



## A G E N D A

Regular Meeting of the  
Idaho Transportation Board

**December 9, 2021**

Idaho Transportation Department  
Auditorium  
3311 West State Street  
Boise, Idaho

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2465 327 6901
- b. meeting password: 1234

KEY:

ADM = Administration    DIR = Director    CD = Chief Deputy    OP = Operations

|                                                                                                    | Page<br># | Time*       |
|----------------------------------------------------------------------------------------------------|-----------|-------------|
| <b>Action Item    1.    CALL MEETING TO ORDER</b>                                                  |           | <b>8:00</b> |
| <b>Information Item</b>                                                                            |           |             |
| <b>2.    SAFETY SHARE:</b> District 4 Engineer Jesse Barrus                                        |           |             |
| <b>Action Item    3.    BOARD MINUTES – November 18, 2021 .....</b>                                | <b>4</b>  | <b>8:10</b> |
| <b>Action Item    4.    2022 BOARD MEETING DATES.....</b>                                          | <b>19</b> |             |
| January 13, 2022 – Boise      March 23-24, 2022 - Shoshone                                         |           |             |
| February 17, 2022 - Boise                                                                          |           |             |
| <b>Action Items   5.    CONSENT CALENDAR.....</b>                                                  | <b>20</b> |             |
| OP                _____ Delay the Kidd Creek Stream Environmental Monitoring Project .....         | 21        |             |
| OP                _____ Contracts for award .....                                                  | 22        |             |
| <b>Information Items</b>                                                                           |           |             |
| <b>6.    INFORMATIONAL CALENDAR</b>                                                                |           |             |
| OP                _____ Contract award information and current advertisements .....                | 35        |             |
| OP                _____ Professional services agreements and term agreement work tasks report..... | 40        |             |
| OP                _____ Outdoor Advertising Annual Report .....                                    | 44        |             |
| ADM             _____ Non-construction professional service contracts.....                         | 46        |             |
| ADM             _____ State FY22 financial statements .....                                        | 47        |             |
| ADM             _____ Monthly report of federal formula program funding through November .....     | 67        |             |

\*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.



December 9, 2021

Page 2 of 3

|                                    |                                                                              | <b><u>December 9, 2021</u></b> | <b>Page</b> | <b>Time</b>  |
|------------------------------------|------------------------------------------------------------------------------|--------------------------------|-------------|--------------|
|                                    |                                                                              | <b>Boise, Idaho</b>            | <b>#</b>    |              |
| <b>7. DIRECTOR'S ANNUAL REPORT</b> |                                                                              |                                |             | <b>8:15</b>  |
| <b>8. AGENDA ITEMS</b>             |                                                                              |                                |             |              |
| <b>Action Items</b>                |                                                                              |                                |             |              |
| ADM                                | ___ FY23 Revision#1A Appropriation Request .....                             | 69                             |             | <b>8:55</b>  |
| Bray                               | (Resolution on page 72)                                                      |                                |             |              |
| DIR                                | ___ Utility Accommodation Rulemaking .....                                   | 73                             |             | <b>9:05</b>  |
| Hobdey-Sanchez/Beachler            | (Resolution on page 102)                                                     |                                |             |              |
| <b>Information Item</b>            |                                                                              |                                |             |              |
| OP                                 | ___ 2021 ITD/AGC Excellence in Construction Partnering Awards .....          | 102A                           |             | <b>9:20</b>  |
| McElhinney                         |                                                                              |                                |             |              |
| <b>9. BREAK</b>                    |                                                                              |                                |             | <b>9:50</b>  |
| <b>10. AGENDA ITEMS</b>            |                                                                              |                                |             |              |
| <b>Action Items</b>                |                                                                              |                                |             |              |
| OP                                 | ___ I-84 Meridian Road Interchange to Eagle Road Interchange, Design .....   | 103                            |             | <b>10:05</b> |
| Lakey                              | (Resolution on page 106)                                                     |                                |             |              |
| OP                                 | ___ I-84 Robinson Road and Orchard Street Underpasses .....                  | 107                            |             | <b>10:10</b> |
| Lakey                              | (Resolution on page 109)                                                     |                                |             |              |
| OP                                 | ___ Linder Village (Orchard Park) Sales Tax Anticipated Revenue Agreement .. | 110                            |             | <b>10:15</b> |
| Lakey/Huarte                       | (Resolution on page 110A)                                                    |                                |             |              |
| <b>Information Items</b>           |                                                                              |                                |             |              |
| OP                                 | ___ SH-55 Avimor Proposed Proportionate Share Agreement.....                 | 111                            |             | <b>10:25</b> |
| Lakey                              |                                                                              |                                |             |              |
| OP                                 | ___ Inflation and Rising Construction Cost Trends .....                      | 119                            |             | <b>10:40</b> |
| McElhinney/Kuisti                  |                                                                              |                                |             |              |
| OP                                 | ___ Annual Freight Program Update .....                                      | 120                            |             | <b>10:55</b> |
| Luekenga                           |                                                                              |                                |             |              |
| CD                                 | ___ Annual Public Transportation Advisory Council & Office Update .....      | 130                            |             | <b>11:10</b> |
| Duran                              |                                                                              |                                |             |              |

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December 9, 2021  
Page 3 of 3

|                                                                         |       | <u><b>December 9, 2021</b></u><br>Boise, Idaho                         | Page<br># | Time         |
|-------------------------------------------------------------------------|-------|------------------------------------------------------------------------|-----------|--------------|
| <b>Information Item</b>                                                 |       |                                                                        |           |              |
| CD                                                                      | _____ | Leading Idaho – Transportation Expansion & Congestion Mitigation ..... | 131       | <b>11:25</b> |
| Schroeder                                                               |       | (TECM) Program                                                         |           |              |
| <b>11. EXECUTIVE SESSION</b> (DMV conference room)                      |       |                                                                        |           | <b>11:55</b> |
| PERSONNEL ISSUES [SECTION 74-206(a), (b)]                               |       |                                                                        |           |              |
| LEGAL ISSUES [SECTION 74-206(c), (d), (f)]                              |       |                                                                        |           |              |
| <b>Action Items</b>                                                     |       |                                                                        |           |              |
| <b>12. AGENDA ITEMS, continued</b>                                      |       |                                                                        |           |              |
| OP                                                                      | _____ | Administrative settlement over \$200,000 .....                         | 132       | <b>1:00</b>  |
| Pond                                                                    |       | (Resolution on page 133)                                               |           |              |
| OP                                                                      | _____ | Administrative settlement over \$200,000 .....                         | 134       | <b>1:05</b>  |
| Pond                                                                    |       | (Resolution on page 135)                                               |           |              |
| OP                                                                      | _____ | Administrative settlement over \$200,000 .....                         | 136       | <b>1:10</b>  |
| Pond                                                                    |       | (Resolution on page 137)                                               |           |              |
| <b>13. RECESS</b>                                                       |       |                                                                        |           | <b>1:15</b>  |
| <b>14. RECONVENE</b>                                                    |       |                                                                        |           | <b>1:45</b>  |
| Riverside Hotel, North Star Conference Room                             |       |                                                                        |           |              |
| 2900 W. Chinden Blvd, Garden City, Idaho                                |       |                                                                        |           |              |
| <b>Information/Discussion Items</b>                                     |       |                                                                        |           |              |
| <b>15. JOINT MEETING: Local Highway Technical Assistance Council</b>    |       |                                                                        |           |              |
| a. Infrastructure Investment & Jobs Act (IIJA)                          |       |                                                                        |           |              |
| b. Transportation Board's Subcommittee on Policies – Listening Workshop |       |                                                                        |           |              |
| c. Local Bridge Program, ITD/LHTAC Teamwork                             |       |                                                                        |           |              |
| d. Transportation Expansion & Congestion Mitigation Program             |       |                                                                        |           |              |
| e. Joint update on 129,000 Pound Truck Routes                           |       |                                                                        |           |              |
| <b>16. ADJOURNMENT</b> (estimated time)                                 |       |                                                                        |           | <b>3:30</b>  |

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REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD

November 18, 2021

The Idaho Transportation Board met at 10:30 AM on Thursday, November 18, 2021, in Boise, Idaho. The following principals were present:

Bill Moad, Chairman  
James R. Thompson, Member – District 1  
Julie DeLorenzo, Member – District 3  
Jim Kempton, Member – District 4  
Dwight Horsch, Member – District 5  
Bob Hoff, Member – District 6  
Brian W. Ness, Director  
Scott Stokes, Chief Deputy  
Tim Thomas, Lead Deputy Attorney General  
Dan McElhinney, Chief Operations Officer  
Lorraine Dennis, Executive Assistant to the Board

Vote on Idaho Transportation Board Interim Vice Chair. Chairman Moad began by appointing Member Thompson to the Board's Subcommittee on Policies. Chairman Moad recommended Member DeLorenzo for the interim vice chair position and asked the Board for additional candidate recommendations. Hearing none, Member Kempton made a motion to elect Member DeLorenzo as the interim vice chair. Member Hoff seconded the motion and it passed unanimously.

Safety/Security Share. District 6 Engineer Jason Minzghor promoted a vehicle check prior to winter. Noting specific items to check; such as, batteries and terminals, tire pressure, drive belt, and coolant levels. He recommended carrying an emergency road kit. In respect to security, DE6 Minzghor recommended setting up separate laptop passwords for visiting family members. He had a personal experience where some costly items were charged to his account.

Chairman Moad thanked DE6 Minzghor for the important message.

Board Minutes. Member Kempton made a motion to approve the minutes of the regular Board meeting held on October 20, 2021, as submitted. Member Thompson seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:

|                               |                                             |
|-------------------------------|---------------------------------------------|
| December 9, 2021 – Boise, HQ  | January 13, 2022 – Boise, HQ                |
| February 17, 2022 – Boise, HQ | <u>March 23 &amp; 24, 2022 – District 4</u> |

Consent Items. In regards to contracts for award that exceed the engineer's estimate by more than 10%, Chairman Moad questioned if there are future pricing escalators in place. COO McElhinney stated yes, 2% per year, and in addition, we reviewed inflation factors recently with economists from Associated General Contractors and American Road & Transportation Builders

Association. The major trend of 20-30% increases are in steel and asphalt. There is a 2% escalation factor in the 5-year State Transportation Improvement Program, which may need to be adjusted. He noted, FHWA, and most states, do not have a steel index. Next month, staff will provide the Board with a forecast and summary report for bids exceeding 10% of the engineer's estimate.

In response to Chairman Moad's follow up question if any contractors hedge commodities, COO McElhinney replied that bidders tend to add some risk based on input from suppliers; however, the contractor is held accountable for their low bid submitted during a contract although ITD reviews requests on asphalt or fuel indexing and supply issues to provide some flexibility.

In reference to approve the consultant agreements, Member Kempton commented the District 4 Engineer was not aware of shifting funds (savings) from a District 4 project to the I-84 Karcher Interchange. COO McElhinney responded as programming funds shift between projects, programming staff works diligently to balance fund needs and savings; however, he appreciated the reminder to keep the local district engineers apprised as well.

Member Horsch made a motion and seconded by Member Kempton 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-  
ITB21-71 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 FY21 certificate of receipts and disbursements, FY21 Idaho Transportation Department Annual Report, moving 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 contract for rejection.

1) FY21 Certificate of Receipts and Disbursements. In accordance with Idaho Code Section 40-708, certification of receipts and disbursements must be approved by the Board, shown as Exhibit 543, which is made a part hereof with like effect. The Controller requests approval to certify ITD's State Highway Fund cash balance, \$154,708,000 as of June 30, 2021.

2) FY21 Idaho Transportation Department 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. Since last month, the report was updated to align with the Governor's office branding change from Building Idaho's Future to Leading Idaho's Future. Also, one outcomes based performance measure was updated changing the days to process vehicle titles in 2020 from 3 days to 6 days, which includes titles processed by the counties.

3) Request to Move US-95 Aht'Wy Interchange and Plaza project to FY22 of the approved FY21-27 Idaho Transportation Investment Program (ITIP). The Nez Perce Tribe received a BUILD (Better Utilizing Investments to Leverage Development) Transportation Discretionary Grant in September 2020. This project was placed in FY21 of the FY21-27 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. District 2 in conjunction with the Nez Perce Tribe is finalizing the plans in preparation for advertisement in January 2022. As per policy 5011 ITIP, the purpose is to request approval to move the project from FY21 to FY22 in order to preserve a place in the FY22 of the FY21-27 ITIP.

4) Request to Modify Rail-Highway Crossing Program in the approved FY21-27 ITIP. Per policy 5011 ITIP, and Administrative Policy 5085 Rail-Highway Crossing Program, staff requests delay of the following two projects in the Rail-Highway Crossing Program:

- 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 FY28.

5) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #13494 – Old Highway 30, West Plymouth Street Bridge, Canyon County, District 3, design services of approximately \$2.9 million; key #23336 – I-84, Karcher Interchange, Canyon County, District 3, design services of approximately \$3.0 million; and key #21935, I-90, Coeur d'Alene River Bridges, District 1, design services of approximately of \$2.3 million.

6) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. On key #20129, FY21 capital maintenance, phase 2, Ada County Highway District (3), the differences between the low bid and engineer's estimate were mainly in the mobilization, removal of curb and gutter and superpave. On key #20587, US-93, Grandview to Blue Lakes Blvd., District 4, the differences between the low bid and engineer's estimate were mainly in the resealing joints, traffic control and mobilization. On key #22006, pedestrian path connection plan, Idaho Falls, Local Highway Technical Assistance Council (6), the differences between the low bid and engineer's estimate were mainly in the mobilization. The engineer's estimate were developed using the average bid costs of previous projects in the area plus assumed price increases. The District, ACHD and LHTAC do not believe re-advertising the projects would result in lower bids, and recommends awarding the contracts. Low bidder, for key #20129: Staker & Parson Companies DBA, Idaho Materials Construction - \$2,961,975.25; key #20587: Penhall Company - \$1,593,102.22; and key #22006: JM Concrete Inc. - \$385,790.80.

7) Contract for Rejection. In accordance with Board Policy 4001, staff requests approval to reject the \$1 million agreement limit for key #20544 – SH-31, District 6, overlay and guardrail upgrade. Contractor - Knife River Corporation-Mountain West, \$10,792,500.

Informational Items.

1) Contract Awards and Advertisements. Key #19530, 97 South, LHTAC (6), Idaho Canal Bridge. Low bidder: Cannon Builders - \$973,854.24.

Key #20564, SH-24, SH-25, US-26, SH-46 & SH-50, seal coats, District 4. Low bidder: Geneva Rock Products Inc. – \$3,009,796.68.

Key #22888, SH-3, Goosehaven Road to Round Lake Road, District 1. Low bidder: Knife River Corporation-Mountain West – \$12,961,000.00.

Key #21890, SH-78, Int. SH-167, improvements, District 3. Low bidder: Staker & Parson Companies, Idaho Materials Construction – \$540,670.00.

Key #20439, US-30, over Snake River Bridge repairs, District 4. Low bidder: Cannon Builders Inc. – \$736,261.20.

Key #20244/19948, I-90, Division Street IC Opass, Kellogg, District 1. Low bidder: Concrete Placing Company Inc. – \$17,371,443.49.

Key #23064, Recessed pavement marking pilot, District 3 (HQ). Low bidder: Apply-A-Line LLC. – \$289,605.41.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From September 30 through October 25, 2021, 16 new professional services agreements and work tasks were processed, totaling \$43,761,380. Three supplemental agreements to existing professional services agreements were processed during this period in the amount of \$91,922.

3) Annual Rail-Highway Crossing Program Report 2021. 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 Investment Program. The goal of this program is to reduce the number and severity of vehicle-train collisions at public rail-highway crossings. The Fund also provides \$25,000 to support public education and safety programs which promote awareness of public safety at railroad grade crossings.

4) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 21.8% as of September 30. Receipts from the Highway Distribution Account were \$13.4 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 72%, or \$506,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$1.3 million or 4.6%

due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$131.1 million for July through September.

The balance of the long-term investments was \$112.5 million at the end of September. These funds are obligated against construction projects and encumbrances. The cash balance was \$157.4 million. Expenditures in the Strategic Initiatives Program Fund for September were \$0.8 million. Additional receipts include interest earned of \$49,000 based on the cash balance. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.1 million is the third month of the new 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund were \$5.7 million year to date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$293,000 year to date.

5) Monthly Reporting of Federal Formula Program Funding through October. Idaho received obligation authority of \$64.9 million through October 31, 2021 via an Appropriations Act signed on October 2, 2021. It 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. An extension to the federal Fixing America's Surface Transportation Act was signed on October 2, 2021. Idaho received apportionments of \$67.8 million. Obligation authority is currently 95.7% of apportionments. As of October 31, 2021, \$70.0 million was allocated with \$29.0 million remaining program funding.

6) FY23 Revision #1 Appropriate Request. The department's Fiscal Year Appropriation Request Revision #1 was delivered to the Division of Financial Management and the Legislative Services Office on October 22, 2021. The summary of values carried in the FY23 Revision #1 Appropriation Request are: \$ 605,694,300 FY23 Base plus \$32,867,800 Base Adjustments for a total Adjusted FY23 Base of \$638,562,100. Adding \$140,119,000 for Line Items and \$80,537,00 for Debt Service brings the FY23 total program funding to \$859,218,000.

Monthly Report on Department Activities. Director Ness reported the Infrastructure Investment and Jobs Act (IIJA) passed the U.S. Senate on August 10 by a vote of 69-30. Both Idaho senators voted in favor of the bill. The current Fixing America's Surface Transportation Act, was extended again until December 3. On November 5, the U.S. House passed IIJA on a 228-206 vote, and President Biden signed it into law on November 15. IIJA will provide five-year reauthorization of federal highway, highway safety, transit, and rail programs for FY22 through FY26. Idaho is projected to receive an additional annual amount of approximately: \$91 million across highway program categories, \$45 million for bridges, \$11 million across public transit program categories, and \$6 million for electric vehicle infrastructure. A new bridge discretionary program is created for larger projects over \$100 million at 50% federal funding. Grant programs focus on resiliency and congestion management. Program delivery eliminates fiscal constraint after four years. Buy America is expanded to construction materials. IIJA also allows states and localities to implement local hire programs, and safety and contingency funds to be used in work zones prior to or during construction. With the passage of IIJA, funding needs to be delivered through appropriations. The federal debt limit has yet to be increased to allow for additional funding in many programs, so state departments of transportation need to stay involved in the policy implementation process – especially for rural states. Because of these factors, the timing of any federal funding increases is uncertain and may be subject to delay.



Director Ness reported ITD received three American Association of State Highway and Transportation Officials (AASHTO) President's Awards in late October. Since 2010, ITD has received 20 President's Awards, more than any other state, and it is the second time ITD has received these specific awards in one year. The awards received were in the following locations and categories: District 4 for Environment; District 3 for Highway Traffic Safety; and District 1 for Highways. More specific project information will be shared next month. Director Ness concluded the awards demonstrate that ITD is on its way to becoming the best transportation department in the country.

Chief Deputy Stokes shared ITD received an award from Teton County recognizing staff for its help and support during the pandemic. He also reported on the recent help provided to the Canyon County DMV who had planned to close its office for a week because of staffing shortages. ITD learned after the announcement, but was able to provide staff allowing them to retain over 100 appointments scheduled and provide services to additional walk-ins, minimizing the closure to only two days. He thanked DMV staff for their quick response.

CD Stokes reported on license plates production in light of challenges procuring aluminum. Because of planning and forethought with Correctional Industries, Idaho ordered enough materials in advance that it did not experience delays in license plate production. In July 2021, license plate replacement requirements changed from a 7-year to a 10-year cycle.

Lastly, CD Stokes reported in respect to the new IIJA federal legislation, ITD will need to modify its FY23 appropriation request to accommodate for the increase in funding. They will make the change and have the Board ratify those changes at its meeting next month. He provided some preliminary IIJA funding estimates, which are expected to be shared with local jurisdictions. It includes a \$128,189,100 overall increase in base funding. The IIJA represents a 20% increase in federal funds from the current FAST Act.

Chief Engineer McElhinney provided a progress report on the Transportation Expansion and Congestion Mitigation program. A handout was provided showing the 13 TECM corridors. A series of meetings were held this week. On November 15, the TECM Right-of-Way Workshop met to discuss plan appraisals, acquisition and resources. On November 16, the eight TECM prime contractors and principles met and then the statewide district engineers held an all teams partnering workshop – TECM Program Manager Amy Schroder led discussions. Lastly, on November 17, the Idaho State Police/ITD Annual Managers meeting was conducted, which included discussions on work zone safety. COO McElhinney also shared some upcoming items: risk management for program delivery success, monthly project status, quarterly executive progress sessions, accountability for delivery and efficiency by teams, and a December Board update on TECM corridors and bonding.

Member Horsch encouraged staff to continue communication with counties on local land use planning in an effort to better coordinate future projects. COO McElhinney responded regional planning meetings are held with the metropolitan planning organizations with many of the district engineers in attendance.

Chairman Moad thanked staff for the report.

District Engineer Report. District 6 Engineer Jason Minzghor's report was on operations, design, construction, planning, public involvement and accomplishments for the year. He highlighted a dust storm project on I-15 from Idaho Falls to Osgood removing 35,000 yards of material and dust. It took 22 dump trucks making 2,913 loads over 2.5 weeks to complete the project. In FY22, they had 14 projects totaling \$56 million under construction, which in a typical year, many of those projects would be advertised this fall. And there are six projects totaling \$22 million ready for advancement. The I-15/US-20 Connector, Planning and Environmental and Linkages study report received FHWA endorsement. There were several public meetings held throughout the year; however, the virtual meeting held due to COVID-19, garnered the most support with over a 1,000 participants and 310 comments received. DE6 Minzghor concluded by sharing the heroism of a local math teacher who disarmed a school shooter at Rigby Middle school earlier this year. He also commended staff for quickly mobilizing to help with traffic control and other needed services.

Chairman Moad thanked DE6 Minzghor for the report.

Innovate ITD! FY21 Best of the Best Recognition. Motor Vehicle Administrator Alberto Gonzalez, introduced Continuous Improvement Facilitator Business Analyst Laura Meyer to discuss the program and present the recognition awards. She provided an overview on the inception of the program from 2014 to 2022, and the benchmarks established for five objective areas. Highlights include the development of continuous improvement of innovation processes and tools in 2015, formation of continuous improvement teams in 2017, and leader focused engagement in 2019. Key lessons learned are to reserve judgement, make decisions closest to where the work is done, and provide recognition for ideas. The process starts by submitting an innovative idea through the ITD internal website portal. The Continuous Improvement staff provide support to ITD teams assessing and improving processes and workspaces and providing facilitation. ITD has statewide Innovation Stewards who are nominated by their division or district leader to represent their organization.

Through video-taped messages from the Innovation Stewards, the Best of the Best Innovation Awards for 2021 were announced for each of the following categories:

- Safety, announced by Niki Benyakhlef – to District 4 and 3 for “Wildlife Vehicle Collision Mobile App” (Brent Brumfield, Connie Jones, Wendy Terlizzi, Dough Hoskinson, Mark Cox, Jeremy Wolf, Brett Sergenian, Jeanne Fisher, and Larry Anderson);
- Mobility, announced by Vicky Calderone – to Highways Construction, Operation and GIS for “Tracking Traffic Counter Deployment” (Trent Maupin, Raymond Wong and Jet Johnstone);
- Economic Opportunity, announced by Jenny Klein – to Port of Entry and District 4 for “Port Entry Sign and Safety Improvement” (Carl Horn, Brad Adams, Jerry Ford, Ryan Manley, Brandon Mendoza, and Randy Hubsmith);
- Customer Service, announced by Heather Perkins – to DMV for “Registration Renewal QR Code” (Kristall Gutierrez, Brian Duran, Bill Finke, Natasha Arnesen, Lisa

McClellan, Mayank Dhulekar, Beth Thompson, Abhinav Gandhi, Raja Kasidi, Rebecca Morris, and Neil Snyder);

- Cost Savings, announced by Taylor Bothke – to District 5, Highway Development, Construction, Operations and Administration for “Statewide Asset Attribute Inventory” (Nik Sterbentz, Margaret Pridmore, Kimberly Love, Brett Sergenian, Christopher Higginbotham, Vladimir Borek, Brent Brumfield, Anne Rector, Nick Jorgensen, Robert Beachler, Will Thoman, Ryen Johnson, Sydney Lewis, Rod Reed, and Kelly Campbell);
- Time Savings, announced by Laura Meyer – to DMV for “Address Change Online” (Raja Kasidi, Abhinav Gandhi, Beth Thompson, Lisa McClellan, Rebecca Morris, Kim Stump, Mayank Dhulekar, and Aruna Bandanadam);
- Idaho Workplace, announced by Brent Brumfield and Doug Hoskinson - to District 5 Blackfoot Shed Crew for “Building Uplift” (Ryan Burgin, Rocky Messick, Jared Loosli, Bryson Johnson, Bruce Martin, Jeff Reaves, Logan Dial, Brandon Steffens, and Troy Despain).

In conclusion, Laura Meyer reported on the historical Best of the Best winners; Innovation Scorecard data –highlighting 1201 implemented innovations reflecting \$19.6 million in savings/efficiencies; future objectives in communication, leader focused engagement, and recognition; and the staff comprising ITD’s Innovation efforts from executive leadership to support staff.

Chairman Moad commended staff for a job well done.

In the interest of time, Chairman Moad delayed the 2021-22 ITD Omnibus Pending Administrative Rulemakings and Utility Accommodation Rulemaking Update items to after lunch following the Dealer Advisory Board’s Annual report.

Director’s Monthly Report (Continued), Tribute to Former Vice Chair Janice Vassar. Director Ness began his tribute by sharing a friendly rivalry story between his Michigan State alma mater and former Vice Chair Vassar’s Washington State. They shared a special bond because they both started on the same day in 2009, and she quickly became a mentor to him. Coming from the public sector, she understood the issues and advocated for employees. As former Lewiston city manager, she was described as tough, but fair, and from a professional standpoint, was a good listener and gracious. She made a great impact at ITD in supporting employees and leaves a huge hole in her absence. Director Ness encouraged staff to check-in with Board members and other District 2 staff to offer support, and shared personal comments with Mr. Vassar who was attending virtually at the District 2 office.

Member DeLorenzo offered condolences to Mr. Vassar sharing that former Vice Chair Vassar was one the kindest women she has met. Member DeLorenzo also acknowledged that Vice Chair Vassar’s most important job was being a wife, a mother and grandmother and hopes Mr. Vassar finds comfort in knowing how much she was loved.

Member Kempton appreciated former Vice Chair Vassar’s level of engagement and shared she was a true statesman.

District 2 Engineer Doral Hoff presented Mr. Vassar with a framed picture of former Vice Chair Vassar and shared a few stories and sentiment.

The Board recessed at 12:33 p.m. to have an informal lunch with Trucking Advisory Council. Chairman Moad reconvened the meeting at 1:45 p.m.

Annual Trucking Advisory Council Report. Trucking Advisory Council Chairman John Pocock thanked the Board for the opportunity to serve. He reported the council met every quarter this year to discuss trucking and safety issues. He introduced two new council members Tim Christopherson, District 2 and Troy Thurgood, District 6. He highlighted meetings held with Truckers Against Human Trafficking, thanked Ramon Hobdey-Sanchez for the presentation on legislative ideas and all his support, and updates on the 129,000K Pound Truck Routes and dyed diesel. He reported TAC met with Idaho State Police mid-year to discuss Port of Entry operations and restated their support in having POE remain assigned to ITD. Chairman Pocock stated TAC stands ready to assist the Board, provide feedback on industry concerns, and make recommendations when called upon.

Chairman Moad thanked TAC Chairman Pocock for the presentation.

Dealer Advisory Board Annual Report. Dealer Advisory Board Chairman Grant Petersen provided an update on DAB activities. He reported on a new approach to dealer enforcement. In response to DAB asking for a more comprehensive approach to enforcement, ITD implemented a new structured and proactive approach. Motor Vehicle Investigators set new standards and now have timeliness, quality, and quantity metrics to gauge performance and effectiveness. Investigators implemented a new remote audit process allowing them to measure dealer compliance and identify key indicators of major financial issues. In the last four months, 107 individual customer issues have either been successfully resolved or resulted in a dealer being suspended. Dealer newsletters are providing better communication, a platform for recognition and enhanced DAB participation by encouraging dealers to get involved and communicate with their representative. He also reported on the Idaho Consumer Asset Recovery Fund and challenges with chip and labors shortages, and efforts made through dealer education.

Chairman Moad thanked DAB Chairman Petersen for the presentation.

2021-22 ITD Omnibus Pending Administrative Rulemakings. Governmental Affairs Program Manager Ramon Hobdey-Sanchez presented the department's two Omnibus pending rulemaking notices. This is the final reauthorization piece of the process to ensure all of ITD's rules are pending before the 2022 Idaho Legislature. In June and July of 2021, the 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. The chapter for Rules Governing Utilities on the State Highway Right-of-Way is being removed from the Pending Notice. It is being independently advanced for review by the 2022 Idaho Legislature because of Broadband and small wireless facilities stakeholder negotiations.

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

RES. NO. WHEREAS, the Idaho Transportation Department is working through the  
ITB21-72 3<sup>rd</sup> consecutive year of reauthorizing the administrative rules under  
IDAPA Tile 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 2<sup>nd</sup> Regular Session of the 66<sup>th</sup> Idaho Legislature with publication in the Special Edition of the December 2021 Idaho Administrative Bulletin.

Chairman Moad thanked PM Hobdey-Sanchez for the informative presentation.

Utility Accommodation Rulemaking Update. Governmental Affairs Program Manager Ramon Hobdey-Sanchez reviewed the proposed rule that was published on November 3. The proposed rule includes a new chapter on Small Wireless Facilities and Utility Accommodation Policy (UAP) update. Efforts on Broadband were slowed to allow the Governor's Broadband Advisory Board to engage in the development of a state master plan. Final draft rule and UAP will be presented to the Board at its meeting next month. The proposed rule will require both house and senate approval because of the associated fee additions.

