

September - For Period Ending 09/30/2021



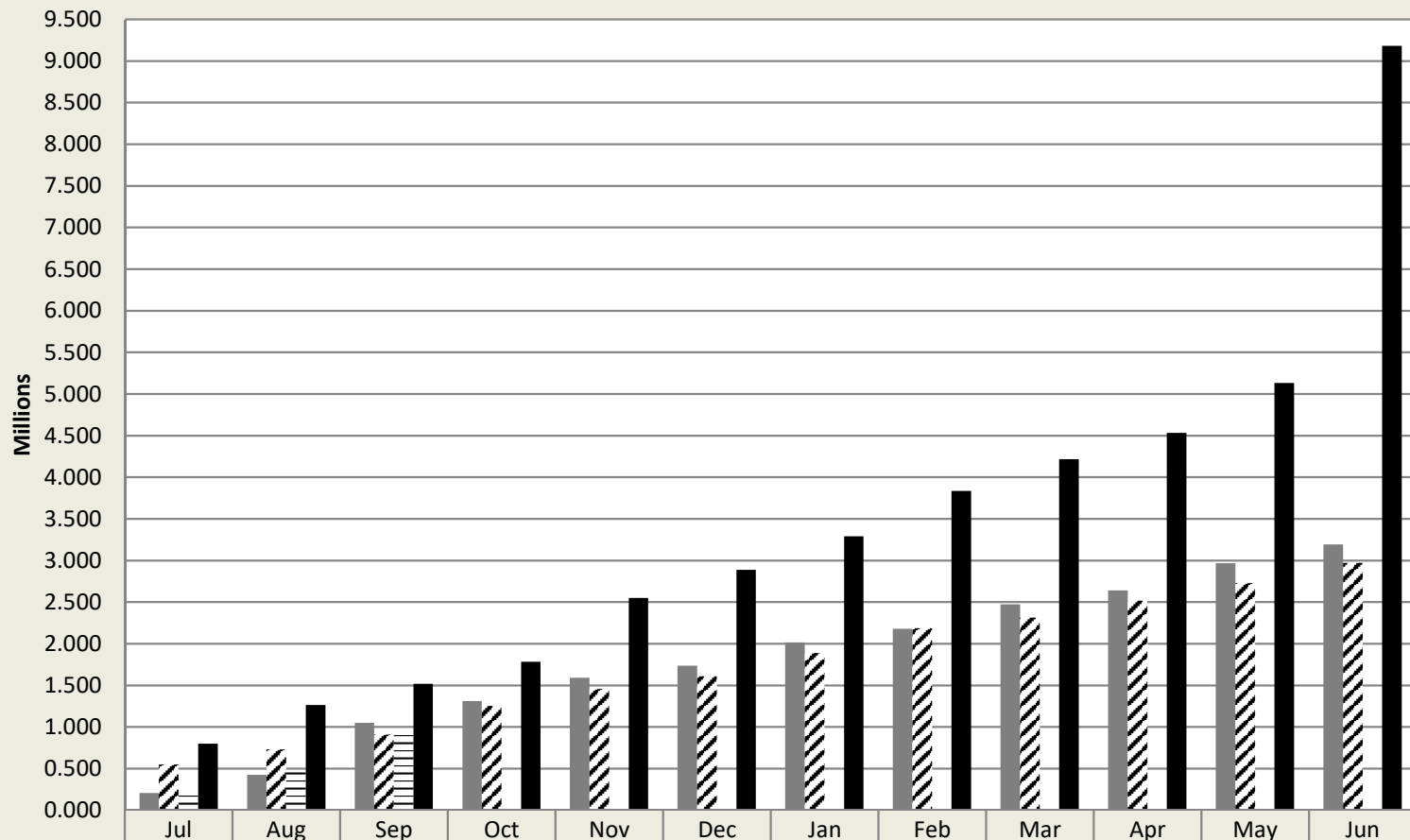
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
▨ FY21 Actual Revenue	0.149	0.382	0.596	0.888	1.121	1.438	1.602	1.732	5.952	6.193	6.361	6.588
□ FY22 Current	0.356	0.820	1.207									
■ FY22 Forecast	0.183	0.443	0.701	0.988	1.194	1.447	1.724	1.886	2.074	2.205	2.410	2.596

Aeronautics Fund 0221

Fiscal Year 2022

Expenditures

September - For Period Ending 09/30/2021



■ 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	0.932									
■ FY22 Forecast	0.799	1.264	1.515	1.784	2.550	2.886	3.289	3.835	4.215	4.533	5.130	9.182

UserID: mmcbride
 Report ID: AD-FN-GL-002
 Run Date: 07 Oct 2021

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2021

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Aug-21	Sep-21	Aug-21	Sep-21	Aug-21	Sep-21
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	6,935,520	7,018,035	150,925,063	157,362,398	44,284,646	52,486,145
Investments (Long Term: STO - Diversified Bond Fund)	876,699	877,667	112,434,459	112,560,005	0	0
Total Cash & Investments	7,812,219	7,895,701	263,365,368	269,928,248	44,284,646	52,486,145
Receivables - Other	3,327	0	1,137,927	1,222,952	0	0
- Due From Locals (Project Overruns)	0	0	1,526,951	1,071,131	0	0
- Inter Agency	50,112	68,828	0	1,050	0	0
Total Receivables	53,439	68,829	2,664,878	2,295,132	0	0
Inventory on Hand	0	0	17,846,569	19,904,107	0	0
Total Assets:	7,865,659	7,964,530	283,876,815	292,127,487	44,284,646	52,486,145
LIABILITIES						
Vouchers Payable	0	0	681	3,757	0	0
Sales Tax Payable	0	0	45,150	21,030	0	0
Deferred Revenue (Local Projects Match)	0	0	26,450,958	27,344,614	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	245,277	245,418	0	0
Total Liabilities:	0	0	26,758,084	27,630,837	0	0
FUND BALANCE						
Reserve for Encumbrance	181,534	361,047	65,379,825	65,449,841	0	0
Fund Balance	7,684,125	7,603,483	191,738,906	199,046,810	44,284,646	52,486,145
Total Fund Balance:	7,865,659	7,964,530	257,118,730	264,496,650	44,284,646	52,486,145
Total Liabilities and Fund Balance	7,865,659	7,964,530	283,876,815	292,127,487	44,284,646	52,486,145

UserID: mmcbride
 Report ID: AD-FN-GL-002
 Run Date: 07 Oct 2021

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2021

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Aug-21	Sep-21	Aug-21	Sep-21	Aug-21	Sep-21	Aug-21	Sep-21
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	75,482,802	75,474,646	2,002,058	2,002,493	77,484,861	77,477,138	(91,923)	(11,249)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	75,482,802	75,474,646	2,002,058	2,002,493	77,484,861	77,477,138	(91,923)	(11,249)
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:	75,482,802	75,474,646	2,002,058	2,002,493	77,484,861	77,477,138	(91,923)	(11,249)
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	-39,394	39,394
Fund Balance	75,482,802	75,474,646	2,002,058	2,002,493	77,484,861	77,477,138	0	0
Total Fund Balance:	75,482,802	75,474,646	2,002,058	2,002,493	77,392,938	77,477,138	(91,923)	(11,249)
Total Liabilities and Fund Balance	75,482,802	75,474,646	2,002,058	2,002,493	77,392,938	77,477,138	(91,923)	78(11,249)

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 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2021
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2022
 Budget Fiscal Year: 2022
 REVENUES

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Federal Sources									
FHWA - Highway	83,592,500	83,303,010	27,317,779	0	(289,490)	-0.35%	377,547,420	294,244,410	77.94 %
FHWA - COVID Relief	15,000,000	229,465	229,799	0	(14,770,535)	-98.47%	67,451,700	67,222,235	99.66 %
FHWA - Indirect Cost	7,004,800	8,887,450	4,091,474	0	1,882,650	26.88 %	25,000,000	16,112,550	64.45 %
Federal Transit Authority	2,400,000	3,681,212	756,414	0	1,281,212	53.38 %	15,512,600	11,831,388	76.27 %
NHTSA - Highway Safety	750,000	1,636,043	478,516	0	886,043	118.14 %	4,642,800	3,006,757	64.76 %
Other Federal Aid	300,000	37,759	(3,880)	0	(262,241)	-87.41%	4,225,000	4,187,241	99.11 %
Total Federal Sources:	109,047,300	97,774,939	32,870,102	0	(11,272,361)	-10.34%	494,379,520	396,604,581	80.22 %
State Sources									
Equipment Buy Back	0	0	0	0	0	0.00 %	10,194,200	10,194,200	100.00 %
Miscellaneous Revenues	7,382,644	9,335,147	2,977,207	0	1,952,504	26.45 %	27,786,046	18,450,898	66.40 %
Total State Sources:	7,382,644	9,335,147	2,977,207	0	1,952,504	26.45 %	37,980,246	28,645,098	75.42 %
Local Sources									
Match For Local Projects	1,500,000	3,244,191	1,366,288	0	1,744,191	116.28 %	7,347,200	4,103,009	55.84 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	1,500,000	3,251,691	1,366,288	0	1,751,691	116.78 %	7,347,200	4,095,509	55.74 %
TOTAL REVENUES:	117,929,944	110,361,777	37,213,597	0	(7,568,166)	-6.42%	539,706,966	429,345,188	79.55 %
TRANSFERS-IN									
Highway Distribution Account	48,685,600	62,056,404	23,139,611	0	13,370,804	27.46 %	243,010,000	180,953,596	74.46 %
Fuel/Registration Direct	19,656,633	20,054,390	7,548,519	0	397,757	2.02 %	74,056,800	54,002,411	72.92 %
Ethanol Fuels Tax	4,019,800	5,680,245	2,309,380	0	1,660,445	41.31 %	20,200,000	14,519,755	71.88 %
TOTAL TRANSFERS-IN:	72,362,033	87,791,039	32,997,510	0	15,429,006	21.32 %	337,266,800	249,475,762	73.97 %
TOTAL REV AND TRANSFERS-IN:	190,291,977	198,152,816	70,211,107	0	7,860,840	4.13 %	876,973,766	678,820,950	77.40 %

User ID: mmebride
 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2021
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2021

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	24,177,187	20,284,376	6,674,746	0	3,892,811	16.10 %	93,482,170	73,197,794	78.30 %
Board, Hourly, OT, Shift Diff	379,528	206,970	57,061	0	172,558	45.47 %	2,504,428	2,297,458	91.74 %
Fringe Benefits	9,782,307	9,406,571	3,106,025	0	375,736	3.84 %	42,066,802	32,660,231	77.64 %
In State Travel Expense	459,109	409,102	122,970	0	50,007	10.89 %	1,814,994	1,405,892	77.46 %
Out of State Travel Expense	93,792	28,191	11,367	0	65,601	69.94 %	437,453	409,262	93.56 %
Operating Expense	28,951,711	12,866,394	6,202,343	9,779,716	6,305,601	21.78 %	70,946,298	48,300,188	68.08 %
Technology Operating Expense	8,890,379	2,810,137	612,466	7,360,841	(1,280,599)	-14.40%	22,167,184	11,996,206	54.12 %
Capital Equipment Expense	14,856,395	60,616	46,447	14,436,230	359,548	2.42 %	23,739,195	9,242,348	38.93 %
Technology Equipment Expense	1,184,240	202,075	0	1,461,809	(479,644)	-40.50%	4,225,700	2,561,816	60.62 %
Capital Facilities Expense	5,990,883	2,004,665	558,057	2,349,323	1,636,895	27.32 %	7,255,883	2,901,895	39.99 %
Capital Projects	0	34,474	34,474	0	(34,474)	0.00 %	0	(34,474)	0.00 %
Trustee & Benefit Payments	4,774,347	4,297,030	898,841	0	477,317	10.00 %	20,124,900	15,827,870	78.65 %
Total Operations Expense:	99,539,877	52,610,600	18,324,796	35,387,919	11,541,357	11.59 %	288,765,006	200,766,486	69.53 %
Contract Construction									
Operating Expense	1,985,000	619,508	370,976	271,176	1,094,316	55.13 %	10,600,000	9,709,316	91.60 %
Technology Operating Expense	0	711,063	95,251	451,027	(1,162,089)	0.00 %	0	(1,162,089)	0.00 %
Capital Projects	139,609,300	129,746,133	42,628,734	16,386	9,846,782	7.05 %	616,575,918	486,813,400	78.95 %
Trustee & Benefit Payments	213,000	44,925	(13,229)	0	168,075	78.91 %	3,499,800	3,454,875	98.72 %
Total Contract Construction:	141,807,300	131,121,628	43,081,733	738,588	9,947,084	7.01 %	630,675,718	498,815,502	79.09 %
TOTAL EXPENDITURES:	241,347,177	183,732,228	61,406,529	36,126,508	21,488,441	8.90 %	919,440,725	699,581,988	76.09 %
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:	241,347,177	183,841,128	61,406,529	36,126,508	21,379,541	8.86 %	980,273,457	760,305,820	77.56 %
Net for Fiscal Year 2022:	(51,055,201)	14,311,688	8,804,578		29,240,381		(103,299,691)	(81,484,870)	

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2021
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 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2021

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	232,000	233,621	35,564	54,543	(56,164)	-24.21%	2,500,000	2,211,836	88.47 %
Operating Expenditures	Federal	1,650,000	1,096,434	430,621	667,659	(114,093)	-6.91%	8,000,000	6,235,907	77.95 %
Operating Expenditures	Local	103,000	516	42	0	102,484	99.50 %	100,000	99,484	99.48 %
Total Operating Expenditures		1,985,000	1,330,570	466,227	722,202	(67,773)	-3.41%	10,600,000	8,547,227	80.63 %
Capital Outlay										
Capital Outlay	Dedicated	42,478,000	29,539,449	9,612,131	7,958	12,930,593	30.44 %	242,609,889	213,062,483	87.82 %
Capital Outlay	Federal	84,735,000	86,047,156	30,643,826	3,428	(1,315,584)	-1.55%	275,709,029	189,658,445	68.79 %
Capital Outlay	FICR	10,673,800	9,533,491	448,904	5,000	1,135,309	10.64 %	25,000,000	15,461,509	61.85 %
Capital Outlay	Local	1,722,500	4,396,237	1,694,074	0	(2,673,737)	-155.22%	5,805,300	1,409,063	24.27 %
Capital Outlay	COVID Relief	0	229,799	229,799	0	(229,799)	0.00 %	67,451,700	67,221,901	99.66 %
Total Capital Outlay		139,609,300	129,746,133	42,628,734	16,386	9,846,781	7.05 %	616,575,918	486,813,400	78.95 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	3,000	0	(13,229)	0	3,000	100.00 %	500,000	500,000	100.00 %
Trustee & Benefit Payments	Federal	207,000	44,925	0	0	162,075	78.30 %	2,899,800	2,854,875	98.45 %
Trustee & Benefit Payments	Local	3,000	0	0	0	3,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		213,000	44,925	(13,229)	0	168,075	78.91 %	3,499,800	3,454,875	98.72 %
Total Contract Construction:		141,807,300	131,121,628	43,081,733	738,588	9,947,083	7.01 %	630,675,718	498,815,502	79.09 %

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 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2021
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2021

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		165,000	21,285	8,478	0	(143,715)	-87.10%	670,000	648,715	96.82 %
TOTAL REVENUES:		165,000	21,285	8,478	0	(143,715)	-87.10%	670,000	648,715	96.82 %
TRANSFERS-IN										
Sales Tax		4,350,000	27,690,863	9,154,963	0	23,340,863	536.57 %	80,000,000	52,309,137	65.39 %
TOTAL TRANSFERS-IN:		4,350,000	27,690,863	9,154,963	0	23,340,863	536.57 %	80,000,000	52,309,137	65.39 %
TOTAL REV AND TRANSFERS-IN:		4,515,000	27,712,147	9,163,441	0	23,197,148	513.78 %	80,670,000	52,957,852	65.65 %
EXPENDITURES										
Contract Construction - Capital Projects		4,000,000	5,689,449	961,943	0	(1,689,449)	-42.24%	94,145,045	88,455,597	93.96 %
TOTAL EXPENDITURES:		4,000,000	5,689,449	961,943	0	(1,689,449)	-42.24%	94,145,045	88,455,597	93.96 %
TOTAL EXPD AND TRANSFERS OUT:		4,000,000	5,689,449	961,943	0	(1,689,449)	-42.24%	94,145,045	88,455,597	93.96 %
Net for Fiscal Year 2022:		515,000	22,022,699	8,201,498		21,507,699		(13,475,045)	(35,497,745)	

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

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2021

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2022	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	66,462	49,747	16,412	0	(16,715)	-25.15%	259,000	209,253	80.79 %
TOTAL REVENUES:	66,462	49,747	16,412	0	(16,715)	-25.15%	259,000	209,253	80.79 %
TOTAL REV AND TRANSFERS-IN:	66,462	49,747	16,412	0	(16,715)	-25.15%	259,000	209,253	80.79 %
EXPENDITURES									
Contract Construction - Capital Projects	1,500,000	857,036	24,569	0	642,964	42.86 %	77,354,956	76,497,920	98.89 %
TOTAL EXPENDITURES:	1,500,000	857,036	24,569	0	642,964	42.86 %	77,354,956	76,497,920	98.89 %
TOTAL EXPD AND TRANSFERS OUT:	1,500,000	857,036	24,569	0	642,964	42.86 %	77,354,956	76,497,920	98.89 %
Net for Fiscal Year 2022:	(1,433,538)	(807,288)	(8,156)		626,249		(77,095,956)	(76,288,667)	

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 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2021
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2021

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	1,309	434	0	1,309	0.00 %	0	(1,309)	0.00 %
TOTAL REVENUES:	0	1,309	434	0	1,309	0.00 %	0	(1,309)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	1,309	434	0	1,309	0.00 %	0	(1,309)	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)	1,309	434		2,002,090		(2,000,781)	(2,002,090)	

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

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2021

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	45,000	281,528	92,265	0	236,528	525.62 %	9,000,000	8,718,472	96.87 %
TOTAL REVENUES:	45,000	281,528	92,265	0	236,528	525.62 %	9,000,000	8,718,472	96.87 %
TOTAL REV AND TRANSFERS-IN:	45,000	281,528	92,265	0	236,528	525.62 %	9,000,000	8,718,472	96.87 %
EXPENDITURES									
Operating Expenditures	181,814	349	349	39,394	142,071	78.14 %	1,000,000	960,257	96.03 %
Trustee & Benefit Payments	2,068,175	292,422	11,242	0	1,775,753	85.86 %	8,000,000	7,707,578	96.34 %
TOTAL EXPENDITURES:	2,249,989	292,771	11,591	39,394	1,917,824	85.24 %	9,000,000	8,667,835	96.31 %
TOTAL EXPD AND TRANSFERS OUT:	2,249,989	292,771	11,591	39,394	1,917,824	85.24 %	9,000,000	8,667,835	96.31 %
Net for Fiscal Year 2022:	(2,204,989)	(11,243)	80,674		2,154,352		0	50,637	

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 % of Time
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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2021

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
	(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	27,839,673	10,000,779	0	27,839,673	0.00 %	0	(27,839,673)	0.00 %
TOTAL REVENUES:	0	27,839,673	10,000,779	0	27,839,673	0.00 %	0	(27,839,673)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	27,839,673	10,000,779	0	27,839,673	0.00 %	0	(27,839,673)	0.00 %
EXPENDITURES									
Operating Expenditures	0	212,615	42,360	0	(212,615)	0.00 %	0	(212,615)	0.00 %
Capital Projects	0	32,061,086	9,964,265	0	(32,061,086)	0.00 %	0	(32,061,086)	0.00 %
TOTAL EXPENDITURES:	0	32,273,701	10,006,625	0	(32,273,701)	0.00 %	0	(32,273,701)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	32,273,701	10,006,625	0	(32,273,701)	0.00 %	0	(32,273,701)	0.00 %
Net for Fiscal Year 2022:	0	(4,434,028)	(5,846)		(4,434,028)		0	4,434,028	

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2021
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2021

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	5,754	583	0	5,754	0.00 %	0	(5,754)	0.00 %
TOTAL REVENUES:	0	5,754	583	0	5,754	0.00 %	0	(5,754)	0.00 %
TRANSFERS-IN									
Operating	0	3,822,128	1,275,474	0	3,822,128	0.00 %	0	(3,822,128)	0.00 %
TOTAL TRANSFERS-IN:	0	3,822,128	1,275,474	0	3,822,128	0.00 %	0	(3,822,128)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	3,827,882	1,276,057	0	3,827,882	0.00 %	0	(3,827,882)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	47,412,544	423,903	0	(47,412,544)	0.00 %	0	(47,412,544)	0.00 %
TOTAL EXPENDITURES:	0	47,412,544	423,903	0	(47,412,544)	0.00 %	0	(47,412,544)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	47,412,544	423,903	0	(47,412,544)	0.00 %	0	(47,412,544)	0.00 %
Net for Fiscal Year 2022:	0	(43,584,662)	852,154		(43,584,662)		0	43,584,662	

User ID: mmcbride
 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2021
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2021

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	69,800	12,543	3,500	0	(57,257)	-82.03%	668,500	655,957	98.12 %
State Sources - Miscellaneous	26,598	33,372	11,219	0	6,774	25.47 %	341,000	307,628	90.21 %
Interagency Sources -	89,400	160,134	37,889	0	70,734	79.12 %	254,900	94,766	37.18 %
TOTAL REVENUES:	185,798	206,048	52,608	0	20,251	10.90 %	1,264,400	1,058,351	83.70 %
TRANSFERS-IN									
Operating	585,279	1,013,176	337,485	0	427,897	73.11 %	2,000,000	986,824	49.34 %
TOTAL TRANSFERS-IN:	585,279	1,013,176	337,485	0	427,897	73.11 %	2,000,000	986,824	49.34 %
TOTAL REV AND TRANSFERS-IN:	771,077	1,219,224	390,093	0	448,148	58.12 %	3,264,400	2,045,175	62.65 %
EXPENDITURES									
Permanent Staff Salaries	233,333	185,796	60,890	0	47,537	20.37 %	873,369	687,573	78.73 %
Board, Hourly, OT, Shift Diff	35,400	38,326	11,688	0	(2,926)	-8.27%	71,000	32,674	46.02 %
Fringe Benefits	92,167	85,129	27,624	0	7,037	7.64 %	377,031	291,902	77.42 %
In State Travel Expense	26,198	17,446	2,565	0	8,752	33.41 %	61,537	44,091	71.65 %
Out of State Travel Expense	2,225	1,853	1,111	0	372	16.72 %	20,526	18,673	90.97 %
Technology Operating Expense	6,750	7,117	1,724	0	(367)	-5.44%	34,617	27,500	79.44 %
Operating Expense	274,840	143,573	37,419	185,655	(54,388)	-19.79%	1,086,220	756,992	69.69 %
Technology Equipment Expense	0	0	0	0	0	0.00 %	6,400	6,400	100.00 %
Capital Equipment Expense	0	0	0	73,730	(73,730)	0.00 %	103,000	29,270	28.42 %
Capital Facilities Expense	0	0	0	0	0	0.00 %	58,682	58,682	100.00 %
Trustee & Benefit Payments	844,554	193,425	129,241	0	651,129	77.10 %	6,489,453	6,296,028	97.02 %
TOTAL EXPENDITURES:	1,515,467	672,665	272,262	259,385	583,416	38.50 %	9,181,835	8,249,785	89.85 %
TOTAL EXPD AND TRANSFERS OUT:	1,515,467	672,665	272,262	259,385	583,416	38.50 %	9,181,835	8,249,785	89.85 %
Net for Fiscal Year 2022:	(744,390)	546,559	117,831		1,031,564		(5,917,435)	(6,204,610)	



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

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

Background Information

Idaho received obligation authority through October 31st via an Appropriations Act signed on October 2, 2021. Obligation authority through October 31st (31/365^{ths}) is \$64.9 million. This includes \$2.1 million of *Highway Infrastructure General Funds* carried over from last year in the Local Urban and Off-System Bridge Programs, and \$39 million *COVID Relief Funds* carried over from last year in the Transportation Management Area, Local Urban, and SHS Programs. 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 2, 2021. Additional apportionments were received via the Appropriations Act. Idaho has received apportionments of \$67.8 million. Currently, obligation authority is 95.7% of apportionments.

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

Recommendations

For Information

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2022

Per FAST Extension FY2022 – Total Year	
Federal Aid Only	\$26,614
Including Match	\$28,731
Per Apportionments + COVID + Hwy Infra.	
Federal Aid Only	\$67,788
Including Match	\$73,181
Obligation Limits through 10/31/2021	
Federal Aid Only	\$64,894
Including Match	\$70,042

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the Oct 2021 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 10/31/2021

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

Program	Allotted Program Funding through 10/31/2021	Program Funding Remaining as of 10/31/2021
All Other SHS Program	\$53,931	\$13,056
GARVEE Formula Debt Service*	\$5,599	\$5,599
State Planning and Research*	\$601	\$69
Metropolitan Planning*	\$159	\$159
Railroad Crossings	\$334	\$164
Transportation Alternatives (Urban/Rural)	\$275	\$418
Recreational Trails	\$123	\$360
STBG - Local Urban+	\$1,010	\$1,010
STBG - Transportation Mgt. Area	\$3,446	\$3,446
Transportation Alternatives (TMA)	\$35	\$35
STBG – Local Rural	\$1,045	\$1,045
Local Bridge+	\$392	\$392
Off System Bridge	\$2,453	\$2,453
Local Safety	\$640	\$823
Total	\$70,042	\$29,027

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

FY2023 Revision #1 Appropriation Request		
Key Number	District	Route Number

Background Information

The department's Fiscal Year Appropriation Request Revision #1 was delivered to the Division of Financial Management and the Legislative Services Office via LUMA budget submission on October 22, 2021. The following changes from the September 1, 2021 Original Submission are present in Revision #1:

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

FTP's	Spending Authority	
1,648.0	\$764,771,500	FY23 Original Submission (9-1-21)
	125,000	Increase to Hwys Line Item: Federal Spending Auth Add'l BLM grant
	15,000,000	Increase to Construction Line Item: TECM align Approp Request with funding
	(1,172,600)	Adjustment to FY22 Statewide Indirect Cost Allocation Plan (SWCAP)
	(42,800)	Adjustment to Admin: Contract Inflation
	(482,100)	Decrease to Hwys: Replacement Equipment
	482,100	Increase to Hwys Line Item: New Equipment Statewide
0.0	\$13,909,600	Net Change
1,648.0	\$778,681,100	FY23 Revision #1 Appropriation (10-22-21)

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

\$ 605,694,300 FY23 Base
32,867,800 Base Adjustments
 \$ 638,562,100 Adjusted FY23 Base
140,119,000 Line Items
 \$ 778,681,100 Total FY23 Spending Authority
80,537,000 Debt Service
 \$ 859,218,000 FY23 Total Program Funding

Exhibits
 -Summary of Changes

Recommendations

Information Item for the Board



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

IDAHO TRANSPORTATION DEPARTMENT

November 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%)	\$1,144,500	
Replacement Equipment	\$33,030,100	
Statewide Cost Allocation Program (SWCAP)	(\$1,198,200)	
ETS CGI Advantage Cost Inflationary Increase	\$55,500	
Internet/Network Security	\$25,600	
Variable Benefits	(\$189,700)	
	<hr/> \$32,867,800	
FY23 ADJUSTED BASE	638,562,100	1,648.0
Line Items (Grouped by Division)		
Administration: LUMA Project Support	\$560,000	
Administration: 7 Year Construction Planning Management Software Replacer	\$1,000,000	
Aeronautics: Base Increase and Equipment	\$381,000	
Capital Facilities: Aeronautics Capital Base Fund Increase	\$50,000	
Capital Facilities Base Fund Increase	\$19,000,000	
Highway Operations: New Equipment Statewide	\$2,900,900	
Highway Operations: Federal Spending Authority NHTSA, BLM, FTA & CARES	\$10,325,000	
Contract Construction & Right of Way: Contract Construction Funds	\$105,902,100	
	<hr/> \$140,119,000	
FY23 TOTAL APPROPRIATION (Spending Authority)	778,681,100	1,648.0
GARVEE Bond Debt Service	\$64,867,000	
TECM Bond Debt Service	\$15,670,000	
FY23 TOTAL PROGRAM FUNDING (Rounded)	859,218,000	1,648.0

Board Presentation

District Six

Jason Minzghor

November 18, 2021



YOUR *Safety* • • • ► YOUR *Mobility* • • • ► YOUR *Economic Opportunity*

OPERATIONS



Dust Storms I-15, Idaho Falls to Osgood



Dust Storms I-15, Idaho Falls to Osgood

- Before



- During



Dust Storms I-15, Idaho Falls to Usgood After



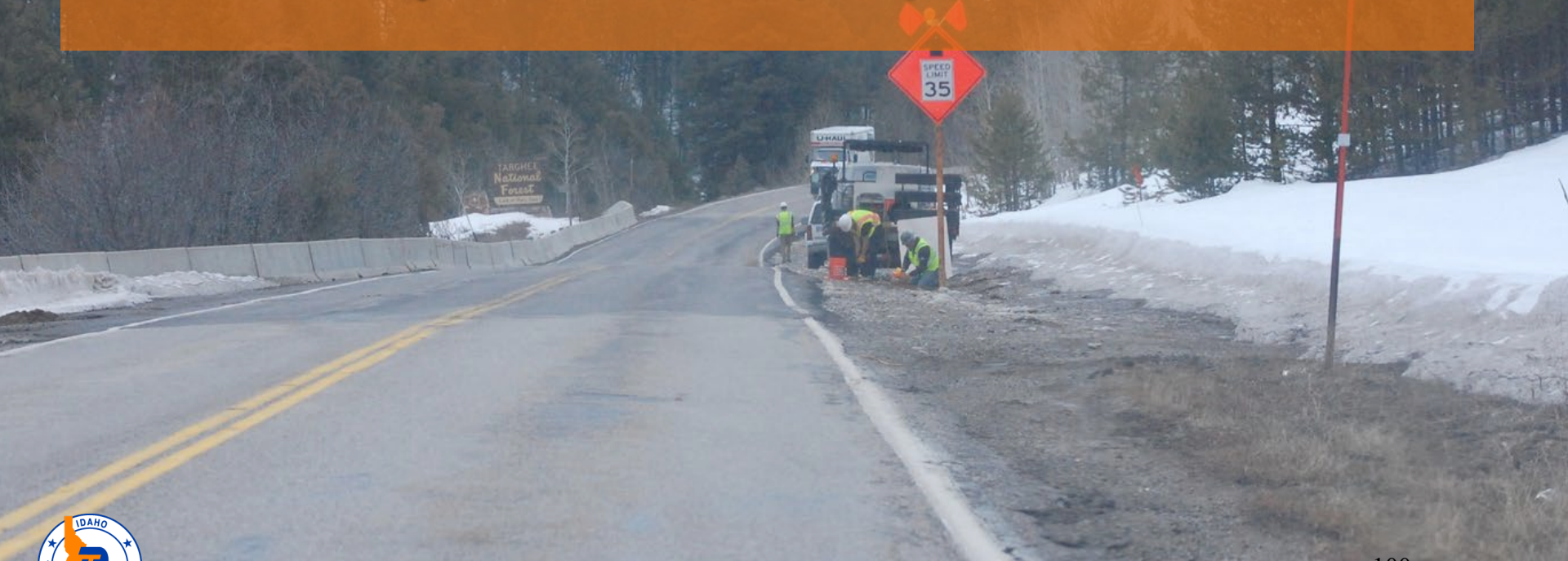
YOUR Safety • • • ► **YOUR Mobility** • • • ► **YOUR Economic Opportunity**

Dust Storms I-15, Idaho Falls to Osgood

- 22 dump trucks
- 2 belly dumps
- 3 loaders
- 1 road grader
- 1 water truck
- 2913 loads
- 35,000 yards of material
- 2.5 weeks to complete



DESIGN CONSTRUCTION PLANNING



FY 2022 Projects

Contract Year	Key No	Project Name	Status	Contractor	Award/PS&E Amount	
Scheduled ITIP						
2022	22219	I-15B - Broadway Yellowstone to Bellin	Completed	HK Contractors	\$2,295	
2022	20490	I-15 - EXIT 113 Roundabout	Construction Ongoing	Knife River	\$6,312	
2022	19871	US-26 - JCT SH 31 to Wyoming	Construction Ongoing	HK Contractors	\$5,358	
2022	22454	US-20 - I-15 Interim Ramp Modifications	Almost Complete	Cannon	\$2,751	Fast tracked added last year
2022	22223	SH-33 - MP 100 to MP 107	Construction Ongoing	HK Contractors	\$15,304	Fast tracked added last year
2022	22422	I-15, US-20, SH-28, SH-33, - FY21 D6 Mill and Overlay	Completed	Knife River	\$500	
2022	20581	US-20 - Sheep Falls to Pinehaven Overlay	Construction Ongoing	Western	\$3,702	
2022	20730	STATE - FY22 D6 Bridge Repair	Completed FY 20	Cannon	\$1,381	
2022	20379	US-26 - Clark Hill Rest Area Turn Lanes	Advertise Soon		\$1,768	
2022	20411	US-26 - Antelope Flats Passing Lane	Advertise Soon		\$4,077	
2025	20514	SH-47 - Overlay	Bid Open 9-14-21	DePatco	\$2,592	
2025	20544	SH-31 - Overlay and Guardrail	Rejected Bid		\$8,308	
Added Projects						
2021	23107	US-20 - Island Park Rumble Strips Project	Finish in the Spring	Idaho Lines & Signs, LLC	\$477	Added Board Meeting December 2020
2021	23108	US-20 - Island Park Tree Removal	Project started	Eagle Rock Timber Inc.	\$1,878	Added Board Meeting December 2020
					Total \$56,703	



FY 2022 Projects Ready for Advance

Contract Year	KeyNo	Project Name	Status	PS&E Amount
2023	20420	I-15B - Concrete Intersection	PS&E waiting to be advertised	\$1,751
2023	19358	SH-47/US-20 - Intersection Improvement	PS&E waiting to be advertised	\$5,283
2025	20114	US-20 - Express Cable Barrier	PS&E waiting to be advertised	\$4,118
2023	20735	US-91 - Yellowstone HWY & Holmes Microseal	PS&E waiting to be advertised	\$1,800
2023	20435	US-20 - Buffalo to Island Park Lodge	PS&E waiting to be advertised	\$4,178
2023	20486	US-20 - Pinehaven to Buffalo	PS&E waiting to be advertised	\$5,100
			Total	\$22,230





PLANNING



YOUR Safety ● ● ● ► **YOUR Mobility** ● ● ● ► **YOUR Economic Opportunity**

103



I-15/US-20
Connector

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY REPORT



FHWA Endorsement



I-15/US-20 Connector
Planning and Environmental Linkages (PEL) Study Report
December 2020



Idaho Division 3050 Lakeharbor Lane, Suite 128
Boise, Idaho 83703
December 29, 2020 208.334.9180 - P
208.334.1891 - F
Idaho.FHWA@dot.gov

In Reply Refer To:
ITDA-ID

Mr. Brian W. Ness, Director
Idaho Transportation Department
P. O. Box 7129
Boise, ID 83707

ATTN: Jason Minzghor, District Engineer

Subject: KN 20065, I-15, US-20 Connector Study

Dear Mr. Ness:

This letter is to acknowledge the receipt of the I-15/US-20 Connector Planning and Environmental Linkages (PEL) study and the associated PEL Questionnaire on November 10, 2020. The PEL effort was undertaken by the Idaho Transportation Department (ITD) in cooperation with Bonneville County and the Bonneville Metropolitan Planning Organization (BMPO). The Idaho Division commends ITD for embracing this collaborative approach to consider long-range transportation improvements in the study area.

This planning study for potential improvements to six interchanges on I-15 and US-20 in Idaho Falls, Idaho, was undertaken in a manner consistent with the Federal Highway Administration (FHWA) PEL guidance. Through this process, the evaluation and findings of the PEL study may be applied to subsequent National Environmental Policy Act (NEPA) process and documentation. These streamlining efforts likely will result in time and cost savings on future NEPA studies conducted within the study area.

The completed PEL Questionnaire submitted to FHWA on November 10, 2020 provides a good summary of the work completed in the PEL study and the information that will be needed once projects enter the NEPA process. As individual projects are initiated and funding becomes available, it will be necessary for FHWA to meet with ITD, Bonneville County, and the BMPO on a project-by-project basis to determine the scope of the NEPA study, including the level of study required, purpose and need, logical termini, and the extent to which this PEL study can be used to supplement or replace certain milestones in the NEPA process.

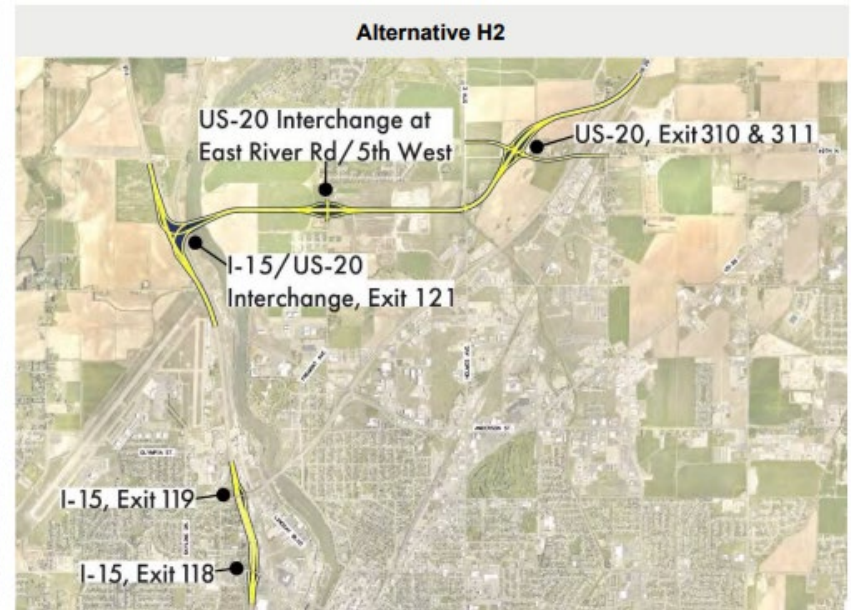
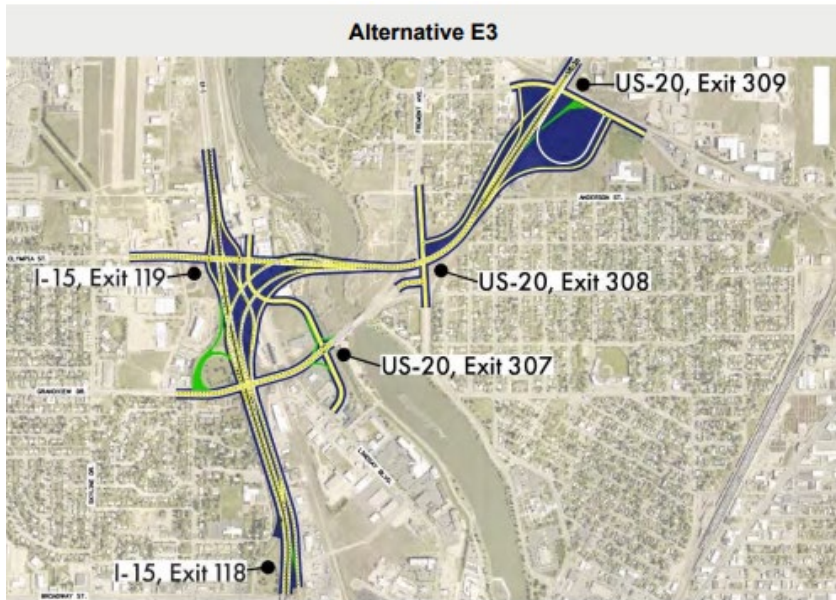


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Letter of Support-i



Alternatives Moving to NEPA



*Plus, the No-build Alternative



Public Involvement

Public Meetings



Community Working Group (CWG)



- **Public Meetings**
 - Meeting # 1
 - 109 attendees
 - 77 comments
 - Meeting #2
 - 192 attendees
 - 106 comments
 - Meeting #3:
 - 342 attendees
 - 194 comments
 - Meeting #4 (virtual due to COVID-19):
 - 1,067 participants
 - 310 comments
- **Two neighborhood meetings**
- **Six CWG Meetings**
- **Social Media**
- **Numerous postcards, fliers, and newsletters**



Rigby Strong



Krista Gneiting, the math teacher who disarmed the school shooter at Rigby Middle School earlier this year, has been presented with an Idaho flag flown over the Capitol and a certificate signed by Sen. Van Burtenshaw, Rep. Rod Furniss and Governor Brad Little for the heroism she showed that day.