Planning Services Program Manager Robert Beachler provided an overview on Small Wireless Facilities (SWF). The division of highways and wireless providers enter into a master license agreement and the permitting of SWF is done at the district level. Staff recommends adoption of FCC 18-133 SWF fee structure and implementation of FCC SWF permit review guidance, commonly referred to as "shot clocks." In other states; such as, Utah, they impose non-refundable fees to review applications, installations, annual access right-of-way and annual attachment fees for collocation on utility poles. On November 16, staff held a SWF stakeholder meeting. Public comment regarding SWF rulemaking will be taken until November 24, and final draft rule and UAP will be presented to the Board at its meeting next month.

In response to Member Kempton's question if we are coordinating with the Public Utilities Commission, PM Beachler confirmed that they are; however, fiber optics are not considered a public utility and therefore not regulated.

Member Kempton questioned the responsibility to monitor companies if they are being allowed within the right-of-way and the incorporation of language to address liability from accidents and other roadway damage. DAG Thomas stated permits should be written as such to include indemnification language shifting liability from the state, and would be happy to work with staff.

In response to Member Hoff's question regarding removal of abandoned or obsolete equipment, PM Beachler stated the company has that responsibility to remove equipment. However, because of lack of tracking, it is difficult to confirm if that is happening. Per the permit, companies are required to move equipment at their own expense.

Chairman Moad thanked GAPM Hobdey-Sanchez and PM Beachler for the update.

Administrative Policy A-38-02 Accident Cost Information. Highway Safety Manager John Tomlinson presented deleting Administrative Policy A-38-02, Accident Cost Information. In consultation with FHWA, the information has not been used in many years and is no longer required. Procedures and processes have changed making the administrative policy obsolete. The Board's Subcommittee on Policies reviewed the policy on October 19 and supported staff's recommendation to delete.

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  
ITB21-73 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 (FHWA) 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.

Chairman Moad thanked HSM Tomlinson for the policy update.

Administrative Policy A-05-37 Allocation and Management of the Highway Maintenance Budget. Mobility Services Engineer Nestor Fernandez proposed deleting Administrative Policy A-05-37, Allocation and Management of the Highway Maintenance Budget. The policy has been in effect since 2014, and this process is no longer applicable. Current business practices have changed incorporating transparency on how the budget is disseminated and allocated on a statewide basis. The Board's Subcommittee on Policies reviewed the policy on October 19 and supported staff's recommendation to delete.

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  
ITB21-74 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 funds 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.

Chairman Moad thanked MSE Fernandez for the policy update.

Historical Transportation Document Preservation. Planning Services Manager Ken Kanownik introduced Intern Braeden Dickinson who provided information regarding a historical transportation planning studies project from the 1950's, 60's and 70's. Documents selected came from each of the metropolitan areas around the state and one project that occurred in a rural area. The documents had to hold some historical element and significance and have good pictures and graphics. Documents were analyzed and annotated for important phrases, numbers, and any other aspects that were important to include in short write-ups.

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

The documents were on display in the lobby for board members to view.

Chairman Moad thanked Intern Dickinson for the presentation.

State Planning and Research Program Update. Research Program Manager Ned Parrish presented an overview of State Planning and Research (SPR) funds and described the programs and activities supported with this funding. Federal code requires 2% of federal funds received for roads and bridges be used for SPR with a minimum of 25% of those funds devoted to research related activities. Annual SPR work program is developed and included in the Idaho Transportation Investment Program as grouped projects.

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 SPR FFY22 budget is \$6.89 million of which \$1.67 million is for the Research Program. There were seven recently completed ITD projects, which included development of a statewide landslide inventory database and a precast pier system for accelerated bridge construction in Idaho. There are seven planned projects for FFY22; such as the analysis of bicycle and pedestrian crashes and contributing factors, and Unmanned Aerial Systems technology, airspace design, privacy and safety in Idaho. A new position was added to support the research program in FY22.

Chairman Moad thanked RPM Parrish for the informative report.

Human Resources Annual Report. Chief Human Resources Officer Brenda Williams, led discussions by highlighting what has come to be known as the “Great Resignation.” Boise is ranked second, below Vancouver, as the least affordable city. Overall, Georgia, Kentucky and Idaho had the highest rates of employees leaving their jobs. HR’s mission is to attract and retain the best talent while striving to create an ideal workplace where employees are engaged in their work and provided opportunities for development and growth. Based on ITD’s 1648 Full-Time Equivalent (FTE) count, June’s complement was 1620. HR actively monitors hires and separations. ITD has a 3-step career path for transportation technicians and a 4-step path for technical engineering positions. Training is provided by ITD.

HR Manager Jim Spears reported ITD has a 98% complement fill rate, and has experienced a 60% decrease in job applicants. He also shared some 2021 outreach efforts through partnership with Boise State University and University of Idaho, conducting job fairs, and airing recruitment videos through social media.

Program Manager Jessica Garrison reported HR has four cross functional teams serving ITD employees: recruitment (to address becoming more efficient and innovating strategies); onboarding (to create great employee experiences); compensation; and improving SharePoint resources. As of October 31, ITD had 28 COVID cases, down by 24 from the previous month. Overall for FY21, ITD’s 6% turnover rate is lower than the State’s 10.8% rate. Primary reasons for voluntary separation are external career advancement and family/personal reasons.



Civil Rights Compliance Officer Ester Ceja presented on Disadvantage Business Enterprise program. They have an agreement with FHWA. Through the support of management, the districts and contracting community they met their DBE goal. In the Fall 2020, they had 20 trainees enrolled in the 5-week Highway Construction Work Program course – 70% obtained a job within 13 months. This year, three schools partnered with the Workforce Development Council and Associated General Contractors and received \$300,000 workforce funds from FHWA. They also created a permanent construction course with simulators.

Safety Manager Randy Danner reported on ITD's safety recognition coin. As an example, the Incident Reduction Committee in District 1 eliminated vehicle backing accidents by having staff back into parking spaces. The committee was rewarded with a safety recognition coin. SM Danner also reported they completed safety training for supervisors, promoted positive outcomes through safety shares and Transporter articles, and rewrote the safety manual. ITD's Total Incident Rate (a percent of injuries per 100 employees) for FY21 was 1.89% in comparison to FY20's 2.37%.

Training and Development Manager Frank Decarvalho reported T&D developed a training and development model to provide structure and direction to the many learning efforts and initiatives ongoing throughout the organization. The five focused ITD constructive behaviors of communication, accountability, collaboration, safety, and results are critical components to supporting and increasing positive customer and employee experiences. FY21 witnessed a large portion of training classes move from the traditional in-class environment to a virtual or online environment. This was the norm for all training types with the exception of our equipment operator training, which was accomplished primarily through hands-on face-to-face instruction. With the introduction of new employees across ITD and T&D's 33% personnel turnover, they achieved communication and leadership completion rates of 75.4% and 86.2% respectively. Some initiatives completed include talent discussion session and emerging leaders program.

Chief Human Resources Officer Brenda Williams concluded with a snap shot of the road ahead on key initiatives; such as, Leadership Career Development Plan, Leadership Engagement and Accountability Process, and coming this spring - the employee engagement/culture survey.

In response to Chairman Moad's suggestion to make recruitment videos, CHRO Williams stated they air radio advertisements, produce bumper stickers and hand out fliers but can do more outreach to attract talent.

In response to Member DeLorenzo's comments about locals and cities paying more, CHRO replied it is an unusual time with businesses raising rates to retain employees. HR is doing all it can to be creative. They hope to have the Division of Human Resources' annual report that may provide avenues to help raise rates. They have focused on targeted positions, which has helped but it continues to be a challenge everywhere.

Chairman Moad thanked the HR staff for the informative annual report.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 4:23 PM to discuss issues as authorized in Idaho Code Section 74-

206 (b) and in Idaho Code Section 74-206 (f). Member Thompson seconded the motion and it passed unanimously by roll call vote.

The discussion on legal matters related to highway operations.

The Board came out of executive session at 5:10 PM.

Linder Village (Orchard Park) Sales Tax Anticipated Revenue Agreement (STAR).  
District 3 Engineer Caleb Lakey provided an update on Linder Village (Orchard Park) STAR agreement. Idaho Code, 63-3641 sets funding limits with a minimum of \$6 million and maximum of \$35 million. STAR agreements are a mechanism to encourage more than just minimal transportation improvements – 60% of sales tax generated is used for reimbursement. In January 2019, ITD signed the STAR agreement for the US-20/26 Linder Village (Orchard Park) project spanning from Linder Road to Locust Grove Road. The remaining widening section is less than a mile stretch east of Meridian Road. Final acquisition is being planned for construction next year.

Chairman Moad thanked DE3 Lakey for the update.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 5:15 PM.

---

BILL MOAD, Chairman  
Idaho Transportation Board

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

# BOARD MEETING DATES

**2022**

**January 13 - Boise**

**February 17 - Boise**

**March 23 & 24 - Shoshone**

| 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  |
|           |    |    |    |    |    | 1  |          |    | 1  | 2  | 3  | 4  | 5  | 1        | 2  | 3  | 4  | 5  |    |    |          |    |    |    |    |    |    |
| 2         | 3  | 4  | 5  | 6  | 7  | 8  | 6        | 7  | 8  | 9  | 10 | 11 | 12 | 6        | 7  | 8  | 9  | 10 | 11 | 12 | 3        | 4  | 5  | 6  | 7  | 8  | 9  |
| 9         | 10 | 11 | 12 | 13 | 14 | 15 | 13       | 14 | 15 | 16 | 17 | 18 | 19 | 13       | 14 | 15 | 16 | 17 | 18 | 19 | 10       | 11 | 12 | 13 | 14 | 15 | 16 |
| 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 |
| 23        | 24 | 25 | 26 | 27 | 28 | 29 | 27       | 28 |    |    |    |    |    | 27       | 28 | 29 | 30 | 31 |    |    | 24       | 25 | 26 | 27 | 28 | 29 | 30 |
| 30        | 31 |    |    |    |    |    |          |    |    |    |    |    |    |          |    |    |    |    |    |    |          |    |    |    |    |    |    |
| MAY       |    |    |    |    |    |    | JUNE     |    |    |    |    |    |    | JULY     |    |    |    |    |    |    | AUGUST   |    |    |    |    |    |    |
| 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  |
| 1         | 2  | 3  | 4  | 5  | 6  | 7  |          |    | 1  | 2  | 3  | 4  |    |          |    | 1  | 2  |    |    |    | 1        | 2  | 3  | 4  | 5  | 6  |    |
| 8         | 9  | 10 | 11 | 12 | 13 | 14 | 5        | 6  | 7  | 8  | 9  | 10 | 11 | 3        | X  | 5  | 6  | 7  | 8  | 9  | 7        | 8  | 9  | 10 | 11 | 12 | 13 |
| 15        | 16 | 17 | 18 | 19 | 20 | 21 | 12       | 13 | 14 | 15 | 16 | 17 | 18 | 10       | 11 | 12 | 13 | 14 | 15 | 16 | 14       | 15 | 16 | 17 | 18 | 19 | 20 |
| 22        | 23 | 24 | 25 | 26 | 27 | 28 | 19       | X  | 21 | 22 | 23 | 24 | 25 | 17       | 18 | 19 | 20 | 21 | 22 | 23 | 21       | 22 | 23 | 24 | 25 | 26 | 27 |
| 29        | 30 | 31 |    |    |    |    | 26       | 27 | 28 | 29 | 30 |    |    | 24       | 25 | 26 | 27 | 28 | 29 | 30 | 28       | 29 | 30 | 31 |    |    |    |
|           |    |    |    |    |    |    |          |    |    |    |    |    |    | 31       |    |    |    |    |    |    |          |    |    |    |    |    |    |
| SEPTEMBER |    |    |    |    |    |    | OCTOBER  |    |    |    |    |    |    | NOVEMBER |    |    |    |    |    |    | DECEMBER |    |    |    |    |    |    |
| 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  |
|           |    |    |    |    |    | 1  |          |    |    |    |    |    | 1  |          |    | 1  | 2  | 3  | 4  | 5  |          |    |    |    |    |    |    |
| 4         | X  | 6  | 7  | 8  | 9  | 10 | 2        | 3  | 4  | 5  | 6  | 7  | 8  | 6        | 7  | 8  | 9  | 10 | X  | 12 | 4        | 5  | 6  | 7  | 8  | 9  | 10 |
| 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 | 24 | 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       | 26 | 27 | 28 | 29 | 30 | 31 |
|           |    |    |    |    |    |    | 30       | 31 |    |    |    |    |    |          |    |    |    |    |    |    |          |    |    |    |    |    |    |

“X” = holiday

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

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



## IDAHO TRANSPORTATION BOARD

### RESOLUTION FOR CONSENT ITEMS

**Pages - 21 - 34**

RES. NO.      WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB21-75

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 delay of the Kidd Creek Stream environmental monitoring project from FY21 to FY22 in the approved FY21-27 ITIP and contracts for award.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021Consent Item ☒Information Item ☐

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

|                                         |                                          |          |                    |
|-----------------------------------------|------------------------------------------|----------|--------------------|
| Presenter's Name<br>Blake Rindlisbacher | Presenter's Title<br>Chief Engineer      | Initials | Reviewed By<br>LSS |
| Preparer's Name<br>Laila Kral, P.E.     | Preparer's Title<br>LHTAC, Administrator | Initials |                    |

### Subject

Delay the Kidd Creek Stream Mitigation Env Monitoring project from FY 2021 to FY 2022 in the approved FY 2021 – 2027 ITIP

|                     |                        |                          |
|---------------------|------------------------|--------------------------|
| Key Number<br>23396 | District<br>District 1 | Route Number<br>STC-5743 |
|---------------------|------------------------|--------------------------|

### Background Information

The purpose of this consent item is to delay the project from FY 2021 to FY 2022 in the STP-Local Rural Program at the request of the Local Highway Technical Assistance Council (LHTAC) and the project sponsors, per policy 5011 *Idaho Transportation Investment Program* (ITIP).

There was a delay with the State and Local Agreement preventing the project to be obligated in FY 2021. Therefore, LHTAC and the individual project sponsors request the project be delayed to FY 2022 in the program. The financial offset of \$50,000 is made available from cost savings in the STP-Local Rural program.

Staff requests the project delay be made in the STP- Local Rural Program and that the ITIP be revised accordingly.

### Recommendations

Approve the delay of the Kidd Creek Stream Mitigation Env Monitoring project from FY 2021 to FY 2022 in the approved FY 2021 – 2027 ITIP, total project cost is \$50,000.

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021

Consent Item ☒

Information Item ☐

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

|                                       |                                                                        |                |                    |
|---------------------------------------|------------------------------------------------------------------------|----------------|--------------------|
| Presenter's Name<br>Dave Kuisti, P.E. | Presenter's Title<br>Transportation Engineering Division Administrator | Initials<br>DK | Reviewed By<br>LSS |
| Preparer's Name<br>Dana Dietz, P.E.   | Preparer's Title<br>Contracts Engineer                                 | Initials<br>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 11/15/21 |       |                                             |       |                                              |       |
|----------------------------------------------|-------|---------------------------------------------|-------|----------------------------------------------|-------|
| Contracts Bid                                |       | Contracts Requiring Board Approval to Award |       | Contracts Requiring Board Approval to Reject |       |
| ITD                                          | Local | ITD                                         | Local | ITD                                          | Local |
| 13                                           | 5     | 4                                           | 4     | 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 11/01/21 to 11/15/21 |       |
|------------------------------------------------------------------------------------------|-------|
| ITD                                                                                      | Local |
| 3                                                                                        | 1     |

## Recommendations

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

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_

## Monthly Status Report to the Board

### CONTRACT(S) FOR BOARD APPROVAL

| District                        | Key No.      | Route | Opening Date | No. of Bids | Eng. Est.      | Low Bid        | Net +/-      |
|---------------------------------|--------------|-------|--------------|-------------|----------------|----------------|--------------|
| 4                               | <b>20623</b> | SH-46 | 10/19/2021   | 4           | \$2,216,323.72 | \$2,530,799.50 | \$314,475.78 |
| SH-46, Bid Wood River Bridge    |              |       |              |             | Federal        |                | 114%         |
| Contractor: Cannon Builders Inc |              |       |              |             |                |                |              |

| District                             | Key No.      | Route | Opening Date | No. of Bids | Eng. Est.      | Low Bid        | Net +/-      |
|--------------------------------------|--------------|-------|--------------|-------------|----------------|----------------|--------------|
| 1                                    | <b>20491</b> | I-90  | 11/2/2021    | 2           | \$1,812,293.40 | \$2,187,656.20 | \$375,362.80 |
| I-90, FY22 D1 Bridge Repair          |              |       |              |             | Federal        |                | 121%         |
| Contractor: C L Heilman Company Inc. |              |       |              |             |                |                |              |

| District                                                                  | Key No.      | Route | Opening Date | No. of Bids | Eng. Est.      | Low Bid        | Net +/-      |
|---------------------------------------------------------------------------|--------------|-------|--------------|-------------|----------------|----------------|--------------|
| 4                                                                         | <b>19960</b> | US-93 | 11/2/2021    | 1           | \$2,334,504.50 | \$2,866,374.00 | \$531,869.50 |
| US-93, Blue Lakes Blvd; Poleline Road to Perrine Bridge                   |              |       |              |             | State          |                | 123%         |
| Contractor: Staker & Parson Companies DBA<br>Idaho Materials Construction |              |       |              |             |                |                |              |

| District                                                      | Key No.                                  | Route   | Opening Date | No. of Bids | Eng. Est.      | Low Bid        | Net +/-      |
|---------------------------------------------------------------|------------------------------------------|---------|--------------|-------------|----------------|----------------|--------------|
|                                                               | <b>20109 /<br/>20483 &amp;<br/>21997</b> | OFF SYS | 11/9/2021    | 2           | \$1,065,309.50 | \$1,439,145.90 | \$373,836.40 |
| LHTAC(2) STC-7664, 6th Street Pedestrian Improvements, Moscow |                                          |         |              |             | Federal        |                | 135%         |
| Contractor: Motely-Motley Inc                                 |                                          |         |              |             |                |                |              |

DATE OF BID OPENING - OCTOBER 19, 2021

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IDAHO FEDERAL AID FINANCED PROJECT  
SH-46, BIG WOOD RV BR  
Gooding County  
Key No. 20623

---

DESCRIPTION: The work on this project consists of replacing the Big Wood River Bridge on SH-46 at M.P. 112.89

BIDDERS:

|                                        |                |
|----------------------------------------|----------------|
| CANNON BUILDERS, INC.<br>BLACKFOOT, ID | \$2,530,799.50 |
|----------------------------------------|----------------|

|                                                      |                |
|------------------------------------------------------|----------------|
| KNIFE RIVER CORPORATION - MOUNTAIN WEST<br>BOISE, ID | \$2,950,588.00 |
|------------------------------------------------------|----------------|

2 BIDS ACCEPTED (2 Irregular – DBE)

ENGINEER'S ESTIMATE - \$2,216,323.72

LOW BID - 114% Percent of the Engineer's Estimate

NET +/- OF EE \$314,475.78

(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  
13:11:22 -06'00'

---

DANA DIETZ P.E.  
Contracts Engineer





## Department Memorandum

Idaho Transportation Department

**DATE:** 11/5/2021

**Program Number(s)**A020(623)

**TO:** Dana Dietz, PE  
Contracts Engineer

**Key Number(s)**20623

**FROM:** Jesse Barrus  
D4 District Engineer

**Program ID, County, Etc.**SH-46, Big Wood Rv  
Br, Gooding

**RE:** Justification for Award

On October 19<sup>th</sup>, 2021, 4 bids were opened for the above referenced project with 2 irregular bids. The low bid of \$2,530,799.50 is 14% higher than the Engineers Estimate of \$2,216,323.72. The next bid was \$2,950,588.00, which is within 14% of the low bidder.

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

| Item                                          | Description   | Quantity | Unit | Estimated Unit Price | Bid Unit Price | \$ Difference |
|-----------------------------------------------|---------------|----------|------|----------------------|----------------|---------------|
| 203-020A                                      | Rem of Bridge | 1        | EA   | \$85,000.00          | \$130,000.00   | \$45,000.00   |
| 405-435A                                      | Superpave HMA | 1175     | TON  | \$80.00              | \$150.00       | \$82,250.00   |
| 551-010A                                      | PPC Overlay   | 17.5     | CY   | \$2,800.00           | \$4,500.00     | \$29,750.00   |
| 675-005A                                      | Survey        | 1        | LS   | \$15,000.00          | \$80,000.00    | \$65,000.00   |
| Z626-05A                                      | Mobilization  | 1        | LS   | \$202,340.52         | \$380,000.00   | \$177,659.48  |
| <b>Totals</b>                                 |               |          |      |                      |                | \$399,659.48  |
| <b>% of Difference from EE (\$314,475.78)</b> |               |          |      |                      |                | 127%          |

The Engineer's Estimate was based on the average unit price index for similar projects. Due to material shortages, labor, fuel and material costs which have drastically increased this past year, these items have fluctuated greatly, especially HMA paving. Additionally, the price for Superpave HMA in the Engineer's Estimate is admittedly low, based on the small quantities on this project. This will be considered on future estimates.

The additional \$314,000 will need to come from the statewide balancing effort done each year. Based on the reasoning above and that the next low bidder was 33% higher than the Engineer's Estimate, the District does not believe that re-advertisement will result in a lower estimate. The District recommends awarding this project.

DATE OF BID OPENING - NOVEMBER 2, 2021

---

IDAHO FEDERAL AID FINANCED PROJECT  
I-90, FY22 D1 BRIDGE REPAIR  
Kootenai County  
Key No. 20491

---

DESCRIPTION: The work on this project consists of repairing bridge decks with epoxy or concrete overlays, and perform other needed repairs on bridges along I-90.

BIDDERS:

C. L. HEILMAN COMPANY INC      \$2,187,656.20  
COEUR D ALENE, ID

N. A. DEGERSTROM, INC.      \$2,476,695.10  
SPOKANE VALLEY, WA

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$1,812,293.40

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

NET +/- OF EE \$375,362.80

(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: 2021.11.04  
16:14:38 -06'00'

---

DANA DIETZ P.E.  
Contracts Engineer

# Department Memorandum

## Idaho Transportation Department

**DATE:** November 3, 2021**Program Number(s)** V191900**TO:** Dana Dietz, P.E.  
Contracts Engineer**Key Number(s)** 20491**FROM:** Damon Allen, P.E.  
District 1 Engineer**Program ID, County, Etc.** Kootenai**APPROVED***By dallen at 12:55 pm, Nov 05, 2021***RE:** Justification for award of Bid

On November 2, 2021, 2 bids were opened for the above referenced project. The low bid of \$2,187,656.20 was 20.71% higher than the Engineer's estimate of \$1,812,293.40. The second bid was within 12% of the low bid.

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 |
|-------------------------------------------------------|-----------------------------------|-------------|----------------------|----------------|---------------|
| 553-005A                                              | EPOXY OVERLAY                     | 29,301.0 SF | \$4.50               | \$7.50         | \$87,903.00   |
| 587-005A                                              | PAINTING<br>STRUCTURAL<br>STEEL   | 1.00 LS     | \$54,000.00          | \$180,000.00   | \$126,000.00  |
| S501-30A                                              | SP BRIDGE<br>(WRAP BENT<br>PILES) | 437.0 FT    | \$71.50              | \$300.00       | \$99,854.50   |
| Total Difference from these Items                     |                                   |             |                      |                | \$ 313,757.50 |
| % of Difference in Engineer's Estimate (\$375,362.80) |                                   |             |                      |                | 83.60%        |

The engineers estimate was primarily determined at a point in time when costs were more stable and easier to predict. Supply chain issues are continuing to have an impact on material prices. The recent rise in commodity prices has led to a sharp increase in cost over the past year for certain products like the ones listed above. Had the drastic increase of prices been accounted for over the past year, the estimate would have been much closer to the actual values attributed to the work.

This project addresses the necessary repairs/improvements that are needed to ensure that our bridges continue to be safe and keep reasonable service life spans.

The district would acquire additional funds through statewide balancing.

The district does not believe that re-advertisement would result in lower estimates. The district recommends award of this contract.

DATE OF BID OPENING - NOVEMBER 2, 2021

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IDAHO FINANCED PROJECT  
US-93, BLUE LAKES BLVD; POLELINE RD to PERRINE BR  
Twin Falls County  
Key No. 19960

---

DESCRIPTION: The work on this project consists of milling and inlaying US-93 (Blue Lakes Blvd) from the Poleline Road intersection to the Perrine Br. MP 49.44 to 50.036

BIDDERS:

STAKER & PARSON COMPANIES dba IDAHO MATERIALS & CONSTRUCTION \$2,866,374.00  
TWIN FALLS, ID

1 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$2,334,504.50

LOW BID - 123% Percent of the Engineer's Estimate

NET +/- OF EE \$531,869.50

(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: 2021.11.17  
08:50:33 -07'00'

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DANA DIETZ P.E.  
Contracts Engineer



**DATE:** 11/7/2021

**Program Number(s)**A019(960)

**TO:** Dana Dietz. PE  
Contracts Engineer

**Key Number(s)**19960

**FROM:** Jesse Barrus  Digitally signed by Jesse Barrus  
D4 District Engineer Date: 2021.11.04 13:16:04 -06'00'

**Program ID, County, Etc.**US 93, BLUE LAKES  
BLVD; POLELINE RD TO PERRINE BR, Twin  
Falls Co,

**RE:** Justification For Award

On November 2, 2021, 1 bid was opened for the above referenced project. The low bid of \$2,866,374.00 was 22.8% higher than the Engineers estimate of \$2,334,504.50. Again, there was only 1 bid for this project.

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  |
|--------------------------------------------------------|-----------------------------------|--------------|----------------------|----------------|----------------|
| 230-125B                                               | REM OF MISC Traffic Signal System | 1 EA         | \$8,000              | \$31,500       | \$23,500.00    |
| 405-245A                                               | Approach                          | 5 EA         | \$2,500              | \$7,450        | \$24,750.00    |
| 405-455A                                               | Superpave HMA PAV SP-5            | 9,890 TON    | \$90.00              | \$113.00       | \$227,470.00   |
| 656-005A                                               | TRAF Signal Installation          | 1 LS         | \$475,000.00         | \$600,047.00   | \$125,047.00   |
| S911-05A                                               | SP Pavement Joint Adhesive        | 27,700.00 FT | \$0.75               | \$2.20         | \$40,165.00    |
| S912-05A                                               | SP SALSA                          | 28,735.00 SY | \$2.00               | \$3.20         | \$34,482.00    |
| Z629-05A                                               | Mobilization                      | 1 LS         | \$212,230            | \$297,512.12   | \$85,282.12    |
| Total Difference from these items                      |                                   |              |                      |                | \$560,696.12   |
| Total of Low Bid for these items                       |                                   |              |                      |                | \$2,236,771.12 |
| % of Difference in Engineers Estimate (\$1,676,075.00) |                                   |              |                      |                | 75%            |

The Engineers Estimate was based on the average unit price index for similar projects. Due to material shortages, labor, fuel, and material costs which have drastically increased this past year these items have fluctuated greatly especially HMA paving.

HMA costs have increased, however, it was not anticipated that the cost would be so high. The projects calls for a removal and installation of a new traffic signal. It is unknown how deep the foundations of the current signal are and the location is known to have deep solid rock below the surface.

We feel that if this project was constructed a year earlier, we would have had two additional contractors bidding on it. However, these other contractors are no longer in the area.

Additional funding of \$400,000 will be required for this project as current funding programmed is not 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 - NOVEMBER 9, 2021

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IDAHO FEDERAL AID FINANCED PROJECT  
STC-7664, 6th STREET PEDESTRIAN IMPROVEMENTS, MOSCOW  
Latah County  
Key No. 20109, 20483 & 21997

---

DESCRIPTION: The work on this project consists of constructing pedestrian improvements to include ADA ramp upgrades, sidewalk upgrades, lighting upgrades and crosswalk upgrades

BIDDERS:

MOTLEY-MOTLEY, INC. \$1,439,145.90  
PULLMAN, WA

M L ALBRIGHT & SONS, INC. \$1,961,360.33  
LEWISTON, ID

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$1,065,309.50

LOW BID - 135% Percent of the Engineer's Estimate

NET +/- OF EE \$373,836.40

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Digitally signed by  
Dana Dietz  
Date: 2021.11.16  
08:37:20 -07'00'

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**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:** November 16, 2021

**Project No:** A020(109), A020(483) & A021(997)

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

**Key No:** 20109 20483 & 21997

**From:** Laila Kral, PE  
Administrator

**Project Identifications, County**  
6<sup>th</sup> Street Pedestrian Improvements, Latah

**RE:** Justification of Bid for Award

Two (2) bids were opened for the KN 20109, 20483 & 21997 6<sup>th</sup> Street Pedestrian Improvements, City of Moscow on November 9, 2021. The apparent low bid submitted by Motley-Motley, Inc. exceeds the Engineer's Estimate (EE) by \$373,836.40 (35%). The apparent low bid was 26% less than the 2<sup>nd</sup> bidder.

The majority of the bid overage comes from three (3) bid items, as shown in the table below:

| Item                                                  | Description                             | Quantity | Unit | Estimated Unit Price | Bid Unit Price | \$ Difference |
|-------------------------------------------------------|-----------------------------------------|----------|------|----------------------|----------------|---------------|
| 405-435A                                              | SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3 | 426.00   | TON  | \$ 135.00            | \$ 253.00      | \$ 50,268.00  |
| 619-010A                                              | ILLUMINATION TY 2                       | 1.00     | LS   | \$ 159,000.00        | \$ 289,000.00  | \$130,000.00  |
| Z629-05A                                              | MOBILIZATION                            | 1.00     | LS   | \$ 117,279.00        | \$ 194,000.00  | \$ 76,721.00  |
| Total Difference from these Items                     |                                         |          |      |                      |                | \$256,989.00  |
| % of Difference in Engineer's Estimate (\$373,836.40) |                                         |          |      |                      |                | 69%           |

**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. Illumination includes skilled labor, specialized equipment and materials as a lump sum which had a wider range than anticipated when estimating. Both bids for this item were within 10% of each other. 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. These trends will be taken into consideration the next time an estimate is put together.