Jason Minzghor, District Engineer

Jason.Minzghor@itd.idaho.gov



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 11/18/2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed 30 min

Presenter's Name	Presenter's Title	Initials	Reviewed By
Charlene McArthur	Chief Administrative Officer	CRM	LSS
Preparer's Name	Preparer's Title	Initials	
Charlene McArthur	Chief Administrative Officer	CRM	

Subject

Innovate ITD! Fiscal Year 2021 Best of the Best Recognition		
Key Number	District	Route Number

Background Information

CAO McArthur will provide an overview of Innovate ITD and recognize the winners of the 2021 Best of the Best.

There will be a power point and video.

Recommendations

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5

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

Subject

2021-22 ITD Omnibus Pending Administrative Rulemakings		
Key Number	District	Route Number

Background Information

This item addresses the Department's 2 Omnibus Pending Rulemaking Notices.

The Department is working through a 3rd year of reauthorizing the administrative rules under IDAPA Title 39. ITD currently has 42 total rules (35 non-fee and 7 fee).

This item covers the final reauthorization piece of the process to ensure all of ITD's rules (fee and non-fee) are pending before the 2022 Idaho Legislature. These rules are currently in effect with the full force-and-effect of the law as temporary, with an effective date of July 1, 2021.

In June (non-fee) and July (fee) of 2021, the Idaho Transportation Board approved rule changes in alignment with Governor Little's Red Tape Reduction Initiative. Changes were predominantly focused on non-substantive modifications and removing restrictions and redundancies within particular rule chapters. Proposed changes were made to 10 of 35 non-fee chapters and 5 of 7 fee chapters. However, no changes are being made or proposed at this stage and the rules are being processed as adopted this summer, with one exception.

IDAPA [39.03.43 – Rules Governing Utilities on State Highway Right-of-Way](#) is a chapter the Department has been negotiating with stakeholders for several months and relates to Broadband and Small Wireless Facilities. Because this singular chapter is on its own administrative rulemaking course, it has been removed from the Omnibus non-fee Pending Notice and is being independently advanced for review by the 2022 Idaho Legislature.

Recommendations

1

Board Action

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

IDAPA 39 – IDAHO TRANSPORTATION DEPARTMENT

DOCKET NO. 39-0000-2001F

NOTICE OF OMNIBUS RULEMAKING - ADOPTION OF PENDING FEE RULE

EFFECTIVE DATE: This rule has been adopted by the agency and is now pending review by the 2022 Idaho State Legislature for final approval. Pursuant to Section 67-5224(5)(c), Idaho Code, this pending rule will not become final and effective until it has been approved by concurrent resolution of the legislature because of the fee being imposed or increased through this rulemaking. The pending fee rule becomes final and effective upon adoption of the concurrent resolution or upon the date specified in the concurrent resolution unless the rule is rejected.

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

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

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

IDAPA Title 39

- 39.02.04, Rules Governing Manufacturer & New Vehicle Dealer Hearing Fees
- 39.02.05, Rules Governing Issuance of Certificate of Title
- 39.02.22, Rules Governing Registration and Permit Fee Administration
- 39.02.26, Rules Governing Temporary Vehicle Clearance for Carriers
- 39.02.41, Rules Governing Special Provisions Applicable to Fees for Services
- 39.02.60, Rules Governing License Plate Provisions
- 39.03.03, Rules Governing Special Permits – General Conditions and Requirements

FEE SUMMARY: The following is a specific description of the fee or charge imposed or increased. This rulemaking does not impose a fee or charge, or increase a fee or charge, beyond what was previously approved and codified in the prior rules. The following is a specific description of the fees or charges:

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

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

39.02.22, Rules Governing Registration & Permit Fee Administration: This rule provides for installment payment

plans for commercial motor vehicle registrations. It covers administrative costs for services provided by the Department, which includes a \$50 fee for setting up each installment payment plan. To reinstate a payment plan that has been suspended, a \$40 fee is required. If there are insufficient funds, the rule allows the Department to collect a \$20 insufficient funds fee and provides the Department with the ability to collect a \$40 fee for reinstatement of a revoked or suspended commercial motor vehicle registration. (See §49-434, Idaho Code)

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

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

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

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

FISCAL IMPACT: The following is a specific description, if applicable, of any negative fiscal impact on the state general fund greater than ten thousand dollars (\$10,000) during the fiscal year: This rulemaking is not anticipated to have any fiscal impact on the state general fund because the FY2022 budget has already been set by the Legislature, and approved by the Governor, anticipating the existence of the rules and fees being reauthorized by this rulemaking.

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

DATED this 18th day of November 2021.

Ramón S. Hobdey-Sánchez, J.D.
Governmental Affairs Project Manager
Idaho Transportation Department
3311 W. State St.
Boise, ID 83703
ramon.hobdey-sanchez@itd.idaho.gov
208.334.8810

IDAPA 39 – IDAHO TRANSPORTATION DEPARTMENT

DOCKET NO. 39-0000-2001

NOTICE OF OMNIBUS RULEMAKING - ADOPTION OF PENDING RULE

EFFECTIVE DATE: This rule has been adopted by the agency and is now pending review by the 2022 Idaho State Legislature for final approval. The pending rule becomes final and effective upon the conclusion of the legislative session, unless the rule is approved or rejected in part by concurrent resolution in accordance with Section 67-5224 and 67-5291, Idaho Code. If the pending rule is approved or rejected in part by concurrent resolution, the rule becomes final and full force and effect upon adoption of the concurrent resolution.

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

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

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

IDAPA Title 39

- 39.02.02, Rules Governing Vehicle & Vessel Dealer License Requirements - Motor Vehicles
- 39.02.03, Rules Governing Vehicle Dealer's Principal Place of Business and Claims to the Idaho Consumer Asset Recovery Fund
- 39.02.09, Rules Governing Requirements for Manufacturer's Certificate of Origin (MCO)
- 39.02.27, Rules Governing Titling and Registration of Non-Resident Commercial Vehicles and Transient Farm Labor Vehicles
- 39.02.42, Rules Governing Conditional Vehicle Registration When Proof of Ownership Is Insufficient
- 39.02.43, Rules Governing Registration and Title Fee Refunds
- 39.02.45, Rules Governing Fees for Lapsed Registration Periods
- 39.02.46, Rules Governing Temporary Motor Vehicle Registration Permit
- 39.02.70, Rules Governing Restricted Driving Permits
- 39.02.71, Rules Governing Driver's License Violation Point System
- 39.02.72, Rules Governing Administrative License Suspensions
- 39.02.73, Rules Governing Accident Prevention Course
- 39.02.75, Rules Governing Names on Drivers' Licenses and Identification Cards
- 39.02.76, Rules Governing Driver's License and Identification Card Renewal-by-Mail and Electronic Renewal and Replacement Process
- 39.02.80, Rules Governing Motor Carrier Financial Responsibility
- 39.03.01, Rules Governing Definitions Regarding Special Permits
- 39.03.02, Rules Governing Movement of Disabled Vehicles
- 39.03.04, Rules Governing Special Permits – Overweight Non-Reducible
- 39.03.05, Rules Governing Special Permits – Oversize Non-Reducible
- 39.03.06, Rules Governing Special Permits for Extra-Length/Excess Weight Up to 129,000 Pound Vehicle Combinations
- 39.03.07, Rules Governing Special Permits for Reducible Loads
- 39.03.08, Rules Governing Self-Propelled Snowplows
- 39.03.40, Rules Governing Junkyards and Dumps
- 39.03.41, Rules Governing Traffic Control Devices

- 39.03.42, Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way
- 39.03.44, Rules Governing Highway Relocation Assistance for Persons Displaced by Public Programs
- 39.03.47, Rules Governing Certification of Local Improved Road Mileage
- 39.03.48, Rules Governing Routes Exempt From Local Plans and Ordinances
- 39.03.49, Rules Governing Ignition Interlock Devices
- 39.03.50, Rules Governing Safety Rest Areas
- 39.03.60, Rules Governing Outdoor Advertising
- 39.03.65, Rules Governing Traffic Minute Entries
- 39.03.80, Rules Governing Legalization of Overloaded Vehicles
- 39.04.01, Rules Governing Aeronautics and Aviation

FISCAL IMPACT: The following is a specific description, if applicable, of any negative fiscal impact on the state general fund greater than ten thousand dollars (\$10,000) during the fiscal year: This rulemaking is not anticipated to have any fiscal impact on the state general fund because the FY2022 budget has already been set by the Legislature, and approved by the Governor, anticipating the existence of the rules and fees being reauthorized by this rulemaking.

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

DATED this 18th day of November 2021.

Ramón S. Hobdey-Sánchez, J.D.
 Governmental Affairs Project Manager
 Idaho Transportation Department
 3311 W. State St.
 Boise, ID 83703
ramon.hobdey-sanchez@itd.idaho.gov
 208.334.8810

Res. No. WHEREAS, the Idaho Transportation Department is working through the 3rd consecutive year of reauthorizing the administrative rules under IDAPA Title 39; and

WHEREAS, there are 34 non-fee rules and 7 fee rules within the Omnibus rulemakings; and

WHEREAS, these rules are currently temporary with the full force-and-effect of the law; and

WHEREAS, these rules implement the duly enacted laws of the state of Idaho, provide citizens with the detailed rules and standards for complying with those laws and assist in the orderly execution and enforcement of those laws; and

WHEREAS, the Governor has found that the fees or charges being imposed in the fee rules are justified and necessary; and

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves these rules to be presented as pending to the 2nd Regular Session of the 66th Idaho Legislature with publication in the Special Edition of the December 2021 Idaho Administrative Bulletin.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 mins.

Presenter's Name	Presenter's Title	Initials	Reviewed By
R. Hobdey-Sánchez & Robert Beachler	Gov. Affairs PM & Planning PM	RB	LSS
Preparer's Name	Preparer's Title	Initials	
R. Hobdey-Sánchez & Robert Beachler	Gov. Affairs PM & Planning PM	RHS/RB	

Subject

Utility Accommodation Rulemaking Update (IDAPA 39.03.43)		
Key Number	District	Route Number

Background Information

As the Department continues its efforts to address utility accommodation within the State's ROW, ITD is moving forward to the formal rulemaking process for the 2022 legislative session, but **only as it relates to small wireless facilities.**

The Idaho Legislature has taken a very active role in this topic over the last couple years and most recently created the Idaho Broadband Advisory Board (Broadband Board). The Department greatly values the importance of working with the Broadband Board while navigating this complex topic and connectivity across the State. So, while this work is occurring, ITD will continue to engage with broadband stakeholders, the public and elected officials into 2022, to further analyze and update the necessary policies and procedures to meet federal requirements and support Governor Little's initiative to improve broadband access in Idaho.

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

ITD staff has held four public meetings with stakeholders during this rulemaking process. On Tuesday, November 16, 2021, staff presented the draft rule chapter and draft Utility Accommodation Policy (UAP), herein, to partners and stakeholders.

These materials are now being presented to the Idaho Transportation Board in order to seek input and/or suggestions as it relates to proposed changes in the rule chapter and the UAP.

Recommendations

Informational Item - no action required. The final pending language and resolution will be presented in December.

Board Action

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

39.03.43 – RULES GOVERNING UTILITIES ON STATE HIGHWAY RIGHT-OF-WAY

00. LEGAL AUTHORITY.

Under authority of Sections 40-312(3) and 67-5229, Idaho Code, the Idaho Transportation Board adopts this rule. ()

01. SCOPE.

The purpose of the policy is to regulate the location, design and methods for installing, relocating, adjusting and maintaining utilities on State highway right-of-way (ROW) when such use and occupancy is legal, in the public interest and will not adversely affect the highway or its users. The policy applies to new utility installations, to existing utility installations to be retained, relocated, maintained or adjusted because of highway construction or reconstruction, and to the relocation of utility facilities which are found to constitute a definite hazard to the traveling public. ()

02. ADMINISTRATIVE APPEALS.

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

03. INCORPORATION BY REFERENCE.

The Idaho Transportation Department incorporates by reference the July 2003²² Edition of the “Utility Accommodation Policy.” This publication is available for public inspection-review and copying at the Office of the Utilities/Railroad Engineer at the Idaho Transportation Department central office, or the District offices, or on the Idaho Transportation Department’s Website at <http://itd.idaho.gov>. ()

04. SMALL WIRELESS FACILITIES.

a. Definitions.

i. Small Wireless Facilities (SWF).

1. The facilities:

- a. Are mounted on structures 50 feet or less in height including their antennas; or
- b. Are mounted on structures no more than 10 percent taller than other adjacent structures; or
- c. Do not extend existing structures on which they are located to a height of more than 50 feet or by more than 10 percent, whichever is greater.

2. Each antenna associated with the deployment, excluding associated antenna equipment is no more than three cubic feet in volume;

3. All other wireless equipment associated with the structure, including the wireless equipment associated with the antenna and any pre-existing associated equipment on the structure, is no more than 28 cubic feet in volume;

4. The facilities do not require antenna structure registration under FCC Ruling 18-133 Part 17; Guide for Utility Management General Information 100.00 6/2021 100-4;

5. The facilities are not located on Tribal lands, as defined under 36 CFR 800.16(x); and

6. The facilities do not result in human exposure to radiofrequency radiation in excess of the applicable safety standards.

ii. **Fifth-Generation (5G).**

5G wireless technology which require new infrastructure in the form of small cell facilities.

b. **Small Wireless Facility Fees.**

i. **Federal Communications Commission (FCC).**

Per the Declaratory Ruling and Third Report and Order, WT Docket No. 17-79, WC Docket No. 17-84, FCC 18-133, (Sept. 26, 2018), the fee schedule is as follows:

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

05. -- 999. **(RESERVED)**

UTILITY ACCOMMODATION POLICY

IDAHO TRANSPORTATION DEPARTMENT

Edition

~~July 2003~~ November 2021

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SECTION 1 GENERAL INFORMATION

1.1 PURPOSE AND APPLICATION

This document supersedes ~~“A Policy for the Accommodation of Utilities within the Right-of-way of the State Highway System in the State of Idaho 1990 Edition”~~ the Department’s 2003 Edition of the Utility Accommodation Policy” and all prior editions. These provisions concern the location and manner in which utility installations are to be made within the rights-of-way of the state highway system of Idaho and highway projects for local roads using Federal-aid.

This policy of the Idaho Transportation Department (ITD) shall adhere with Idaho code and accommodate utility facilities installations on federal aid and non-federal aid state highway rights-of-way, to the extent that such facilities may be accommodated without compromising the safety or integrity of the highway and without interference to the normal operation and maintenance activities as required.

This policy applies to maintenance of existing public and non-public utilities, new utility installations, and existing utility installations to be retained or adjusted as a result of highway construction or reconstruction, and the relocation of utility facilities that are found to constitute a hazard to the traveling public on all rights-of-way under the jurisdiction of the ITD. The standards set forth in this policy will also apply where encroachment by private utility facilities is permitted.

ITD will enter into agreements with local highway authorities to regulate the use and occupancy of the right-of-way of local federal-aid highways by utility facilities in accordance with the Federal Highway Administration's regulations found in Title 23, Code of Federal Regulations, Part 645, Subpart B, Accommodation of Utilities coupled with any other reference cited therein and any amendments or supplements which are in effect prior to execution of the agreement.

Exceptions to any provisions contained in this policy may be authorized by ITD or the Idaho Transportation Board in any instance where there is evidence showing that unusual hardship and/or unusual conditions provide justification and where alternate measures can be prescribed in keeping with the intent of the policy. All requests for such exceptions shall be documented with design data, cost comparison, and other information that may be pertinent.

ITD’s Guide for Utility Management (GUM) current edition in accordance with this policy outlines the procedures established by ITD regarding coordination and administration of utility facility installations, relocations and adjustments within the right-of-way of the State Highway System and for utility facility relocations on local highway improvement projects using Federal-Aid funds. The GUM is available for public inspection and copying at the Idaho Transportation Department central office, 3311 West State, Boise, Idaho 83707 or the Idaho Transportation Department ~~WEB Site~~ <http://www2.state.id.us/itd/index.htm> website: <http://apps.itd.idaho.gov/Apps/manuals/ManualsOnline.html>

1.2 AUTHORITY

The provisions of this manual are authorized by the following sections of the Idaho Administrative Procedures Act:

- [*Administrative Rule \(IDAPA\) 39.03.42*](#) “[Rules Governing Highway Right-of-Way Encroachments on State Right-of-Ways](#)”; references the rule establishing standards and guidelines for encroachments on state highway rights-of-way; including but not limited to: definitions, safety, maintenance, applications, permits, access spacing, design standards, turnouts and unauthorized/nonstandard encroachments.
- [*Administrative Rule \(IDAPA\) 39.03.43*](#) “Rules Governing Utilities on State Highway Right-of-Way”; references this policy for utilities occupying the highway right-of-way of the State Highway System.

The authority of utilities to use and occupy the right-of-way of highways is cited as follows:

- [*Idaho Code §§ 62-701, 62-705, and 62-1101*](#) provides that telephone and telegraph companies, electric power companies, oil and gas pipeline companies, etc., may use the public right-of-way for their transmission lines.
- [*Idaho Code § 42-3212\(k\)*](#) permits sewer and water districts to construct and maintain facilities across or along any public street or highway and to use the public right-of-way for their transmission lines.
- [*Idaho Code § 40-2308*](#) provides for use of public highways and city streets by gas and water.

The state's authority to regulate the use of the right-of-way of state highways is cited as follows:

- [*Idaho Code § 40-312\(1\)*](#) authorizes the Idaho Transportation Board to prescribe rules and regulations affecting state highways and to enforce compliance with such rules and regulations.
- [*Idaho Code § 40-312\(3\)*](#) provides additional rule-making powers by the Idaho Transportation Board for the regulation of public right-of-way usage by utilities.

1.3 DEFINITION OF TERMS

ACCESS	The ability to enter or leave a public highway or highway right-of-way from an abutting private property or other public highway.

BACKFILL	Approved material used to replace excavated material.
BEDDING	Soil or other suitable material to support a pipe, conduit, casing, or gallery.
BORING	Rotary drilling into the earth to insert a conduit or casing in the bore.
CARRIER	Pipe directly enclosing a transmitted fluid (liquid or gas).
CASING	A larger pipe generally under the roadway, through pier(s), or abutment(s) of highway structures that enclose one or more utility conduits or carriers.
CLEAR ZONE	An area outside the traveled way, auxiliary lanes and shoulders that is constructed and maintained as free from physical obstruction as practical, for use as a recovery area by errant vehicles.
COATING	Material applied to or wrapped around a pipe.
CONDUIT or DUCT	An enclosed casing for protecting wires or cables.
<u>CONTROLLED ACCESS</u>	<u>Any highway or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the highway except at such points only or in such manner as may be determined by the public authority having jurisdiction over the highway.</u>
DEPTH OF COVER	Depth of material from top of underground utility facility to the finish grade of a roadway or the natural ground or the bottom of a stream channel.
DISTRICT	An administrative and maintenance subdivision of the Idaho Transportation Department encompassing a particular geographical region of the State of Idaho.
DRIVING	A mechanical means to forcibly install a casing without the means of drilling or boring.
EASEMENT	An interest in real property that conveys use, but not ownership, of a portion of an owner's property.
ENCASEMENT	A larger structural element around an underground utility facility. Includes casing or utility tunnel.
ENCROACHMENT	Any authorized or unauthorized use of highway right-of-way or the air space above the highway right-of-way.
FORESLOPE	The area from the edge of pavement to ditch line.
FRONTAGE ROAD	A road auxiliary to and located to the side of the highway for service to the abutting properties and adjacent areas, for the purpose of controlling access to the highway.
GRADE SEPARATION	A structure separating the elevations of two or more intersecting roads above or below a highway.
HIGHWAY(S)	The entire width between the boundary lines of every main traveled way publicly maintained when any part is open to use by the public for vehicular travel, with jurisdiction extending to the adjacent property line, including sidewalks, shoulders, berms, and rights-of-way not intended for motorized traffic. The term "street" is interchangeable with highway. Also, roads, streets, alleys, and bridges laid out or established for the public or dedicated or abandoned to the public. Highways shall include necessary culverts, sluices, drains, ditches, waterways, embankments, retaining walls, bridges, tunnels, grade separation structures, roadside improvements, adjacent lands, or interests lawfully acquired, pedestrian facilities, and any other structures, works, or fixtures incidental to the preservation or improvement of the

	highways. Roads laid out and recorded as highways, by order of a board of commissioners, and all roads used as such for a period of five (5) years, provided they shall have been worked and kept up at the expense of the public, or located and recorded by order of a board of commissioners, are highways.
HIGHWAY RIGHT-OF-WAY	Property rights to land generally designated for transportation purposes, open to the public, and under the jurisdiction of a Public Highway Agency.
IDAHO TRANSPORTATION BOARD	Is vested with authority, control, supervision and administration of the Idaho Transportation Department established by Title 40, Chapter 3, of the Idaho Code.
INTERSECTION	The general area where two or more highways join or cross at-grade.
INTERSTATE HIGHWAY	As identified by U.S. Code, a part of the National System of Interstate and Defense Highway System with a fully controlled access and having medians, grade separations at cross roads, and ramp connections for entrance to and exit from the traveled way.
JACKING	A method to place underground pipe without trenching by cutting an opening ahead of the pipe and forcing the pipe into the opening by means of horizontal jacks.
MAINTENANCE	The continuous work or in kind replacement that is required to keep any encroachment within the highway right-of-way from deterioration due to wear and tear, and to preserve the general character of the original improvement without alteration of any of its component factors.
MEDIAN	The portion of a divided highway or approach that separates opposing traveled ways. Medians may be raised, flush, or depressed relative to the roadway surface, and may be landscaped or paved.
PERFORMANCE BOND	A statutory bond, issued by a surety company authorized to do business in the state of Idaho that guarantees performance of work in accordance with permit requirements.
REST AREA	A roadside area with parking and other facilities, separated from the roadway that provides travelers an opportunity to stop and rest.
RIGHTS-OF-WAY	A general term denoting land, property, or interest therein and under the jurisdiction of specified entity.
ROADSIDE	A general term denoting the area adjoining the outer edge of the roadway with-in the right-of-way.
ROADWAY	The portion of a highway, including shoulders, for vehicular use.
SHOULDER	The paved or unpaved portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.
<u>SMALL WIRELESS FACILITY</u>	<u>(1) The facilities—</u> <u>(i) are mounted on structures 50 feet or less in height including their antennas,</u> <u>or</u> <u>(ii) are mounted on structures no more than 10 percent taller than other adjacent structures, or</u> <u>(iii) do not extend existing structures on which they are located to a height of more than 50 feet or by more than 10 percent, whichever is greater;</u>

	<p><u>(2) Each antenna associated with the deployment, excluding associated antenna equipment is no more than three cubic feet in volume;</u></p> <p><u>(3) All other wireless equipment associated with the structure, including the wireless equipment associated with the antenna and any pre-existing associated equipment on the structure, is no more than 28 cubic feet in volume;</u></p> <p><u>(4) The facilities do not require antenna structure registration under FCC Ruling 18-133 Part 17;</u></p> <p><u>(5) The facilities are not located on Tribal lands, as defined under 36 CFR 800.16(x); and</u></p> <p><u>(6) The facilities do not result in human exposure to radiofrequency radiation in excess of the applicable safety standards.</u></p>
STATE HIGHWAY SYSTEM	The principal highway arteries in the state, including connecting arteries and extensions through cities, and includes roads to every county seat in the state.
SUBBASE	A layer or layers of specified or selected material of designed thickness placed on a subgrade to support a base course.
SUBGRADE	The surface of the roadbed or that surface noted as “Subgrade” on the highway plans.
TRAVELED WAY	The portion of the roadway for the movement of vehicles exclusive of shoulders and auxiliary lanes.
UTILITY	An entity comprised of any person, private company, public agency or cooperative owning and/or operating utility facilities.
UTILITY FACILITY	All privately, publicly or cooperatively owned lines, facilities, and systems for producing, transmitting or distributing communications, cable television, electricity, light, heat, gas, oil, petroleum products, ore, water, slurry, steam, sewage, waste or storm water not connected with highway drainage, and other similar commodities.
UTILITY TUNNEL	An underground structure capable of containing several pipes, cables and conduits for utility facilities.
VIEW AREA	A roadside area provided for motorists to pull off the traveled way and view the scenery in safety.

SECTION 2 RIGHT-OF-WAY & PERMIT

2.1 USE

ITD acquires rights-of-way ~~which are adequate not only for~~ adequate for the construction of the highway facility, ~~but also for~~ and for its safe operation and maintenance. ITD recognizes Idaho law ~~which acknowledges the benefits to the public interest for~~ allowing utilities to jointly-use highway right-of-way when it does not impair or interfere with the free and safe flow of traffic and highway maintenance. The opportunity for joint use avoids the additional cost of acquiring separate rights-of-way for the exclusive accommodation of utilities. ITD is not obligated to acquire extra right-of-way needed to allow utilities within highway right-of-way.

2.2 PRE-EXISTING

ITD recognizes that pre-existing property interests within public rights-of-way exist. Proof of a pre-existing property interest within a highway right-of-way shall be accepted in the form of a duly executed deed, grant or other document establishing the same, or at least two affidavits sufficient to establish prior right or title of the utility.

In the absence of such proof, it shall be assumed that the utility occupies the highway right-of-way as a permittee (i.e. by permission), and enjoys no vested interest.

2.3 PERMITTED

An ITD Utility Encroachment Permit (form # ITD-2110) or ITD Encroachment Permit for Small Wireless Facilities (form # ITD-2118) ~~is are~~ the documents ~~which specifies that~~ specify the requirements and conditions under which installing and maintaining utility facilities on the highway right-of-way shall be performed. Plan sheets showing the location for utility facilities within the highway right-of-way are to be attached and made a part of the Utility Encroachment Permit. The District issuing the Utility Encroachment Permit will include all additional requirements called "Special Provisions".

Each new utility facility installation that is to occupy state highway right-of-way shall require the owner of the facility to secure an ITD Utility Encroachment Permit. Any addition to or change in ~~operating conditions~~ location or components of existing facilities other than for routine maintenance and emergency repairs, shall require issuance of a new Utility Encroachment Permit prior to the initiation of such work or change.

Existing utility facilities that are to be relocated or adjusted to a position within the highway right-of-way due to a construction project shall be issued a Board Order to relocate and a no cost Utility Encroachment Permit by ITD. Before issuance of the Board Order, the Utility shall be afforded the opportunity of a Hearing before the Idaho Transportation Board.

Utility facilities not adjusted and already covered by a permit will not require a new permit.

No permitted interest or rights-of-way shall be transferred to another utility or person except by written consent of ITD.

Utility facilities wishing to locate on or across highways for which all deeded rights have not been obtained (such as through National Forest System Lands, U.S. Bureau of Land Management land, Railroad property, etc.) shall acquire approval to use the rights-of-way for non-highway purposes from the appropriate entity having administration of the property prior to issuance of an ITD Encroachment Permit.

Because it is impossible to anticipate all future highway needs or proposals, the ITD reserves the right to deny any request for a permit.

The ITD **GUM** outlines the process to be followed for requesting, approving and implementing Utility Encroachment Permits on the highway right-of-way and the Hearing process and issuance of a Board Order.

2.4 ADMINISTRATIVE APPEAL

If the applicant for a Utility Encroachment Permit is denied a permit by the District, the applicant may appeal as follows:

- ~~1. The applicant sends a written appeal to the ITD Utility/Railroad Engineer (Idaho Transportation Department, P.O. Box 7129, Boise, ID 83707-1129) within thirty (30) days from notification of the permit being denied. The appeal process commences on the date the written appeal is received.~~
- ~~2. The Utility/Railroad Engineer will have fourteen (14) working days to review and prepare the appeal for review by the ITD Chief Engineer.~~
- ~~3. The appellant shall be notified by certified mail within twenty one (21) working days of the ITD Chief Engineer's decision.~~

~~If further arbitration is required the appellant has thirty (30) day following denial notification by the Chief Engineer to contact ITD legal section and the appeal process will be initiated in accordance with the IDAPA 04.11.01, "Idaho Rules of Administrative Procedure of the Attorney General".~~

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

2. **Process Hold.** If at any time during the appeal process it is determined that insufficient documentation was submitted with the appeal, all parties shall be notified that the appeal process is placed on hold until the necessary documentation is supplied.

3. **Appeal Process.** The District will have thirty (30) working days to review the appeal. If the District Engineer does not rule on the appeal within the thirty (30) day period, the denial of the permit shall be deemed overturned and the permit shall be issued, or the contested permit conditions stricken. Notice of the decision of the District Engineer shall be issued by certified mail within seven (7) days of the ruling. Otherwise, if the District Engineer

does not overturn the original denial or strike the contested provisions from the permit, upon receipt of a written request from the applicant within twenty-one (21) days of the date of the denial of the appeal, it shall be forwarded to the Department's legal section to initiate an appeal to the Idaho Transportation Board. The appeal will be processed in accordance with the Idaho Administrative Procedure Act and IDAPA 04.11.01, "Idaho Rules of Administrative Procedure of the Attorney General."

2.5 REQUIREMENTS OF PERMITTEE

Because it is impossible to anticipate all future highway needs or proposals, ITD may require relocation of permitted utilities if needed. The utility shall waive reimbursement for any future relocation expenses as a condition of obtaining a permit to install new or upgrade existing facilities within the highway right-of-way.

The permittee shall conduct their operation so as to cause a minimum of interference to the highway users and the operation and maintenance of the highway. The utility shall provide a traffic control plan in conformance with the latest edition adopted by Idaho of the Federal Highway Administration's *"Manual on Uniform Traffic Control Devices"* as adopted by ITD (MUTCD) and all other ITD standards concerning the construction operations of the utility facility. Traffic control plans showing detours and signing operations for all lanes must have ITD approval prior to any work beginning. No lane closure shall be made without prior ITD approval. Peak hour lane closures may be prohibited.

Any noncompliance of the permit requirements will result in termination of the utility company's permit and the utility facilities covered by the permit must be removed.

If the utility fails to construct, repair or remove said utility in accordance with the terms of the permit to the satisfaction of ITD or fails to pay ITD any sum of money for the inspection, reconstruction, repair or maintenance of said utility, ITD retains the right to cancel the permit, remove said utility and restore the highway at the sole expense of the utility. Before canceling the permit, ITD shall notify the utility in writing, setting forth the violations and ~~shall~~ give the utility reasonable time to fully correct the ~~same~~ violations.

Any utility work done through a contract issued by the permittee shall be subject to the same requirements of the permit.

2.6 EMERGENCY REPAIR AND MAINTENANCE

An emergency repair or adjustment of utility facilities may be made without prior permit if there is an extreme emergency. An extreme emergency would exist if the utility facility were damaged such that it presented imminent danger, or loss of life, or severe damage to property, or loss of vital utility services.

The utility company shall notify ITD as soon as possible in advance of any maintenance or emergency repair work to utility facilities within highway right-of-way. Notification shall be given to the appropriate ITD District office or state communications per the

GUM.

None of the provisions of this policy are waived for maintenance or emergency repairs except for the requirement to secure a permit prior to work. In all cases the permittee shall comply with the State Law requiring notification of all utility owners prior to any excavation. Highway right-of-way access will only be granted for the actual time when repairs are being made and the extreme emergency exists. Every precaution shall be taken during such periods to safeguard the highway user.

Violation of the above-listed regulations governing maintenance and emergency access to the highway right-of-way shall result in immediate cancellation of the Utility Encroachment Permit for that facility.

2.7 PERMIT FEE

Utility Encroachment Permit shall not be processed until all applicable permit fees are received. Fees for permits are not refundable. Utility Encroachment Permit fees shall be as follows:

- Non-Interstate: new, modify or relocated, fifty dollars (\$50).
- Interstate: new, modify or relocated, fees will be addressed at the time of application.
- Interstate & Non-Interstate: maintenance or emergency repair without change in location, No Charge.
- Interstate & Non-Interstate: ITD highway project requires modify or relocation, No Charge.
- Small Wireless Facility (SWF) permit fees are based on Master License Agreement terms including rates per facility, and annual attachment and right-of-way access fees.

2.8 INSPECTION

To ensure compliance with the terms and conditions of Utility Encroachment Permit, ITD reserves the right to inspect the work of the utility or their contractor during such periods as deemed necessary to check compliance and to require correction of deviations from the terms and conditions of the permit. ITD may assign at the time of permit issuance, an inspector to inspect the work and the expense of said inspector shall be borne by the permittee. Such inspection by ITD shall in no way relieve the permittee of any duty or responsibility to the general public, nor shall such inspection relieve the permittee from any liability for loss, damage, or injury to persons or property as provided in this policy.

2.9 PERFORMANCE BOND

ITD reserves the right to require a performance bond in any amount it deems appropriate, in order to guarantee satisfactory completion and cleanup of the utility work being permitted. The bond amount designated at the time of permit issuance shall be large enough cover costs to remove, repair, replace and/or correct potential damage that might be caused by the Permittee. The bond shall be executed by a surety company in good standing and authorized to conduct business in Idaho and in full force prior to commencing of permitted work.

SECTION 3 INDEMNIFICATION

3.1 MAINTENANCE BY UTILITIES

The utility facility shall at all times be maintained, repaired, renewed and operated by and at the expense of the utility. The utility shall maintain at its sole expense their facilities occupying the highway right-of-way in a condition satisfactory to ITD.

3.2 NOTICE OF DAMAGE

Notification of damage to any utility facility by ITD or by another utility shall be made to the affected utility company.

3.3 UTILITY INDEMNIFICATION

ITD's Utility Encroachment Permit shall include the following language as a provision of the permit:

“By signing this permit, the permittee, his designated representative or successors, agree to indemnify, save harmless and defend regardless of outcome, the State from the expense of and against all suits or claims, including costs, expenses and attorney fees that may be incurred by reason of any act or omission, neglect, or misconduct of the permittee or its contractors in the design, construction, maintenance or use of the facility covered by the permit.”

SECTION 4 DESIGN

4.1 RESPONSIBILITY

When a utility wishes requests to locate or adjust its utility facility within the highway right-of-way, or attach to a highway structure, the utility is responsible for the design and installation of the facility. ITD is responsible for review and approval of the utility's proposed design with respect to the location of the utility facilities to be installed or relocated and the manner of placement. This includes the measures to be taken to preserve the safe and free flow of traffic, structural integrity of the roadway or highway structure, ease of highway maintenance, appearance of the highway and existing landscape and the integrity of the utility facility.

When a highway construction project requires the relocation or adjustment of utility facilities, ITD must coordinate the design with the utility in accordance with the GUM.

4.2 RELOCATING COST

When highway improvements require the relocation of utility facilities that have been permitted on highway right-of-way, they shall be moved at the owner's sole expense unless ITD agrees in advance, and at its sole discretion to pay or share in the cost of relocation.

On highway construction where a utility facility originally occupied and/or occupies a portion of the rights-of-way in which the utility has a prior right to the location, the following provisions shall apply:

- ITD will enter into an agreement to reimburse the utility for all costs incurred in designing, removing, adjusting, or relocating the specified utility facility now and if required at any future time by ITD.
- The utility shall release and relinquish to ITD all its rights, title, and interest in its easements located within the right-of-way in exchange for necessary ITD permits to accommodate utility facilities that are relocated, adjusted, or remain in place. These permits may not be canceled except by mutual agreement between the utility and ITD.

In all cases, the utility shall be liable for any cost incurred upon ITD due to the action or the failure to act during relocation or alteration of the utility's facilities within the highway right-of-way or the boundaries of a highway project.

4.3 MINIMUM REQUIREMENTS

All utility installations on, over, or under highway right-of-way and attachments to highway structures should be of durable materials designed for long service life expectancy and relatively free from routine servicing and maintenance. Utility installations, at a minimum, shall meet the following requirements:

- Electric Power and Communication Facilities shall conform to the currently applicable National Electrical Safety Code.

- Water Lines shall conform to the currently applicable specifications of the American Water Works Association.
- Pressure Pipelines shall conform to the current applicable sections of the Standard Code for Pressure Piping of the American National Standards Institute, Title 49, Code of Federal Regulations, Parts 192 and 195, and applicable industry codes.
- Liquid Petroleum Pipelines shall conform to the current applicable recommended practice of the American Petroleum Institute for pipeline crossings under railroads and highways.
- Corrugated Metal Pipe or Reinforced Concrete Pipe, Conduit, casing pipe, or gravity carrier pipe shall conform to the current issue of the Standard Specifications for Highway Construction, published by the Idaho Transportation Department and the American Society of Testing and Materials.

Utility facilities shall conform to or surpass the requirements of federal, state, and local regulations if such regulations are more restrictive than the standards referred to above.

On new installations or adjustments of existing utility lines, provisions should be made for known or planned expansion of the utility facilities, particularly those located underground or attached to structures. They should be planned to minimize hazards and interference with highway traffic when additional overhead or underground lines are installed at some future date.