**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

## **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) to address several Class A – Serious Injury crash at the selected locations. Considerable time and resources were used obtaining the necessary environmental clearance, ITD ROW permits and coordinating with multiple property owners.

LHTAC and the City of Moscow recommend that the contract be awarded to the low bidder, Motley-Motley, Inc. Funds to cover the additional cost have been designated within the LHSIP Program.



November 16, 2021



Heart of the Arts



Bill Lambert  
Mayor

Brandy Sullivan  
Council President

Art Bettge  
Council Vice-President

Sandra Kelly  
Council Member

Maureen Laflin  
Council Member

Gina Taruscio  
Council Member

Anne Zabala  
Council Member



Gary J. Riedner  
City Supervisor



City of Moscow, City Hall  
c/o Gary J. Riedner, City Supervisor  
206 East 3rd Street  
P.O. Box 9203  
Moscow ID 83843  
Phone (208) 883-7000  
Fax (208) 883-7018

Website: [www.ci.moscow.id.us](http://www.ci.moscow.id.us)  
Hearing Impaired (208) 883-7019



30%  
post consumer  
content

Brian Wright, P.E.  
Safety Engineer  
Local Highway Technical Advisory Council  
3330 W. Grace Street  
Boise, ID 83703

RE: Project # A020(109), A020(483), A021(997)  
Key # 20109, 20483, 21997

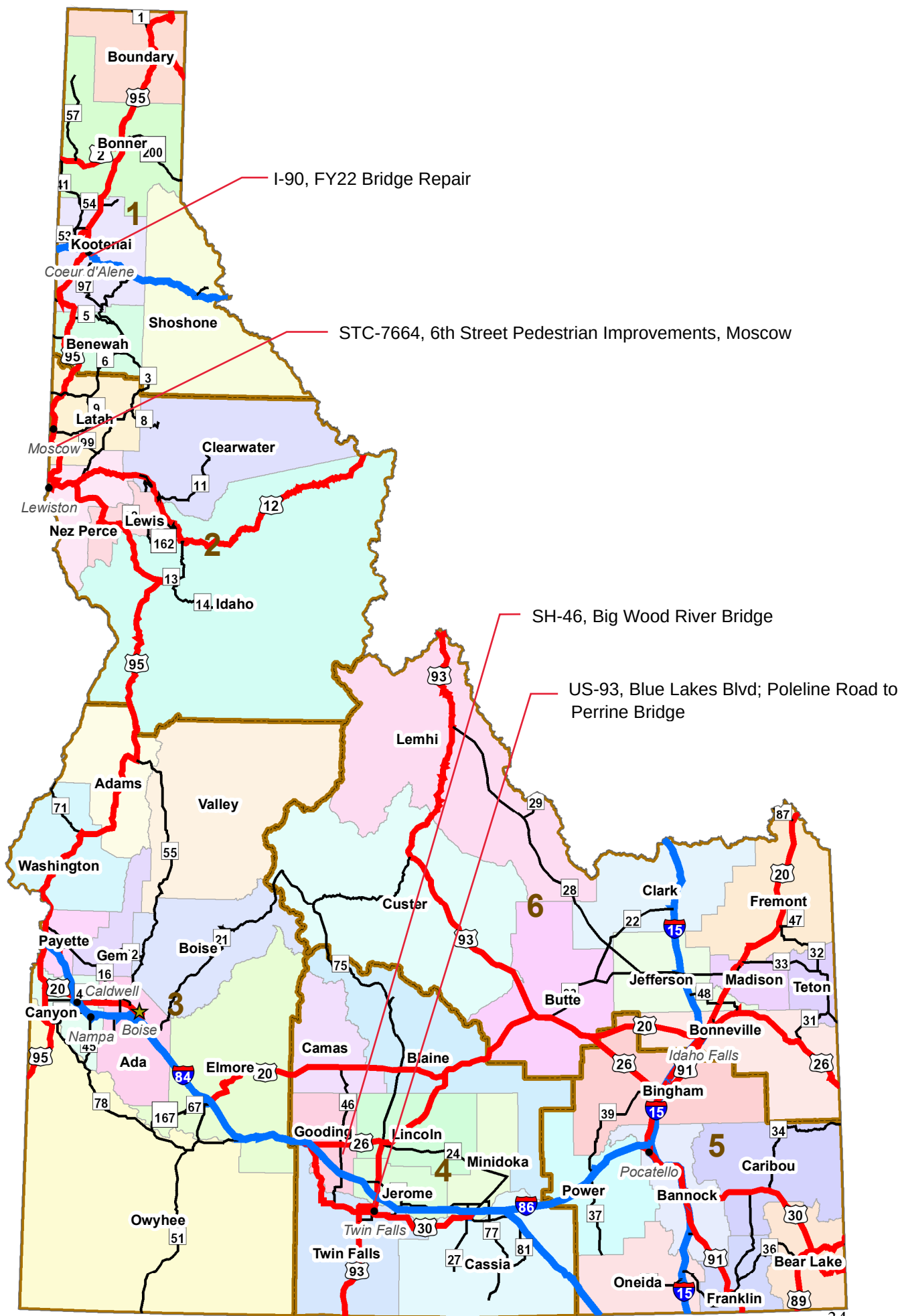
Dear Mr. Wright:

The City of Moscow agrees with awarding projects A020(109), A020(483), A021(997), Key # 20109, 20483, 21997 Sixth Street Pedestrian Improvements, Third Street Safety Improvements PH 1, and Third Street Safety Improvements PH 2. We have reviewed the bid amounts and concur with LHTAC's assessment that the variation in costs is likely a result of the current COVID influenced bidding climate and 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 Moscow appreciates the continuing support of ITD and LHTAC and we are very excited to see this safety project continue forward as it will provide a great safety enhancement to the corridor.

Sincerely,

Scott Bontrager, P.E.  
City Engineer, City of Moscow





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021

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

|                                       |                                                                        |                |                    |
|---------------------------------------|------------------------------------------------------------------------|----------------|--------------------|
| Presenter's Name<br>Dave Kuisti, P.E. | Presenter's Title<br>Transportation Engineering Division Administrator | Initials<br>DK | Reviewed By<br>LSS |
| Preparer's Name<br>Dana Dietz, P.E.   | Preparer's Title<br>Contracts Engineer                                 | Initials<br>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 11/15/21 |       |                                             |       |                                              |       |
|-----------------------------------------------|-------|---------------------------------------------|-------|----------------------------------------------|-------|
| Contracts Bid                                 |       | Contracts Requiring Board Approval to Award |       | Contracts Requiring Board Approval to Reject |       |
| ITD                                           | Local | ITD                                         | Local | ITD                                          | Local |
| 13                                            | 5     | 4                                           | 4     | 1                                            | 0     |

### RECENT ACTIONS

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

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

| Contracts Requiring no action from the Board 11/01/21 to 11/15/21 |       |
|-------------------------------------------------------------------|-------|
| ITD                                                               | Local |
| 4                                                                 | 1     |

### FUTURE ACTIONS

The Current Advertisement Report is attached.

### Recommendations

For Information Only.

### Board Action

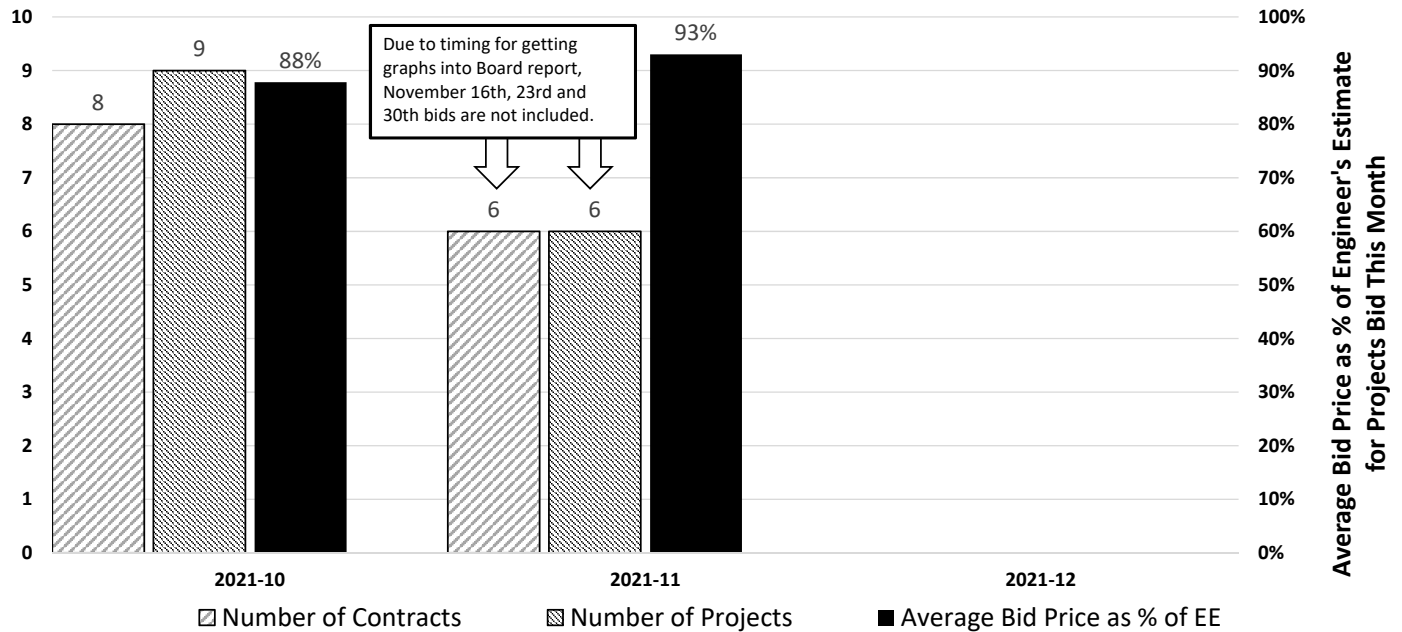
☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

## FFY22 State Infrastructure Project Bid Results: YTD Summary By Cost

### 15 Projects YTD through November 15, 2021

YTD Total for all 3 projects:

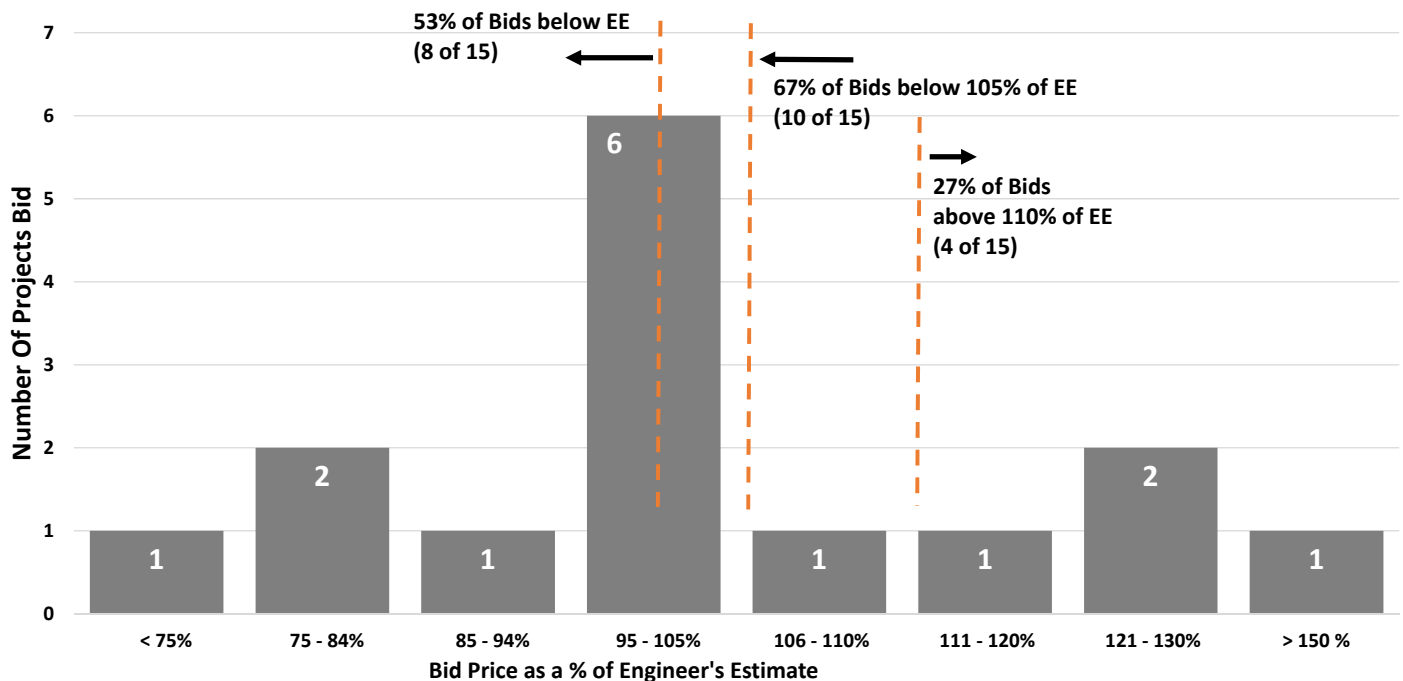
Ratio of Bid Costs / Engineer's Estimates = \$105.2 / \$115.6 M = 91.0%



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

### 15 Projects YTD through November 15, 2021



Note: Local and SIA Projects are not included

## Monthly Status Report to the Board

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

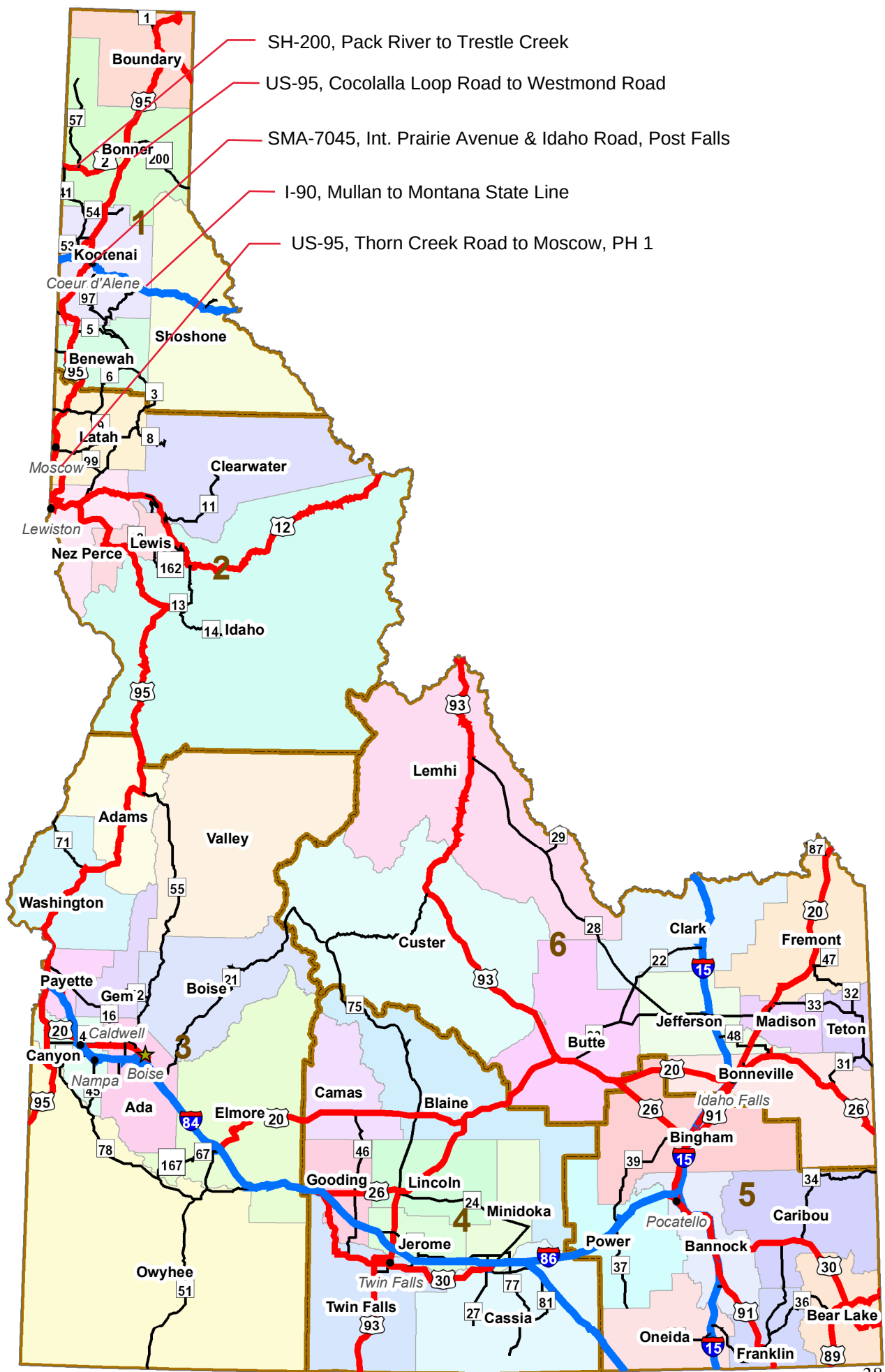
| District                            | Key No.      | Route  | Opening Date | No. of Bids | Eng. Est.      | Low Bid        | Net +/-     |
|-------------------------------------|--------------|--------|--------------|-------------|----------------|----------------|-------------|
|                                     |              |        |              |             |                |                | % of EE     |
| 1                                   | <b>20676</b> | SH-200 | 11/2/2021    | 2           | \$1,012,778.53 | \$1,084,937.00 | \$72,158.47 |
| SH-200, Pack River to Trestle Creek |              |        |              |             |                |                | 107%        |
| Contractor: Poe Asphalt Paving Inc. |              |        |              |             |                |                | State       |

| District                                    | Key No.      | Route | Opening Date | No. of Bids | Eng. Est.      | Low Bid        | Net +/-       |
|---------------------------------------------|--------------|-------|--------------|-------------|----------------|----------------|---------------|
|                                             |              |       |              |             |                |                | % of EE       |
| 1                                           | <b>20446</b> | US-95 | 11/2/2021    | 2           | \$1,432,498.17 | \$1,359,481.97 | (\$73,016.20) |
| US-95, Cocolalla Loop Road to Westmond Road |              |       |              |             |                |                | 95%           |
| Contractor: Poe Asphalt Paving Inc.         |              |       |              |             |                |                | State         |

| District                                               | Key No.      | Route   | Opening Date | No. of Bids | Eng. Est.      | Low Bid      | Net +/-        |
|--------------------------------------------------------|--------------|---------|--------------|-------------|----------------|--------------|----------------|
|                                                        |              |         |              |             |                |              | % of EE        |
| LHTAC(1)                                               | <b>21991</b> | OFF SYS | 11/2/2021    | 2           | \$1,065,113.63 | \$915,463.33 | (\$149,650.30) |
| SMA-7045, Int. Prairie Avenue & Idaho Road, Post Falls |              |         |              |             |                |              | 86%            |
| Contractor: LaRiviere Inc.                             |              |         |              |             |                |              | Federal        |

| District                                   | Key No.     | Route | Opening Date | No. of Bids | Eng. Est.       | Low Bid         | Net +/-          |
|--------------------------------------------|-------------|-------|--------------|-------------|-----------------|-----------------|------------------|
|                                            |             |       |              |             |                 |                 | % of EE          |
| 2                                          | <b>9294</b> | US-95 | 11/9/2021    | 5           | \$63,753,554.09 | \$57,633,453.85 | (\$6,120,100.24) |
| US-95, Thorn Creek Road to Moscow, PH 1    |             |       |              |             |                 |                 | 90%              |
| Contractor: M.A. DeAtley Construction Inc. |             |       |              |             |                 |                 | Federal          |

| District                           | Key No.      | Route | Opening Date | No. of Bids | Eng. Est. | High Bid   | Net +/-        |
|------------------------------------|--------------|-------|--------------|-------------|-----------|------------|----------------|
| 1                                  | <b>23350</b> | I-90  | 11/9/2021    | 2           | 17,500 FT | 6462.50 FT | (11,037.50 FT) |
| I-90, Mullan to Montana State Line |              |       |              |             |           |            | 37%            |
| Contractor: Railco LLC             |              |       |              |             |           |            | State          |



## Monthly Contract Advertisement As of 11-15-2021

| District                                                                       | Key No.      | Route | Bid Opening Date |
|--------------------------------------------------------------------------------|--------------|-------|------------------|
| 2                                                                              | <b>20032</b> | US-95 | 11/23/2021       |
| US-95 Culdesac Canyon Passing Lane, PH 3<br>\$10,000,000.00 to \$15,000,000.00 |              |       | Federal          |

| District                                                                                 | Key No.                                    | Route   | Bid Opening Date |
|------------------------------------------------------------------------------------------|--------------------------------------------|---------|------------------|
| LHTAC(5&6)                                                                               | <b>22431/ 22597/<br/>22598 &amp; 22599</b> | OFF SYS | 11/23/2021       |
| S Higbee Drive, Butte Arm Canal Bridge, Idaho Falls<br>\$5,000,000.00 to \$10,000,000.00 |                                            |         | Federal          |

| District                                                                | Key No.            | Route | Bid Opening Date |
|-------------------------------------------------------------------------|--------------------|-------|------------------|
| 6                                                                       | <b>20411/20379</b> | US-26 | 11/23/2021       |
| US-26, Antelope Flats Passing Lane<br>\$5,000,000.00 to \$10,000,000.00 |                    |       | Federal          |

| District                                                                | Key No.      | Route   | Bid Opening Date |
|-------------------------------------------------------------------------|--------------|---------|------------------|
| LHTAC(2)                                                                | <b>13014</b> | OFF SYS | 12/7/2021        |
| SMA-7674, Mountain View Roa, Moscow<br>\$1,000,000.00 to \$2,500,000.00 |              |         | Federal          |

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

| District                                                                    | Key No.      | Route | Bid Opening Date |
|-----------------------------------------------------------------------------|--------------|-------|------------------|
| 1                                                                           | <b>21938</b> | US-95 | 12/7/2021        |
| US-95, Ironwood to SH-53 Signal Upgrade<br>\$2,500,000.00 to \$5,000,000.00 |              |       | Federal          |

| District                                                                           | Key No.      | Route   | Bid Opening Date |
|------------------------------------------------------------------------------------|--------------|---------|------------------|
| ACHD(3)                                                                            | <b>20159</b> | OFF SYS | 12/14/2021       |
| FY21 Capital Maintenance , PH 3, ACHD Boise Area<br>\$500,000.00 to \$1,000,000.00 |              |         | Federal          |

| District                                                    | Key No.      | Route | Bid Opening Date |
|-------------------------------------------------------------|--------------|-------|------------------|
| 4                                                           | <b>19134</b> | US-93 | 12/14/2021       |
| US-93, 100 South Road<br>\$10,000,000.00 to \$15,000,000.00 |              |       | Federal          |



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021

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

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

## Subject

| REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS |                 |                     |
|--------------------------------------------------------------------------|-----------------|---------------------|
| Key Number<br>N/A                                                        | District<br>N/A | Route Number<br>N/A |

## Background Information

### For all of ITD:

Consultant Services processed fourteen (14) new professional services agreements and work tasks totaling **\$9,887,290** and one (1) supplemental agreement to existing professional services agreements totaling **\$45,160** from October 26, 2021 through November 12, 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 | AERO |  |              |
| <b>Resources not Available</b>      |                 |   |   |   |   |   |    |      |  |              |
| Construction                        | 1               |   | 1 |   |   |   |    |      |  | 2            |
| Materials                           |                 |   |   |   | 1 |   |    |      |  | 1            |
| Roadway Design                      |                 |   | 1 |   |   |   |    |      |  | 1            |
| Bridge Load Rating                  |                 |   |   |   |   |   | 2  |      |  | 2            |
| Environmental                       |                 |   |   | 1 |   | 2 |    | 1    |  | 4            |
| Public Involvement                  |                 |   | 4 |   |   |   |    |      |  | 4            |
|                                     |                 |   |   |   |   |   |    |      |  |              |
|                                     |                 |   |   |   |   |   |    |      |  |              |
| <b>Local Public Agency Projects</b> |                 |   |   |   |   |   |    |      |  | 0            |
|                                     |                 |   |   |   |   |   |    |      |  |              |
| <b>Total</b>                        | 1               |   | 6 | 1 | 1 | 2 | 2  | 1    |  | 14           |
|                                     |                 |   |   |   |   |   |    |      |  |              |
|                                     |                 |   |   |   |   |   |    |      |  |              |





# 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 **\$9,887,290**. One (1) supplemental agreement totaling **\$45,160** was processed.

### District 1

| <i>Project</i>                                            | <i>Reason<br/>Consultant<br/>Needed</i>  | <i>Description</i>          | <i>Selection<br/>Method</i>     | <i>Consultant</i> | <i>Amount</i>                                                 |
|-----------------------------------------------------------|------------------------------------------|-----------------------------|---------------------------------|-------------------|---------------------------------------------------------------|
| SH-3, Goose-haven Road to Round Lake Road, Benewah County | Resources not available:<br>Construction | Engineer of Record Services | Individual Project Solicitation | GeoEngineers      | Prev: \$150,906<br><b>This: \$202,162</b><br>Total: \$353,068 |

### District 2

None for this month.

### District 3

| <i>Project</i>                                        | <i>Reason<br/>Consultant<br/>Needed</i>        | <i>Description</i>          | <i>Selection<br/>Method</i>     | <i>Consultant</i>             | <i>Amount</i>                                              |
|-------------------------------------------------------|------------------------------------------------|-----------------------------|---------------------------------|-------------------------------|------------------------------------------------------------|
| I-84, Karcher Interchange                             | Resources not available:<br>Public Involvement | Public Involvement Services | Individual Project Solicitation | Rosemary Brennan Curtin, Inc. | \$150,534                                                  |
| SH-55, Farmway Road to Middleton Road                 | Resources not available:<br>Roadway Design     | Roadway Design Services     | Individual Project Solicitation | Horrocks Engineers            | \$8,368,394<br>Board Approved 10M during July 2021 Meeting |
| I-84, SH-44 Interchange to Centennial Way Interchange | Resources not available:<br>Public Involvement | Public Involvement Services | Individual Project Solicitation | Rosemary Brennan Curtin, Inc. | \$237,664                                                  |
| I-84, Centennial Interchange to Franklin Interchange  | Resources not available:<br>Public Involvement | Public Involvement Services | Individual Project Solicitation | Rosemary Brennan Curtin, Inc. | \$201,955                                                  |



## Board Agenda Item

ITD 2210 (Rev. 10-13)

|                                                          |                                                      |                                                                    |                                  |                    |                                                            |
|----------------------------------------------------------|------------------------------------------------------|--------------------------------------------------------------------|----------------------------------|--------------------|------------------------------------------------------------|
| I-84, FY21<br>District 3 East<br>Bridge Repair,<br>Nampa | Resources not<br>available:<br>Construction          | Construction<br>Engineering,<br>Inspection and<br>Testing Services | Direct from<br>Term<br>Agreement | HMH, LLC           | \$15,000                                                   |
| SH-21, South<br>Fork Payette<br>Bridge<br>(Lowman)       | Resources not<br>available:<br>Public<br>Involvement | Public<br>Involvement<br>Services                                  | Direct from<br>Term<br>Agreement | J-U-B<br>Engineers | Prev: \$36,467<br><b>This: \$20,870</b><br>Total: \$57,337 |

### District 4

| <i>Project</i>                | <i>Reason<br/>Consultant<br/>Needed</i>      | <i>Description</i>                | <i>Selection<br/>Method</i>      | <i>Consultant</i>                    | <i>Amount</i> |
|-------------------------------|----------------------------------------------|-----------------------------------|----------------------------------|--------------------------------------|---------------|
| SH-75, Galena<br>Summit Slide | Resources not<br>available:<br>Environmental | Architectural<br>History Services | Direct from<br>Term<br>Agreement | Gorman<br>Preservation<br>Associates | \$17,620      |

### District 5

| <i>Project</i>                            | <i>Reason<br/>Consultant<br/>Needed</i>  | <i>Description</i>                          | <i>Selection<br/>Method</i>      | <i>Consultant</i> | <i>Amount</i> |
|-------------------------------------------|------------------------------------------|---------------------------------------------|----------------------------------|-------------------|---------------|
| District 5<br>Materials<br>Reconnaissance | Resources not<br>available:<br>Materials | Locate and Test<br>Materials Source<br>Pits | Direct from<br>Term<br>Agreement | Strata, Inc.      | \$99,952      |

### District 6

| <i>Project</i>                                                | <i>Reason<br/>Consultant<br/>Needed</i>      | <i>Description</i>                           | <i>Selection<br/>Method</i>   | <i>Consultant</i>                       | <i>Amount</i>                                                |
|---------------------------------------------------------------|----------------------------------------------|----------------------------------------------|-------------------------------|-----------------------------------------|--------------------------------------------------------------|
| US-20, Thornton<br>Interchange<br>Environmental<br>Monitoring | Resources not<br>available:<br>Environmental | Environmental<br>Monitoring and<br>Reporting | RFI from<br>Term<br>Agreement | Rocky<br>Mountain<br>Environ-<br>mental | Prev: \$119,718<br><b>This: \$41,285</b><br>Total: \$161,003 |
| US-20, Thornton<br>Interchange<br>Environmental<br>Monitoring | Resources not<br>available:<br>Environmental | Environmental<br>Monitoring and<br>Reporting | RFI from<br>Term<br>Agreement | Tetra Tech,<br>Inc.                     | \$169,837                                                    |



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Headquarters

| <i>Project</i>                          | <i>Reason Consultant Needed</i> | <i>Description</i> | <i>Selection Method</i>    | <i>Consultant</i>        | <i>Amount</i> |
|-----------------------------------------|---------------------------------|--------------------|----------------------------|--------------------------|---------------|
| FY20 Local/Off System Bridge Inspection | Resources not available: Bridge | Bridge Load Rating | Direct from Term Agreement | Bridge Diagnostics, Inc. | \$99,745      |
| FY20 Local/Offsystem Bridge Inspection  | Resources not available: Bridge | Bridge Load Rating | RFI from Term Agreement    | Forsgren Associates      | \$244,419     |

### Aeronautics

| <i>Project</i>                                            | <i>Reason Consultant Needed</i>        | <i>Description</i>                                    | <i>Selection Method</i>    | <i>Consultant</i> | <i>Amount</i> |
|-----------------------------------------------------------|----------------------------------------|-------------------------------------------------------|----------------------------|-------------------|---------------|
| Motor Vehicle Waste Disposal Mitigation, Aeronautics Site | Resources not available: Environmental | Motor Vehicle Waste Disposal Well Remedial Excavation | Direct from Term Agreement | GeoEngineers      | \$17,853      |

### 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>                                                                                              |
|-----------------|-------------------------------------------|-------------------|--------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| 3               | US 20/26, Chinden; I-84 to Middleton Road | WHPacific         | 6/2019, Roadway Design Services            | Right-of-Way Acquisition Tasks            | Prev: \$1,884,043.39<br><b>This: \$45,160.00</b><br>Total: 1,929,203.39<br><br>Board Approved 2.2M during May 2019 Meeting |

### For Local Public Agency Projects:

None this month.