SECTION 5 LOCATION

5.1 GENERAL

Utility facilities shall be located in such a manner so as to:

- Not adversely affect highway operation or traffic safety;
- Avoid interference with highway maintenance and signing;
- Eliminate or at least minimize the need for later adjustment of the facility to accommodate future highway improvements;
- Permit access to the facilities for servicing with a minimum interference to highway traffic.
- Preserve or minimize disturbance to natural landscape.

A decision regarding the accommodation of a utility at a particular location should be made consistent with sound engineering practices. The right-of-way shall be left in as good a condition or better than it was prior to any work.

5.2 EXISTING FACILITIES

Existing facilities within the limits of, and not in conflict with, a highway construction project may remain in place provided the conditions of this policy have been met.

Existing facilities on highway right-of-way that, after comprehensive accident history or safety studies are declared by ITD to be a hazard to highway users shall be relocated or shielded.

Existing underground facilities that fall in the path of a highway construction project and are too weak to support the highway loads and the equipment operation for the highway construction shall be relocated or protected in a manner acceptable to both ITD and the utility.

If existing utilities are allowed to be left in a location that would be under the roadway, the utility will not be allowed to cut the pavement for repair of that facility damaged by an accident or a natural disaster unless first approved by ITD. Approval by ITD will only be granted if the utility can show the repair is an emergency condition that can only be achieved by cutting the pavement. If repairs are done by pavement cuts, the utility company will replace the highway subbase, base and pavement to the requirements and satisfaction of ITD.

5.3 UNDERGROUND FACILITIES

Underground utilities shall be installed to preclude any necessity for disturbing the highway to perform maintenance or expansion operations.

Minimum depth of cover below the roadway surface and within 20 feet of edge of roadway shall be at least 4 feet except for Interstate highways the minimum depth shall be 5 feet. Everywhere else depth of cover shall be at least 3 feet, except for pipe siphons that shall be installed in accordance with ITD Standards.

ITD may approve location for underground facilities with less than minimum depth of cover provided the top of the facility does not project above the highway subgrade, and protection in a manner acceptable to ITD is included.

5.4 ABOVE GROUND FACILITIES

Above ground utility facilities including pedestals or service poles installed as part of a buried installation, shall be located outside the clear zone of the highway as near as possible to the rights-of-way. Where highway right-of-way is not sufficient to allow installation beyond the clear zone, the facilities will be placed in the best possible location that affords adequate protection to ITD satisfaction for an out-of-control vehicle, such as behind guardrail. Particular care shall be exercised when such facilities are to be located on the outside of a horizontal curve.

Above ground, utility facilities shall not be closer to the traveled way than other roadside appurtenances and fixtures unless approved by ITD.

Minimum conductor vertical clearance for overhead utility lines crossing highways shall be approved by ITD, but in no case shall be less than the clearance required by the National Electrical Safety Code.

5.5 LONGITUDINAL

Longitudinal utility facility installations shall be located outside the normal maintenance operating area (beyond ditch or curb line) and as near to the right-of-way line ~~as terrain and other existing utilities will reasonably allow~~ as possible.

Where frontage roads are provided, utility facilities shall be located so they can be serviced from the frontage road or other access outside highway rights-of-way.

ITD may approve longitudinal installations to locate within the foreslope limits only if the following conditions are shown to exist to ITD satisfaction:

1. The utility facilities are not a detriment to the highway system.
2. The highway traverses a scenic area where an aerial installation would detract from the view or the terrain.

Installations approved to be located within the foreslope limits shall be placed a uniform distance from the pavement edge as near as practicable to the inside edge of the ditch.

Open canals or irrigation ditches shall not parallel highways within the rights-of-way.

5.6 CROSSING

Facilities crossing the highway should be placed as near to a right angle to the highway alignment as practical and preferably under the highway.

Crossings by water canals and irrigation ditches shall be made through culverts or bridges as appropriate to the size of the canal, topographic conditions, and highway safety aspects. Irrigation line and pipe siphon crossings shall be buried from right-of-way line to right-of-way line.

Underground utility crossings in deep cuts, near footings of structures, at cross drains, at grade intersections or ramp terminals and in wet or rocky terrain shall be avoided if possible.

5.7 WITHIN ~~TYPE-5~~ CONTROLLED ACCESS ~~CONTROL~~ (INTERSTATE) HIGHWAYS

Access for constructing and servicing a utility facility along or across an Interstate shall be limited to access via:

- Frontage roads where provided;
- Intersecting or adjacent public highways, roads and streets, or;
- Special cases which must be evaluated and approved by ITD and FHWA.

Where a utility facility already exists within the proposed rights-of-way of an Interstate and it can be serviced, maintained, and operated without access from the through-traffic lanes, shoulders or ramps, it may remain provided it does not adversely affect the safety, design, construction, operation, maintenance, or stability of the Interstate.

Manholes and other points of access to underground utilities will only be permitted within the rights-of-way of an Interstate where they can be constructed and serviced without access from the through-traffic lanes, shoulders or ramps.

Access to utility facilities from through-traffic lanes, shoulders or ramps will only be permitted if an extreme emergency exists and repairs are needed for the immediate protection of property and persons or prevention of injury. Refer to Section 2.56. In these emergency cases when direct access to the authorized facilities from ramps or main traveled ways is required, no vehicular traffic movements shall be tolerated that would cross traffic or be contrary to standard traffic movement.

5.7.1 ALONG ~~TYPE-5~~ CONTROLLED ACCESS ~~CONTROL~~ HIGHWAYS

New utility facilities shall not be permitted to install longitudinally within the rights-of-way of any Interstate, except in special cases under strictly controlled conditions established by ITD and FHWA for each specific case.

Where such longitudinal installations are requested, the utility must in each case show to ITD satisfaction:

1. There are no frontage roads or adjacent public roads/streets established at

locations where accommodation of the utility facilities is feasible.

2. That the accommodations will not adversely affect the design, construction, operations, safety, maintenance, or stability of the interstate and that it will not interfere with or impair the present use or future expansion of the interstate.
3. The location of the utility outside of the right-of-way would result in the loss of productive agricultural land, or loss of productivity of agricultural land, if any. In this case, the utility must provide information on the direct and indirect environmental and economic effects, which will be evaluated and considered pursuant to Title 23 U.S. Code Section 109(1).

Where a longitudinal utility installation is permitted, service connections to adjacent properties ~~shall~~ will not be permitted from the Interstate Right-of-way.

Where longitudinal utility installations must traverse interchange areas, they shall be located and treated in the same manner as utility crossings within interchange areas.

Installation of utilities shall not be allowed longitudinally within the median area.

5.7.2

CROSSING ~~TYPE-5~~ CONTROLLED ACCESS ~~CONTROL~~ HIGHWAYS

Installations of new utility facilities and adjustments or relocations of existing utility facilities may be permitted to cross an Interstate.

Utility facilities should cross over or under the Interstate within the permitted easement or rights-of-way of the existing or relocated crossroad, provided installation and servicing thereof can be accomplished without access from the Interstate traffic lanes, shoulders or ramps. Where the utilities prefer to locate outside the permitted easement or rights-of-way of the crossroad, they shall be located and treated in the same manner as utility facilities crossing the Interstate at points removed from grade separation structures.

Overhead utility lines crossing an Interstate at points removed from grade separation structures or those crossing near a grade separation but not within the rights-of-way of the crossroad, shall be adjusted so that supporting structures are located outside the control of access lines. Where right-of-way lines and control of access lines are not one and the same, as where frontage roads are provided, supporting poles may be located in the area between them. In extraordinary cases where such spanning of the roadways is not feasible, consideration ~~may~~ should be given to conversion to an underground facility to cross the Interstate.

At interchange areas, support for overhead utilities should be permitted only where all of the following conditions are met:

1. The appropriate clear zone from the edge of ramps and Interstate through-traffic lanes are provided.
2. Essential sight distance is not impaired.

Except for necessary crossings, water canals and irrigation ditches shall be excluded from the Interstate right-of-way. Crossings may be made by an underground siphon or through culverts or bridges as appropriate to the size of the canal, topographic conditions, highway safety aspects and ITD standards. All access for servicing or patrolling such facilities shall be from outside the control of access lines.

5.8 INSTALLATIONS ON HIGHWAY STRUCTURES

Attachment to highway structures will be allowed only where ITD approves location and the method of attachment to the highway structures. Attachments to highway structures shall not be approved by ITD if doing so will negatively affect the structure for safe traffic operation, efficiency of maintenance, and appearance.

~~Bridge design shall be checked to ensure that it is adequate to support the additional load and accommodate the utility without compromise to highway features including maintenance.~~ ITD Bridge section shall review plans and design calculations to ensure that the structure is adequate to support the additional load and accommodate the utility attachment. Utilities shall not be allowed to attach to a highway structures until approved by ITD.

Utility facility mountings shall be of a type which limit rattle due to vibrations caused by traffic. Attachments shall be made below the deck but the utility facility and mountings shall not extend below the superstructure. Bolting through the bridge floor will not be allowed. The design of the attachment device shall be reviewed and approved by ITD.

Attachment details should be shown on the existing bridge plan sheets that can be obtained from the ITD Bridge Section. Design for utilities attached to existing structures should follow the same requirement as utilities installed with new construction. Any existing utilities on the same side of the structure as the proposed utility should be shown on the plans. The utility company shall be responsible for calculating design stresses in the utility and design of the support system. All calculations shall be on 8½"x11" paper and stamped by an engineer licensed in Idaho. Plans shall be either 11"x17" or 22"x34" sheets and stamped by an engineer licensed in Idaho.

~~Pipes and conduits that are carried through abutments shall be "sleeved" and tight sealed with mastic.~~ Upon leaving the bridge, the utility should be aligned outside the roadway in as short a distance as is operationally practicable. ~~Manholes in the deck shall not be allowed.~~

The utility shall be required to make satisfactory provisions approved by ITD for the lineal expansion and contraction of its facility due to temperature variations.

Shut-off valves, either manual or automatic, shall be provided at or near ends of structures to provide a means of control in case of an emergency.

Communication and electric power line attachments shall be suitably insulated, grounded,

and carried in protective conduit or pipe from the point of exit from the ground to re-entry. Some structures may have existing hangers or conduits available for use with permission from ITD and the company owning the hanger or conduit.

5.9 AESTHETIC CONTROLS

Aerial and underground facilities shall be designed to minimize any adverse visual impact. Locations should be planned to preserve attractive landscapes and minimize disturbance of natural landscape.

New utility installations shall not be permitted within highway right-of-way passing through or adjacent to scenic strips, view areas, overlooks, rest areas, recreation areas, public parks and historic sites except under the following conditions:

- New underground utility installations may be permitted where they do not require extensive removal or alteration of vegetation visible to the highway user or impair the visual quality of the area.
- New aerial installations are to be avoided at such locations unless there is no feasible and prudent alternative and if it can be established to ITD satisfaction that:
 1. Other utility locations are not available or are less desirable from the standpoint of visual quality.
 2. Underground installations are not technically feasible or are more detrimental to the visual quality of the area.
 3. The proposed installation will be made at a location and in a manner that will not significantly detract from the visual qualities of the area being traversed and will employ suitable designs and materials that give the greatest weight to aesthetic values.

These provisions shall also apply to utility installations that are needed for highway purposes, such as for highway lighting or to serve a weigh station, rest area, or recreational area.

SECTION 6 CONSTRUCTION

6.1 GENERAL

All work in connection with utility facilities shall be done in a continuous, efficient and ~~workmanlike~~ skillful manner to the satisfaction of ITD. The details of construction of the facility shall at a minimum conform to the provisions of this policy, the “*Standard Specifications for Highway Construction*” current issue by ITD, the MUTCD and all other established federal, state and industry standards currently in effect. ITD may require more stringent provisions covered by the Utility permit to accommodate any project or site specific conditions or need.

The size of a disturbed area shall be kept to a minimum. Any highway features or facilities such as paint stripes, signs, culverts, traffic signal, luminaires, Right-of-way markers, delineators, etc., disturbed or damaged as a result of the utility work shall be properly restored at the permittee's expense, to the satisfaction of ITD.

Upon completion of the work all equipment, barricades, unearthed boulders and other debris shall be removed from within the limits of the highway, including mud tracks on paved roads. The disturbed surface shall be carefully graded to the lines and grades established. Seeding shall be required to restore vegetation damaged or destroyed.

6.2 PROTECTION OF PUBLIC

The Utility Company permit shall include a traffic control plan that will not allow or at the least limit the contractor's equipment/vehicle parking and materials storage within the roadway and the clear zone. Work zone access during construction shall be described as well as the type of protection for the public from any open excavation or other hazards. The traffic control plan and all flagging, signing, and traffic control devices used shall be in conformance with the MUTCD and ITD standards and requirements.

Construction operations shall be conducted so that a minimum amount of interference or interruption of highway traffic results. Inconvenience to residents and businesses shall be minimized. Safe and proper connections with all intersecting public or private roads or driveways shall be maintained in passable condition at all times, except when authorization is obtained from the State, County, City or Highway District having jurisdiction over the roadway. Delay to traffic including access to and from residents and businesses, shall not exceed 15 minutes unless approved by ITD.

The contractor shall provide, erect, and maintain all the required traffic control devices and provide certified flaggers necessary for the protection of the workers and the safety of the public in accordance with an approved traffic control plan. Highways, roads or driveways closed to traffic shall be protected by effective barricades. Suitable warning signs, illuminated at night, or other approved means shall be provided to mark the places where surfacing ends or is not compacted, or where there are other obstructions. All lights for this purpose shall be illuminated from sunset to sunrise. Signs not required during non-work periods shall be removed from view.

Except in cases of extreme emergency, full road closures of state highways shall not be permitted unless authorized in advance by ITD. Emergency services (e.g., police, fire and ambulance) shall be advised of the closure and proposed detour routes as soon as possible.

Flaggers shall wear approved retro reflective vests and hard hats, and shall provide stop/slow paddles of the size and color required by the MUTCD. All flagging and traffic control for the work zone shall conform to the requirements of the MUTCD and ITD.

6.3 **PRESERVATION AND RESTORATION**

Utility shall be responsible to provide appropriate erosion control devices approved by ITD, before and during all facility installation and relocation activities. The surface area disturbed by utility installation and relocation shall be kept to a minimum.

Removal or disturbance of the existing landscape and vegetation, including tree trimming or removal, shall be have prior approval by ITD. Restoration of landscape and vegetation shall be completed immediately following completion of the work and to ITD satisfaction.

6.4 **TRENCHING**

Utilities on highways shall not be placed under the roadway by cutting through the pavement unless approved by ITD and showing that installation by jacking, driving, or boring is impractical. ITD will consider pavement cutting only where gravel or boulders prevented jacking, driving or boring on at least three attempts made at different locations and overhead installation is not possible.

Pavement cuts for installation of utilities under ~~Type V access control~~ Controlled Access Highways shall not be allowed except for special cases approved by ITD and FHWA.

When special permission is granted to cut the highway pavement in order to do trenching for installation of the utility facility, the following shall apply:

- Trenches shall be cut to have vertical faces, where soil and depth conditions permit, with a maximum width of outside diameter of pipe plus 2 feet.
- The trench edges in paved areas shall be sawed or cut to neat lines parallel to and 4 feet wider on each side than the trench excavation limits, to a depth sufficient to permit removal of pavement without damage to remaining pavement. Removed pavement and other unsuitable excess excavated material shall be disposed of outside the highway right-of-way.
- No more than one-half of the traveled way shall be excavated at one time. The excavated one-half shall be completely backfilled and compacted before excavating the other one-half.
- Bedding shall be provided to the depths per ITD standards and consist of granular material that is free of lumps, clods, stones, and frozen materials and should be graded to a firm but yielding surface without abrupt change in bearing value. Unstable soils and rock ledges should be sub-excavated from the bedding zone and

replaced by suitable material. The bottom of the trench should be prepared to provide the pipe with uniform bedding throughout the length of the installation.

- Immediately after placement of the bedding and pipelines, conduits, or carrier pipes, the trench shall be backfilled. ITD approved backfill material shall be placed and compacted in accordance with ITD standards to an elevation that will allow placing of the appropriate base and roadway surface. Lean concrete backfill may be required.
- Everything removed in the performance of trenching shall be restored in kind by the contractor in accordance with ITD standards.
- Trenches excavated through gravel surfaced areas such as gravel roads and gravel shoulders, unpaved driveways, etc., shall have the gravel surface restored and maintained, except that the gravel shall be a minimum of 1 inch more than the thickness of the existing gravel.

All material specification, placement and compaction requirements for all approved trenching location within the highway right-of-way shall conform to the current Standard Specifications for Highway Construction, published by the Idaho Transportation Department.

6.5 JACKING, DRIVING, OR BORING

Installation by jacking, driving, or boring shall be in accordance with the following provisions:

- Trenching in connection with any of these methods shall be conducted no nearer than 5 feet from the subgrade edge if bulkheaded and not less than the vertical difference in elevation between the subgrade edge and the facility if not bulkheaded.
- Jacking, driving, or boring shall be by approved means that will hold disturbances of surrounding material to a minimum. Sluicing or jetting will not be allowed. Sand or cement grout packed in place shall be required where the hole is greater than 5 percent oversize in diameter for pipelines larger than 12 inch diameter.

6.6 DIRECT BURIAL

Underground electrical power and communication cable placed by the plowing method shall be subject to the following:

- Longitudinal installations shall be limited to areas outside the ditch line.
- ITD may permit, in hardship cases such as solid rock, steep cliffs, swampy areas, etc. (if ample justification is shown), the placement of the cable within the roadway foreslope. In such cases, the location shall be as specified in [Section 5.5](#).
- Rocks brought to the surface by plowing shall be removed from the highway right-of-way. The ground surface shall be graded to conform to that of the surrounding terrain and restored to ITD satisfaction.

6.7 ENCASEMENT

Casings or utility tunnels should be considered for the following conditions:

- As an expediency in the insertion, removal, replacement, or maintenance of carrier pipe crossing under highways in order to avoid open trenched construction.
- As protection for carrier pipe from external loads or shock, either during or after

construction of the highway.

- As a means of conveying leaking fluids or gases away from the area directly beneath the traveled way to a point of venting at or near the right-of-way line or to a point of drainage in the highway ditch or a natural drainage way.
- Jacked or bored installations of coated carrier pipes should be encased except where assurance can be provided against damage to the protective coating.
- Pipelines with less than minimum cover, near footings of bridges or other highway structures, or near other areas where there may be a hazard.

Casing should be used, except where the utility company advises against it because the use of a casing would be a detriment to the utilities facility or the roadway. Uncased crossings of welded steel pipelines carrying transmittants that are flammable, corrosive, expansive, energized, or unstable, particularly if carried at high pressure, will be permitted only when the utility company shows they have provided additional protective measures. Examples are as follows:

- Higher factor of safety in design.
- Thicker wall pipe.
- Radiograph testing of welds.
- Hydrostatic testing.
- Adequate coating and wrapping.
- Cathodic protection.

Casings and utility tunnels shall be designed to support the load of the highway and all superimposed loads thereon. Casings and utility tunnels shall be composed of materials of satisfactory durability for the conditions of loading and soil characteristics.

Casings shall extend a minimum of 5 feet beyond the outer edge of the subgrade. On curbed sections, the casing shall extend outside the back of curb. For ~~Type V access control~~ **Controlled Access Highways**, casings and utility tunnel shall extend to the access control lines or to the outside of frontage roads.

Casing pipe shall be sealed at the ends with a flexible material to prevent flowing water and debris from entering the annular space between the casing and the carrier.

Pipelines located in casings or utility tunnels shall be designed to withstand expected internal pressure and to resist internal and external corrosion.