### Recommendations

# Board Agenda Item

Meeting Date December 9, 2021

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

|                                 |                                                   |                |                    |
|---------------------------------|---------------------------------------------------|----------------|--------------------|
| Presenter's Name<br>Justin Pond | Presenter's Title<br>Right of Way Program Manager | Initials<br>JP | Reviewed By<br>LSS |
| Preparer's Name<br>Justin Pond  | Preparer's Title<br>Right of Way Program Manager  | Initials<br>JP |                    |

## Subject

|                                   |                |            |
|-----------------------------------|----------------|------------|
| Annual Outdoor Advertising Report |                |            |
| Route Number                      | Project Number | Key Number |
| District<br>State-wide            | Location       |            |

## Background Information

2021 Annual report on Outdoor Advertising activities is attached.

The ITD Outdoor Advertising Program is charged with monitoring, controlling, or causing to be controlled, advertising signs in areas adjacent to the Interstate System, Primary Highways, and the NHS (National Highway System) roads within the State of Idaho. The controlling of these signs consists of the following primary functions:

- Maintaining an inventory of all outdoor advertising signs along the highway systems, including the State's NHS routes.
- Issuing permits and identification tags for signs erected prior to the effective date of the state's outdoor advertising control agreement and for signs legally erected.
- Removing, or causing to be removed, any signs not legally erected or maintained.

The responsibility for the administration of the Scenic Enhancement and Outdoor Advertising program is under the authority of the Right-of-Way Section.

## Recommendations

For information only.

## Board Action

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



**DATE:** November 29, 2021

**Program Number(s)**

**TO:** ITD Transportation Board

**Key Number(s)**

**FROM:** Justin Pond, Right of Way Manager

**Program ID, County, Etc.State-wide**

**RE:** Annual Outdoor Advertising Summary Report

The following provides information for the Annual Outdoor Advertising Report for 2021. Notable items include:

1. There were 0 appeals of denied sign applications during 2021.
2. There were 12 new Outdoor Advertising sign applications processed in 2021. 11 were approved and 1 was denied. This is the same amount of permit denials from 2020.
3. There remain illegal Outdoor Advertising signs throughout the state which need to be addressed.

## OUTDOOR ADVERTISING SIGN STATUS REPORT

TIME PERIOD - OCTOBER 1, 2020 THROUGH SEPTEMBER 30, 2021

|                           | NEW     | ILLEGAL | ILLEGAL   | CONDEM-              | BEING     |         |           |                 |
|---------------------------|---------|---------|-----------|----------------------|-----------|---------|-----------|-----------------|
| APPEALS                   | PERMITS | REMOVED | REMAINING | NATIONS              | PURCHASED | REMOVED | REMAINING | ALL SIGNS       |
| OUTDOOR ADVERTISING SIGNS |         |         |           | NON-CONFORMING SIGNS |           |         |           | DISTRICT TOTALS |
| DISTRICT 1                | 0       | 2       | 0         | 6                    | 0         | 0       | 0         | 45              |
| DISTRICT 2                | 0       | 1       | 0         | 4                    | 0         | 0       | 0         | 21              |
| DISTRICT 3                | 0       | 0       | 0         | 0                    | 0         | 0       | 0         | 68              |
| DISTRICT 4                | 0       | 8       | 0         | 2                    | 0         | 0       | 0         | 33              |
| DISTRICT 5                | 0       | 0       | 0         | 6                    | 0         | 0       | 0         | 17              |
| DISTRICT 6                | 0       | 0       | 0         | 0                    | 0         | 0       | 0         | 34              |
| TOTALS                    | 0       | 11      | 0         | 18                   | 0         | 0       | 0         | 218             |



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed Information Only

|                                 |                                        |                |             |
|---------------------------------|----------------------------------------|----------------|-------------|
| Presenter's Name<br>Chase Croft | Presenter's Title<br>Contracts Manager | Initials<br>CC | Reviewed By |
| Preparer's Name<br>Chase Croft  | Preparer's Title<br>Contracts Manager  | Initials<br>CC |             |

### Subject

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

### Background Information

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

### Recommendations

Information only

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021

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

|                                  |                                 |                |                    |
|----------------------------------|---------------------------------|----------------|--------------------|
| Presenter's Name<br>David Tolman | Presenter's Title<br>Controller | Initials<br>DT | Reviewed By<br>LSS |
| Preparer's Name<br>David Tolman  | Preparer's Title<br>Controller  | Initials<br>DT |                    |

## Subject

|                                             |          |              |
|---------------------------------------------|----------|--------------|
| State Fiscal Year 2022 Financial Statements |          |              |
| Key Number                                  | District | Route Number |

## Background Information

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

The financial operations of the Department as of October 31, 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 13.4%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$12.1M. State revenues to the State Aeronautics Fund are ahead of forecast by 43% or \$426,000. While only four months of the fiscal year has passed, the revenue picture looks very positive.
- Expenditures are within planned budgets YTD. The differences after four months are timing between planned and actual expenditures plus encumbrances. Personnel costs are ahead of last year by \$1.7M or 3.9% 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 October of this year are \$174.4M. This is less than the amounts for the first four months of the previous 3 years as shown: FY21= \$190M; FY20= \$223.8M; FY19= \$218.5M. Traditionally, August through October are ITD's highest construction payout months.

The balance of the long-term investments as of the end of October is \$112.7 Million. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$154.7M) totals \$267.4M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the end of October, were \$0.9M. Projects obligated from these funds are now in the construction season and higher payouts will occur over the next year. 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 \$69k YTD based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.1M for October is the fourth 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 \$7.3M 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 \$865,000.

## Recommendations

|  |
|--|
|  |
|--|



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Board Action

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



**DECEMBER  
ITD BOARD PACKET**

**OCTOBER  
FINANCIAL STATEMENTS**

User ID: mmcbride  
 Report ID: AD-FN-GL-010  
 Run Date: 5 Nov 2021  
 % of Time  
 Remaining: 66.67

# Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS  
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 10/31/2021  
 (all amounts in '000)

Fiscal Year: 2022

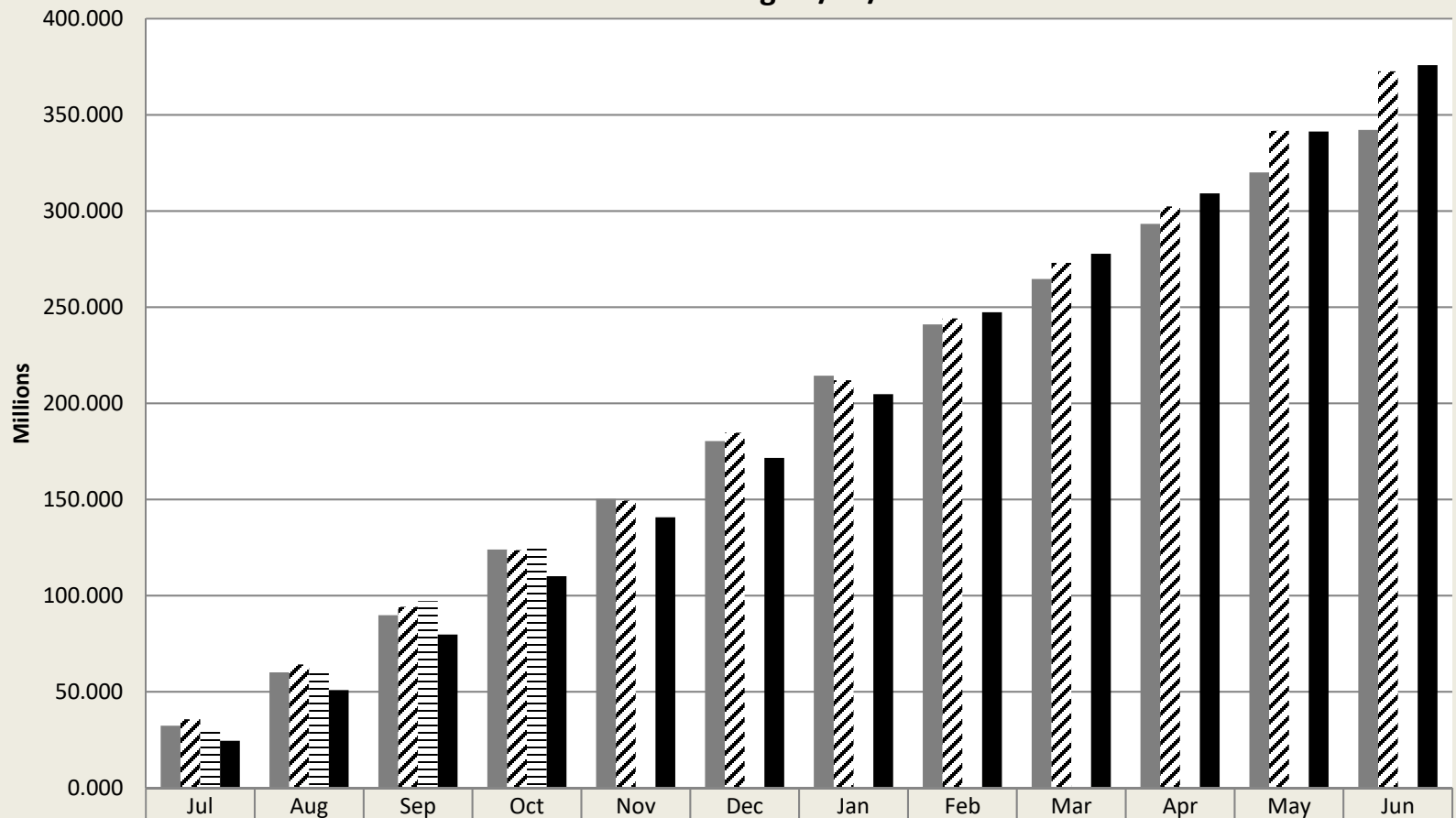
| Funds Received                        |                    |                    |                         |                        |                      |
|---------------------------------------|--------------------|--------------------|-------------------------|------------------------|----------------------|
|                                       | FY21 Actual<br>YTD | FY22 Actual<br>YTD | FY22<br>Forecast<br>YTD | FY22 to<br>FY21 Actual | FY 22 to<br>Forecast |
| <b>State Highway Account</b>          |                    |                    |                         |                        |                      |
| Federal Reimbursements                | 143,344            | 140,046            | 143,796                 | -2.3%                  | -2.6%                |
| State (Inc. H.D.A.)                   | 123,596            | 124,843            | 110,061                 | 1.0%                   | 13.4%                |
| Local                                 | 2,692              | 4,935              | 1,900                   | 83.3%                  | 159.7%               |
| <b>Total State Highway Account:</b>   | <b>269,632</b>     | <b>269,824</b>     | <b>255,757</b>          | <b>0.1%</b>            | <b>5.5%</b>          |
| <b>State Aeronautics Fund</b>         |                    |                    |                         |                        |                      |
| Federal Reimbursements                | 333                | 33                 | 100                     | -90.0%                 | -66.5%               |
| State                                 | 888                | 1,414              | 988                     | 59.3%                  | 43.0%                |
| <b>Total State Aeronautics Fund:</b>  | <b>1,220</b>       | <b>1,447</b>       | <b>1,088</b>            | <b>18.6%</b>           | <b>33.0%</b>         |
| <b>Total Fund Received:</b>           | <b>270,852</b>     | <b>271,271</b>     | <b>256,845</b>          | <b>0.2%</b>            | <b>5.6%</b>          |
| Disbursements (includes Encumbrances) |                    |                    |                         |                        |                      |
|                                       | FY21 Actual<br>YTD | FY22 Actual<br>YTD | FY22 Budget<br>YTD      | FY22 to<br>FY21 Actual | FY 22 to<br>Budget   |
| Construction Payouts                  | 192,232            | 175,449            | 184,173                 | -8.7%                  | -4.7%                |
| <b>Operations Expenses</b>            |                    |                    |                         |                        |                      |
| Highways                              | 71,889             | 80,061             | 87,151                  | 11.4%                  | -8.1%                |
| DMV                                   | 15,137             | 14,527             | 14,473                  | -4.0%                  | 0.4%                 |
| Administration                        | 9,936              | 11,150             | 11,592                  | 12.2%                  | -3.8%                |
| Facilities                            | 1,468              | 4,849              | 6,812                   | 230.4%                 | -28.8%               |
| Aeronautics                           | 1,267              | 1,163              | 1,784                   | -8.2%                  | -34.8%               |
| <b>Total Operations Expenses:</b>     | <b>99,697</b>      | <b>111,751</b>     | <b>121,812</b>          | <b>12.1%</b>           | <b>-8.3%</b>         |
| <b>Transfers</b>                      |                    |                    |                         |                        |                      |
| Debt Service                          | 109                | 109                | 0                       | 0.0%                   | 0.0%                 |
| <b>Total Transfers:</b>               | <b>109</b>         | <b>109</b>         | <b>0</b>                | <b>0.0%</b>            | <b>0.0%</b>          |
| <b>Total Disbursements:</b>           | <b>292,038</b>     | <b>287,309</b>     | <b>305,985</b>          | <b>-1.6%</b>           | <b>-6.1%</b>         |
|                                       | FY21 Actual<br>YTD | FY22 Actual<br>YTD | FY22 Budget<br>YTD      | FY22 to<br>FY21 Actual | FY 22 to<br>Budget   |
| <b>Expenditures by Type</b>           |                    |                    |                         |                        |                      |
| Personnel                             | 42,689             | 44,359             | 46,001                  | 3.9%                   | -3.6%                |
| Operating                             | 39,893             | 38,261             | 43,821                  | -4.1%                  | -12.7%               |
| Capital Outlay                        | 12,143             | 21,763             | 24,423                  | 79.2%                  | -10.9%               |
| Sub-Grantee                           | 4,972              | 7,368              | 7,566                   | 48.2%                  | -2.6%                |
| <b>Totals Operations Expenses:</b>    | <b>99,697</b>      | <b>111,751</b>     | <b>121,812</b>          | <b>12.1%</b>           | <b>-8.3%</b>         |
| Contract Construction                 | 192,232            | 175,449            | 184,173                 | -8.7%                  | -4.7%                |
| <b>Totals (excluding Transfers):</b>  | <b>291,929</b>     | <b>287,200</b>     | <b>305,985</b>          | <b>-1.6%</b>           | <b>-6.1%</b>         |

# State Highway Fund 0260

## Fiscal Year 2022

### State Revenue Source Forecast vs Actual

#### October - For Period Ending 10/31/2021



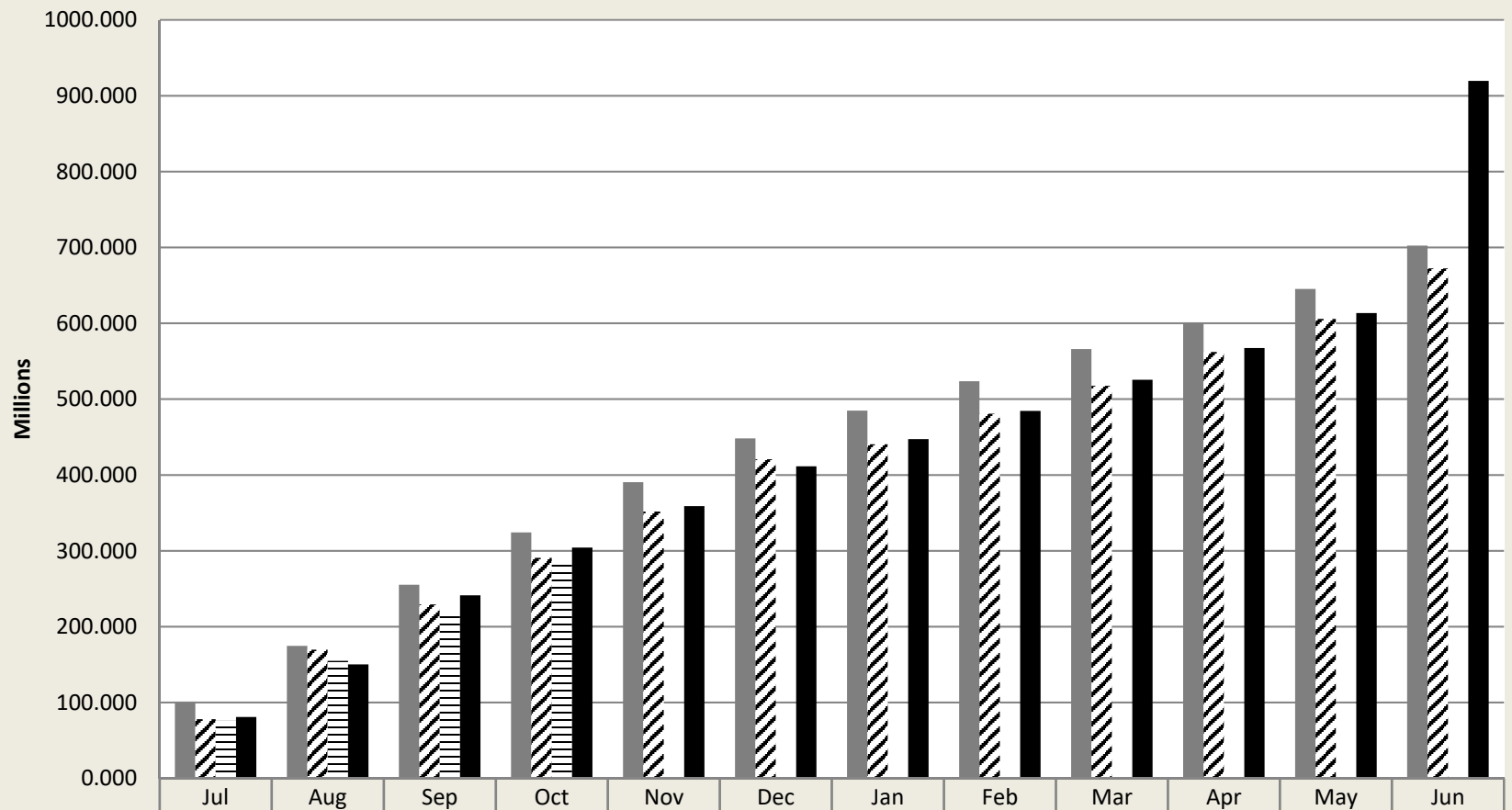
|                     |        |        |        |         |         |         |         |         |         |         |         |         |
|---------------------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FY20 Actual Revenue | 32.334 | 60.074 | 89.748 | 123.908 | 150.217 | 180.320 | 214.342 | 240.972 | 264.584 | 293.293 | 320.052 | 342.120 |
| FY21 Actual Revenue | 35.679 | 64.171 | 94.151 | 123.596 | 149.350 | 184.635 | 211.939 | 244.099 | 272.992 | 302.353 | 341.648 | 372.590 |
| FY22 Current        | 29.335 | 61.151 | 97.126 | 124.843 |         |         |         |         |         |         |         |         |
| FY22 Forecast       | 24.492 | 50.866 | 79.745 | 110.061 | 140.669 | 171.551 | 204.688 | 247.292 | 277.689 | 309.091 | 341.326 | 375.830 |

# State Highway Fund 0260

## Fiscal Year 2022

### Expenditures

#### October - For Period Ending 10/31/2021



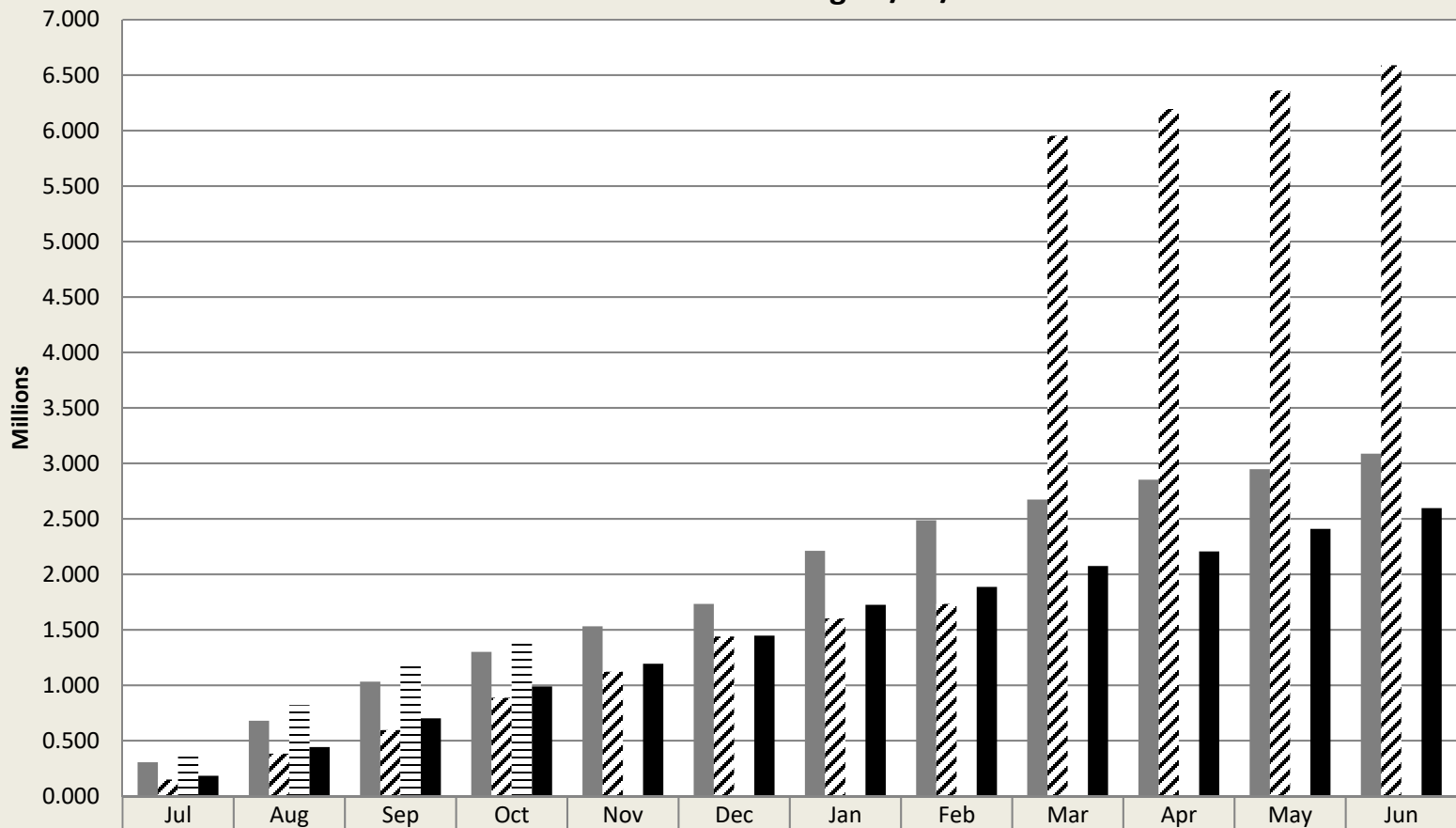
|                          |         |         |         |         |         |         |         |         |         |         |         |         |
|--------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FY20 Actual Expenditures | 100.532 | 174.652 | 255.180 | 324.290 | 390.416 | 448.247 | 484.733 | 523.466 | 565.891 | 600.575 | 645.173 | 702.364 |
| FY21 Actual Expenditures | 78.041  | 169.582 | 229.279 | 290.676 | 351.690 | 420.679 | 440.459 | 480.646 | 517.509 | 562.101 | 605.748 | 672.238 |
| FY22 Current             | 75.916  | 154.865 | 219.859 | 286.037 |         |         |         |         |         |         |         |         |
| FY22 Forecast            | 80.808  | 150.282 | 241.347 | 304.202 | 358.896 | 411.387 | 447.205 | 484.344 | 525.550 | 567.337 | 613.445 | 919.473 |

# Aeronautics Fund 0221

Fiscal Year 2022

## State and Interagency Revenue Sources Forecast vs Actual

October - For Period Ending 10/31/2021



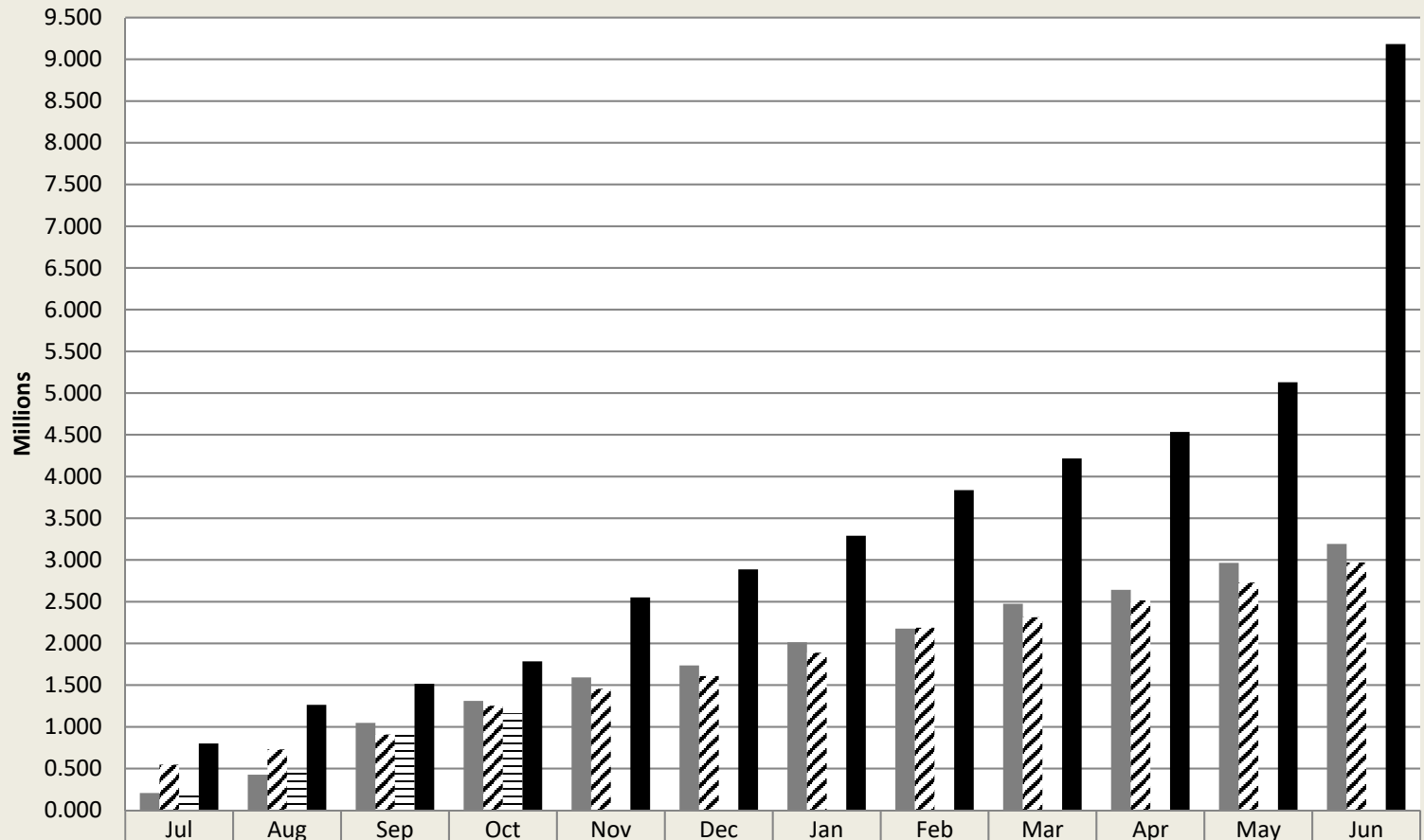
|                       | Jul   | Aug   | Sep   | Oct   | Nov   | Dec   | Jan   | Feb   | Mar   | Apr   | May   | Jun   |
|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ■ FY20 Actual Revenue | 0.306 | 0.679 | 1.033 | 1.301 | 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 | 1.414 |       |       |       |       |       |       |       |       |
| ■ 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

#### October - For Period Ending 10/31/2021



|                            |       |       |       |       |       |       |       |       |       |       |       |       |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ■ FY20 Actual Expenditures | 0.206 | 0.426 | 1.047 | 1.310 | 1.591 | 1.736 | 2.014 | 2.177 | 2.474 | 2.641 | 2.965 | 3.191 |
| ▨ FY21 Actual Expenditures | 0.546 | 0.729 | 0.906 | 1.253 | 1.455 | 1.609 | 1.888 | 2.187 | 2.312 | 2.515 | 2.728 | 2.970 |
| = FY22 Current             | 0.198 | 0.461 | 0.932 | 1.163 |       |       |       |       |       |       |       |       |
| ■ 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: 05 Nov 2021

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 10/31/2021

|                                                      | State Aeronautics Fund |                  | State Highway Fund |                    | Transportation Expansion and Congestion Mitigation Fund |                   |
|------------------------------------------------------|------------------------|------------------|--------------------|--------------------|---------------------------------------------------------|-------------------|
|                                                      | 0221                   |                  | 0260               |                    | 0269                                                    |                   |
|                                                      | Sep-21                 | Oct-21           | Sep-21             | Oct-21             | Sep-21                                                  | Oct-21            |
| <b>ASSETS</b>                                        |                        |                  |                    |                    |                                                         |                   |
| Cash on Hand (Change Fund)                           | 0                      | 0                | 5,845              | 5,845              | 0                                                       | 0                 |
| Cash in Bank (Daily Operations)                      | 7,018,035              | 6,947,466        | 157,362,398        | 154,677,491        | 52,486,145                                              | 59,969,105        |
| Investments (Long Term: STO - Diversified Bond Fund) | 877,667                | 878,849          | 112,560,005        | 112,713,409        | 0                                                       | 0                 |
| Total Cash & Investments                             | 7,895,701              | 7,826,316        | 269,928,247        | 267,396,745        | 52,486,145                                              | 59,969,105        |
| Receivables - Other                                  | 0                      | 0                | 1,222,952          | 1,142,900          | 0                                                       | 0                 |
| - Due From Locals (Project Overruns)                 | 0                      | 20,862           | 1,071,131          | 1,181,228          | 0                                                       | 0                 |
| - Inter Agency                                       | 68,828                 | 33,868           | 1,050              | 0                  | 0                                                       | 0                 |
| Total Receivables                                    | 68,828                 | 54,730           | 2,295,132          | 2,324,128          | 0                                                       | 0                 |
| Inventory on Hand                                    | 0                      | 0                | 19,904,107         | 21,008,027         | 0                                                       | 0                 |
| <b>Total Assets:</b>                                 | <b>7,964,530</b>       | <b>7,881,045</b> | <b>292,127,487</b> | <b>290,728,900</b> | <b>52,486,145</b>                                       | <b>59,969,105</b> |
| <b>LIABILITIES</b>                                   |                        |                  |                    |                    |                                                         |                   |
| Vouchers Payable                                     | 0                      | 0                | 3,757              | 0                  | 0                                                       | 0                 |
| Sales Tax Payable                                    | 0                      | 0                | 21,030             | 21,987             | 0                                                       | 0                 |
| Deferred Revenue (Local Projects Match)              | 0                      | 0                | 27,344,614         | 26,592,935         | 0                                                       | 0                 |
| Accounts Receivable Overpayment                      | 0                      | 0                | 16,019             | 16,019             | 0                                                       | 0                 |
| Contractor Retained % (In Lieu Of Performance Bond)  | 0                      | 0                | 245,418            | 336,775            | 0                                                       | 0                 |
| <b>Total Liabilities:</b>                            | <b>0</b>               | <b>0</b>         | <b>27,630,837</b>  | <b>26,967,715</b>  | <b>0</b>                                                | <b>0</b>          |
| <b>FUND BALANCE</b>                                  |                        |                  |                    |                    |                                                         |                   |
| Reserve for Encumbrance                              | 361,047                | 281,091          | 65,449,841         | 57,950,587         | 0                                                       | 0                 |
| Fund Balance                                         | 7,603,483              | 7,599,954        | 199,046,810        | 205,810,597        | 52,486,145                                              | 59,969,105        |
| <b>Total Fund Balance:</b>                           | <b>7,964,530</b>       | <b>7,881,045</b> | <b>264,496,650</b> | <b>263,761,184</b> | <b>52,486,145</b>                                       | <b>59,969,105</b> |
| <b>Total Liabilities and Fund Balance</b>            | <b>7,964,530</b>       | <b>7,881,045</b> | <b>292,127,487</b> | <b>290,728,900</b> | <b>52,486,145</b>                                       | <b>59,969,105</b> |

UserID: mmcbride  
 Report ID: AD-FN-GL-002  
 Run Date: 05 Nov 2021

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 10/31/2021

|                                                      | Strategic Initiatives<br>Fund (State<br>Share)<br>0270.02 |                   | Strategic Initiatives<br>Fund (Local<br>Share)<br>0270.05 |                  | Total Strategic<br>Initiatives Fund<br>0270 |                   | CARES Act<br>Covid-19<br>0345 |               |
|------------------------------------------------------|-----------------------------------------------------------|-------------------|-----------------------------------------------------------|------------------|---------------------------------------------|-------------------|-------------------------------|---------------|
|                                                      | Sep-21                                                    | Oct-21            | Sep-21                                                    | Oct-21           | Sep-21                                      | Oct-21            | Sep-21                        | Oct-21        |
| <b>ASSETS</b>                                        |                                                           |                   |                                                           |                  |                                             |                   |                               |               |
| Cash on Hand (Change Fund)                           | 0                                                         | 0                 | 0                                                         | 0                | 0                                           | 0                 | 0                             | 0             |
| Cash in Bank (Daily Operations)                      | 75,474,646                                                | 75,475,164        | 2,002,493                                                 | 2,003,009        | 77,477,138                                  | 77,478,174        | (11,249)                      | (9)           |
| Investments (Long Term: STO - Diversified Bond Fund) | 0                                                         | 0                 | 0                                                         | 0                | 0                                           | 0                 | 0                             | 0             |
| Total Cash & Investments                             | 75,474,646                                                | 75,475,164        | 2,002,493                                                 | 2,003,009        | 77,477,138                                  | 77,478,174        | (11,249)                      | (9)           |
| 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             |
| <b>Total Assets:</b>                                 | <b>75,474,646</b>                                         | <b>75,475,164</b> | <b>2,002,493</b>                                          | <b>2,003,009</b> | <b>77,477,138</b>                           | <b>77,478,174</b> | <b>(11,249)</b>               | <b>(9)</b>    |
| <b>LIABILITIES</b>                                   |                                                           |                   |                                                           |                  |                                             |                   |                               |               |
| Vouchers Payable                                     | 0                                                         | 0                 | 0                                                         | 0                | 0                                           | 0                 | 0                             | 0             |
| Sales Tax Payable                                    | 0                                                         | 0                 | 0                                                         | 0                | 0                                           | 0                 | 0                             | 0             |
| Deferred Revenue (Local Projects Match)              | 0                                                         | 0                 | 0                                                         | 0                | 0                                           | 0                 | 0                             | 0             |
| Accounts Receivable Overpayment                      | 0                                                         | 0                 | 0                                                         | 0                | 0                                           | 0                 | 0                             | 0             |
| Contractor Retained % (In Lieu Of Performance Bond)  | 0                                                         | 0                 | 0                                                         | 0                | 0                                           | 0                 | 0                             | 0             |
| <b>Total Liabilities:</b>                            | <b>0</b>                                                  | <b>0</b>          | <b>0</b>                                                  | <b>0</b>         | <b>0</b>                                    | <b>0</b>          | <b>0</b>                      | <b>0</b>      |
| <b>FUND BALANCE</b>                                  |                                                           |                   |                                                           |                  |                                             |                   |                               |               |
| Reserve for Encumbrance                              | 0                                                         | 0                 | 0                                                         | 0                | 0                                           | 0                 | 0                             | 0             |
| Fund Balance                                         | 75,474,646                                                | 75,475,164        | 2,002,493                                                 | 2,003,009        | 77,477,138                                  | 77,478,174        | 0                             | 0             |
| <b>Total Fund Balance:</b>                           | <b>75,474,646</b>                                         | <b>75,475,164</b> | <b>2,002,493</b>                                          | <b>2,003,009</b> | <b>77,465,889</b>                           | <b>77,478,174</b> | <b>(11,249)</b>               | <b>(9)</b>    |
| <b>Total Liabilities and Fund Balance</b>            | <b>75,474,646</b>                                         | <b>75,475,164</b> | <b>2,002,493</b>                                          | <b>2,003,009</b> | <b>77,465,889</b>                           | <b>77,478,174</b> | <b>(11,249)</b>               | <b>56 (9)</b> |



User ID: mmebride  
 Report ID: AD-FN-GL-003  
 Run Date: 05 Nov 2021  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2022  
 Budget Fiscal Year: 2022  
 REVENUES

|                                    | Year to<br>Date<br>Allotment<br>(A) | Year to<br>Date Actual<br>(B) | Current<br>Month<br>Activity<br>(C) | Year to Date<br>Encumbrance<br>(D) | Variance<br>Favorable /<br>Unfavorable<br>(E = A - B - D) | Percent<br>Variance<br>(F = E / A) | Annual<br>Appropriation<br>(G) | Appropriation<br>Balance<br>(H = G - B - D) | Percent<br>Remaining<br>(I = H / G) |
|------------------------------------|-------------------------------------|-------------------------------|-------------------------------------|------------------------------------|-----------------------------------------------------------|------------------------------------|--------------------------------|---------------------------------------------|-------------------------------------|
| <b>Federal Sources</b>             |                                     |                               |                                     |                                    |                                                           |                                    |                                |                                             |                                     |
| FHWA - Highway                     | 109,341,800                         | 120,178,058                   | 36,875,049                          | 0                                  | 10,836,258                                                | 9.91 %                             | 377,401,500                    | 257,223,442                                 | 68.16 %                             |
| FHWA - COVID Relief                | 20,000,000                          | 261,891                       | 32,426                              | 0                                  | (19,738,109)                                              | -98.69%                            | 67,451,700                     | 67,189,809                                  | 99.61 %                             |
| FHWA - Indirect Cost               | 9,804,300                           | 13,075,777                    | 4,188,327                           | 0                                  | 3,271,477                                                 | 33.37 %                            | 25,000,000                     | 11,924,223                                  | 47.70 %                             |
| Federal Transit Authority          | 3,400,000                           | 4,433,574                     | 752,362                             | 0                                  | 1,033,574                                                 | 30.40 %                            | 15,512,600                     | 11,079,026                                  | 71.42 %                             |
| NHTSA - Highway Safety             | 850,000                             | 2,036,813                     | 400,770                             | 0                                  | 1,186,813                                                 | 139.63 %                           | 4,642,800                      | 2,605,987                                   | 56.13 %                             |
| Other Federal Aid                  | 400,000                             | 59,811                        | 22,052                              | 0                                  | (340,189)                                                 | -85.05%                            | 4,225,000                      | 4,165,189                                   | 98.58 %                             |
| <b>Total Federal Sources:</b>      | <b>143,796,100</b>                  | <b>140,045,924</b>            | <b>42,270,986</b>                   | <b>0</b>                           | <b>(3,750,176)</b>                                        | <b>-2.61%</b>                      | <b>494,233,600</b>             | <b>354,187,676</b>                          | <b>71.66 %</b>                      |
| <b>State Sources</b>               |                                     |                               |                                     |                                    |                                                           |                                    |                                |                                             |                                     |
| Equipment Buy Back                 | 0                                   | 0                             | 0                                   | 0                                  | 0                                                         | 0.00 %                             | 10,194,200                     | 10,194,200                                  | 100.00 %                            |
| Miscellaneous Revenues             | 9,777,552                           | 11,996,103                    | 2,660,956                           | 0                                  | 2,218,551                                                 | 22.69 %                            | 28,268,627                     | 16,272,524                                  | 57.56 %                             |
| <b>Total State Sources:</b>        | <b>9,777,552</b>                    | <b>11,996,103</b>             | <b>2,660,956</b>                    | <b>0</b>                           | <b>2,218,551</b>                                          | <b>22.69 %</b>                     | <b>38,462,827</b>              | <b>26,466,724</b>                           | <b>68.81 %</b>                      |
| <b>Local Sources</b>               |                                     |                               |                                     |                                    |                                                           |                                    |                                |                                             |                                     |
| Match For Local Projects           | 1,900,000                           | 4,927,194                     | 1,683,003                           | 0                                  | 3,027,194                                                 | 159.33 %                           | 6,323,300                      | 1,396,106                                   | 22.08 %                             |
| Other Local Sources                | 0                                   | 7,500                         | 0                                   | 0                                  | 7,500                                                     | 0.00 %                             | 0                              | (7,500)                                     | 0.00 %                              |
| <b>Total Local Sources:</b>        | <b>1,900,000</b>                    | <b>4,934,694</b>              | <b>1,683,003</b>                    | <b>0</b>                           | <b>3,034,694</b>                                          | <b>159.72 %</b>                    | <b>6,323,300</b>               | <b>1,388,606</b>                            | <b>21.96 %</b>                      |
| <b>TOTAL REVENUES:</b>             | <b>155,473,652</b>                  | <b>156,976,721</b>            | <b>46,614,944</b>                   | <b>0</b>                           | <b>1,503,069</b>                                          | <b>0.97 %</b>                      | <b>539,019,727</b>             | <b>382,043,006</b>                          | <b>70.88 %</b>                      |
| <b>TRANSFERS-IN</b>                |                                     |                               |                                     |                                    |                                                           |                                    |                                |                                             |                                     |
| Highway Distribution Account       | 67,527,600                          | 79,626,432                    | 17,570,028                          | 0                                  | 12,098,832                                                | 17.92 %                            | 243,110,000                    | 163,483,568                                 | 67.25 %                             |
| Fuel/Registration Direct           | 27,107,687                          | 25,893,404                    | 5,839,014                           | 0                                  | (1,214,283)                                               | -4.48%                             | 74,056,800                     | 48,163,396                                  | 65.04 %                             |
| Ethanol Fuels Tax                  | 5,647,900                           | 7,327,292                     | 1,647,047                           | 0                                  | 1,679,392                                                 | 29.73 %                            | 20,200,000                     | 12,872,708                                  | 63.73 %                             |
| <b>TOTAL TRANSFERS-IN:</b>         | <b>100,283,187</b>                  | <b>112,847,128</b>            | <b>25,056,089</b>                   | <b>0</b>                           | <b>12,563,941</b>                                         | <b>12.53 %</b>                     | <b>337,366,800</b>             | <b>224,519,672</b>                          | <b>66.55 %</b>                      |
| <b>TOTAL REV AND TRANSFERS-IN:</b> | <b>255,756,839</b>                  | <b>269,823,849</b>            | <b>71,671,034</b>                   | <b>0</b>                           | <b>14,067,010</b>                                         | <b>5.50 %</b>                      | <b>876,386,527</b>             | <b>606,562,678</b>                          | <b>69.21 %</b>                      |

User ID: mmebride  
 Report ID: AD-FN-GL-003  
 Run Date: 05 Nov 2021  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2022  
 Budget Fiscal Year: 2022  
 EXPENDITURES

|                                      | Year to<br>Date<br>Allotment | Year to<br>Date Actual | Current<br>Month<br>Activity | Year to Date<br>Encumbrance | Variance<br>Favorable /<br>Unfavorable | Percent<br>Variance | Annual<br>Appropriation | Appropriation<br>Balance | Percent<br>Remaining |
|--------------------------------------|------------------------------|------------------------|------------------------------|-----------------------------|----------------------------------------|---------------------|-------------------------|--------------------------|----------------------|
|                                      | (A)                          | (B)                    | (C)                          | (D)                         | (E = A - B - D)                        | (F = E / A)         | (G)                     | (H = G - B - D)          | (I = H / G)          |
| <b>Operations Expense</b>            |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Permanent Staff Salaries             | 31,060,462                   | 30,334,860             | 10,050,484                   | 0                           | 725,602                                | 2.34 %              | 93,441,170              | 63,106,310               | 67.54 %              |
| Board, Hourly, OT, Shift Diff        | 576,846                      | 290,679                | 83,709                       | 0                           | 286,167                                | 49.61 %             | 2,545,428               | 2,254,749                | 88.58 %              |
| Fringe Benefits                      | 13,892,448                   | 13,284,491             | 3,877,920                    | 0                           | 607,957                                | 4.38 %              | 42,066,802              | 28,782,311               | 68.42 %              |
| In State Travel Expense              | 616,187                      | 507,135                | 98,033                       | 0                           | 109,052                                | 17.70 %             | 1,821,398               | 1,314,263                | 72.16 %              |
| Out of State Travel Expense          | 153,709                      | 46,807                 | 18,616                       | 0                           | 106,902                                | 69.55 %             | 437,453                 | 390,646                  | 89.30 %              |
| Operating Expense                    | 32,233,024                   | 16,761,907             | 3,895,513                    | 9,600,600                   | 5,870,518                              | 18.21 %             | 70,937,494              | 44,574,988               | 62.84 %              |
| Technology Operating Expense         | 10,466,891                   | 4,246,903              | 1,436,766                    | 6,698,924                   | (478,935)                              | -4.58%              | 22,169,584              | 11,223,758               | 50.63 %              |
| Capital Equipment Expense            | 15,721,635                   | 5,969,985              | 5,909,369                    | 9,321,760                   | 429,889                                | 2.73 %              | 23,729,335              | 8,437,589                | 35.56 %              |
| Technology Equipment Expense         | 2,171,770                    | 1,143,845              | 941,770                      | 711,611                     | 316,314                                | 14.56 %             | 4,235,560               | 2,380,104                | 56.19 %              |
| Capital Facilities Expense           | 6,523,164                    | 2,115,753              | 111,088                      | 2,416,114                   | 1,991,296                              | 30.53 %             | 7,288,164               | 2,756,296                | 37.82 %              |
| Capital Projects                     | 0                            | 10,291                 | (24,183)                     | 0                           | (10,291)                               | 0.00 %              | 0                       | (10,291)                 | 0.00 %               |
| Trustee & Benefit Payments           | 6,612,293                    | 5,527,730              | 1,230,699                    | 1,598,700                   | (514,137)                              | -7.78%              | 20,124,900              | 12,998,470               | 64.59 %              |
| <b>Total Operations Expense:</b>     | <b>120,028,428</b>           | <b>80,240,385</b>      | <b>27,629,785</b>            | <b>30,347,709</b>           | <b>9,440,334</b>                       | <b>7.87 %</b>       | <b>288,797,287</b>      | <b>178,209,193</b>       | <b>61.71 %</b>       |
| <b>Contract Construction</b>         |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Operating Expense                    | 2,301,000                    | 837,922                | 218,414                      | 278,252                     | 1,184,827                              | 51.49 %             | 10,600,000              | 9,483,827                | 89.47 %              |
| Technology Operating Expense         | 0                            | 751,680                | 40,618                       | 414,722                     | (1,166,402)                            | 0.00 %              | 0                       | (1,166,402)              | 0.00 %               |
| Capital Projects                     | 181,587,200                  | 172,728,971            | 42,982,838                   | 347,691                     | 8,510,539                              | 4.69 %              | 616,575,918             | 443,499,257              | 71.93 %              |
| Trustee & Benefit Payments           | 285,000                      | 89,379                 | 44,454                       | 0                           | 195,621                                | 68.64 %             | 3,499,800               | 3,410,421                | 97.45 %              |
| <b>Total Contract Construction:</b>  | <b>184,173,200</b>           | <b>174,407,952</b>     | <b>43,286,324</b>            | <b>1,040,665</b>            | <b>8,724,585</b>                       | <b>4.74 %</b>       | <b>630,675,718</b>      | <b>455,227,103</b>       | <b>72.18 %</b>       |
| <b>TOTAL EXPENDITURES:</b>           | <b>304,201,628</b>           | <b>254,648,337</b>     | <b>70,916,109</b>            | <b>31,388,373</b>           | <b>18,164,919</b>                      | <b>5.97 %</b>       | <b>919,473,006</b>      | <b>633,436,296</b>       | <b>68.89 %</b>       |
| <b>TRANSFERS OUT</b>                 |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Statutory                            | 0                            | 108,900                | 0                            | 0                           | (108,900)                              | 0.00 %              | 0                       | (108,900)                | 0.00 %               |
| Operating                            | 0                            | 0                      | 0                            | 0                           | 0                                      | 0.00 %              | 60,832,732              | 60,832,732               | 100.00 %             |
| <b>TOTAL TRANSFERS OUT:</b>          | <b>0</b>                     | <b>108,900</b>         | <b>0</b>                     | <b>0</b>                    | <b>(108,900)</b>                       | <b>0.00 %</b>       | <b>60,832,732</b>       | <b>60,723,832</b>        | <b>99.82 %</b>       |
| <b>TOTAL EXPD AND TRANSFERS OUT:</b> | <b>304,201,628</b>           | <b>254,757,237</b>     | <b>70,916,109</b>            | <b>31,388,373</b>           | <b>18,056,019</b>                      | <b>5.94 %</b>       | <b>980,305,738</b>      | <b>694,160,128</b>       | <b>70.81 %</b>       |
| <b>Net for Fiscal Year 2022:</b>     | <b>(48,444,790)</b>          | <b>15,066,613</b>      | <b>754,925</b>               |                             | <b>32,123,029</b>                      |                     | <b>(103,919,211)</b>    | <b>(87,597,450)</b>      |                      |

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2021

Fund: 0260 State Highway Fund

|                                             |              | Year to<br>Date<br>Allotment | Year to<br>Date<br>Actual | Current<br>Month<br>Activity | Year to Date<br>Encumbrance | Variance<br>Favorable /<br>Unfavorable | Percent<br>Variance | Annual<br>Appropriation | Appropriation<br>Balance | Percent<br>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         |                              |                           |                              |                             |                                        |                     |                         |                          |                      |
| <b>Contract Construction</b>                |              |                              |                           |                              |                             |                                        |                     |                         |                          |                      |
| <b>Operating Expenditures</b>               |              |                              |                           |                              |                             |                                        |                     |                         |                          |                      |
| Operating Expenditures                      | Dedicated    | 277,000                      | 254,518                   | 20,897                       | 58,708                      | (36,225)                               | -13.08%             | 2,500,000               | 2,186,775                | 87.47 %              |
| Operating Expenditures                      | Federal      | 1,870,000                    | 1,334,569                 | 238,134                      | 634,266                     | (98,835)                               | -5.29%              | 8,000,000               | 6,031,165                | 75.39 %              |
| Operating Expenditures                      | Local        | 154,000                      | 516                       | 0                            | 0                           | 153,484                                | 99.67 %             | 100,000                 | 99,484                   | 99.48 %              |
| <b>Total Operating Expenditures</b>         |              | <b>2,301,000</b>             | <b>1,589,602</b>          | <b>259,032</b>               | <b>692,974</b>              | <b>18,424</b>                          | <b>0.80 %</b>       | <b>10,600,000</b>       | <b>8,317,424</b>         | <b>78.47 %</b>       |
| <b>Capital Outlay</b>                       |              |                              |                           |                              |                             |                                        |                     |                         |                          |                      |
| Capital Outlay                              | Dedicated    | 53,184,400                   | 43,520,708                | 13,981,259                   | 712                         | 9,662,980                              | 18.17 %             | 242,609,889             | 199,088,469              | 82.06 %              |
| Capital Outlay                              | Federal      | 112,075,400                  | 111,945,693               | 25,898,537                   | 3,428                       | 126,279                                | 0.11 %              | 275,709,029             | 163,759,907              | 59.40 %              |
| Capital Outlay                              | FICR         | 14,029,800                   | 12,001,702                | 2,468,211                    | 343,551                     | 1,684,547                              | 12.01 %             | 25,000,000              | 12,654,747               | 50.62 %              |
| Capital Outlay                              | Local        | 2,297,600                    | 4,998,653                 | 602,416                      | 0                           | (2,701,053)                            | -117.56%            | 5,805,300               | 806,647                  | 13.90 %              |
| Capital Outlay                              | COVID Relief | 0                            | 262,213                   | 32,414                       | 0                           | (262,213)                              | 0.00 %              | 67,451,700              | 67,189,487               | 99.61 %              |
| <b>Total Capital Outlay</b>                 |              | <b>181,587,200</b>           | <b>172,728,971</b>        | <b>42,982,838</b>            | <b>347,691</b>              | <b>8,510,539</b>                       | <b>4.69 %</b>       | <b>616,575,918</b>      | <b>443,499,257</b>       | <b>71.93 %</b>       |
| <b>Trustee &amp; Benefit Payments</b>       |              |                              |                           |                              |                             |                                        |                     |                         |                          |                      |
| Trustee & Benefit Payments                  | Dedicated    | 4,000                        | 0                         | 0                            | 0                           | 4,000                                  | 100.00 %            | 500,000                 | 500,000                  | 100.00 %             |
| Trustee & Benefit Payments                  | Federal      | 277,000                      | 89,379                    | 44,454                       | 0                           | 187,621                                | 67.73 %             | 2,899,800               | 2,810,421                | 96.92 %              |
| Trustee & Benefit Payments                  | Local        | 4,000                        | 0                         | 0                            | 0                           | 4,000                                  | 100.00 %            | 100,000                 | 100,000                  | 100.00 %             |
| <b>Total Trustee &amp; Benefit Payments</b> |              | <b>285,000</b>               | <b>89,379</b>             | <b>44,454</b>                | <b>0</b>                    | <b>195,621</b>                         | <b>68.64 %</b>      | <b>3,499,800</b>        | <b>3,410,421</b>         | <b>97.45 %</b>       |
| <b>Total Contract Construction:</b>         |              | <b>184,173,200</b>           | <b>174,407,952</b>        | <b>43,286,324</b>            | <b>1,040,665</b>            | <b>8,724,583</b>                       | <b>4.74 %</b>       | <b>630,675,718</b>      | <b>455,227,102</b>       | <b>72.18 %</b>       |

User ID: mmcbride  
 Report ID: AD-FN-GL-003  
 Run Date: 05 Nov 2021  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2021

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

|                                             | Year to<br>Date<br>Allotment | Year to<br>Date Actual | Current<br>Month<br>Activity | Year to Date<br>Encumbrance | Variance<br>Favorable /<br>Unfavorable | Percent<br>Variance | Annual<br>Appropriation | Appropriation<br>Balance | Percent<br>Remaining |
|---------------------------------------------|------------------------------|------------------------|------------------------------|-----------------------------|----------------------------------------|---------------------|-------------------------|--------------------------|----------------------|
|                                             | (A)                          | (B)                    | (C)                          | (D)                         | (E = A - B - D)                        | (F = E / A)         | (G)                     | (H = G - B - D)          | (I = H / G)          |
| <b>Fiscal Year: 2022</b>                    |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| <b>Budget Fiscal Year: 2022</b>             |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| <b>REVENUES</b>                             |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Miscellaneous Revenues                      | 220,000                      | 32,761                 | 11,476                       | 0                           | (187,239)                              | -85.11%             | 670,000                 | 637,239                  | 95.11 %              |
| <b>TOTAL REVENUES:</b>                      | <b>220,000</b>               | <b>32,761</b>          | <b>11,476</b>                | <b>0</b>                    | <b>(187,239)</b>                       | <b>-85.11%</b>      | <b>670,000</b>          | <b>637,239</b>           | <b>95.11 %</b>       |
| <b>TRANSFERS-IN</b>                         |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Sales Tax                                   | 27,870,200                   | 36,751,788             | 9,060,925                    | 0                           | 8,881,588                              | 31.87 %             | 80,000,000              | 43,248,212               | 54.06 %              |
| <b>TOTAL TRANSFERS-IN:</b>                  | <b>27,870,200</b>            | <b>36,751,788</b>      | <b>9,060,925</b>             | <b>0</b>                    | <b>8,881,588</b>                       | <b>31.87 %</b>      | <b>80,000,000</b>       | <b>43,248,212</b>        | <b>54.06 %</b>       |
| <b>TOTAL REV AND<br/>TRANSFERS-IN:</b>      | <b>28,090,200</b>            | <b>36,784,549</b>      | <b>9,072,402</b>             | <b>0</b>                    | <b>8,694,349</b>                       | <b>30.95 %</b>      | <b>80,670,000</b>       | <b>43,885,451</b>        | <b>54.40 %</b>       |
| <b>EXPENDITURES</b>                         |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Contract Construction - Capital<br>Projects | 5,500,000                    | 7,278,890              | 1,589,441                    | 0                           | (1,778,890)                            | -32.34%             | 94,145,045              | 86,866,155               | 92.27 %              |
| <b>TOTAL EXPENDITURES:</b>                  | <b>5,500,000</b>             | <b>7,278,890</b>       | <b>1,589,441</b>             | <b>0</b>                    | <b>(1,778,890)</b>                     | <b>-32.34%</b>      | <b>94,145,045</b>       | <b>86,866,155</b>        | <b>92.27 %</b>       |
| <b>TOTAL EXPD AND<br/>TRANSFERS OUT:</b>    | <b>5,500,000</b>             | <b>7,278,890</b>       | <b>1,589,441</b>             | <b>0</b>                    | <b>(1,778,890)</b>                     | <b>-32.34%</b>      | <b>94,145,045</b>       | <b>86,866,155</b>        | <b>92.27 %</b>       |
| <b>Net for Fiscal Year 2022:</b>            | <b>22,590,200</b>            | <b>29,505,659</b>      | <b>7,482,960</b>             |                             | <b>6,915,459</b>                       |                     | <b>(13,475,045)</b>     | <b>(42,980,704)</b>      |                      |

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 Run Date: 05 Nov 2021  
 % 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 10/31/2021