6.8 APPURTENANCES

Vents, drains, markers, manholes, shut-offs and utility poles are appurtenances to utility facilities. Controls for such appurtenances are as follows:

- Vents are appurtenances by which fluids or gases between carrier and casing may be inspected, sampled, exhausted, or evacuated. Vents shall be located at the high end of casings under 150 feet in length and at both ends of casings over 150 feet in length. Vent standpipes shall be located and constructed not to interfere with the safe

operation and maintenance of the highway, preferably at the right-of-way line. Vents shall not be placed in a location that will be hazardous to the public.

- Drains are appurtenances by which liquids or heavy gases may be evacuated or exhausted. Drains shall be provided for casings, tunnels, or galleries enclosing carriers of liquid, liquefied gas, or heavy gas. Drains may be allowed to outfall into roadside ditches or natural water courses at locations approved by ITD. Natural drainages and roadside ditches will not be used for draining materials that may be hazardous to the public.
- Markers/warning signs shall describe the type of underground utility; provide the company name and a phone number to contact for emergencies. The utility company shall be required to place markers/warning signs at the right-of-way line where underground utilities cross highways. Underground utilities installed longitudinal shall be identified by placing markers/warning signs at appropriate intervals and shall be offset as near to the right-of-way line as practical.
- Marking tape for underground facilities shall be installed in accordance with industry standards.
- Manholes are access openings in an underground system which may be entered for the purpose of making installations, repairs or maintenance. Manholes shall not be located in the pavement or shoulders of major highways. Existing manholes may be allowed to remain in place upon reconstruction provided they do not constitute a hazard. Location and design of manholes shall minimize interference to other utilities and future highway expansion. Adjustment of manholes to fit new or reconstructed highway paving, grading or slope flattening shall be done to ITD standards by ITD or its contractor unless the facility owner does the work at the utilities own expense.
- Shut-off valves shall be installed in lines at or near the ends of structures and near unusual hazards. The type of valve (manual or automatic) shall be governed by the conditions within the area.
- Overhead utility lines on the highway right-of-way should be limited to a single pole type of construction in accordance with industry standards. Joint-use single pole construction is encouraged at locations where more than one utility or type of facility is involved. Guy wires to ground anchors and stub poles should not be placed between a pole and the traveled way where they encroach upon the clear zone area. Guy wires within the right of way may require delineation.

No item shall be attached to a utility facility without written permission of the appropriate utility company and ITD.

SECTION 7 REFERENCES

- ***Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)***, latest edition, as adopted by the Idaho Transportation Department, issued by Federal Highway Administration
- ***Standard Specifications for Highway Construction*** current edition issued by Idaho Transportation Department
- ***Guide for Utility Management*** current edition issued by Idaho Transportation Department
- ***A Policy on Geometric Design of Highways and Streets*** current edition issued by American Association of State Highway and Transportation Officials
- ***Code of Federal Regulations Title 23 Part 645 – Utilities*** coupled with any other reference cited therein; ***Title 49 Part 192 & 195 – Transportation of Natural and Other Gas by Pipeline*** published by the Office of the Federal Register National Archives and Records Administration and any amendments or supplements which are in effect prior to execution of the agreement.
- ***National Electrical Safety Code*** current edition for sale by the Institute of Electrical and Electronic Engineers.
- ***Recommended Practice for Liquid Petroleum Pipeline Crossing Under Railroads and Highways*** current edition by American Petroleum Institute
- ***American Water Works Association Standards and Specifications*** current edition.
- ***Federal Communications Commission (FCC) 18-133 Declaratory Ruling and Third Report and Order. Accelerating Wireless Broadband Deployment by Removing Barriers to Infrastructure Investment WT Docket No. 17-79; Accelerating Wireline Broadband Deployment by Removing Barriers to Infrastructure Investment WC Docket No. 17-84. 26 September 2018.***



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed 15 minutes

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

Subject

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

Background Information

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

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

Current Council Members:

District 1 - Frank Buell

District 2 – Tim Christopherson

District 3 - Tony Black

District 4 - Kevin Iversen

District 5 – Dave McNabb

District 6 – Troy Thurgood

Recommendations

For Informational Purposes

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 11/18/2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed 20 Minutes

Presenter's Name Grant Petersen	Presenter's Title Chairman of the DAB	Initials GP	Reviewed By LSS
Preparer's Name Brian Duran	Preparer's Title Dealers Program Supervisor	Initials BD	

Subject

Dealer Advisory Board Annual Report to ITD Board		
Key Number	District	Route Number

Background Information

Per Administrative Policy 5040, the Dealer Advisory Board reports annually to the Idaho Transportation Board about the past year's accomplishments, needs, and problems.

Recommendations

This report is just for Board information

Board Action

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

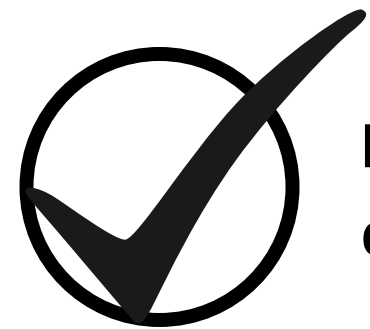


November 2021

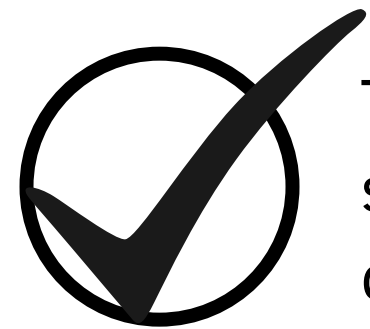
Dealer Advisory Board Report

Grant Petersen, Chairman of the Dealer Advisory Board

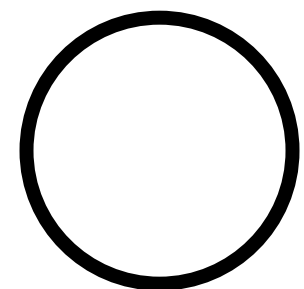
New Approach to Dealer Enforcement



Dealer Advisory Board asked for a more comprehensive approach to enforcement




The Department implemented a new structured and proactive approach to dealer enforcement



The industry is current exploring legislation to expand enforcement capabilities

The screenshot shows a web application titled "DMV Dealer Operations" with a search bar and navigation buttons. Below is a table titled "MVI Work Queue" with columns for District, Assigned To, Title, Work Type, Status, Tags, and Due Date. The table contains several rows of work items, some marked with priority indicators (1, 3B, 2) and status tags like "Completed", "Cancelled", and "Unsubstantiated".

District	Assigned To	Title	Work Type	Status	Tags	Due Date
1	Adrian Lindsay	Lucky Miner Used Cars - 1885	Audit - Random ...	Completed		12/31/2021
1	Adrian Lindsay	Dycks Auto Sales	Audit - For Caus...	Completed		9/10/2021
1	Adrian Lindsay	Dycks Auto Sales - 1694	Critical Enforcem...	Cancelled		8/31/2021
3B	Sara Anderson	Silverline Auto LLC - 4156	Audit - For Caus...	Completed		9/10/2021
3B	Sara Anderson	Silverline Auto LLC - 4156	Critical Enforcem...	Completed		8/31/2021
3B	Sara Anderson	American Trailer Sales - 5098	Audit - For Caus...	Cancelled		9/10/2021
3B	Sara Anderson	American Trailer Sales - 5098	Critical Enforcem...	Cancelled	Unsubstantiated ...	8/31/2021
2	Monte Schmidt	TravelLand RVs - 6058	Audit - For Caus...	Completed	Joint Audit In My...	9/10/2021



Your Safety • Your Mobility
Your Economic Opportunity

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129 • Boise ID 83707-1129
(208) 334-8000 • itd.idaho.gov

[Date]

[Customer Name]
[Street Address]
[City], [State] [Zip Code]

Notice of Suspension

This is an official notice of suspension. Pursuant to **Idaho Code 49-1618**, removal of this notice shall constitute a misdemeanor violation.

The Idaho Transportation Department (ITD) hereby suspends the dealership license of **[Dealership Name]**, effective **[Effective Date]**, pursuant to Idaho Administrative Code 39.02.03.

While these notices remain in place, **[Dealership Name]** is not authorized to engage in the business of buying, selling, or exchanging new or used vehicles of any kind, nor neighborhood electric vehicles, motorcycles, motor-driven cycles, snow machines, motorbikes, travel trailers, truck campers, all-terrain vehicles, utility type vehicles or motor homes.

If you have any questions pertaining to this notice, please contact the Idaho Transportation Department at (208) 334-4458 between 8am and 5pm MST.

FORM SUSNT

MVI Enforcement

NEW STANDARDS

- Motor Vehicle Investigators now have timeliness, quality, and quantity metrics to gauge performance & effectiveness.

AUDITING

- Motor Vehicle Investigators have implemented a new remote audit process. Allowing investigator to measure dealer compliance and identify key indicators of major financial issues.

SUSPENSIONS - NOTICE OF DEFICIENCY

- 107 individual customer issues have either been successfully resolved or resulted in a dealer being suspended in the last 4 months.



E-TITLING COMING SOON

by Brian Duran, Program Supervisor

This year, a bill passed by the Idaho Legislature authorized the DMV to license up to 10 providers to process and issue registrations via a system interface.

It will allow licensed vehicle dealers to complete and submit the needed paperwork completely online through these vendors. Dealers will be able to charge customers a convenience fee for the service.

The department has already begun meeting with interested vendors, setting contract and system requirements, and determining operational needs. It is anticipated that dealers will be contracting with service providers as soon as this December.

This is a major step in transitioning the DMV to a new service model with more online options, quicker processing, and reduced costs. The new model will align our services and future with our customer's expectations and behaviors.

MVI RECOGNIZED FOR EXCELLENCE

by Bobby Petersen, DAB Member

Kendra Conder, Motor Vehicle Investigator in the Boise area, has been making a positive impact in the dealer industry for two and half years now.

In this last year alone, we have faced a number of challenges with the Covid pandemic, the worldwide chip shortage and the introduction of new DMV titling systems. Kendra has been an amazing partner to many of our dealers, spending countless hours researching title issues, assisting county offices with dealer title work, and working with our dealers to improve business practices and adapt to the ever-changing landscape of the dealer industry.

The entire Dealer Advisory Board recognizes her excellence in serving the dealer industry.



Dealer Newsletters

Better Communication

In an effort to improve communications between the Department and its dealers, the Board requested dealer newsletters to be sent on a regular basis.

Platform for Recognition

The newsletter has proven to be a good platform in recognizing the positive impacts of the industry, the Department, and the Board.

Dealer Advisory Board Participation

Encouraging dealers to get involved and communicate with their representatives on the Dealer Advisory Board has been a highlight of recent newsletters.

Idaho Consumer Asset Recovery Fund



Current Fund Balance: \$2,396,465.68



Fee is Currently Suspended



Working with Legal Counsel to Define Process



Payouts Amount to: \$52,379 (3 Claims)

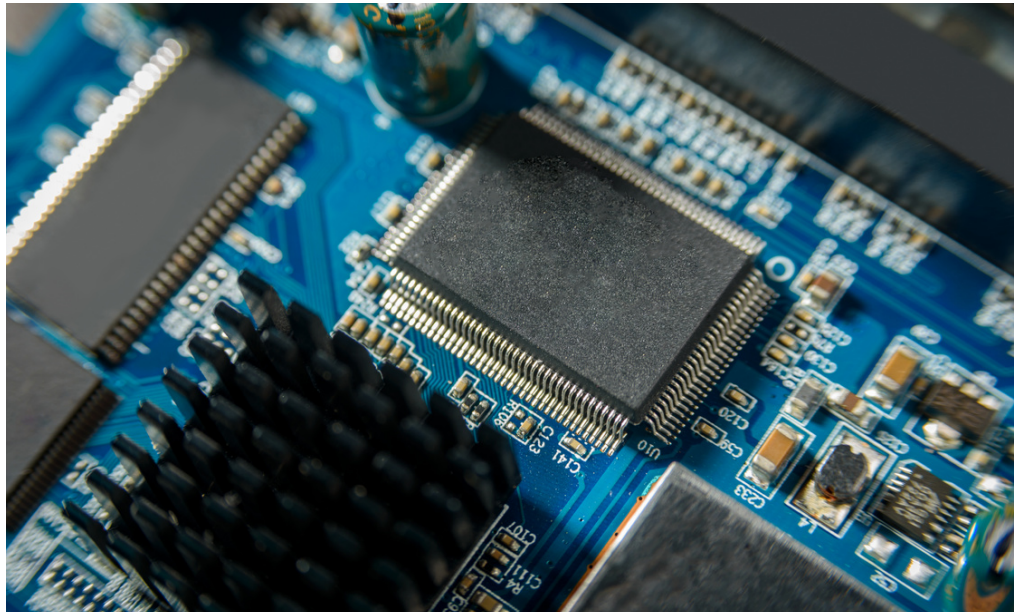


Poised to payout \$100,000 against Freedom Auto Finder



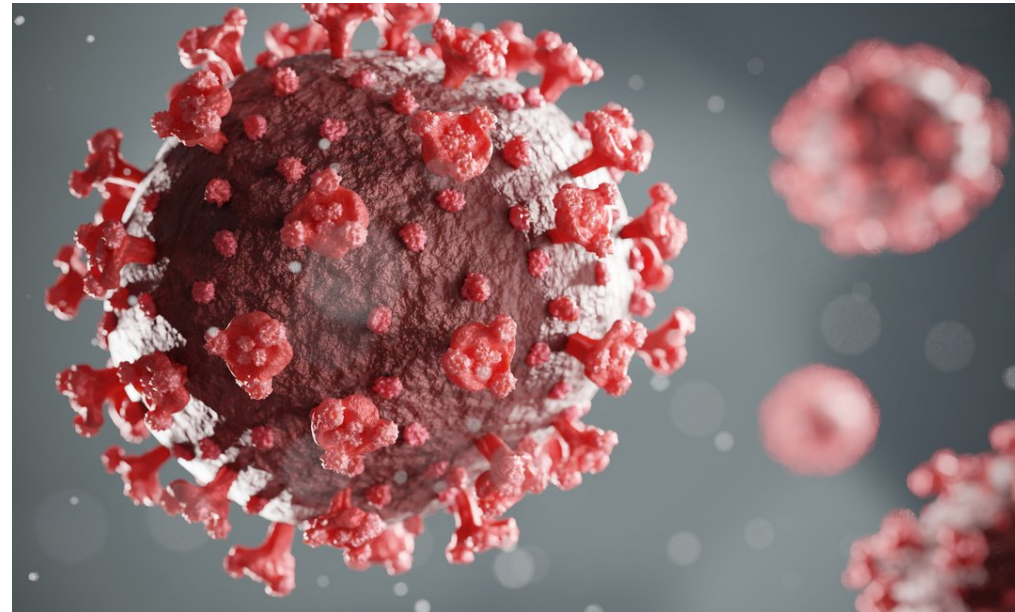
DAB has had discussions around raising the payout limits

State of the Dealer Industry



CHIP SHORTAGE

World wide chip shortages have greatly impacted the dealer industry. Some lots have experienced significant reductions in inventory. One example was a 66% reduction in vehicles on the lot. Others have closed altogether. The impact is ongoing.



THE PANDEMIC

The pandemic has forced dealers to reevaluate business processes and explore new service deliver models. It has also created great challenges in staffing.



LABOR SHORTAGES

Labor shortages are impacting many dealers around the industry. Small dealers are struggling to find qualified do-it-all type candidates and bigger dealers are struggling to find salesman, title clerks, and customer service agents.



Dealer Education

ISIADA'S CONTRIBUTION

ISIADA has served as the only provider of education for more than 15 years. Their contribution has resulted in a better, more prepared dealer industry.

NEW PROVIDER

A second provider has been approved to conduct dealer education, Information Technology Services.

LEGISLATIVE EFFORTS

Legislative efforts are being explored to more clearly define requirements for becoming an authorized provider.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

Presenter's Name John Tomlinson	Presenter's Title Highway Safety Manager	Initials JT	Reviewed By LSS
Preparer's Name John Tomlinson	Preparer's Title Highway Safety Manager	Initials JT	

Subject

Administrative Policy A 38 02 - Accident Cost Information		
Key Number	District	Route Number

Background Information

Per the Federal Highways Administration and the Idaho Transportation Department, Administrative Policy A 38 02 – Accident Cost Information is an outdated policy and the technical advisory referenced is no longer applicable.

The Board's Subcommittee on Policies concurred and supported the deletion of this policy at their October 19th meeting.

Recommendations

Approve attached resolution on page 1 8

Board Action

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



ACCIDENT COST INFORMATION

~~The Federal Highway Administration (FHWA) periodically estimates economic costs resulting from motor vehicle accidents which are published in the "Technical Advisory T-7570, Motor Vehicle Accident Costs." Beginning FY 1997, the Department shall adopt the most current version of the FHWA's Technical Advisory T-7570 as the basis for determining accident cost figures.~~

~~An accident index shall be developed to provide a composite weighted measure of accident frequency, severity, and estimated accident cost figures.~~

~~The accident index shall be considered when setting priorities for safety programs involving high hazard reduction and roadside obstacle elimination or protection. The accident index shall also be used in public information releases, determination of winter maintenance levels, and determination of safety benefits of major improvements.~~

~~_____ Signed _____ Date: _____ 1/6/96~~
~~DWIGHT M. BOWER~~
~~Director~~

This Policy is based on:

- ~~• Decision by the Director~~

Departmentwide supervision and coordination assigned to:

- ~~• Chief Engineer~~

Direction for activity and results delegated to:

- ~~• Division Administrators, Bureau Chiefs, District Engineers and Section Managers~~

Department procedures contained in:

- ~~• Contact the Traffic Section~~

Former dates of A-38-02:

~~7/28/80~~

Cross reference to related Administrative Policies:

- ~~• A-05-06, WINTER MAINTENANCE STANDARDS ON STATE HIGHWAYS~~
- ~~• A-19-07, HIGHWAY SAFETY FUNDS~~
- ~~• A-20-01, RELEASE OF DEPARTMENT INFORMATION TO THE MEDIA~~

ITB RES. NO.

WHEREAS, Board Policy 4067 authorizes the Idaho Transportation Board to set policies for the Idaho Transportation Department; and

WHEREAS, Administrative Policy A 38 02 – Accident Cost Information describes previous process for estimating economic costs resulting from motor vehicle crashes; and

WHEREAS, the Federal Highway Administration has archived and no longer uses the Technical Advisory T 7570 as the basis for determining crash cost figures; and

WHEREAS, Administrative Policy A 38 02 is no longer applicable to the economic cost of crashes.

NOW THEREFORE BE IT RESOLVED that the Board concurs with the deletion of Administrative Policy A 38 02 – Accident Cost Information.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

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

Subject

Administrative Policy A-05-37 Allocation and Management of the Highway Maintenance Budget		
Key Number	District	Route Number

Background Information

Administrative Policy A-05-37 – Allocation and Management of the Highway Maintenance Budget is an old policy and the budget process and steps identified in this policy are no longer applicable.

The current allocation of the highway operations budget is now part of the ongoing budgeting process.

The Board's Subcommittee on Policies concurred and supported the deletion of this policy at their meeting on October 19th.

Recommendations

Approve attached resolution on page 1 2

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



ALLOCATION AND MANAGEMENT OF THE HIGHWAY MAINTENANCE BUDGET

The Maintenance Engineer shall allocate funds to each District for highway maintenance operations, including purchase of highway maintenance materials and contracting maintenance services on the basis described below.