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

|                                          | Year to<br>Date<br>Allotment | Year to<br>Date Actual | Current<br>Month<br>Activity | Year to Date<br>Encumbrance | Variance<br>Favorable /<br>Unfavorable | Percent<br>Variance | Annual<br>Appropriation | Appropriation<br>Balance | Percent<br>Remaining |
|------------------------------------------|------------------------------|------------------------|------------------------------|-----------------------------|----------------------------------------|---------------------|-------------------------|--------------------------|----------------------|
|                                          | (A)                          | (B)                    | (C)                          | (D)                         | (E = A - B - D)                        | (F = E / A)         | (G)                     | (H = G - B - D)          | (I = H / G)          |
| <b>Fiscal Year: 2022</b>                 |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| <b>Budget Fiscal Year: 2022</b>          |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| <b>REVENUES</b>                          |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| State Sources - Miscellaneous Revenues   | 88,651                       | 69,224                 | 19,477                       | 0                           | (19,427)                               | -21.91%             | 259,000                 | 189,776                  | 73.27 %              |
| <b>TOTAL REVENUES:</b>                   | <b>88,651</b>                | <b>69,224</b>          | <b>19,477</b>                | <b>0</b>                    | <b>(19,427)</b>                        | <b>-21.91%</b>      | <b>259,000</b>          | <b>189,776</b>           | <b>73.27 %</b>       |
| <b>TOTAL REV AND TRANSFERS-IN:</b>       | <b>88,651</b>                | <b>69,224</b>          | <b>19,477</b>                | <b>0</b>                    | <b>(19,427)</b>                        | <b>-21.91%</b>      | <b>259,000</b>          | <b>189,776</b>           | <b>73.27 %</b>       |
| <b>EXPENDITURES</b>                      |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Contract Construction - Capital Projects | 2,000,000                    | 875,993                | 18,958                       | 0                           | 1,124,007                              | 56.20 %             | 77,354,956              | 76,478,963               | 98.87 %              |
| <b>TOTAL EXPENDITURES:</b>               | <b>2,000,000</b>             | <b>875,993</b>         | <b>18,958</b>                | <b>0</b>                    | <b>1,124,007</b>                       | <b>56.20 %</b>      | <b>77,354,956</b>       | <b>76,478,963</b>        | <b>98.87 %</b>       |
| <b>TOTAL EXPD AND TRANSFERS OUT:</b>     | <b>2,000,000</b>             | <b>875,993</b>         | <b>18,958</b>                | <b>0</b>                    | <b>1,124,007</b>                       | <b>56.20 %</b>      | <b>77,354,956</b>       | <b>76,478,963</b>        | <b>98.87 %</b>       |
| <b>Net for Fiscal Year 2022:</b>         | <b>(1,911,349)</b>           | <b>(806,769)</b>       | <b>519</b>                   |                             | <b>1,104,580</b>                       |                     | <b>(77,095,956)</b>     | <b>(76,289,187)</b>      |                      |

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2021

Fund: 0270 Strategic Initiatives Program Fund (LHTAC-Local 40%)

|                                                    | Year to<br>Date<br>Allotment | Year to<br>Date Actual | Current<br>Month<br>Activity | Year to Date<br>Encumbrance | Variance<br>Favorable /<br>Unfavorable | Percent<br>Variance | Annual<br>Appropriation | Appropriation<br>Balance | Percent<br>Remaining |
|----------------------------------------------------|------------------------------|------------------------|------------------------------|-----------------------------|----------------------------------------|---------------------|-------------------------|--------------------------|----------------------|
|                                                    | (A)                          | (B)                    | (C)                          | (D)                         | (E = A - B - D)                        | (F = E / A)         | (G)                     | (H = G - B - D)          | (I = H / G)          |
| <b>Fiscal Year: 2022</b>                           |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| <b>Budget Fiscal Year: 2022</b>                    |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| <b>REVENUES</b>                                    |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| State Sources - Miscellaneous Revenues             | 0                            | 1,826                  | 517                          | 0                           | 1,826                                  | 0.00 %              | 0                       | (1,826)                  | 0.00 %               |
| <b>TOTAL REVENUES:</b>                             | <b>0</b>                     | <b>1,826</b>           | <b>517</b>                   | <b>0</b>                    | <b>1,826</b>                           | <b>0.00 %</b>       | <b>0</b>                | <b>(1,826)</b>           | <b>0.00 %</b>        |
| <b>TOTAL REV AND TRANSFERS-IN:</b>                 | <b>0</b>                     | <b>1,826</b>           | <b>517</b>                   | <b>0</b>                    | <b>1,826</b>                           | <b>0.00 %</b>       | <b>0</b>                | <b>(1,826)</b>           | <b>0.00 %</b>        |
| <b>EXPENDITURES</b>                                |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Contract Construction - Trustee & Benefit Payments | 2,000,781                    | 0                      | 0                            | 0                           | 2,000,781                              | 100.00 %            | 2,000,781               | 2,000,781                | 100.00 %             |
| <b>TOTAL EXPENDITURES:</b>                         | <b>2,000,781</b>             | <b>0</b>               | <b>0</b>                     | <b>0</b>                    | <b>2,000,781</b>                       | <b>100.00 %</b>     | <b>2,000,781</b>        | <b>2,000,781</b>         | <b>100.00 %</b>      |
| <b>TOTAL EXPD AND TRANSFERS OUT:</b>               | <b>2,000,781</b>             | <b>0</b>               | <b>0</b>                     | <b>0</b>                    | <b>2,000,781</b>                       | <b>100.00 %</b>     | <b>2,000,781</b>        | <b>2,000,781</b>         | <b>100.00 %</b>      |
| <b>Net for Fiscal Year 2022:</b>                   | <b>(2,000,781)</b>           | <b>1,826</b>           | <b>517</b>                   |                             | <b>2,002,607</b>                       |                     | <b>(2,000,781)</b>      | <b>(2,002,607)</b>       |                      |

User ID: mmcbride  
 Report ID: AD-FN-GL-003  
 Run Date: 05 Nov 2021  
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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 10/31/2021

Fund: 0345 CARES Act Covid-19

|                                                | Year to<br>Date<br>Allotment | Year to<br>Date Actual | Current<br>Month<br>Activity | Year to Date<br>Encumbrance | Variance<br>Favorable /<br>Unfavorable | Percent<br>Variance | Annual<br>Appropriation | Appropriation<br>Balance | Percent<br>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                       |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| <b>REVENUES</b>                                |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Federal Sources - Federal<br>Transit Authority | 60,000                       | 865,377                | 583,849                      | 0                           | 805,377                                | 1342.30 %           | 9,000,000               | 8,134,623                | 90.38 %              |
| <b>TOTAL REVENUES:</b>                         | <b>60,000</b>                | <b>865,377</b>         | <b>583,849</b>               | <b>0</b>                    | <b>805,377</b>                         | <b>1342.30 %</b>    | <b>9,000,000</b>        | <b>8,134,623</b>         | <b>90.38 %</b>       |
| <b>TOTAL REV AND<br/>TRANSFERS-IN:</b>         | <b>60,000</b>                | <b>865,377</b>         | <b>583,849</b>               | <b>0</b>                    | <b>805,377</b>                         | <b>1342.30 %</b>    | <b>9,000,000</b>        | <b>8,134,623</b>         | <b>90.38 %</b>       |
| <b>EXPENDITURES</b>                            |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Operating Expenditures                         | 272,721                      | 39,774                 | 39,425                       | 0                           | 232,947                                | 85.42 %             | 1,000,000               | 960,226                  | 96.02 %              |
| Trustee & Benefit Payments                     | 2,727,264                    | 825,606                | 533,184                      | 0                           | 1,901,658                              | 69.73 %             | 8,000,000               | 7,174,394                | 89.68 %              |
| <b>TOTAL EXPENDITURES:</b>                     | <b>2,999,985</b>             | <b>865,380</b>         | <b>572,609</b>               | <b>0</b>                    | <b>2,134,605</b>                       | <b>71.15 %</b>      | <b>9,000,000</b>        | <b>8,134,620</b>         | <b>90.38 %</b>       |
| <b>TOTAL EXPD AND<br/>TRANSFERS OUT:</b>       | <b>2,999,985</b>             | <b>865,380</b>         | <b>572,609</b>               | <b>0</b>                    | <b>2,134,605</b>                       | <b>71.15 %</b>      | <b>9,000,000</b>        | <b>8,134,620</b>         | <b>90.38 %</b>       |
| <b>Net for Fiscal Year 2022:</b>               | <b>(2,939,985)</b>           | <b>(3)</b>             | <b>11,240</b>                |                             | <b>2,939,982</b>                       |                     | <b>0</b>                | <b>3</b>                 |                      |

User ID: mmcbride  
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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 10/31/2021

Fund: 0374 GARVEE Capital Project Fund

|                                        | Year to<br>Date<br>Allotment | Year to<br>Date Actual | Current<br>Month<br>Activity | Year to Date<br>Encumbrance | Variance<br>Favorable /<br>Unfavorable | Percent<br>Variance | Annual<br>Appropriation | Appropriation<br>Balance | Percent<br>Remaining |
|----------------------------------------|------------------------------|------------------------|------------------------------|-----------------------------|----------------------------------------|---------------------|-------------------------|--------------------------|----------------------|
|                                        | (A)                          | (B)                    | (C)                          | (D)                         | (E = A - B - D)                        | (F = E / A)         | (G)                     | (H = G - B - D)          | (I = H / G)          |
| <b>Fiscal Year: 2022</b>               |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| <b>Budget Fiscal Year: 2022</b>        |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| <b>REVENUES</b>                        |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| State Sources - Miscellaneous Revenues | 0                            | 39,117,868             | 11,278,195                   | 0                           | 39,117,868                             | 0.00 %              | 0                       | (39,117,868)             | 0.00 %               |
| <b>TOTAL REVENUES:</b>                 | <b>0</b>                     | <b>39,117,868</b>      | <b>11,278,195</b>            | <b>0</b>                    | <b>39,117,868</b>                      | <b>0.00 %</b>       | <b>0</b>                | <b>(39,117,868)</b>      | <b>0.00 %</b>        |
| <b>TOTAL REV AND TRANSFERS-IN:</b>     | <b>0</b>                     | <b>39,117,868</b>      | <b>11,278,195</b>            | <b>0</b>                    | <b>39,117,868</b>                      | <b>0.00 %</b>       | <b>0</b>                | <b>(39,117,868)</b>      | <b>0.00 %</b>        |
| <b>EXPENDITURES</b>                    |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Operating Expenditures                 | 0                            | 257,851                | 45,236                       | 0                           | (257,851)                              | 0.00 %              | 0                       | (257,851)                | 0.00 %               |
| Capital Projects                       | 0                            | 41,768,131             | 9,707,045                    | 0                           | (41,768,131)                           | 0.00 %              | 0                       | (41,768,131)             | 0.00 %               |
| <b>TOTAL EXPENDITURES:</b>             | <b>0</b>                     | <b>42,025,982</b>      | <b>9,752,281</b>             | <b>0</b>                    | <b>(42,025,982)</b>                    | <b>0.00 %</b>       | <b>0</b>                | <b>(42,025,982)</b>      | <b>0.00 %</b>        |
| <b>TOTAL EXPD AND TRANSFERS OUT:</b>   | <b>0</b>                     | <b>42,025,982</b>      | <b>9,752,281</b>             | <b>0</b>                    | <b>(42,025,982)</b>                    | <b>0.00 %</b>       | <b>0</b>                | <b>(42,025,982)</b>      | <b>0.00 %</b>        |
| <b>Net for Fiscal Year 2022:</b>       | <b>0</b>                     | <b>(2,908,114)</b>     | <b>1,525,914</b>             |                             | <b>(2,908,114)</b>                     |                     | <b>0</b>                | <b>2,908,114</b>         |                      |



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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2021

Fund: 0375 GARVEE Debt Service Fund

|                                        | Year to<br>Date<br>Allotment | Year to<br>Date Actual | Current<br>Month<br>Activity | Year to Date<br>Encumbrance | Variance<br>Favorable /<br>Unfavorable | Percent<br>Variance | Annual<br>Appropriation | Appropriation<br>Balance | Percent<br>Remaining |
|----------------------------------------|------------------------------|------------------------|------------------------------|-----------------------------|----------------------------------------|---------------------|-------------------------|--------------------------|----------------------|
|                                        | (A)                          | (B)                    | (C)                          | (D)                         | (E = A - B - D)                        | (F = E / A)         | (G)                     | (H = G - B - D)          | (I = H / G)          |
| <b>Fiscal Year: 2022</b>               |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| <b>Budget Fiscal Year: 2022</b>        |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| <b>REVENUES</b>                        |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| State Sources - Miscellaneous Revenues | 0                            | 6,638                  | 884                          | 0                           | 6,638                                  | 0.00 %              | 0                       | (6,638)                  | 0.00 %               |
| <b>TOTAL REVENUES:</b>                 | <b>0</b>                     | <b>6,638</b>           | <b>884</b>                   | <b>0</b>                    | <b>6,638</b>                           | <b>0.00 %</b>       | <b>0</b>                | <b>(6,638)</b>           | <b>0.00 %</b>        |
| <b>TRANSFERS-IN</b>                    |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Operating                              | 0                            | 4,700,000              | 877,872                      | 0                           | 4,700,000                              | 0.00 %              | 0                       | (4,700,000)              | 0.00 %               |
| <b>TOTAL TRANSFERS-IN:</b>             | <b>0</b>                     | <b>4,700,000</b>       | <b>877,872</b>               | <b>0</b>                    | <b>4,700,000</b>                       | <b>0.00 %</b>       | <b>0</b>                | <b>(4,700,000)</b>       | <b>0.00 %</b>        |
| <b>TOTAL REV AND TRANSFERS-IN:</b>     | <b>0</b>                     | <b>4,706,638</b>       | <b>878,756</b>               | <b>0</b>                    | <b>4,706,638</b>                       | <b>0.00 %</b>       | <b>0</b>                | <b>(4,706,638)</b>       | <b>0.00 %</b>        |
| <b>EXPENDITURES</b>                    |                              |                        |                              |                             |                                        |                     |                         |                          |                      |
| Bond Principal / Interest              | 0                            | 47,836,447             | 423,903                      | 0                           | (47,836,447)                           | 0.00 %              | 0                       | (47,836,447)             | 0.00 %               |
| <b>TOTAL EXPENDITURES:</b>             | <b>0</b>                     | <b>47,836,447</b>      | <b>423,903</b>               | <b>0</b>                    | <b>(47,836,447)</b>                    | <b>0.00 %</b>       | <b>0</b>                | <b>(47,836,447)</b>      | <b>0.00 %</b>        |
| <b>TOTAL EXPD AND TRANSFERS OUT:</b>   | <b>0</b>                     | <b>47,836,447</b>      | <b>423,903</b>               | <b>0</b>                    | <b>(47,836,447)</b>                    | <b>0.00 %</b>       | <b>0</b>                | <b>(47,836,447)</b>      | <b>0.00 %</b>        |
| <b>Net for Fiscal Year 2022:</b>       | <b>0</b>                     | <b>(43,129,809)</b>    | <b>454,853</b>               |                             | <b>(43,129,809)</b>                    |                     | <b>0</b>                | <b>43,129,809</b>        |                      |

User ID: mmcbride  
 Report ID: AD-FN-GL-003  
 Run Date: 05 Nov 2021  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2021

Fund: 0221 State Aeronautics Fund

| Fiscal Year:                         | 2022 | Year to Date Allotment | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining |
|--------------------------------------|------|------------------------|---------------------|------------------------|--------------------------|----------------------------------|------------------|----------------------|-----------------------|-------------------|
| Budget Fiscal Year:                  | 2022 | (A)                    | (B)                 | (C)                    | (D)                      | (E = A - B - D)                  | (F = E / A)      | (G)                  | (H = G - B - D)       | (I = H / G)       |
| <b>REVENUES</b>                      |      |                        |                     |                        |                          |                                  |                  |                      |                       |                   |
| Federal Sources - FAA                |      | 99,800                 | 33,404              | 20,862                 | 0                        | (66,396)                         | -66.53%          | 668,500              | 635,096               | 95.00 %           |
| State Sources - Miscellaneous        |      | 33,021                 | 94,859              | 61,488                 | 0                        | 61,838                           | 187.27 %         | 341,000              | 246,141               | 72.18 %           |
| Interagency Sources -                |      | 114,400                | 178,782             | 18,648                 | 0                        | 64,382                           | 56.28 %          | 254,900              | 76,118                | 29.86 %           |
| <b>TOTAL REVENUES:</b>               |      | <b>247,221</b>         | <b>307,046</b>      | <b>100,998</b>         | <b>0</b>                 | <b>59,824</b>                    | <b>24.20 %</b>   | <b>1,264,400</b>     | <b>957,355</b>        | <b>75.72 %</b>    |
| <b>TRANSFERS-IN</b>                  |      |                        |                     |                        |                          |                                  |                  |                      |                       |                   |
| Operating                            |      | 840,786                | 1,139,911           | 126,734                | 0                        | 299,125                          | 35.58 %          | 2,000,000            | 860,089               | 43.00 %           |
| <b>TOTAL TRANSFERS-IN:</b>           |      | <b>840,786</b>         | <b>1,139,911</b>    | <b>126,734</b>         | <b>0</b>                 | <b>299,125</b>                   | <b>35.58 %</b>   | <b>2,000,000</b>     | <b>860,089</b>        | <b>43.00 %</b>    |
| <b>TOTAL REV AND TRANSFERS-IN:</b>   |      | <b>1,088,007</b>       | <b>1,446,956</b>    | <b>227,732</b>         | <b>0</b>                 | <b>358,949</b>                   | <b>32.99 %</b>   | <b>3,264,400</b>     | <b>1,817,444</b>      | <b>55.67 %</b>    |
| <b>EXPENDITURES</b>                  |      |                        |                     |                        |                          |                                  |                  |                      |                       |                   |
| Permanent Staff Salaries             |      | 300,514                | 284,193             | 98,397                 | 0                        | 16,320                           | 5.43 %           | 873,369              | 589,175               | 67.46 %           |
| Board, Hourly, OT, Shift Diff        |      | 41,400                 | 44,594              | 6,268                  | 0                        | (3,194)                          | -7.71%           | 71,000               | 26,406                | 37.19 %           |
| Fringe Benefits                      |      | 129,790                | 120,538             | 35,409                 | 0                        | 9,251                            | 7.13 %           | 377,031              | 256,493               | 68.03 %           |
| In State Travel Expense              |      | 29,579                 | 24,347              | 6,902                  | 0                        | 5,232                            | 17.69 %          | 61,537               | 37,190                | 60.44 %           |
| Out of State Travel Expense          |      | 4,177                  | 4,793               | 2,939                  | 0                        | (616)                            | -14.75%          | 20,526               | 15,733                | 76.65 %           |
| Technology Operating Expense         |      | 10,322                 | 8,578               | 1,461                  | 0                        | 1,744                            | 16.90 %          | 34,617               | 26,039                | 75.22 %           |
| Operating Expense                    |      | 307,597                | 255,199             | 111,627                | 105,700                  | (53,302)                         | -17.33%          | 1,086,220            | 725,321               | 66.77 %           |
| Technology Equipment Expense         |      | 6,400                  | 0                   | 0                      | 0                        | 6,400                            | 100.00 %         | 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           |      | 953,961                | 241,639             | 48,214                 | 0                        | 712,322                          | 74.67 %          | 6,489,453            | 6,247,814             | 96.28 %           |
| <b>TOTAL EXPENDITURES:</b>           |      | <b>1,783,739</b>       | <b>983,882</b>      | <b>311,217</b>         | <b>179,429</b>           | <b>620,427</b>                   | <b>34.78 %</b>   | <b>9,181,835</b>     | <b>8,018,523</b>      | <b>87.33 %</b>    |
| <b>TOTAL EXPD AND TRANSFERS OUT:</b> |      | <b>1,783,739</b>       | <b>983,882</b>      | <b>311,217</b>         | <b>179,429</b>           | <b>620,427</b>                   | <b>34.78 %</b>   | <b>9,181,835</b>     | <b>8,018,523</b>      | <b>87.33 %</b>    |
| <b>Net for Fiscal Year 2022:</b>     |      | <b>(695,732)</b>       | <b>463,075</b>      | <b>(83,485)</b>        |                          | <b>979,376</b>                   |                  | <b>(5,917,435)</b>   | <b>(6,201,079)</b>    |                   |



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021

Consent Item ☐

Information Item ☒

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

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

## Subject

|                                                                            |                 |                     |
|----------------------------------------------------------------------------|-----------------|---------------------|
| Monthly Reporting of Federal Formula Program Funding Through November 24th |                 |                     |
| Key Number<br>N/A                                                          | District<br>N/A | Route Number<br>N/A |

## Background Information

Idaho received obligation authority through October 31<sup>st</sup> via an Appropriations Act signed on October 2, 2021. Obligation authority through October 31<sup>st</sup> (31/365<sup>ths</sup>) 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.

Although another extension to the FAST Act through December 3, 2021 was passed on October 28, 2021, and a new 5-year transportation act called the Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, no new apportionments or obligation authority have been received as of the time this agenda item was prepared.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through November 24, 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 11/24/2021

## 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 11/24/2021 |
|-------------------------------------------|---------------------------------------------|--------------------------------------------|
| All Other SHS Program                     | \$53,931                                    | \$8,379                                    |
| GARVEE Formula Debt Service*              | \$5,599                                     | \$5,599                                    |
| State Planning and Research*              | \$601                                       | \$33                                       |
| Metropolitan Planning*                    | \$159                                       | \$0                                        |
| Railroad Crossings                        | \$334                                       | \$164                                      |
| Transportation Alternatives (Urban/Rural) | \$275                                       | \$368                                      |
| Recreational Trails                       | \$123                                       | \$360                                      |
| STBG - Local Urban+                       | \$1,010                                     | \$411                                      |
| STBG - Transportation Mgt. Area           | \$3,446                                     | \$2,994                                    |
| Transportation Alternatives (TMA)         | \$35                                        | \$35                                       |
| STBG – Local Rural                        | \$1,045                                     | \$1,035                                    |
| Local Bridge+                             | \$392                                       | \$392                                      |
| Off System Bridge                         | \$2,453                                     | \$2,453                                    |
| Local Safety                              | \$640                                       | \$610                                      |
| <b>Total</b>                              | <b>\$70,042</b>                             | <b>\$22,832</b>                            |
|                                           |                                             |                                            |

- 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 December 9, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

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

## Subject

|                                                                                  |          |              |
|----------------------------------------------------------------------------------|----------|--------------|
| FY2023 Revision #1A Appropriation Request Infrastructure Investment and Jobs Act |          |              |
| 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 Federal Infrastructure Investment and Jobs Act signed on November 15, 2021, brought additional revisions to Federal Spending Authority to the budget request, as noted below:

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

| FTP's   | Spending Authority |                                                                                                         |
|---------|--------------------|---------------------------------------------------------------------------------------------------------|
| 1,648.0 | \$778,681,100      | <b>FY23 Revision #1 Submission (10-22-21)</b>                                                           |
|         | 300,000            | Administration: Infrastructure Investment and Jobs Act Federal Spending Authority                       |
|         | 3,305,000          | Highway Operations: Infrastructure Investment and Jobs Act Federal Spending Authority                   |
|         | 124,884,100        | Contract Construction & Right of Way: Infrastructure Investment and Jobs Act Federal Spending Authority |
| 0.0     | \$128,489,100      | <b>Net Change</b>                                                                                       |
| 1,648.0 | \$907,170,200      | <b>FY23 Revision #1A Appropriation (11-19-21)</b>                                                       |

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

268,608,100 Line Items

\$ 907,170,200 Total FY23 Spending Authority

80,537,000 Debt Service

\$ 987,707,000 FY23 Total Program Funding

Exhibits

-Summary of Changes

## Recommendations

Approve resolution on page 72.



# 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**  
**December 2021 Board Meeting**  
**Revision #1A Submission FY23 Appropriation**

|                                                                                                     | <u>Funding</u>      | <u>FTE's</u>   |
|-----------------------------------------------------------------------------------------------------|---------------------|----------------|
| <b>FY23 BASE</b>                                                                                    | <b>605,694,300</b>  | <b>1,648.0</b> |
| <b>Adjustments</b>                                                                                  |                     |                |
| Change in Employee Compensation (1.0%)                                                              | \$1,151,800         |                |
| 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                                                                                   | (\$197,000)         |                |
|                                                                                                     | \$32,867,800        |                |
| <b>FY23 ADJUSTED BASE</b>                                                                           | <b>638,562,100</b>  | <b>1,648.0</b> |
| <b>Line Items</b> (Grouped by Division)                                                             |                     |                |
| Administration: LUMA Project Support                                                                | \$560,000           |                |
| Administration: 7 Year Construction Planning Management Software Replacement                        | \$1,000,000         |                |
| Administration: Infrastructure Investment and Jobs Act Federal Spending Authority                   | \$300,000           |                |
| Aeronautics: Base Increase and Equipment                                                            | \$381,000           |                |
| Capital Facilities: Aeronautics Capital Base Fund Increase                                          | \$50,000            |                |
| Capital Facilities Base Fund Increase                                                               | \$19,000,000        |                |
| Contract Construction & Right of Way: Infrastructure Investment and Jobs Act Fed Spending Authority | \$124,884,100       |                |
| Contract Construction & Right of Way: Contract Construction Funds                                   | \$105,902,100       |                |
| Highway Operations: New Equipment Statewide                                                         | \$2,900,900         |                |
| Highway Operations: Federal Spending Authority NHTSA, BLM, FTA & CARES                              | \$10,325,000        |                |
| Highway Operations: Infrastructure Investment and Jobs Act Fed Spending Authority                   | \$3,305,000         |                |
|                                                                                                     | \$268,608,100       |                |
| <b>FY23 TOTAL APPROPRIATION</b> (Spending Authority)                                                | <b>907,170,200</b>  | <b>1,648.0</b> |
| <b>GARVEE Bond Debt Service</b>                                                                     | <b>\$64,867,000</b> |                |
| <b>TECM Bond Debt Service</b>                                                                       | <b>\$15,670,000</b> |                |
| <b>FY23 TOTAL PROGRAM FUNDING</b> (Rounded)                                                         | <b>987,707,000</b>  | <b>1,648.0</b> |

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

WHEREAS, the original budget submission was reviewed and approved by the Board on August 18, 2021; and

WHEREAS, additional updates have been made to the budget request and are reflected in the Revision #1 submission on October 22, 2021; and

WHEREAS, the federal Infrastructure Investment and Jobs Act was signed by President Biden on November 15, 2021, after the October 22, 2021, Revision #1 budget request was submitted; and

WHEREAS, an update to the Revision #1 submission, now entitled Revision 1A, is required to allow for the use of federal funds in the coming year as they may become available; and

WHEREAS, the Board has reviewed the Proposed FY2023 Budget Request Revision 1A Summary;

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board ratifies the budget request changes reflected in the Department Infrastructure Investment & Jobs Act federal spending authority request and authorizes the estimates and guidance provided, to serve as the basis for the FY2023 budget request submitted to the Division of Financial Management and Legislative Services Office on November 19, 2021.





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 mins.

|                                     |                               |          |             |
|-------------------------------------|-------------------------------|----------|-------------|
| Presenter's Name                    | Presenter's Title             | Initials | Reviewed By |
| R. Hobdey-Sánchez & Robert Beachler | Gov. Affairs PM & Planning PM | RHS/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 (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 advancing administrative rule changes and policy updates **as it relates to small wireless facilities** for presentation during the 2022 legislative session.

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." This policy, along with the chapter, are being updated to reflect a new fee structure.

ITD staff has held four public meetings with stakeholders during this rulemaking process. The included draft rule chapter and draft Utility Accommodation Policy (UAP) are being presented today as final pending documents to be submitted to the 2<sup>nd</sup> Regular Session of the 66<sup>th</sup> Idaho Legislature (2022).

**Broadband Note:** 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.

## Recommendations

Please see resolution on page 102.

## 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 2003~~<sup>22</sup> 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 as defined in 47 C.F.R. § 1.1320(d); 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 (as defined in the definition of an antenna in 47 C.F.R § 1.1320(d)), 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 47 C.F.R § 17.4

##### 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 specified in 47 C.F.R. §1.1307(b).

**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 Small Wireless Facilities, with an additional \$100 for each Small Wireless Facilities beyond five; or
2. \$1,000 for non-recurring fees for a new pole (i.e. not a collocation) intended to support one or more Small Wireless Facilities; and
3. \$270 per Small Wireless Facility per year for all recurring fees, including any possible ROW access fee or fee for attachment to structures in the ROW.

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

**DRAFT #3**

# **UTILITY ACCOMMODATION POLICY**

**IDAHO TRANSPORTATION DEPARTMENT**

**Edition**

~~July 2003~~ **December 2021**

## TABLE OF CONTENTS

|                  |                                                                                 |           |
|------------------|---------------------------------------------------------------------------------|-----------|
| <b>SECTION 1</b> | <b>GENERAL INFORMATION .....</b>                                                | <b>3</b>  |
| 1.1              | PURPOSE AND APPLICATION .....                                                   | 3         |
| 1.2              | AUTHORITY .....                                                                 | 4         |
| 1.3              | DEFINITION OF TERMS.....                                                        | 4         |
| <b>SECTION 2</b> | <b>RIGHT-OF-WAY &amp; PERMIT .....</b>                                          | <b>8</b>  |
| 2.1              | USE.....                                                                        | 8         |
| 2.2              | PRE-EXISTING .....                                                              | 8         |
| 2.3              | PERMITTED .....                                                                 | 8         |
| 2.4              | ADMINISTRATIVE APPEAL .....                                                     | 9         |
| 2.5              | REQUIREMENTS OF PERMITTEE .....                                                 | 9         |
| 2.6              | EMERGENCY REPAIR AND MAINTENANCE .....                                          | 10        |
| 2.7              | PERMIT FEE .....                                                                | 10        |
| 2.8              | INSPECTION.....                                                                 | 11        |
| 2.9              | PERFORMANCE BOND.....                                                           | 11        |
| <b>SECTION 3</b> | <b>INDEMNIFICATION .....</b>                                                    | <b>12</b> |
| 3.1              | MAINTENANCE BY UTILITIES .....                                                  | 12        |
| 3.2              | NOTICE OF DAMAGE .....                                                          | 12        |
| 3.3              | UTILITY INDEMNIFICATION.....                                                    | 12        |
| <b>SECTION 4</b> | <b>DESIGN .....</b>                                                             | <b>13</b> |
| 4.1              | RESPONSIBILITY.....                                                             | 13        |
| 4.2              | RELOCATING COST .....                                                           | 13        |
| 4.3              | MINIMUM REQUIREMENTS.....                                                       | 13        |
| <b>SECTION 5</b> | <b>LOCATION.....</b>                                                            | <b>15</b> |
| 5.1              | GENERAL .....                                                                   | 15        |
| 5.2              | EXISTING FACILITIES .....                                                       | 15        |
| 5.3              | UNDERGROUND FACILITIES.....                                                     | 15        |
| 5.4              | ABOVE GROUND FACILITIES.....                                                    | 16        |
| 5.5              | LONGITUDINAL .....                                                              | 16        |
| 5.6              | CROSSING.....                                                                   | 17        |
| 5.7              | WITHIN <del>TYPE-5</del> ACCESS CONTROL ( <del>INTERSTATE</del> ) HIGHWAYS..... | 17        |
|                  | 5.7.1 ALONG <del>TYPE-5</del> ACCESS CONTROL HIGHWAYS.....                      | 17        |
|                  | 5.7.2 CROSSING <del>TYPE-5</del> ACCESS CONTROL HIGHWAYS .....                  | 18        |
| 5.8              | INSTALLATIONS ON HIGHWAY STRUCTURES.....                                        | 19        |
| 5.9              | AESTHETIC CONTROLS .....                                                        | 20        |
| <b>SECTION 6</b> | <b>CONSTRUCTION .....</b>                                                       | <b>21</b> |
| 6.1              | GENERAL .....                                                                   | 21        |
| 6.2              | PROTECTION OF PUBLIC .....                                                      | 21        |
| 6.3              | PRESERVATION AND RESTORATION .....                                              | 22        |
| 6.4              | TRENCHING .....                                                                 | 22        |
| 6.5              | JACKING, DRIVING, OR BORING .....                                               | 23        |
| 6.6              | DIRECT BURIAL.....                                                              | 23        |
| 6.7              | ENCASEMENT .....                                                                | 23        |
| 6.8              | APPURTENANCES .....                                                             | 24        |
| <b>SECTION 7</b> | <b>REFERENCES.....</b>                                                          | <b>26</b> |

## 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: <https://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.                                                   |

|                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| 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, |



|                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|                                | 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> | <p><u>(1) The facilities—</u></p> <p><u>(i) are mounted on structures 50 feet or less in height including their antennas as defined in 47 C.F.R. 1.1320 (d), or</u></p> <p><u>(ii) are mounted on structures no more than 10 percent taller than other adjacent structures, or</u></p> <p><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> <p><u>(2) Each antenna associated with the deployment, excluding associated antenna equipment (as defined in the definition of antenna in 47 C.F.R.</u></p> |

|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      | <u>§1.1320(d)), is no more than three cubic feet in volume;</u><br><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><br><u>(4) The facilities do not require antenna structure registration under 47 C.F.R. § 17.4;</u><br><u>(5) The facilities are not located on Tribal lands, as defined under 36 CFR 800.16(x); and</u><br><u>(6) The facilities do not result in human exposure to radiofrequency radiation in excess of the applicable safety standards specified in 47 C.F.R §1.1307(b).</u> |
| 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 IDAPA 39.03.43 – Rules Governing Utilities on State Right-of-Way and 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~~ 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~~ 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~~ 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~~ Access Control 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~~ Access Control 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 Barrier to Infrastructure Investment WT Docket No. 17-79; Accelerating Wireline Broadband Deployment by Removing Barriers to Infrastructure Investment WC Docket No. 17-84. 27 September 2018.***

Res. No. WHEREAS, the Idaho Transportation Board and Idaho Transportation Department recognize their role in managing utilities in the State's right-of-way; and

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WHEREAS, the Department accommodates private and public utilities in highway rights-of-way in accordance with local, state and federal laws; and

WHEREAS, the Department's Utility Accommodation Policy is *incorporated by reference* in IDAPA 39.03.43 - Rules Governing Utilities on State Highway Right-of-Way; and

WHEREAS, pursuant to Section 67-5220, Idaho Code, the Department initiated the negotiated rulemaking process and staff held three negotiated meetings and one hearing; and

WHEREAS, the changes being proposed address Small Wireless Facilities and a new fee structure; and

WHEREAS, wireless internet and network connectivity is crucial to Governor Little's Leading Idaho Initiatives; and

NOW, THEREFORE, BE IT RESOLVED, that the Idaho Transportation Board authorizes and directs Department staff to present IDAPA 39.03.43 as a pending administrative rule to the 2nd Regular Session of the 66th Idaho Legislature with publication in the January Edition of the 2022 Idaho Administrative Bulletin.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 30 minutes

|                                    |                                               |                |             |
|------------------------------------|-----------------------------------------------|----------------|-------------|
| Presenter's Name<br>Dan McElhinney | Presenter's Title<br>Chief Operations Officer | Initials<br>DM | Reviewed By |
| Preparer's Name<br>Aubrie Spence   | Preparer's Title<br>Public Affairs Manager    | Initials<br>AS |             |

### Subject

|                                                                        |          |              |
|------------------------------------------------------------------------|----------|--------------|
| 2021 ITD/AGC Excellence in Construction Partnering Awards Presentation |          |              |
| Key Number                                                             | District | Route Number |

### Background Information

The Idaho Transportation Department (ITD) and the Associated General Contractors (AGC) of Idaho have joined together on this second annual award program to recognize the best in construction partnering to complete projects efficiently, with a team focus on safety, innovative problem solving, and effective contract administration. The goal of the *"Excellence in Construction Partnering Awards"* is to highlight the tremendous value project partnering brings to building transportation projects across Idaho in a timely, professional, and responsive manner.

Here is a link to the 2021 short informational video ["Excellence in Construction Partnering Awards."](#)

During the Idaho Transportation Board meeting, Director Brian Ness, Chief Operations Officer Dan McElhinney, and AGC CEO Wayne Hammon will honor award recipients. ITD and AGC will recognize team solutions, share lessons learned, and highlight best practices for infrastructure projects in four categories. State and Local project teams were encouraged to review partnering and apply.

To receive an award, project teams were to demonstrate efficient resolution of issues and project closeout, enhanced Work Zone Safety by the team, strong public awareness and increased collaboration between all stakeholders. Other important criteria for effective partnering includes the ability to resolve conflict, improve communication on the project with all audiences and utilize innovative solutions.

Application forms were reviewed by a panel of judges consisting of partners from ITD, AGC, LHTAC, COMPASS, ACHD and industry. Judges reviewed and group discussed applications based on partnering criteria found in the application package instructions, complexity, contract innovation, and status of the project. Nominations have the potential of earning gold, silver, bronze or honorable mention Partnering Recognition Awards. The winners will be announced at the AGC and ITD Board meetings.

To read the entire application package view this link and click on the [Excellence Awards](#) tab.

### Recommendations

For information only.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Board Action

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





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 min

|                                 |                                          |          |             |
|---------------------------------|------------------------------------------|----------|-------------|
| Presenter's Name<br>Caleb Lakey | Presenter's Title<br>District 3 Engineer | Initials | Reviewed By |
| Preparer's Name<br>Caleb Lakey  | Preparer's Title<br>District 3 Engineer  | Initials |             |

## Subject

|                                                       |               |                                          |
|-------------------------------------------------------|---------------|------------------------------------------|
| I-84, MERIDIAN RD IC TO EAGLE RD IC, DESIGN, MERIDIAN |               |                                          |
| Key Number<br>TBA                                     | District<br>3 | Route Number<br>I-84, Exit 44 to Exit 46 |

## Background Information

In accordance with Board Policy 4076 District 3 requests the use of Board Unallocated funds to evaluate adding an auxiliary lane on I-84 between Exit No. 44 and Exit No. 46 including an additional lane and shoulder on the EB on-ramp at Exit No. 44 and the EB off-ramp at Exit No. 46.

This proposed work includes all studies and design work as necessary, to provide for these improvements as well as look at traffic patterns from Exit 44 to the WYE Interchange.

Estimate of costs: \$1,325,000.00.

Scope of work to include: public involvement, environmental clearances, traffic study, interchange modification report, and design.

Construction is unfunded and not included in this item; however, using Board Unallocated funds to begin this important work will position the district to proceed with programming funds for construction much sooner than waiting to program a project to start this planning and design effort.

### PHASE BUDGET:

Preliminary Construction (PC): \$1,100,000

Preliminary Engineering (PE): \$225,000

## Recommendations

Approve resolution on page 106.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Board Action

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

# IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2022

|                                 |                      |
|---------------------------------|----------------------|
| <b><i>Beginning Balance</i></b> | <b>\$ 10,000,000</b> |
|---------------------------------|----------------------|

| <u>Date</u> | <u>District</u> | <u>Key No.</u> | <u>Project Route, Name</u>                            | <u>Increases</u> |
|-------------|-----------------|----------------|-------------------------------------------------------|------------------|
| 12/09/21    | 3               | New            | I-84, Meridian Rd IC to Eagle Rd IC, Design, Meridian | \$ 1,325,000     |

Increase Total    \$   1,325,000

|                              |                     |
|------------------------------|---------------------|
| <b><i>Ending Balance</i></b> | <b>\$ 8,675,000</b> |
|------------------------------|---------------------|

## **RESOLUTION**

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

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

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

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

WHEREAS; ITD will coordinate with the COMPASS staff to amend the regional Transportation Improvement Plan.

NOW THEREFORE BE IT RESOLVED, that project I 84, Exit 44 (Meridian Rd) to Exit 46 (Eagle Rd) Ramp Improvements and Auxiliary Lane be added to the ITIP at a cost of approximately \$1,325,000 using FY 2022 ITD Board Unallocated Funds.

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 9 December 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 min

|                                 |                                                    |                |                    |
|---------------------------------|----------------------------------------------------|----------------|--------------------|
| Presenter's Name<br>Caleb Lakey | Presenter's Title<br>District 3, District Engineer | Initials<br>CL | Reviewed By<br>LSS |
| Preparer's Name<br>Michael Garz | Preparer's Title<br>EM D3 Operations               | Initials<br>MG |                    |

## Subject

|                                                    |                |                      |
|----------------------------------------------------|----------------|----------------------|
| I-84, Robinson Road and Orchard Street Underpasses |                |                      |
| Key Number<br>New                                  | District<br>03 | Route Number<br>I-84 |

## Background Information

District 3 is requesting funding and a project to repair Robinson Road underpass at mile marker 39 on I-84 just east of the City of Nampa.

On October 5, 2021, a commercial vehicle hauling a piece of equipment struck the girders over the eastbound lanes. The incident damaged two of the girders. ITD Bridge Inspection has examined the structure and determined that both girders can be repaired in place.

The estimate to repair the structure is as follows: 1) Girder Repair (CN) \$145,000, 2) Preliminary Engineering (PE) \$20,000, 3) Traffic Control (CN) \$20,000, 4) Construction Engineering (CE) \$10,000, and 5) Contingency \$5,000.

Total estimated cost of repairs = \$200,000.

Staff requesting that funding come from Statewide Balancing funds.

Staff is also requesting a separate project to repair the Orchard Street underpass at mile marker 52 on I-84 in the city of Boise. It also was struck by a commercial vehicle hauling a piece of equipment and requires repair.

The estimate to repair that structure is as follows: 1) Girder Repair (CN) \$50,000 2) Preliminary Engineering (PE) \$20,000, 3) Traffic Control (CN) \$20,000, 4) Construction Engineering (CE) \$5,000, and 5) Contingency \$5,000.

Total estimated cost of repairs = \$100,000.

Staff requesting that funding come from Statewide Balancing funds.

NOTE: COMPASS will modify the regional TIP following approval of this item

## Recommendations

Approve the attached resolution on page 109.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Board Action

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

## RESOLUTION

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

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

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

WHEREAS, ITD staff has inspected the bridges at Robinson Road and Orchard Street and they are in need of significant girder repair; and

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

NOW THEREFORE BE IT RESOLVED, that project I 84, ROBINSON RD UNDERPASS REPAIR be added to the ITIP at a cost of approximately \$200,000 using Statewide Balancing; and

BE IT FURTHER RESOLVED, that project I 84, ORCHARD ST UNDERPASS REPAIR be added to the ITIP at a cost of approximately \$100,000 using Statewide Balancing; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves staff's request to adjust the program and amend the approved FY 2021 - 2024 Statewide Transportation Improvement Program (STIP) accordingly.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 min

|                                                                |                                          |                 |             |
|----------------------------------------------------------------|------------------------------------------|-----------------|-------------|
| Presenter's Name<br>Caleb Lakey / Joe Huarte (High Desert Dev) | Presenter's Title<br>District 3 Engineer | Initials<br>JCL | Reviewed By |
| Preparer's Name<br>Caleb Lakey                                 | Preparer's Title<br>District 3 Engineer  | Initials<br>JCL |             |

### Subject

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

### Background Information

The Board entered into a STAR agreement with High Desert Development in January 2019. Since that time, work has progressed and Phase 1 is complete with Phase 2 ready to be bid for construction in 2022. Supply chain and property values have increased and the developer and District 3 would like board approval to proceed with proposing an amendment to the current agreement.

### Recommendations

See attached resolution on page 110A.

### Board Action

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



## **RESOLUTION**

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

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

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

WHEREAS; the Idaho Transportation Board entered into a Sales Tax Anticipated Revenue (STAR) agreement with High Desert Development (HDD) in January 2019; and

WHEREAS; the Board desires to keep the agreement within the statutory limits of the STAR legislation; and

WHEREAS; property and supply chain pricing have increased dramatically since 2019.

NOW THERFORE BE IT RESOLVED, that the Idaho Transportation Board gives authority to the District 3 Engineer to draft an amendment to the current agreement, working with High Desert Development.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 min

|                                                      |                                                    |          |             |
|------------------------------------------------------|----------------------------------------------------|----------|-------------|
| Presenter's Name<br>Caleb Lakey/Dan Richter (Avimor) | Presenter's Title<br>District 3 Engineer/Developer | Initials | Reviewed By |
| Preparer's Name<br>Caleb Lakey                       | Preparer's Title<br>District 3 Engineer            | Initials |             |

### Subject

|                                                |               |                       |
|------------------------------------------------|---------------|-----------------------|
| Proposed Proportionate Share Agreement, Avimor |               |                       |
| Key Number<br>TBA                              | District<br>3 | Route Number<br>SH-55 |

### Background Information

The developer of the Avimor Development has drafted a proportionate share agreement as an alternative to funding future highway improvements. This item will present the DRAFT agreement and background for consideration by the board.

### Recommendations

Informational only

### Board Action

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

## **ITD and Avimor Proportionate Share Agreement Outline**

### **Introduction:**

Avimor Development has prepared this outline to summarize the material terms and conditions of a proposed road improvement proportionate share agreement between Avimor Development and the Idaho Transportation Department (ITD). Specifically, this outline summarizes the mitigation and improvements Avimor proposes to pay and complete over the next 30-40 years as the Avimor planned community project north of Eagle, Idaho is built out.

We hope to present our vision for the proportionate share agreement to the ITD Board as an informational item at the Board's December 2021 meeting. We believe this outline will help to frame our future discussions.

Avimor Development has worked closely and collaboratively with ITD for more than decade and we are looking forward to the public/private partnership proposed below. To our knowledge, the voluntary mitigation agreement we are proposing will be the first of its kind and will provide ITD with an additional revenue source to fund projects on our State Highways.

### **Parties to the Agreement:**

1. Idaho Transportation Department ("**ITD**").
2. Avimor Development, LLC ("**Developer**").

### **Proposed Agreement Terms:**

1. Proportionate Share Payment.
  - a. Avimor will make a proportionate share payment of \$5,000 per residential unit constructed within the Avimor Development (the "**Proportionate Share Fee**"). Subject to Section 2.a below, the Proportionate Share Fee will remain fixed for the Term.
  - b. The "**Avimor Development**" includes all property (approximately 20,000 acres) developed as part of the Avimor planned community project; a map of the Avimor Development is attached as Exhibit A.
  - c. The obligation to pay the Proportionate Share Fee is incurred when a building permit application is filed for a residential unit within the Avimor Development; and payment of Proportionate Share Fees will be made by Avimor to ITD on a quarterly basis for all fees incurred in the prior quarter.
  - d. Avimor's obligation to pay the Proportionate Share Fee will continue from the date the proportionate share agreement is executed until the final residential unit is constructed within the Avimor Development (the "**Term**").

- e. ITD agrees to cooperate in good faith with Developer, the Avimor Community Infrastructure District No. 1 (Ada County, Idaho), and any other applicable community infrastructure district, in order to reimburse Developer for Developer's payment of Proportionate Share Fees to the greatest extent permitted by applicable law; including, providing Developer with an accounting of how and when the Proportionate Share Fees are used by ITD.
2. Impact Fee.
- a. If ITD legally adopts an impact fee during the Term of this Agreement, Avimor agrees to pay the greater of: (i) the future impact fee; or (ii) the Proportionate Share Fee.
3. Estimated Schedule of Proportionate Share Fees.
- a. Based on forecasted market absorption and past practices, Avimor anticipates that it will build roughly 250 homes per year for the next 35 years. At this rate, Avimor would pay ITD roughly \$1,250,000 in Proportionate Share Fees annually totaling approximately \$45,000,000 over the Term. Exhibit B provides a table showing the forecasted payments, which are only estimates and subject to market forces.
4. Project Area.
- a. Proportionate Share Fees are to be used at ITD's discretion on projects within the Project Area. The "**Project Area**" is the SH55 corridor from SH44 north to Pearl Road.
  - b. Upon request, ITD will provide Avimor with an accounting of where and on what specific projects funds from Avimor's Proportionate Share Fees are spent.
  - c. A map of the Project Area is included as Exhibit C.
5. ITD Projects.
- a. ITD agrees to complete the Widening of SH 55 to a minimum four lanes from 1,500 feet north of Brookside Lane to Avimor Drive and intersection improvements at SH 44 and SH 55 (the "**ITD Projects**").
  - b. Additional details (e.g. timing and scope) of the ITD Projects are provided in Exhibit D.
  - c. ITD's failure to timely complete the ITD Projects per Exhibit D will not be a default or breach nor will it prevent Avimor from moving forward with full build out of the Avimor Development and ITD will continue to support Avimor's development applications so long as Avimor is timely completing the Developer Projects.
6. Developer Projects.

- a. Developer, at Developer's sole cost and expense, will complete the following projects on SH 55 (the "**Developer Projects**"):
  - i. Widening of SH55 from current two lane section to four lanes from Avimor Drive to North McLeod Way.
  - ii. SH55/Avimor Drive Grade Separated Intersection.
  - iii. SH55/McLeod Way Grade Separated Intersection.
  - iv. Willow Creek access.
  - v. Pearl Road access.
- b. Additional details (e.g. timing and scope) of the Developer Projects are provided in Exhibit D.
- c. The Developer Projects listed above are the only projects Developer will be required to complete on the State Highway system for the entirety of the Avimor Development. No further mitigation beyond the Developer Projects and payment of the Proportionate Share Fee will be required to mitigate the Avimor Development's impact on the State Highway system.
- d. The mitigation in this agreement (Proportionate Share Fee and Developer Projects) supersedes and replaces all prior agreements or conditions of approval imposed by ITD on any portion of the Avimor Development.

7. Recorded on the Property.

- a. At ITD's election, the future agreement, or a memorandum of the agreement, may be recorded against the subject property and run with the land requiring the payment of Proportionate Share Fees to be made by all future developers and/or owners.

8. ITD Support.

- a. Avimor is continuing to work with land use agencies (e.g. Boise County and City of Eagle) to obtain real estate and land use entitlements for portions of the Avimor Development.
- b. Provided there is no default of this Agreement, ITD will provide comments in support of Avimor's future land use applications by informing the applicable lead land use authority of this Agreement and indicating that the obligations under this Agreement fully mitigate Avimor's impacts to the State Highway System.

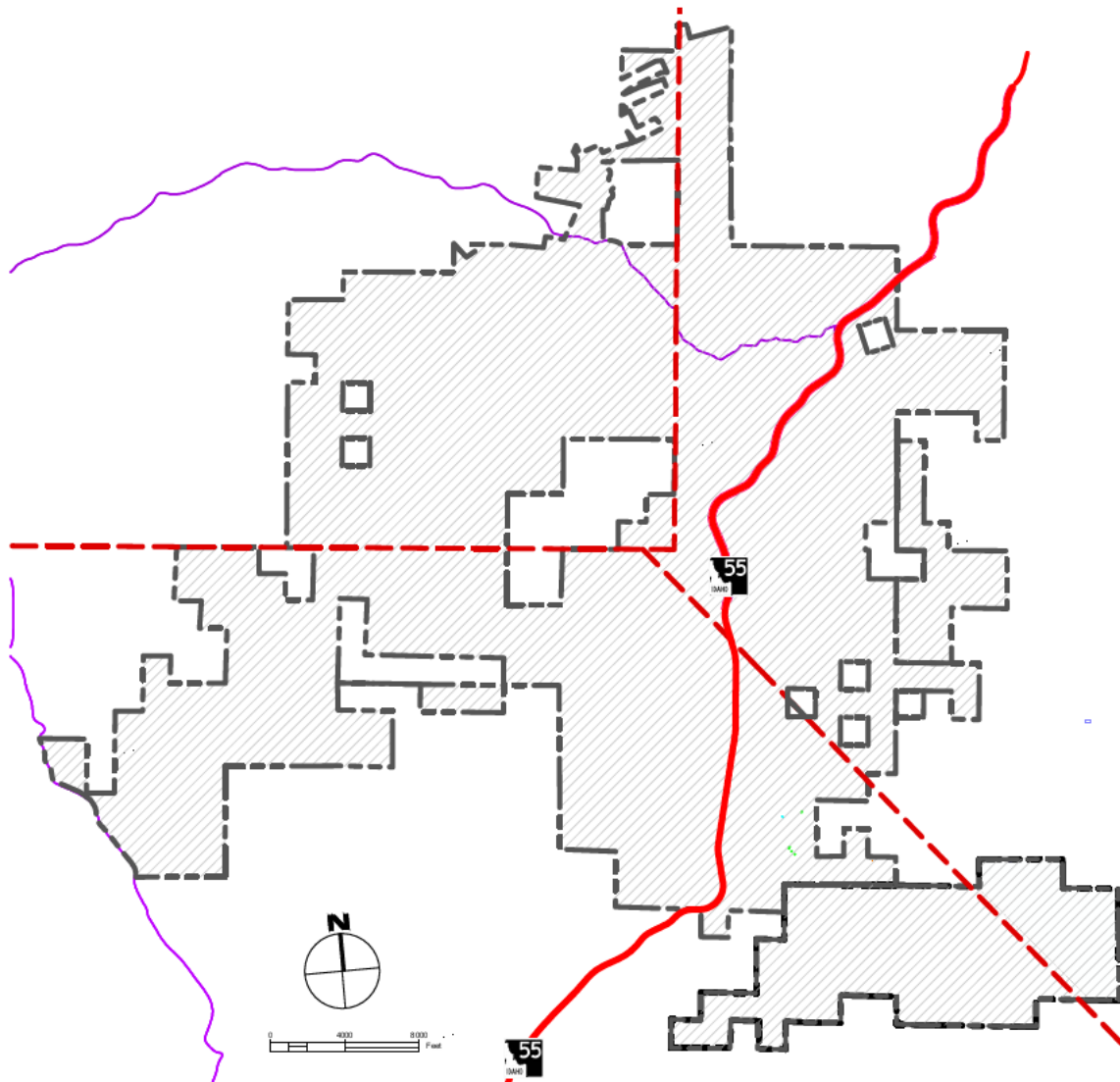
Exhibit A  
Avimor Development Map

## Avimor Development

### Legend

- Boundary - Avimor
- - - County Line
- Road - Highway 55

DISCLAIMER: Descriptions and Illustrations of Avimor are based upon current development concepts which are subject to change without notice. All renderings are artists' conceptions and are not intended to be exact duplications of homes, amenities, building images or landscaping. This plan is the property of Avimor and cannot be published or reproduced without the written consent of Avimor Partners or their legal representatives.



**Exhibit B**  
**Estimated Proportionate Share Fees\***

| <b>Year</b>  | <b>Estimated Units</b> | <b>Proportionate Share Fee Per Unit</b> | <b>Annual Fee Total</b> |
|--------------|------------------------|-----------------------------------------|-------------------------|
| 2022         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2023         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2024         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2025         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2026         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2027         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2028         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2029         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2030         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2031         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2032         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2033         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2034         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2035         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2036         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2037         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2038         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2039         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2040         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2041         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2042         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2043         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2044         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2045         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2046         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2047         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2048         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2049         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2050         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2051         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2052         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2053         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2054         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2055         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2056         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| 2057         | 250                    | \$ 5,000.00                             | \$ 1,250,000.00         |
| <b>Total</b> | <b>9000</b>            |                                         | <b>\$ 45,000,000.00</b> |

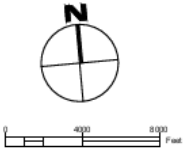
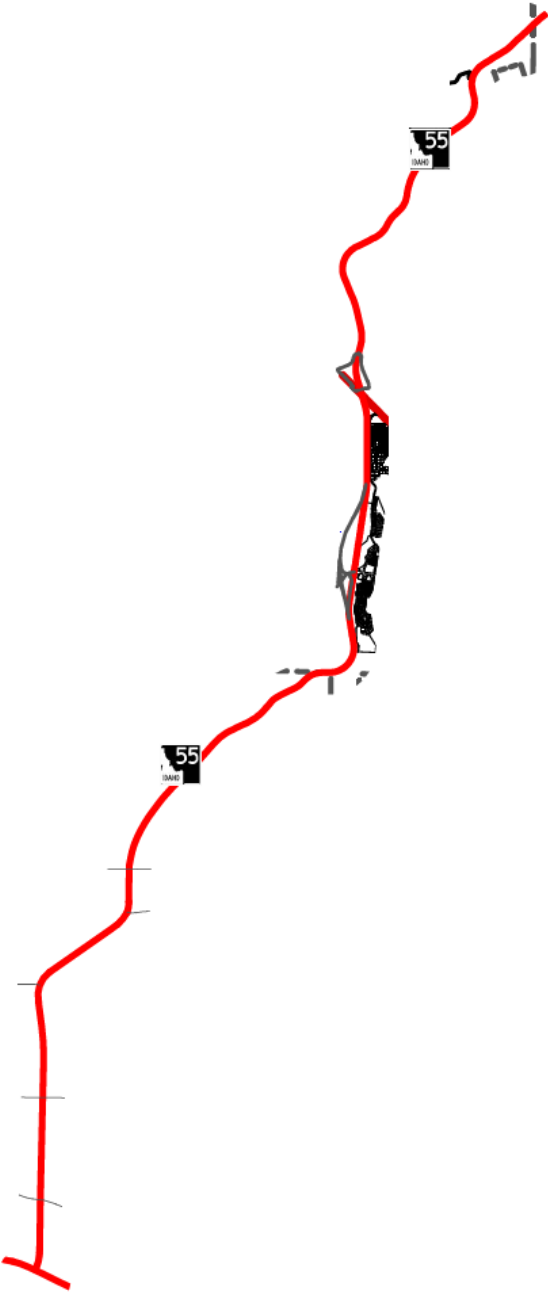
\* Exhibit B is only an estimate based on market absorption studies and market forecasts. The number of units actually constructed in any given year may be lower or higher based on market forces.

Exhibit C  
Project Area Map

Project Area Map

Legend

- Boundary - Avimor
- County Line
- Road - Highway 55



DISCLAIMER: Descriptions and illustrations of Avimor are based upon current development concepts which are subject to change without notice. All renderings are artists' conceptions and are not intended to be exact duplications of homes, amenities, building images or landscaping.

This plan is the property of Avimor and cannot be published or reproduced without the written consent of Avimor Partners or their legal representatives.



**Exhibit D**  
**ITD and Developer Project Table**

| <b>Project Name</b>                                                  | <b>Description of Project</b>                                                                                                                                                         | <b>Responsible Party</b> | <b>Time for Completion*</b>                                                  |
|----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------------------------------------------------------------------|
| <b>SH55 Widening – N of Canyon to N of McLeod Way</b>                | Realign SH 55 plus widen to 2 lanes in each direction from north of the canyon (approximately MP 51.5) to north of McLeod Way (approximately MP 54.0)                                 | <b>Avimor</b>            | Complete by occupancy of 2,200 residences in the Avimor Development.         |
| <b>SH55/Avimor Dr. Grade Separated Intersection</b>                  | Construct a grade separated intersection at the realigned SH55/Avimor Drive intersection                                                                                              | <b>Avimor</b>            | Complete by occupancy of 2,200 residences in the Avimor Development.         |
| <b>SH55/McLeod Way Grade Separated Intersection</b>                  | Replace the at grade McLeod Way full access with right-in/right-out only access for both NB and SB SH55 and construct grade separated intersection north of right-in/right-out access | <b>Avimor</b>            | Complete by occupancy of 1,450 residences in the Avimor Development.         |
| <b>Willow Creek Access</b>                                           | Potential full access; construct NB and SB right-turn and left-turn lanes; subject to sight distance standards                                                                        | <b>Avimor</b>            | Complete with final platting of adjacent subdivision phase.                  |
| <b>Pearl Road Access</b>                                             | Construct NB left-turn lane                                                                                                                                                           | <b>Avimor</b>            | Complete with final platting of adjacent subdivision phase                   |
| <b>SH55 Canyon Widening</b>                                          | Widen SH55 to 2 lanes in each direction from 1,500 ft north of Brookside Lane (approximately MP 48.7) to north of the canyon (approximately MP 51.5)                                  | <b>ITD</b>               | Complete by receipt of \$13,750,000 from this agreement (approximately 2032) |
| <b>SH55/SH44 Intersection Improvements</b>                           | Complete improvements to SH55/SH44 intersection to address growth in regional traffic volumes                                                                                         | <b>ITD</b>               | Complete by receipt of \$21,250,000 from this agreement (approximately 2038) |
| <b>SH55 Improvements from north of Floating Feather Road to SH44</b> | Complete widening of SH55 to three lanes and other necessary improvements to address growth in regional traffic volumes                                                               | <b>ITD</b>               | Complete by receipt of \$23,750,000 from this agreement (approximately 2040) |

\*The time for completion was calculated based on the equivalent number of residential units occupied because that is the development type that will be tied to the proportional fee per unit assessment. The number of units triggering each specific project correlates with existing traffic impact studies and analysis for when the improvements are needed



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 20 minutes

|                                                |                                                      |          |                    |
|------------------------------------------------|------------------------------------------------------|----------|--------------------|
| Presenter's Name<br>Dan McElhinney/Dave Kuisti | Presenter's Title<br>COO/HWYS CN-OPS Div. Admin.     | Initials | Reviewed By<br>LSS |
| Preparer's Name<br>Jared Holyoak               | Preparer's Title<br>State Estimating Manager - PM II | Initials |                    |

## Subject

|                                               |          |              |
|-----------------------------------------------|----------|--------------|
| Inflation and Rising Construction Cost Trends |          |              |
| Key Number                                    | District | Route Number |

## Background Information

In follow up to the November meeting Board's request to outline possible inflation impacts on project construction estimates, a presentation will be provided that updates the Board on what national transportation economists are advising, a review of ITD project bidding trends in 2020 and 2021, highlights of major projects and major construction items, and what steps the ITD team is taking to consider these trends in our project estimates and programming for 2022 forward.