Allocation Formula

Each year, the Maintenance Engineer shall evaluate maintenance contracts and materials usage and purchase cost trends to ensure that maintenance funds keep up with the cost of the work. The allocations shall reflect the average unit costs for each District. If the District's maintenance allocation exceeds the total amount of funding that is available, the first priority will be to fully fund winter maintenance materials (anti-skid materials, salt, and anti-icing products). The second priority is to allocate funds in all the highway maintenance materials categories (asphalt and plant mix, highway materials, and striping paint and beads). The remaining funds will then be allocated to contract maintenance categories (agreements and STM).

Responsibility for Budgeting and Planning

Each District has the flexibility in determining their specific maintenance priorities within the allocated funds. The District Engineer shall establish and maintain a one (1) year (minimum) District Highway Operations Maintenance plan and budget for each of the following seven allocation categories:

- Anti-Skid Materials (Budget Group 50109)
- Salt and Anti-Icing Materials (Budget Group 50104)
- Asphalt and Plant Mix (Budget Group 50101)
- Highway Materials (Budget Group 50102)
- Striping Paint and Beads (Budget Group 50103)
- Maintenance Agreements (Budget Groups 50105, 50106 & 50107)
- Contract Maintenance Activities (Budget Group 50108)

The plan and budget shall include anticipated expenditures for each of the seven categories and include breakdowns for routine reactive work as well as location and cost information for planned or special projects in any of the categories. The plan and budget shall be submitted annually by April 1 to the Maintenance Engineer who maintains the statewide computerized record. The District Engineers shall maintain the plan and budget and submit quarterly updates to the Maintenance Engineer by July 1, October 1, and January 1.

D. S. Ekern

Date: 07/2/04

DAVID S. EKERN, P.E.

Director

This policy based on:

- Decision by the Director

Department-wide supervision and coordination assigned to:

- Maintenance Engineer

Direction for activity and results delegated to:

- District Engineers

Department procedures contained in:

- In this policy

~~Former dates of A-05-37:~~

~~8/03/01, (previously combined A-05-37 dated 3/29/95 and DOH Memo No. 8, BUDGETING, PROGRAMMING, AND EVALUATION OF STATE MAINTENANCE AND STOCKPILE CONTRACTS dated 4/21/98), (A-05-37 dated 3/29/95 replaced Division Directive DH-05-37, BUDGETING FOR MAINTENANCE PROJECTS dated 4/11/90)~~

~~Cross references to related Administrative Policies:~~

- ~~• A-01-09, AUTHORITY TO SIGN CONTRACTS, AGREEMENTS, OR GRANTS & THEIR REGISTRATION~~
- ~~• A-05-06, WINTER MAINTENANCE STANDARDS ON STATE HIGHWAYS~~
- ~~• A-05-16, MAINTENANCE ON STATE HIGHWAYS~~
- ~~• A-11-01, STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM~~

ITB RES. NO.

WHEREAS, Board Policy 4067 authorizes the Idaho Transportation Board to set policies for the Idaho Transportation Department; and

WHEREAS, Administrative Policy A-05-37 Allocation and Management of the Highway Maintenance Budget describes previous process for the allocation of fund to each district; and

WHEREAS, the Idaho Transportation Department currently allocates operations budget as part of the ongoing budgeting process; and

WHEREAS, Administrative Policy A-05-37 is no longer applicable to the current highway operations budget process.

NOW THEREFORE BE IT RESOLVED that the Board concurs with the deletion of Administrative Policy A-05-37 Allocation and Management of the Highway Maintenance Budget.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

Presenter's Name Ken Kanownik/Braeden Dickinson	Presenter's Title PSM/Intern	Initials KJK/BD	Reviewed By LSS
Preparer's Name Ken Kanownik	Preparer's Title PSM	Initials KJK/BD	

Subject

Historical Transportation Document Preservation		
Key Number	District	Route Number

Background Information

Planning Services Intern Braeden Dickinson has completed a project of preserving historical transportation planning studies from the 1950's, 60's and 70's. Intern Dickinson will present this work to the Board and discuss the process and selection of each work. The planning studies preserved through this process are:

Interstate 90 Route Study, East Coeur D'Alene to Wolf Lodge Junction – July 1964

US 95 Route Study & Determination Whitebird Hill – July 1962

US 95 Lewiston Hill Study – February 1972

Boise Valley Interstate Route Analysis – June 1958

Kimberly – Hansen Bridge April 1964

Interstate Routing Report – January 1971

Idaho Falls Urban Transportation Study October 1961

Intern Dickinson is an English Education major at Boise State University in his senior year. He first started working for ITD in March of 2020 hired as an hourly technical writer (switching to an internship the summer of 2020). He was assigned writing material for various planning documents derived from technical information provided by departmental subject matter experts. During his time here Intern Dickinson has also provided technical writing services for 129k Pound Route Applications, Planning Reports and assisting at public meetings.

Recommendations

Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed 20 minutes

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

Subject

Update on ITD's State Planning and Research Program		
Key Number	District	Route Number
N/A	N/A	N/A

Background Information

The Research Program Manager will give an informational presentation about programs funded with State Planning and Research (SPR) funds at ITD. The presentation will provide an overview of State Planning and Research funds and describe the programs and activities supported with this funding. Planning units supported in whole or in part with SPR funds include Financial Planning and Analysis, Planning Services, Highway Data, Geographic Information Systems (GIS), Contracting Services, and Environmental Services. The presentation will also include a brief update on the Research Program, summarizing projects completed in the past year, and outlining planned research projects and program activities in FY22.

Recommendations

For information only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



State Planning and Research (SPR) Program Overview and Research Update



YOUR *Safety*



YOUR *Mobility*



YOUR *Economic Opportunity*



Ned Parrish

Research Program Manager

November 18, 2021

Presentation Outline

- Provide overview of SPR funding
- Share information about planning activities supported with SPR funds
- Give update on Research Program efforts in FY21 and planned activities in FY22



SPR Overview

- 23 USC 505 requires that 2% of federal funds received for roads and bridges be used for statewide planning and research
- SPR funding is drawn from 5 federal programs:
 - National Highway Performance Program (NHPP)
 - The Surface Transportation Program (STP)
 - The Highways Safety Improvement Program (HSIP)
 - The Congestion Mitigation Air Quality Improvement Program (CMAQ)
 - The National Highway Freight Program
- 80/20 match requirement
- A minimum of 25% of SPR funds must be devoted to research-related activities



YOUR Safety



YOUR Mobility



YOUR Economic Opportunity

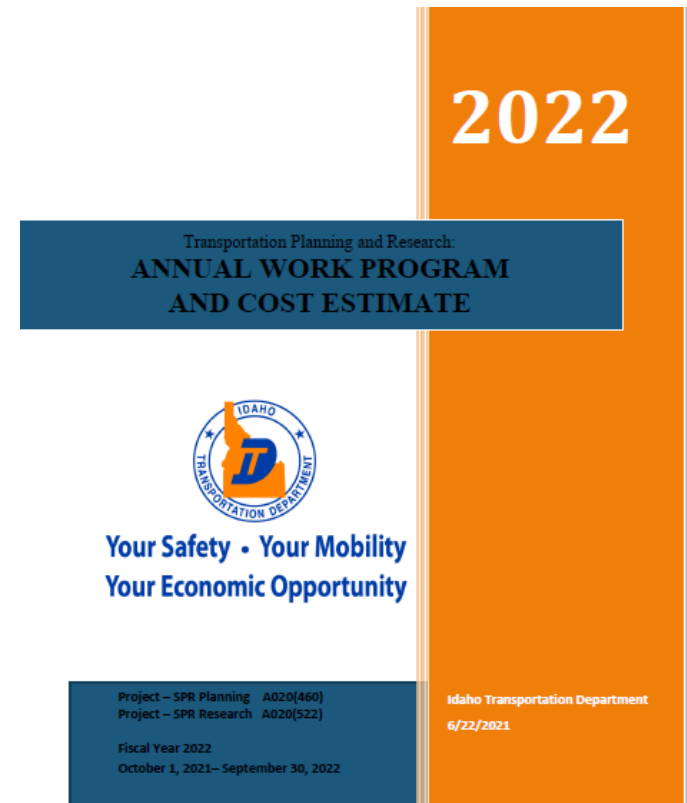
Allowable Uses of SPR Funds

- Statewide planning of future highway programs and local public transportation systems
- Development and implementation of management systems, plans and processes under the NHPP, HSIP, CMAQ, and the National Freight Policy
- Engineering and economic surveys/investigations
- Studies of the economy, safety, and convenience of surface transportation systems
- Activities relating to the planning of real-time monitoring elements
- Research, development, and technology transfer (RD&T) activities
- Study, research, and training on the engineering standards and construction materials for transportation systems

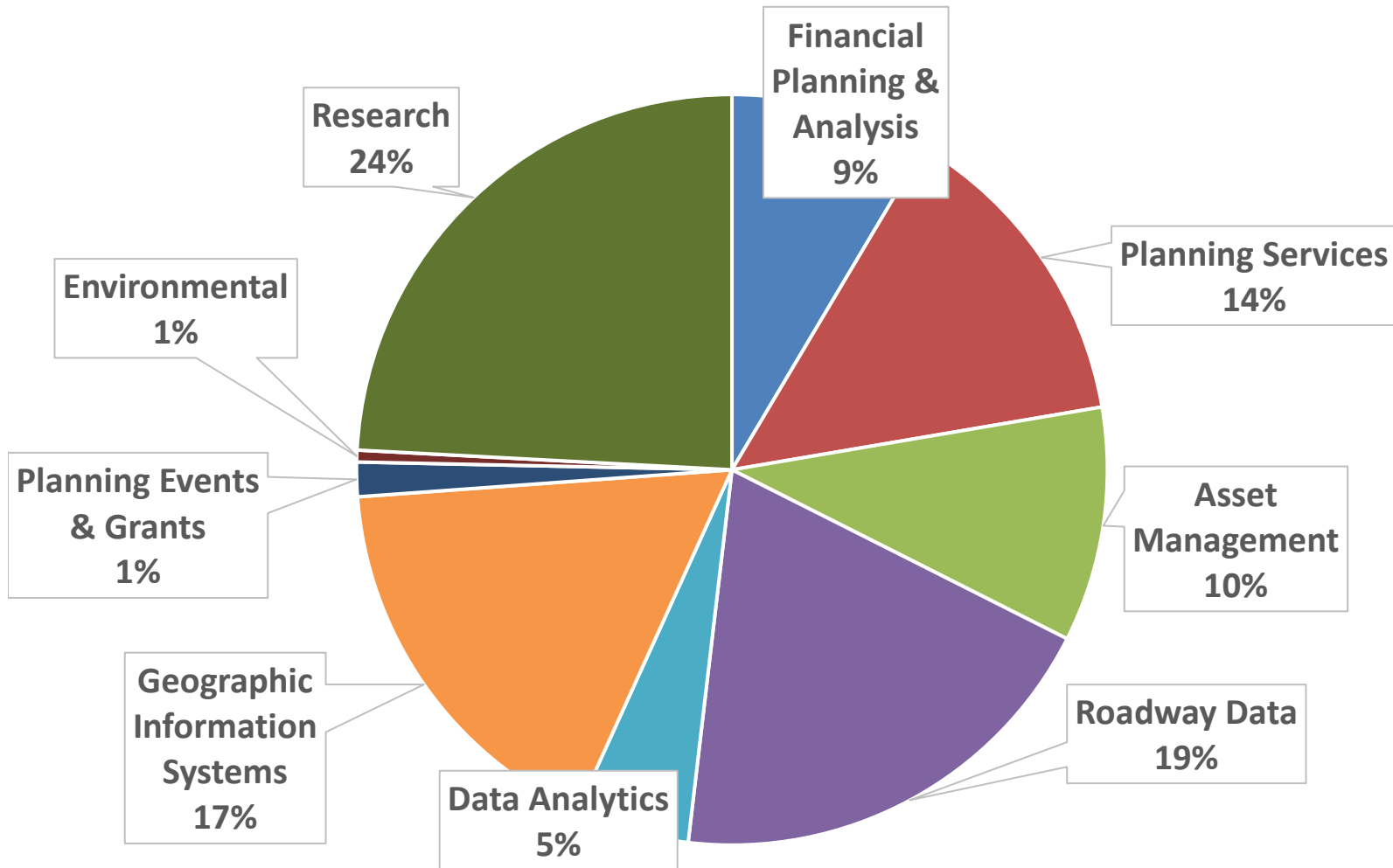


Annual SPR Work Program

- SPR funds handled as “grouped projects” in the ITIP
 - Statewide Planning (FY22 – Key #20460)
 - Statewide Research (FY22 – Key #20522)
 - NCHRP and pooled funds set up as separate projects
- Develop annual SPR Work Program
 - Details planned activities
 - Approved by Chief Engineer
 - Must be approved by FHWA
 - Amended as needed throughout the year



FY22 SPR Funding Allocation



Planning Activities Supported with SPR Funds



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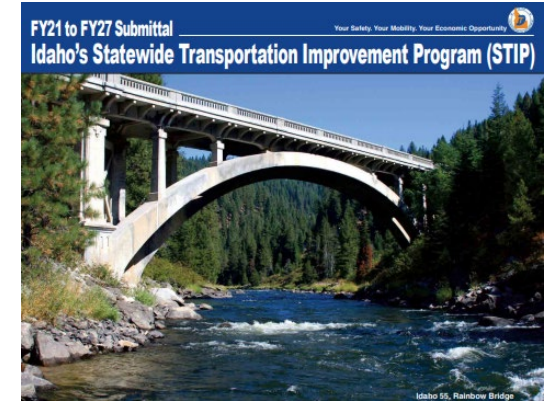


YOUR *Economic Opportunity*



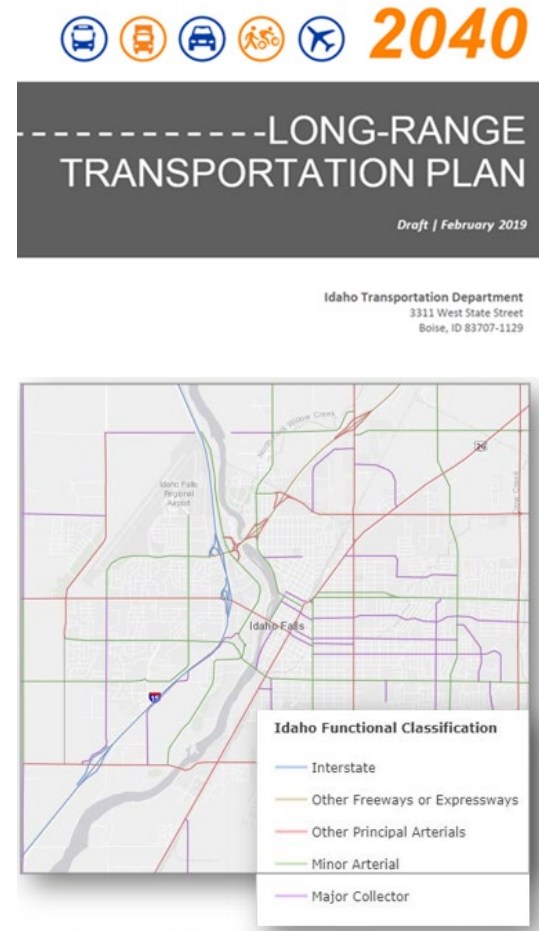
Financial Planning and Analysis (FP&A)

- Manager: Justin Collins
- FTEs supported: 6.75
- Key responsibilities:
 - Develop Highway Funding Plan, ITIP investment levels, and Program funding targets
 - Prepare Benefit-Cost Analyses for projects in the Draft Program
 - Develop draft ITIP, conduct public involvement process, and coordinate ITIP review and approval
 - Implement/maintain the Federally approved STIP
 - Maintain management system for project budgets and obligations
- FY22 – Initiate study of options to upgrade or replace OTIS



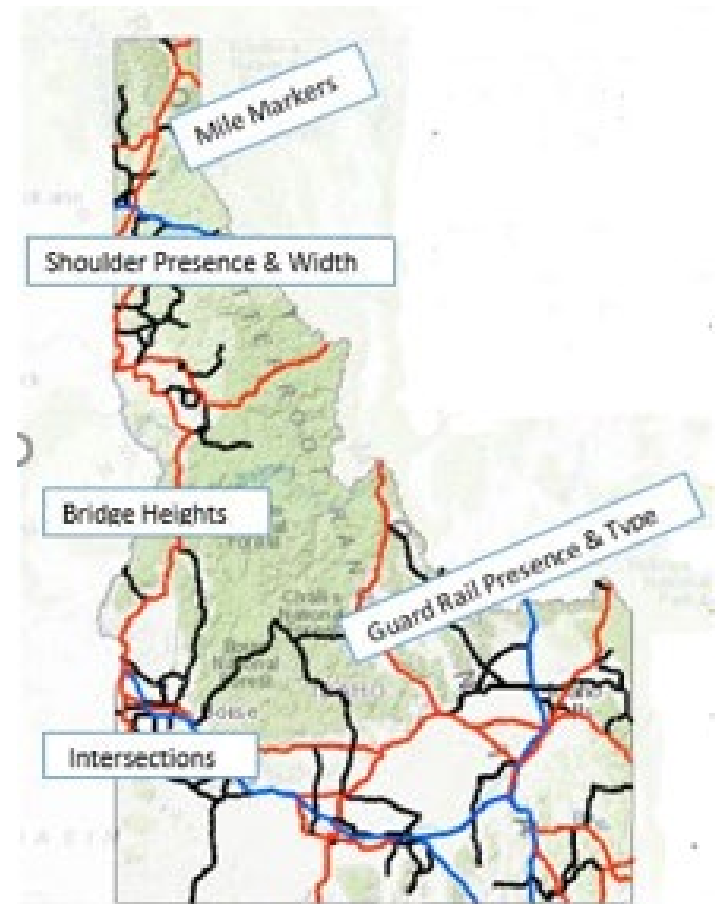
Planning Services

- Manager: Ken Kanownik
- FTEs supported: 6
- Key responsibilities:
 - Develop statewide transportation plans
 - Maintain roadway classification and urban boundaries
 - Metropolitan Planning Organization support
 - Coordinate stakeholder outreach
- FY21 – Submitted freight performance measure to FHWA; hosted Freight Summit
- FY22 –
 - Continue work on State Highways System Plan
 - Update Statewide Bicycle and Pedestrian Study
 - Seek legislative approval for small cell rules
 - Complete update of Americans with Disabilities Act Transition Plan



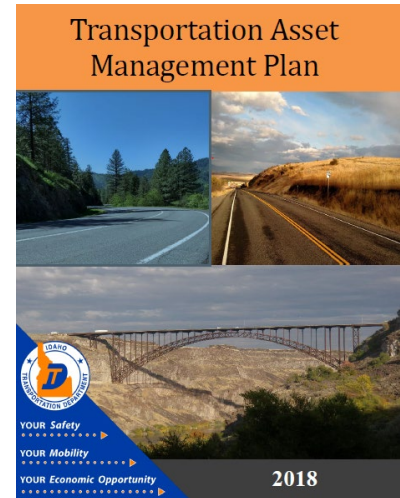
Highway Data

- Manager: Mark Snyder
- FTEs supported: 18
- Key areas:
 - Asset Management
 - Roadway Data
 - Data Analytics