ITD and AGC of Idaho are monitoring our projects monthly for price indexing or specification changes.

Our Program Management Office is working directly with district estimators and project managers to assist in their estimating efforts by reviewing statewide bid details, cost recommendations, funding recommendations, training, best practices, estimating tools, and up-to-date cost data and trends for consideration monthly.

We also request updating each project budget at least annually based on the most current market trends and project scope.

We currently include 2% escalation per project budget per year to allow for inflation and are evaluating increasing that percentage for the next few years depending on what occurs during the next quarter.

Lists of recent State infrastructure Projects bid and planning to bid are attached.

## Recommendations

For Informational Purposes

## Board Action

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

**STATE INFRASTRUCTURE PROJECTS BID SINCE JUNE 2021**

| <b>Projects</b>                                                               | <b>Eng Estim</b>      | <b>Percent EE</b> |
|-------------------------------------------------------------------------------|-----------------------|-------------------|
| <b>2021-06</b>                                                                | <b>\$12,951,315</b>   | <b>87.99%</b>     |
| KN 20490 I-15, EXIT 113 ROUNDABOUT, BONNEVILLE CO                             | \$6,866,778           | 91.93%            |
| KN 20581 US 20, SHEEP FALLS TO PINEHAVEN OVERLAY, FREMONT CO                  | \$4,678,840           | 79.13%            |
| KN 20730 FY22 D6 BRIDGE REPAIR, MADISON AND FREMONT COUNTIES                  | \$1,405,697           | 98.26%            |
| <b>2021-07</b>                                                                | <b>\$5,265,329</b>    | <b>97.53%</b>     |
| KN 22706 - SH-75, COBBLESTONE LN. TO COTTONWOOD CR.                           | \$2,081,342           | 99.28%            |
| KN 22722 SH-75, COTTONWOOD CR. TO TIMBER WAY                                  | \$3,183,986           | 96.39%            |
| <b>2021-08</b>                                                                | <b>\$658,121</b>      | <b>110.11%</b>    |
| KN 23120 US-95, SAGLE TO LONG BRIDGE INTERIM IMPRV, PH 1                      | \$658,121             | 110.11%           |
| <b>2021-09</b>                                                                | <b>\$39,000,430</b>   | <b>97.99%</b>     |
| KN 19053 I-15- E ALAMEDA RD AND YELLOWSTONE AVE, BANNOCK COUNTY               | \$534,296             | 125.37%           |
| KN 19849 I-15, ARIMO RD IC#40, BANNOCK COUNTY                                 | \$8,033,939           | 79.22%            |
| KN 20131 SH 21, ELK CR BR, CUSTER COUNTY                                      | \$1,619,651           | 101.19%           |
| KN 20397 I-90, WALLACE TO MULLAN IC 68, SHOSHONE COUNTY                       | \$4,694,978           | 95.45%            |
| KN 20455 SH-39, STERLING N RD TO RRX, BINGHAM CO                              | \$5,444,684           | 89.90%            |
| KN 20514 SH47, FY23 OVERLAY, FREMONT COUNTY                                   | \$1,960,136           | 100.01%           |
| KN 20544 SH-31, OVERLAY AND GUARDRAIL UPGRADE                                 | \$8,880,400           | 121.53%           |
| KN 20669 SH-27, BURLEY CL TO JCT I-84                                         | \$2,804,661           | 94.88%            |
| KN 23351 SH 97, MP 65 TO CEMETERY HILL, KOOTENAI COUNTY                       | \$961,793             | 89.65%            |
| KN 23352 SH 3, PAVEMENT PRESERVATION, VARIOUS LOCATIONS                       | \$4,065,890           | 95.67%            |
| <b>2021-10</b>                                                                | <b>\$44,441,318</b>   | <b>87.83%</b>     |
| KN 19948 I-90, ELIZABETH PARK OPASS, SHOSHONE CO                              | \$8,057,758           | 97.38%            |
| KN 20244 I-90, DIVISION ST IC OPASS, KELLOGG                                  | \$10,022,822          | 95.03%            |
| KN 20439 FY 22 D4 BRIDGE REPAIR, MINIDOKA & CASSIA COUNTY                     | \$766,618             | 96.04%            |
| KN 20564 D4 1 NON COM SEAL COATS, VARIOUS COUNTY                              | \$3,579,975           | 84.07%            |
| KN 20587 US 93, GRANDVIEW TO BLUE LAKES, TWIN FALLS COUNTY                    | \$929,467             | 171.40%           |
| KN 20623 SH 46, BIG WOOD RV BR, GOODING COUNTY                                | \$2,216,324           | 114.19%           |
| KN 21890 SH-78, INT SH-167, IMPROVEMENTS                                      | \$529,956             | 102.02%           |
| KN 22888 SH3, GOOSEHAVEN RD TO ROUND LAKE RD, BENEWAH CO                      | \$17,982,066          | 72.08%            |
| KN 23064 RECESSED PAVEMENT MARKING PILOT                                      | \$356,333             | 81.27%            |
| <b>2021-11</b>                                                                | <b>\$121,077,687</b>  | <b>94.10%</b>     |
| KN 09294 US 95, THORN CR RD TO MOSCOW, LATAH COUNTY                           | \$63,503,554          | 90.76%            |
| KN 19195 US-95, DEEP CR BRIDGE - POTLATCH                                     | \$3,957,998           | 112.08%           |
| KN 19526 US-95, JCT SH6 TURNBAY - POTLATCH                                    | \$2,640,968           | 102.98%           |
| KN 19653 US-95, WIR BRIDGE - POTLATCH                                         | \$3,792,855           | 125.27%           |
| KN 19848 SH24 & SH25, CITY OF RUPERT, MINIDOKA COUNTY                         | \$4,270,313           | 114.61%           |
| KN 19916 US95, LABROSSE HILL ST TO ALDERSON LN, BONNERS FERRY                 | \$11,418,853          | 101.48%           |
| KN 19960 US 93, BLUE LAKES BLVD; POLELINE RD TO PERRINE BR, TWIN FALLS COUNTY | \$2,334,505           | 122.78%           |
| KN 20032 US-95, CULDESAC CANYON PASSING LN, PH 3, NEZ PERCE CO                | \$14,652,507          | 76.45%            |
| KN 20379 US-26, CLARK HILL REST AREA TURN LNS, BONNEVILLE COUNTY              | \$1,960,507           | 112.28%           |
| KN 20411 US-26, ANTELOPE FLATS PASSING LANE, BONNEVILLE COUNTY                | \$4,130,415           | 96.78%            |
| KN 20428 SH-21, TECHNOLOGY WAY TO SURPRISE WAY, ADA COUNTY                    | \$3,107,643           | 63.04%            |
| KN 20446 US-95, COCOLALLA LOOP RD TO WESTMOND RD, BONNER CO                   | \$1,432,498           | 94.90%            |
| KN 20491 FY22 D1 BRIDGE REPAIR                                                | \$1,812,293           | 120.71%           |
| KN 20676 SH-200, PACK RV TO TRESTLE CR                                        | \$1,012,779           | 107.12%           |
| KN 23350 I90, MULLAN TO MONTANA ST LN, SHOSHONE CO                            | \$1,050,000           | 100.00%           |
| <b>Grand Total</b>                                                            | <b>\$ 223,394,199</b> | <b>93%</b>        |

| PROJECTS LIKELY TO BE ADVERTISED DECEMBER 2021 - FEBRUARY 2022 |        |          |                                                                |                       |
|----------------------------------------------------------------|--------|----------|----------------------------------------------------------------|-----------------------|
| District                                                       | Key #  | Route #  | Project Location                                               | Program               |
| 1                                                              | 21938  | US 95    | IRONWOOD TO SH53 SIGNAL UPGRADES, KOOTENAI CO                  | Safety                |
| 1                                                              | 20575  | SH 53    | HAUSER LAKE RD TO N BRUSS RD, KOOTENAI CO                      | Safety/P Rest         |
| 1                                                              | 20662  | US 95    | MCARTHUR LAKE, BOUNDARY CO                                     | Safety                |
| 1                                                              | 23121  | US 95    | SAGLE RD TO LONG BRIDGE INTERIM IMPRV, PH 2                    | Safety & Capacity     |
| 1                                                              | 20695  | SH 53    | N LATAH ST TO MP 9.3, RATHDRUM                                 | Safety                |
| 2                                                              | 23355  | SH 62    | CRAIGMONT BUSINESS LOOP, LEWIS CO                              | Pavement Preservation |
| 2                                                              | 20704  | US 12    | OROFINO TO GREER, CLEARWATER CO                                | Pavement Restoration  |
| 2                                                              | 20513  | US 12    | CLEARWATER RV MEMORIAL BR, NEZ PERCE CO                        | Bridge Restoration    |
| 2                                                              | 20552  | SH 3     | CLEMENHAGEN RD TO DEARY, LATAH CO                              | Pavement Preservation |
| 2                                                              | 23090  | US 95    | AHT'WY INTERCHANGE AND PLAZA, NEZ PERCE CO                     | TIGER Grant           |
| LHTAC-2                                                        | 13014  | SMA 7674 | MOUNTAIN VIEW RD, MOSCOW                                       | Local Urban           |
| 3                                                              | 20405  | I 84     | I 84, FY22 D3 BRIDGE REPAIR                                    | Bridge Preservation   |
| 3                                                              | 20403  | SH 21    | LOWMAN TO SOUTH AVALANCHE GATES, BOISE CO                      | Pavement Preservation |
| 3                                                              | 21849  | SH 45    | JCT SH-78 TO DEER FLAT RD, CANYON CO                           | Pavement Restoration  |
| G                                                              | 23410d | SH 16    | I 84 TO FRANKLIN RD, ADA & CANYON COS - DEMO Project           | TECM                  |
| ACHD                                                           | 20159  | TMA      | FY21 Capital Maintenance, Phase 3, Boise Area                  | ADA Improvements      |
| 4                                                              | 19973  | I 84     | DECLO POE EB, CASSIA CO                                        | Safety & Capacity     |
| 4                                                              | 19134  | US 93    | 100 SOUTH RD, JEROME CO                                        | Safety                |
| LHTAC-4                                                        | Misc   | Various  | WEST BRIDGE BUNDLE PACKAGE - Key #s 22593, 22594, 22595, 22596 | Bridge Local          |
| 5                                                              | 22697  | I 86     | FY22 D5 PAVEMENT PRESERVATION                                  | Pavement Preservation |
| 5                                                              | 20597  | Various  | FY22 W BINGHAM CO PAVEMENT PRESERVATION                        | Pavement Preservation |
| 5                                                              | 23332  | SH 34    | WEST SIDE RD TO WAYAN LOOP RD, CARIBOU CO                      | Pavement Preservation |
| 5                                                              | 21831  | SH 34    | SODA SPRINGS TO CONDA, CARIBOU CO                              | Pavement Restoration  |
| 5                                                              | 22544  | I 86     | UPRR BRIDGE, POCATELLO                                         | Bridge Restoration    |
| 5                                                              | 20643  | Various  | FY22 D5 BRIDGE REPAIR (comp 21977) Lead Key #                  | Bridge Preservation   |
| 5                                                              | 21977  | I 86     | FY22 D5 BRIDGE REPAIRS ON I-86 (comp 20643)                    | Bridge Preservation   |
| 5                                                              | 21895  | US 30    | NOUNAN RD TO BENNINGTON, BEAR LAKE CO                          | Pavement Restoration  |
| 5                                                              | 19605  | I 86B    | INT POCATELLO AVE, POWER CO                                    | Capacity              |
| 6                                                              | 20735  | US 20B   | US 20B, YELLOWSTONE HWY & HOLMES MICROSEAL, IDAHO FALLS        | Pavement Preservation |
| 6                                                              | 20420  | I 15B    | CONCRETE INTERSECTIONS, IDAHO FALLS                            | Pavement Preservation |
| 6                                                              | 20544  | SH 31    | OVERLAY & GUARDRAIL, BONNEVILLE CO                             | Pavement Preservation |



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 12/09/21

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 15 Min

|                                    |                                              |                 |                    |
|------------------------------------|----------------------------------------------|-----------------|--------------------|
| Presenter's Name<br>Scott Luekenga | Presenter's Title<br>Freight Program Manager | Initials<br>CSL | Reviewed By<br>LSS |
| Preparer's Name<br>Scott Luekenga  | Preparer's Title<br>Freight Program Manager  | Initials<br>CSL |                    |

## Subject

|                               |                |                     |
|-------------------------------|----------------|---------------------|
| Annual Freight Program Update |                |                     |
| Key Number<br>N/A             | District<br>NA | Route Number<br>N/A |

## Background Information

In accordance with Board Policy 4048, this is the annual update on the Freight Advisory Program. The presentation will include Freight Program activities in 2021 and a review of the overall Freight Program to include Statewide Freight Strategic Plan, freight stakeholder outreach and multimodal updates.

## Recommendations

No Board action is required. Informational update.

## Board Action

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

# Idaho Transportation Board Freight Program Update

**Scott Luekenga**  
**Freight Program Manager**  
**208-334-8057**  
**[scott.Luekenga@itd.idaho.gov](mailto:scott.Luekenga@itd.idaho.gov)**



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



# Agenda



**Freight Advisory Committee**

**Freight Summit**

**129,000 Lbs Trucking**

**Eastern Idaho Railroad**

**Truck Platooning**

**Idaho Extra Truck Length Update**





# Freight Advisory Committee (FAC)



- 📍 **Committee Structure – Chair & six voting members**
  - 📍 **Chair - Mr. Winston Inouye**
  - 📍 **District 1 - Pending Application**
  - 📍 **District 2 - Mr. Dave Doeringsfeld, Port of Lewiston**
  - 📍 **District 3 - Vacant**
  - 📍 **District 4 - Pending Application**
  - 📍 **District 5 - Vacant**
  - 📍 **District 6 - Pending Application**
- 📍 **Last meeting – December 19, 2018**
- 📍 **Updated Board Policy 4048 and Administrative Policy 5048**







# 2021 Freight Summit



- 📍 **August 10, 2021**
- 📍 **Key note speaker – Governor Brad Little**
- 📍 **Statewide Freight Stakeholder Updates**
  - 📍 DMV – Motor Carrier Update
  - 📍 LHTAC
  - 📍 Port of Lewiston
  - 📍 Idaho Trucking Association
  - 📍 Rail in Idaho
  - 📍 Industry updates
- 📍 **Round Table Discussions**
  - 📍 Multimodal Investment
  - 📍 First and Last Mile
  - 📍 Truck Parking
  - 📍 Private & Public Partnership

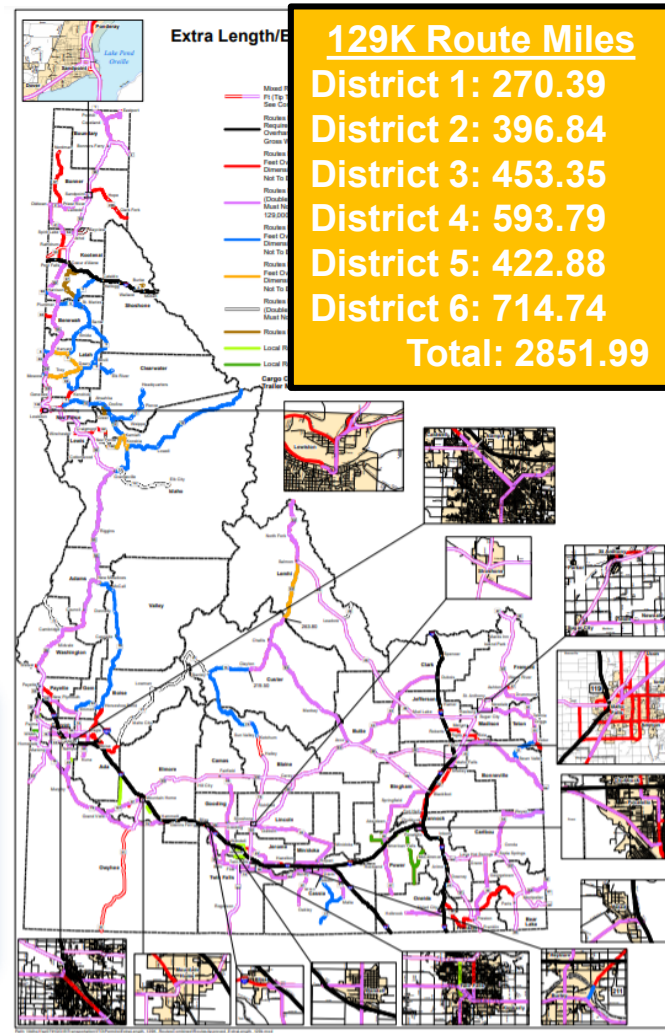




# 129,000 Pound Trucking



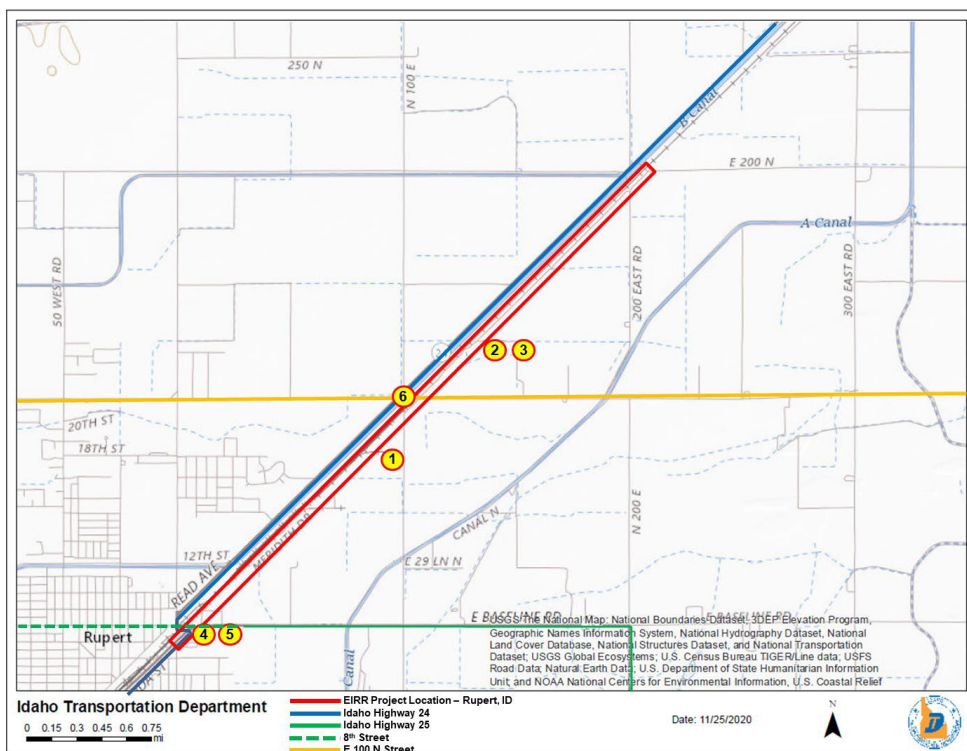
- Reduced processing time from 313 days to 66 days
- Added 310 lane miles
- Updated the 129,000 Pound Subcommittee Manual
- Completed State wide connected 129,000 Pound Route
  - US-95, US-12
  - SH-6, SH-9, SH-8, SH-13, SH-162







-  **Grant Agreement signed 09/21/2021**
-  **Begin Project – May 2022**
-  **Scheduled Completion – August 2022**



- 1 Gular Yard Track:** Extend Tracks 140, 141, 142, 143 by 2,876 feet each south of 100 N Street
- 2 Gular Yard Track:** Add a 7,000 foot Unit Train Side Track
- 3 Main Line Rail Relay:** Replace 131 lbs joint rail and relay new 136 lbs Continuous Welded Rail
- 4 Idaho Highway 24/8<sup>th</sup> Street:** Eliminate two of four crossings in the ID24/8<sup>th</sup> Street crossing. Rehab Remaining two crossings
- 5 Kelly Bean Track:** Remove the Kelly Bean Track
- 6 100 North Crossing:** Rehab the E 100 North crossing. Remove and relocate the turnout in in the crossing

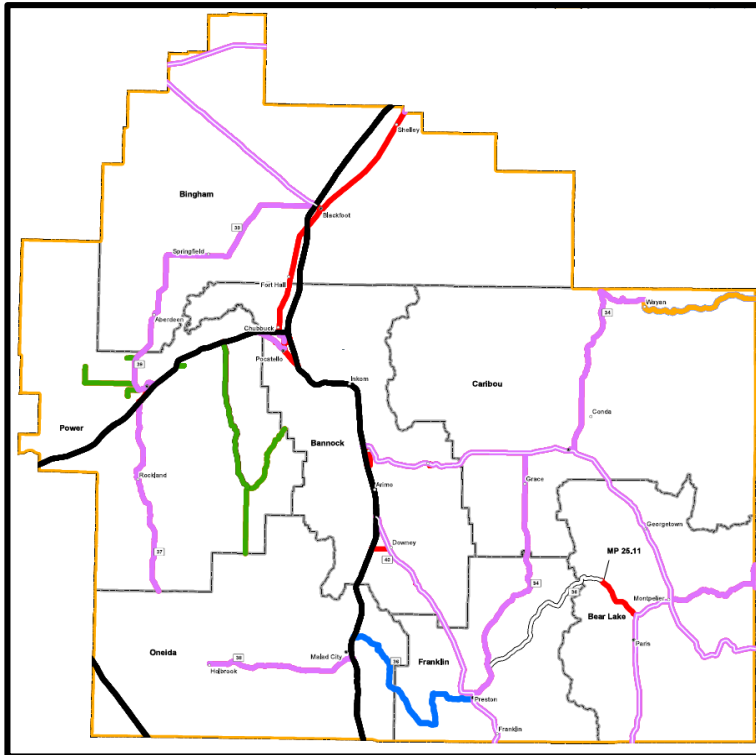




# Excess Truck Length Update



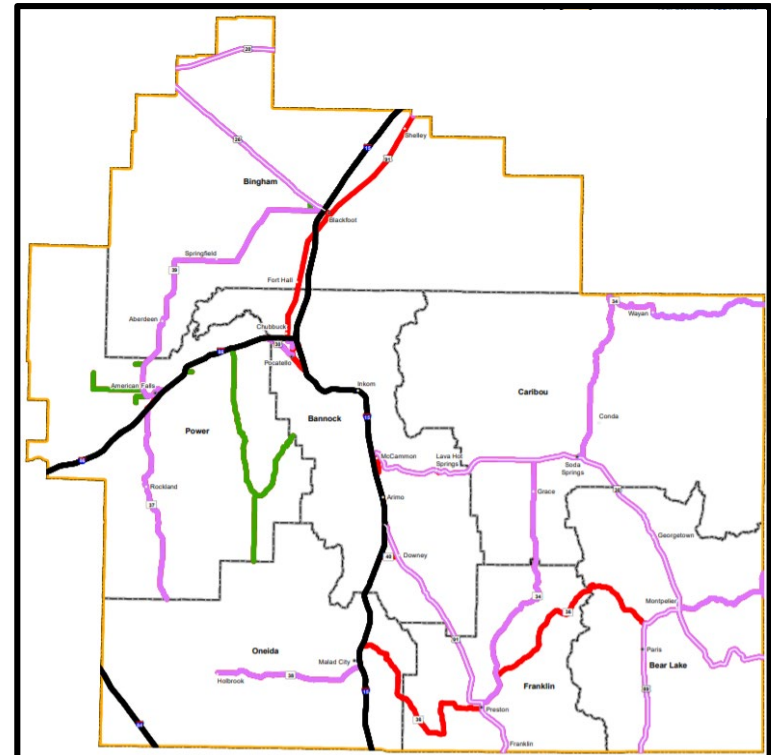
**District 5 February 2020**



**SH36: 5'.50" Off-track & Limited to 95' Length I15 to Preston**  
**3'.30" Off-track & Limited to 85' Length MP0.0 to MP25**

**SH34: 5'.50" Off-track & Limited to 95' Wayan to ID/MT Border**

**District 5 July 2021**



**SH36: 6'.50" Off-track & Limited to 115' Length**

**SH34: 6'.50" Off-track & Limited to 115' Length**



# Idaho Transportation Board Freight Program Update

## Questions



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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9th, 2020Consent Item ☐Information Item ☒Amount of Presentation Time Needed 15 Minutes

|                  |                   |          |             |
|------------------|-------------------|----------|-------------|
| Presenter's Name | Presenter's Title | Initials | Reviewed By |
| Ron Duran        | PT Manager        | RD       | LSS         |
| Preparer's Name  | Preparer's Title  | Initials |             |
| Ron Duran        | PT Manager        | RD       |             |

### Subject

|                                                               |          |              |
|---------------------------------------------------------------|----------|--------------|
| Public Transportation Advisory Council & Office Annual Update |          |              |
| Key Number                                                    | District | Route Number |

### Background Information

Per Admin Policy 5038 and 4039, the Public Transportation Program Manager and the Public Transportation Advisory Council (PTAC) will report to the Idaho Transportation Board annually on Public Transportation Programs.

The ITD-Public Transportation Office (ITD-PT) is the recipient of \$13 million Federal Transit Administration (FTA) dollars annually and awards those funds through a competitive application program.

The ITD-Public Transportation Office works in conjunction with PTAC, FTA, Metropolitan Planning Organizations, transit providers, and local stakeholders to assist in meeting the transportation needs throughout the state. The Public Transportation programs are strategically structured to ensure proper oversight of pass through funding in accordance with federal regulations, with a focus on ITD's strategic mission of Your Safety, Your Mobility, Your Economic Opportunity.

### Recommendations

No action required from the Idaho Transportation Board. This is an information update 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 December 9, 2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 30 minutes

|                                   |                                                     |          |             |
|-----------------------------------|-----------------------------------------------------|----------|-------------|
| Presenter's Name<br>Amy Schroeder | Presenter's Title<br>Transportation Program Manager | Initials | Reviewed By |
| Preparer's Name<br>Amy Schroeder  | Preparer's Title<br>Transportation Program Manager  | Initials |             |

## Subject

|                                                                                 |                       |                         |
|---------------------------------------------------------------------------------|-----------------------|-------------------------|
| Leading Idaho - Transportation Expansion & Congestion Mitigation (TECM) Program |                       |                         |
| Key Number<br>n/a                                                               | District<br>statewide | Route Number<br>various |

## Background Information

Informational presentation regarding accomplishments since the TECM funding was signed and the Board approved funding in May, upcoming activities, the next major milestones in the TECM program, and a preview of the next-mostly-likely projects to be ready for construction.

## Recommendations

Informational item only.

## Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min.

|                                 |                                           |                |                    |
|---------------------------------|-------------------------------------------|----------------|--------------------|
| Presenter's Name<br>Justin Pond | Presenter's Title<br>Right of Way Manager | Initials<br>JP | Reviewed By<br>LSS |
| Preparer's Name<br>Justin Pond  | Preparer's Title<br>Right of Way Manager  | Initials<br>JP |                    |

### Subject

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

### Background Information

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

### Recommendations

Approve: KN 20788 – SH-16, I-84 to US-20/26 - for administrative settlement in the amount of \$298,320.00. Resolution on page 133.

### Board Action

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-  
ITB \_\_\_\_\_ 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 \$298,320.00



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min.

|                                 |                                           |                |                    |
|---------------------------------|-------------------------------------------|----------------|--------------------|
| Presenter's Name<br>Justin Pond | Presenter's Title<br>Right of Way Manager | Initials<br>JP | Reviewed By<br>LSS |
| Preparer's Name<br>Justin Pond  | Preparer's Title<br>Right of Way Manager  | Initials<br>JP |                    |

### Subject

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

### Background Information

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

### Recommendations

Approve: KN 20788 – SH-16, I-84 to US-20/26 - for administrative settlement in the amount of \$566,009.10. Resolution on page 135.

### Board Action

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-  
ITB \_\_\_\_\_ 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 \$566,009.10.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 9, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min.

|                                 |                                           |                |                    |
|---------------------------------|-------------------------------------------|----------------|--------------------|
| Presenter's Name<br>Justin Pond | Presenter's Title<br>Right of Way Manager | Initials<br>JP | Reviewed By<br>LSS |
| Preparer's Name<br>Justin Pond  | Preparer's Title<br>Right of Way Manager  | Initials<br>JP |                    |

### Subject

|                                             |               |                                                          |
|---------------------------------------------|---------------|----------------------------------------------------------|
| Administrative Settlement over \$200,000.00 |               |                                                          |
| Key Number<br>10005                         | District<br>1 | Route Number<br>SH-53, Pleasant View IC, Kootenai County |

### Background Information

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

### Recommendations

Approve: KN 10005 – SH-53, Pleasant View IC, Kootenai County - for administrative settlement in the amount of \$242,940.00. Resolution on page 137.

### Board Action

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way  
ITB\_\_ along SH-53, Pleasant View IC, Kootenai Co. for Project No. A010(005); 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 \$242,940.00.