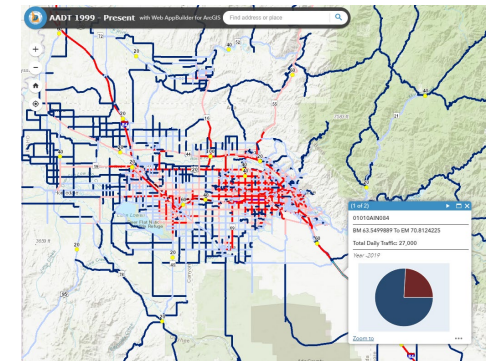
Asset Management

- Manager: TBD
- FTEs supported: 5
- Key responsibilities:
 - Develop ITD's Transportation Asset Management Plan (TAMP)
 - Collect pavement condition data
 - Maintain the TAMS system and Video Log system
 - Analyze pavement condition data and prepare required reports
 - Transportation System Performance Report
 - Highway Performance Monitoring Report (HPMS)
- FY22 - Update TAMP, articulate risk and resiliency framework



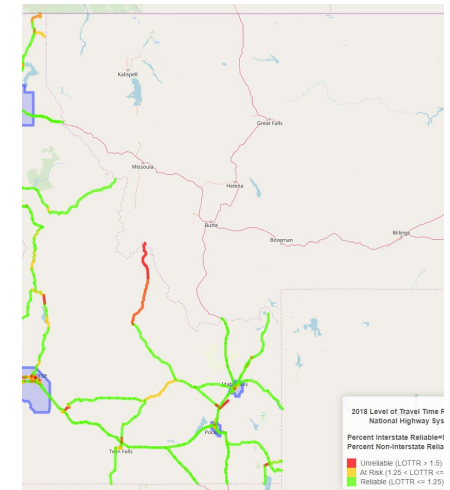
Roadway Data

- Manager: Margaret Pridmore
- FTEs supported: 11
- Key responsibilities:
 - Gather a variety of traffic data statewide
 - Maintain permanent traffic counters
 - Take over 2,800 portable counts annually
 - Produce Annual Average Daily Traffic (AADT) map and various traffic reports
 - Publish traffic data on the web
- Recently hosted Data Summit for ITD data managers and agency leaders



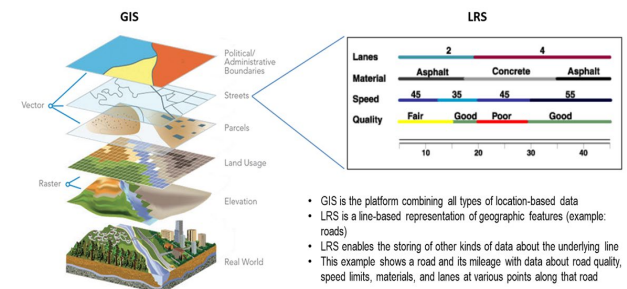
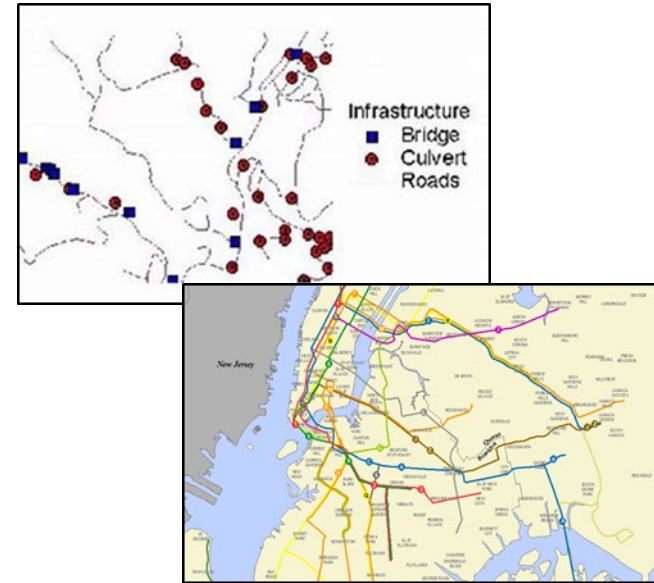
Data Analytics

- Manager: David Coladner
- FTEs supported: 2
- Key responsibilities:
 - Work within the department to promote data literacy through training in data science and in using data analysis tools.
 - Support a variety of data analysis efforts around ITD
 - Maintain and run the Statewide Travel Demand Model and work with FP&A staff to perform travel benefit modeling
 - Maintain and report on travel time data
- FY21 – Developed tool to assist staff in analysis of pavement condition data
- FY22 – Support Python training for department staff



Geographic Information Systems

- Manager: Wendy Bates
- FTEs supported: 7
- Key responsibilities:
 - Maintain Linear Referencing System (LRS)
 - Maintain All-Roads Linear Reference Data (ARNOLD)
 - Maintain the Local Highway Inventory System
 - Integrate GIS with other ITD systems
 - Support GIS work in ITD districts
- FY21
 - Integration of LRS data with TAMS
 - Developed apps for speed zone management
- FY22
 - Develop tools to replace current apps for collecting comments in the ITIP/STIP process



Planning Events/Grants Support

- Key Staff: Sonna Lynn Fernandez
- FTEs supported: .75
- Key responsibilities:
 - Coordinate statewide conferences and events
 - Assist staff with development of grant applications
- FY21
 - Coordinated 37 in-person and/or virtual event
 - 22 and Beyond meetings
 - Hybrid Project Delivery Conference
 - Freight Summit
 - Assisted in developing 12 grant applications

'22^{and} BEYOND 



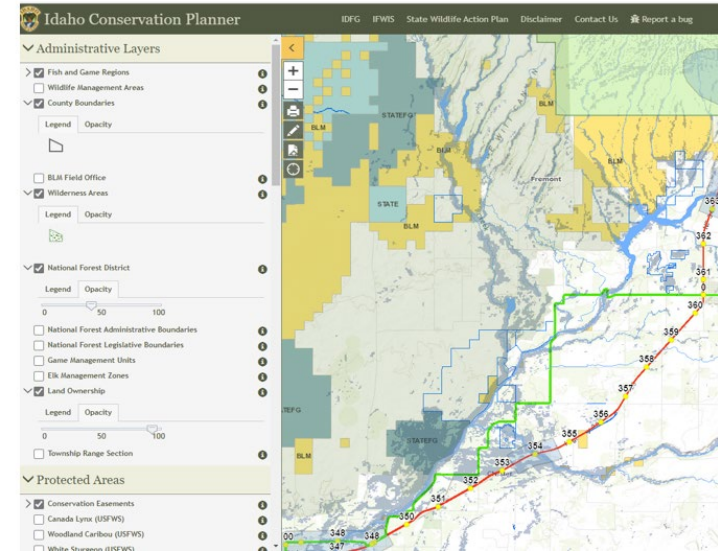
ITD DATA SUMMIT 2021



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Conservation Planning Tool

- Manager - Wendy Terlizzi
- SPR funds allocated to support the Idaho Department of Fish and Game's (IDFG) Conservation Planning Tool (CPT)
- The CPT is used in project planning and development
 - Identify species in the project area
 - Obtain resource data for environmental review process
- FY22 - ITD and IDFG working to add layers for potential wetland impacts and mitigation options



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Research Program Update



YOUR *Safety*



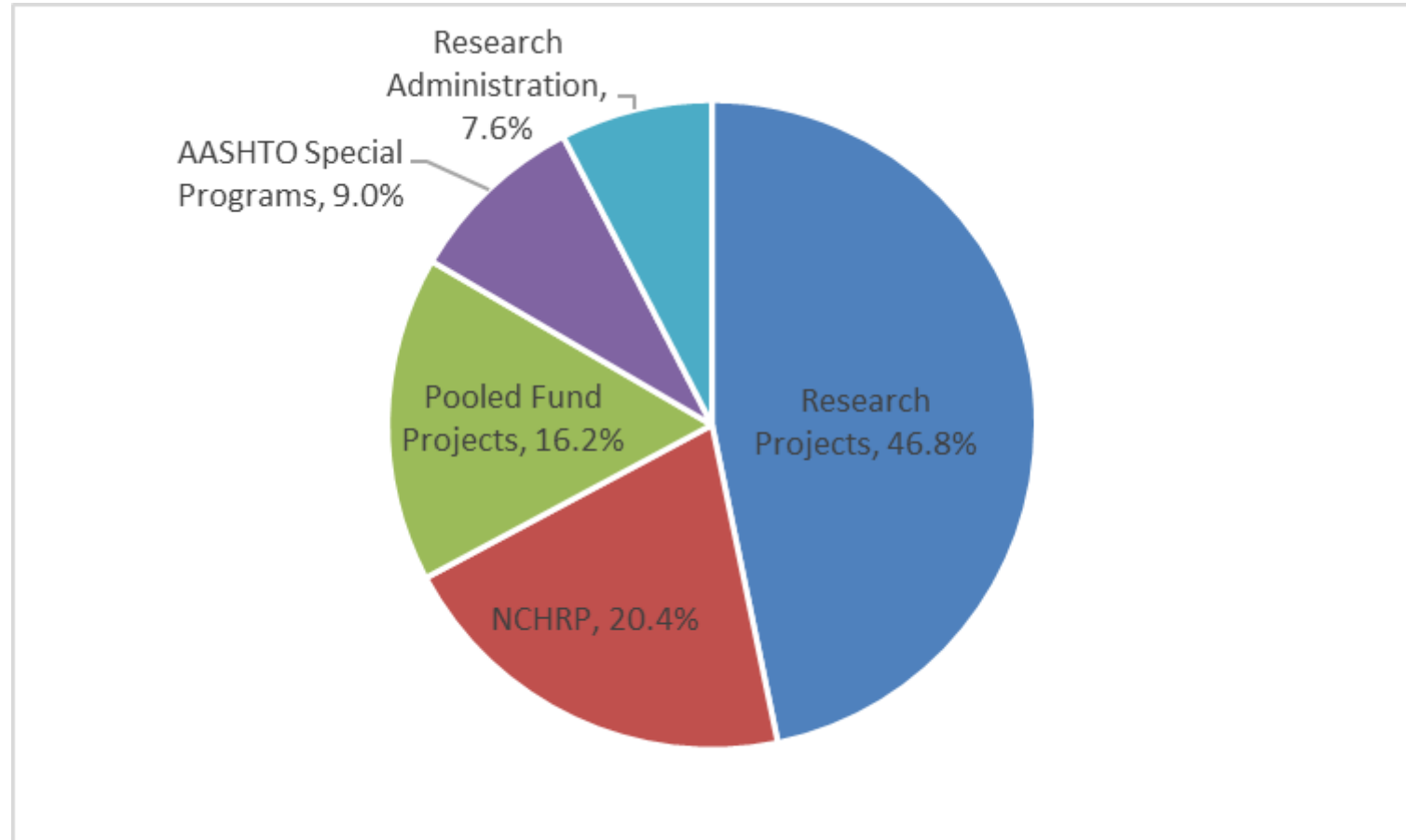
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Research Program Budget



FFY22 Budget = \$1.67 million

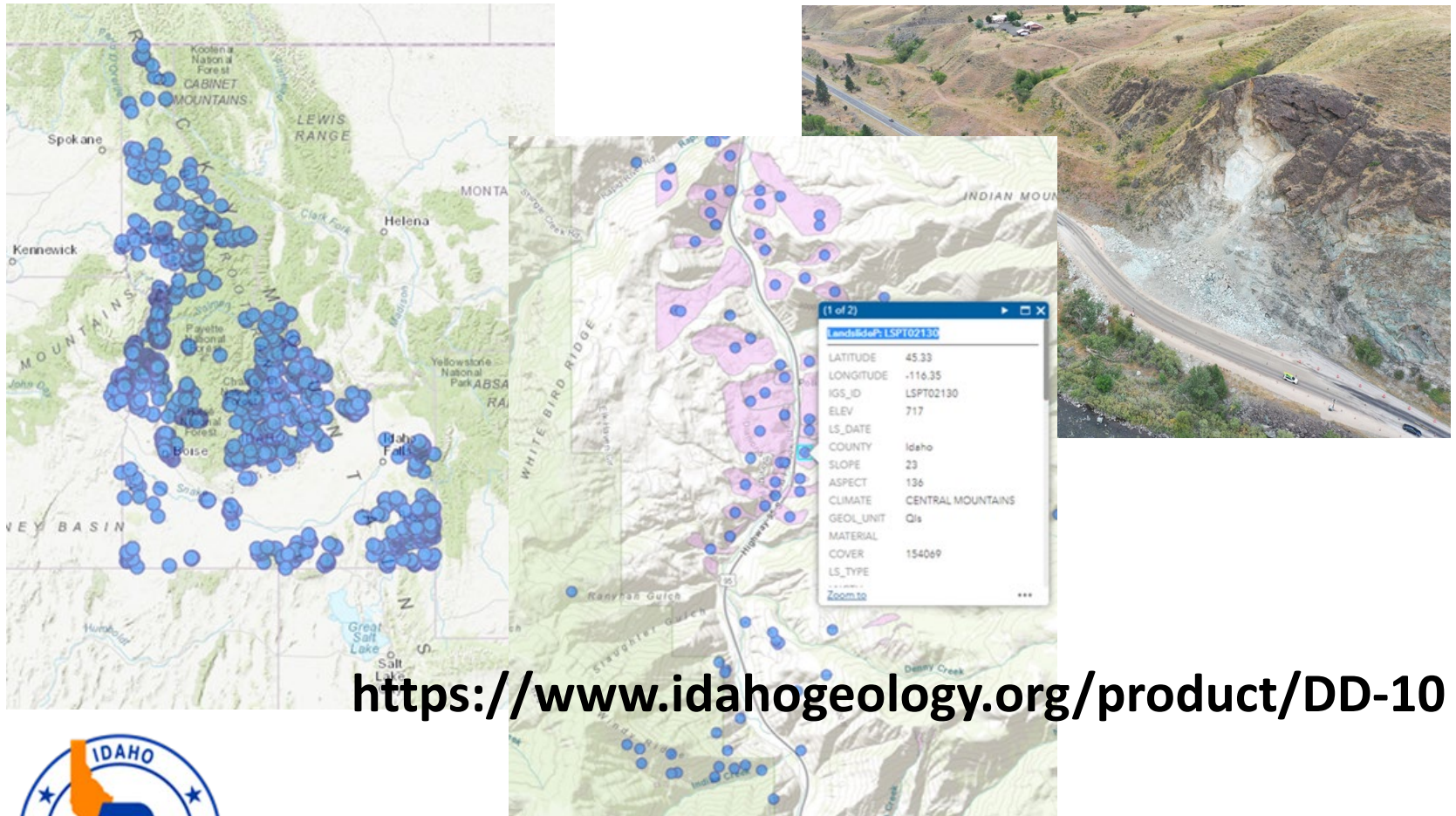


Recently Completed ITD Projects

- Field Performance of High Early Strength Concrete for Field-cast Connections in Accelerated Bridge Construction (ABC) Applications
- Analysis of 2018 HMA Production and Construction Data to Improve QA and Acceptance Practices
- Development of Statewide Landslide Inventory Database for Idaho
- Continuous Snowpack Temperature Monitoring for the Idaho State Highway 21 Avalanche Program
- Development of Pavement Temperature Prediction Model
- A Precast Pier System for Accelerated Bridge Construction (ABC) in Idaho
- Idaho Division of Motor Vehicles (DMV) Customer Web Portal Study



Landslide Hazard Inventory

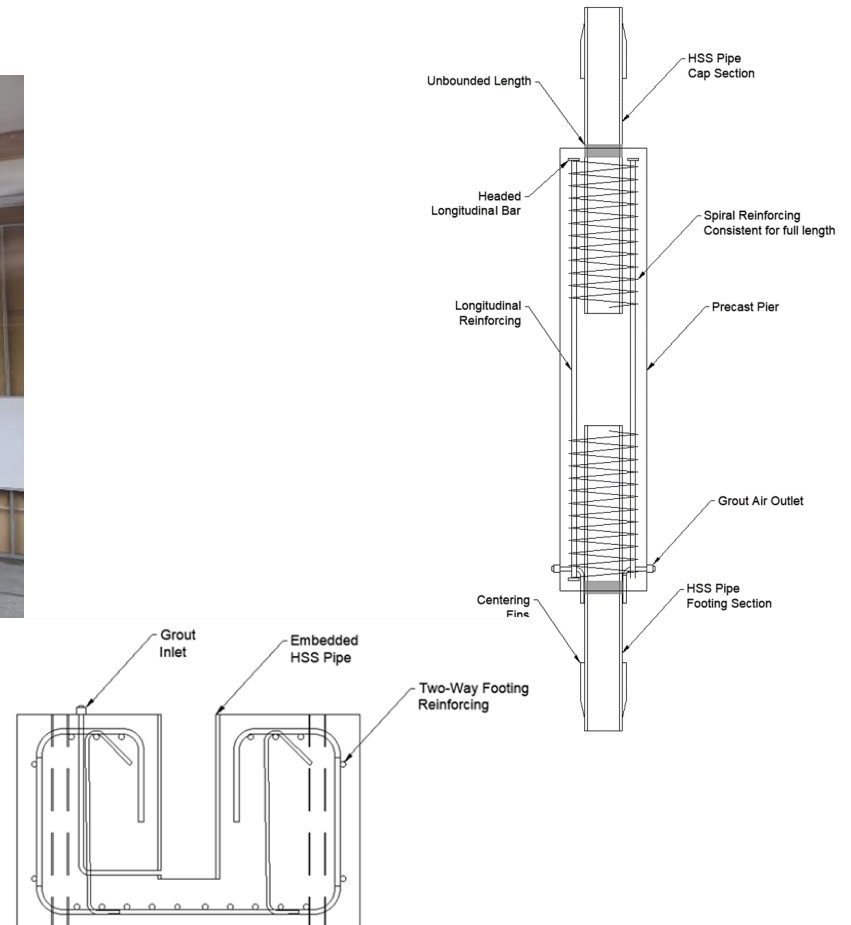


<https://www.idahogeology.org/product/DD-10>



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Precast Piers for ABC



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Planned Projects for FFY 2022

- Review of Options to Upgrade or Replace ITD's OTIS System
- Traffic Incident Management (TIM) Training Program Development
- Idaho Truck parking Availability, Use, and Need Study
- Analysis of Bicycle and Pedestrian Crashes and Their contributing Factors in Idaho
- Development of Local AADT Estimates for Paved Roads in Idaho
- Unmanned Aerial Systems (UAS) Technology, Airspace Design, Privacy, and Safety in Idaho
- Experimental Validation of Repair Methods Earthquake-damaged Bridges Incorporating ITD Precast Piers



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Program Activities in FY2022

- Establishing process to competitively bid research projects with Idaho universities
- Expanding efforts to assist ITD managers and staff in developing research project requests
- New position added to support the Research Program
- Working with FHWA Division Office on program review



Questions?



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Board Agenda Item

Meeting Date November 18, 2021Amount of Time Needed for Presentation 30 min

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

Subject

Human Resources Annual Report		
Route Number	Project Number	Key Number
District	Location	

Background Information

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

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

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

HR Supporting Mission: Attract and retain the best talent!

The presentation will cover the accomplishments from last year and the HR strategic initiatives supporting the organizational goals and objectives.

Recommendations

Information only

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 min

Presenter's Name Caleb Lakey	Presenter's Title District 3 Engineer	Initials JCL	Reviewed By LSS
Preparer's Name Caleb Lakey	Preparer's Title District 3 Engineer	Initials JCL	

Subject

Linder Village (Orchard Park) Sales Tax Anticipated Revenue (STAR) Agreement		
Key Number na	District 3	Route Number US-20/26

Background Information

Update to the Board on the completion of Phase 1 construction and discussion on Phase 2 design and construction (planned for summer 2022).

Recommendations

Informational Update

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____